



Lower Thames Crossing

5.4.2.1 Final Agreed Statement of Common Ground between (1) National Highways and (2) DP World London Gateway (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

Deleted: August

DEADLINE: 9A

Deleted: 2

Planning Inspectorate Scheme Ref: TR010032
Application Document Ref: TR010032/APP/5.4.2.1

VERSION: 3.0

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Revision history

Version	Date	Submitted at
1.0	31 October 2022	DCO Application
2.0	3 August 2023	Deadline 2
<u>3.0</u>	<u>15 December 2023</u>	<u>Deadline 9A</u>

Status of the Statement of Common Ground

This is a ~~Final~~ Agreed Statement of Common Ground ~~between (1) National Highways (the Applicant) and (2) DP World London Gateway with no matters outstanding.~~

~~Both parties have reached agreement on the position of the status of all six matters. Of the six matters contained within, one matter is agreed and five are not agreed.~~

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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

<u>Name</u>	[REDACTED]
<u>Position</u>	[REDACTED]
<u>Organisation</u>	National Highways
<u>Signature</u>	[REDACTED]

On behalf of DP World London Gateway

<u>Name</u>	[REDACTED]
<u>Position</u>	[REDACTED]
<u>Organisation</u>	London Gateway Port Limited
<u>Signature</u>	[REDACTED]

Lower Thames Crossing

5.4.2.1 Final Agreed Statement of Common Ground between (1) National Highways and (2) DP World London Gateway (Tracked changes version)

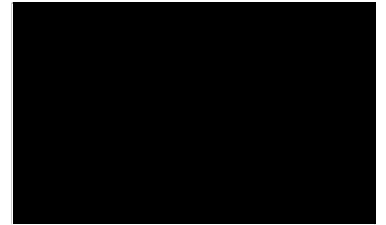
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A high-level overview of the engagement undertaken since the DCO application was submitted on 31 October 2022 is summarised in Table A.1 in Appendix A.

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 Table A.2 Engagement activities between the Applicant and DP World London Gateway from 2018 up until the DCO Application was submitted on the 31 October 2022 15¶

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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 DP World London Gateway (DPWLG), and where agreement has not been reached.
- 1.1.3 This final version of the SoCG has been submitted at Examination Deadline 9A.

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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.
- 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 DPWLG PADS Tracker AS-067.

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1.3 Terminology

- 1.3.1 In the 'Final position 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.

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2 Matters

2.1 Final position on matters

- 2.1.1 A summary of engagement undertaken between the Applicant and DPWLG is summarised in Appendix A.
- 2.1.2 Table 2.1 details and presents the matters which have been agreed or are not agreed between (1) the Applicant and (2) DPWLG.
- 2.1.3 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'.
- 2.1.4 In the column 'Item No' in Table 2.1, 'RRE' indicates an existing SoCG matter that was also raised in the Relevant Representation and 'DLX' indicates a new matter added during examination at/around that deadline.
- 2.1.5 Since version 2 of this SoCG was submitted at Deadline 2, the following matters moved from 'Matter Under Discussion' to 'Matter Not Agreed':
- a. 2.1.1 'Traffic and Economics', 'Overall Traffic Modelling'
 - b. 2.1.2 'Traffic and Economics', 'Congestion at Manorway Junction'
 - c. 2.1.3 'Traffic and Economics', 'Congestion and rat-running at Orsett Cock junction'
 - d. 2.1.4 'Traffic and Economics', 'Traffic modelling results on the A13'
- 2.1.6 The following is a new matter at Deadline 9A:
- a. 2.1.6 'DCO and Consents', 'Requirement 18'
- 2.1.7 At Examination Deadline 2 there were 5 matters in total, of which 1 was agreed and 4 were under discussion.
- 2.1.8 At Examination Deadline 9A there are 6 matters in total, of which one is agreed and five are not agreed.
- 2.1.9 This is the final Statement of Common Ground between the Applicant and DPWLG.

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Table 2.1

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Table 2.1 Final position on Matters

Topic	Item No.	DP World London Gateway Comment	The Applicant's Response	Application Document Reference	Status
<u>DCO and Consents</u>					
<u>Requirement 18</u>	<u>2.1.6 DL9</u>	<u>At Deadline 8, and following Issue Specific Hearing 13 on Traffic and Transportation, DP World London Gateway (DPWLG) made representations regarding Requirement 18. DPWLG is of the view that the adverse effects of the proposed development at Orsett Cock Junction can reasonably be mitigated subject to a form of wording of Requirement 18 which clarifies the necessary outcomes and objectives having regard to the objectives to be achieved: the efficient operation of the Orsett Cock Roundabout and wider highway network, the protection of the amenities of Orsett village, and the maintenance of traffic flows to and from the ports via the A13 (including the Manorway junction) having regard to the reasonable operational requirements of the ports and their need to maintain operating efficiency in the public interest.</u>	<u>The Applicant held a meeting with DPWLG, Port of Tilbury London Limited and Thurrock Council on 4 December 2023 to discuss Requirement 18. Following the meeting, on 6 December 2023 the Applicant shared updated drafting of Requirement 18 which it hopes will resolve some of DPWLG's concerns. The Applicant considers its drafting of Requirement 18 secures the outcomes which DPWLG specifically raised in its Deadline 8 submissions. The Applicant highlights that its proposed provision requires a scheme to deliver measures which are reasonably necessary to not just minimise traffic delays but ensure and optimise the performance of the roundabout. The Applicant has inserted an interpretive provision which defines "optimise" as including the objectives sought by DPWLG.</u>	<u>Draft Development Consent Order [Document Reference 3.1 (11)] Interested parties submission: Port of Tilbury London Limited - Summary of oral submissions and actions from hearings deadline 6 (Appendix 4) [REP6-163]</u>	<u>Matter Not Agreed (albeit differences narrowed)</u>

Topic	Item No.	DP World London Gateway Comment	The Applicant's Response	Application Document Reference	Status
		<p><u>However, DPWLG are of the view that the draft wording submitted to the examination by the applicant by Deadline 7 is insufficient to achieve this and leaves unacceptable uncertainty regarding future accessibility. Unless the Examination process can achieve a form of words which addresses such uncertainty, the proposed development gives rise to unacceptable risk and should not be consented. However, DPWLG remain engaged with the Applicant, including at a meeting on 4 December 2023, with a view to reaching an agreed form of words before Deadline 9.</u></p> <p><u>A revised form of draft wording, which varies the Applicant's proposals, has now been submitted by the Joint Parties (which includes DPWLG) at Deadline 9.</u></p>			
Traffic and Economics					
Overall traffic modelling	2.1.1 RRE	<p>DPWLG have concerns that the Project <u>LTAM</u> modelling underestimates the impact at the Orsett Cock junction and A13 (east of Orsett) <u>and subsequently Manorway Interchange. Local (VISSIM) modelling by the</u></p>	<p><u>The Project's Transport Model has been independently assured by the Applicant as being suitable to assess the impact of the Project.</u></p>	<p><u>Combined Modelling and Appraisal Report (ComMA)</u></p>	<p>Matter <u>Not Agreed</u></p>

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Topic	Item No.	DP World London Gateway Comment	The Applicant's Response	Application Document Reference	Status
		<p>Applicant and other parties (including Thurrock Council) has confirmed a considerable lack of convergence between the various model outputs and therefore the impact on access to the Port is unresolved in modelling terms. However, it is clear that further physical (and potentially significant) changes are required to Orsett Cock Interchange to ensure that it accommodates traffic changes arising from the proposed development. Such works would allow more confidence in the outcomes of the Applicant's modelling in respect of Orsett Cock Interchange, Manorway Interchange, M25 J30 and access from the ports generally. In the prevailing circumstances, DPWLG are of the view that this should be secured by way of an appropriately worded requirement (see Requirement 18 above).</p> <p>DPWLG have requested that traffic modelling is carried out to inform the resilience of the utilised assumptions (i.e. how wrong can they be before the junctions experience material impacts) and also to test the scenario whereby there is an emergency incident (e.g. high winds closes QE2 bridge) at Dartford Crossing.</p> <p>This has not been provided to the examination.</p>	<p>The transport model has been calibrated and validated in line with relevant DMRB and TAG guidance as set out in the Transport Model Package (Appendix B of the Combined Modelling and Appraisal report (ComMA)). Given the scale and nature of the model it is not possible, or required, to achieve perfect validation across the whole of the modelled network.</p> <p>The conditions and operation of local roads has been replicated as far as possible within the parameters of the software.</p> <p>The Applicant has shared detailed modelling results with DPWLG both before and during the examination process to enable better understanding of the changes in traffic resulting from the Project.</p> <p>The Applicant has undertaken localised traffic modelling of the Orsett Cock, Manorway and Five Bells junctions and the outputs of these have been submitted into examination.</p> <p>Safety is the Applicant's highest priority. The new crossing will be designed and built to the standards recommended today, but the</p>	<p>Appendix B: Transport Model Package [APP-520]</p> <p>Transport Assessment [REP4-148 to REP4-152]</p> <p>Traffic Forecasts Non-Technical Summary [APP-528]</p> <p>Localised Traffic Modelling Appendix D: Manorway Forecasting Report [REP1-190]</p> <p>Localised Traffic Modelling Appendix C: Orsett Cock Forecasting Report [REP6A-006]</p>	

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 Transport Assessment [APP-529]¶

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 The Applicant considers that the model is suitable for assessing the Project and its impacts along the A13, and at

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Topic	Item No.	DP World London Gateway Comment	The Applicant's Response	Application Document Reference	Status
			<p><u>Applicant will continue to adapt its plans to incorporate advances in safety design and technology that will come forward in the years ahead to minimise the number and severity of incidents. When incidents do occur, the design includes technology to quickly detect and respond, supplemented by operational resources available to attend incidents, minimising the duration and impact.</u></p> <p><u>In the event of an incident occurring, the National Highways Regional Operations Centre will liaise with the various emergency services, Traffic Officers, the Applicant's network maintainers and other network authorities to ensure that any delays are kept to a minimum; that incidents are cleared within National Highways' response times; and any diversions are managed in line with agreements with other network authorities. In addition, the Applicant will use multiple communications channels to advise motorists of traffic conditions so that that they can adjust their journeys to suit.</u></p> <p><u>It should be noted that the Transport Assessment reflects the operational</u></p>	<p><u>Localised Traffic Modelling Appendix K: Five Bells & Pitsea Hall Forecasting Report [REP3-130]</u></p> <p><u>ComMA Appendix D: Economic Appraisal Package – Economic Appraisal Report [APP-526]</u></p> <p><u>Draft Development Consent Order [Document Reference 3.1 (11)]</u></p>	

Topic	Item No.	DP World London Gateway Comment	The Applicant's Response	Application Document Reference	Status
			<p><u>modelling that forms the basis of the DCO application. Discussions relating to the operational protocols will continue through until scheme opening, and then beyond as the Applicant continues its statutory duty to operate the strategic road network. While it is forecast that there is likely to be a small increase in collision numbers as a result of more traffic in the area appraised, there would be a reduction in the collision rate (collisions per vehicle mile travelled) as a result of a managed, less congested network. This is further detailed in the Appendix D (Economic Appraisal Report) of the Combined Modelling and Appraisal Report. The Applicant has introduced Requirement 18 into the draft DCO, securing a scheme to ensure and optimise the performance of Orsett Cock roundabout (see item 2.1.6).</u></p>		
Congestion at Manorway junction	2.1.2 RRE	DPWLG is concerned that, <u>without suitably robust and appropriate remedial scheme at Orsett Cock Junction</u> , the Manorway junction and/or A13 is expected to experience serious delays and congestion as a result of the Project. This is a critical route to DPWLG.	The Manorway junction is forecast to experience delays and congestion without the Project. The Applicant's forecasts indicate there would be additional traffic on the A13 as more people cross the Thames for	<u>Localised Traffic Modelling Appendix D: Manorway Forecasting</u>	Matter <u>Not Agreed</u> .

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Topic	Item No.	DP World London Gateway Comment	The Applicant's Response	Application Document Reference	Status
		<p><u>Such concerns are supported by Local (VISSIM) modelling developed by the Applicant and other parties (including Thurrock Council), which has confirmed a considerable lack of convergence between the various model outputs and therefore the impact on access to the Port is unresolved in modelling terms.</u></p>	<p>business, leisure, or to access services.</p> <p>At the Manorway junction the A13 reduces from three lanes to two lanes and this causes some delay to traffic wishing to join the A13 eastbound at this junction. The impact of the Project is indirect, as it would lead to increased flows on the A13 mainline.</p> <p><u>The Applicant has undertaken a localised traffic model of the Manorway junction, as reported in Localised Traffic Modelling Appendix D: Manorway Forecasting Report. This showed that the junction operation in VISSIM did not forecast any issues beyond those forecast by the LTAM which did not indicate that the Project would result in worsening of operational conditions at the junction.</u></p> <p><u>The Applicant has assessed the wider network impacts of the Project within Chapter 7 of the Transport Assessment and has considered these against the requirements set out in the National Policy Statement for National Networks (Department for Transport, 2014) within Transport Assessment - Appendix F - Wider</u></p>	<p><u>Report [REP1-190]</u></p> <p><u>Transport Assessment [REP4-148 to REP4-152]</u></p> <p><u>Post-event submissions, including written submission of oral comments, for ISH4 [REP4-180]</u></p> <p><u>Post-event submissions, including written submission of oral comments, for ISH13 [REP8-113]</u></p> <p>Wider Network Impacts Management and Monitoring Plan [Document]</p>	

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Topic	Item No.	DP World London Gateway Comment	The Applicant's Response	Application Document Reference	Status
			<p>Network Impacts Management and Monitoring <u>Policy Compliance, and considers that the adverse transport impacts are acceptable under this policy.</u></p> <p><u>The Applicant 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.</u></p> <p><u>the Applicant has introduced Requirement 18 into the draft DCO, securing a scheme to ensure and optimise the performance of Orsett Cock roundabout (see item 2.1.6).</u></p>	<p><u>Reference 7.12 (2),</u></p> <p><u>Transport Assessment - Appendix F - Wider Network Impacts Management and Monitoring Policy Compliance [APP-535]</u></p> <p><u>Draft Development Consent Order [Document Reference 3.1 (11)],</u></p>	
Congestion and rat-running at Orsett Cock junction	2.1.3 RRE	DPWLG is concerned that the A13 (east of Orsett) and Manorway Interchange junction could be used as an alternative route, to avoid Orsett Cock junction, to reach Port of Tilbury by u-turning at Manorway junction to access the A1089. This would adversely impact the performance of these routes.	<u>The Applicant does not consider that the Manorway junction would be used in this way. Within Table A.1 of Comments on WRs Appendix E – Ports, the Applicant set out that there would be a very low number of u-turning vehicles at the Manorway</u>	<u>Transport Assessment [REP4-148 to REP4-152]</u> <u>Comments on WRs Appendix</u>	Matter <u>Not Agreed</u>

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Deleted: Plan (WNIMMP) as part of the Community Impacts Consultation in July 2021. This document sets out how the Applicant would work with

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Deleted: Combined Modelling and Appraisal Report [APP-518] Transport Assessment [APP-529]

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Topic	Item No.	DP World London Gateway Comment	The Applicant's Response	Application Document Reference	Status
		<p>DPWLG is concerned that the A1013 is not suitable for Port Heavy Goods Vehicle (HGV) traffic and is unlikely to accommodate the modelled levels of traffic.</p> <p>DPWLG considers that the VISSIM modelling demonstrates that the Orsett Cock junction will operate significantly over capacity in future years in the Do Something scenario <u>and that such re-routing will occur, with resulting negative implications at Manorway Interchange.</u></p>	<p><u>junction in 2030 (fewer than one a minute), and that these were forecast to be traffic wishing to join the Project southbound from the A128. By 2045 this was forecast to fall to no u-turners in either the AM or PM peak hours. As a result of further discussions with DPWLG (and other parties) the Applicant undertook a test, agreed as part of the Joint Position Statement: Orsett Cock junction, using the Project's transport model to incorporate delays from the Applicant's Orsett Cock VISSIM modelling to examine the impact, if any, of the operation of the Manorway junction. The results of this are shown in Appendix N of Localised Traffic Modelling and show that there would be a small change in traffic flows at the Manorway junction which the Applicant does not consider would materially affect its operation, noting that the Applicant does not consider that the test undertaken is realistic as it represents only a single iteration between models, and further iterations would likely result in a rebalancing of flows cross the network.</u></p> <p><u>No traffic was forecast to U-turn at the junction to access the A1089 as a</u></p>	<p><u>E – Ports [REP2-050]</u></p> <p><u>Joint Position Statement: Orsett Cock junction [REP5-084]</u></p> <p><u>Localised Traffic Modelling Appendix N: Incorporating VISSIM model findings into the LTAM [REP6A-004]</u></p>	

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Topic	Item No.	DP World London Gateway Comment	The Applicant's Response	Application Document Reference	Status
			<p><u>result of the Project. For vehicles on the Project road (in either direction) wishing to access the A1089, these vehicles would leave the Project at the A13/A1089/A122 junction and at the Orsett Cock junction take the exit to the A1089. For vehicles travelling northbound on the A1089 there is a direct connection to the Project road in both directions.</u></p> <p><u>In respect of the A1013, the Applicant's transport model shows that whilst there would be a small increase in traffic on the A1013 between the Orsett Cock and Manorway junctions, there would be sufficient capacity to accommodate this additional traffic.</u></p> <p><u>The Applicant has provided a response regarding the proposed Requirement in relation to the Orsett Cock junction at matter 2.1.6 above.</u></p>		
Traffic modelling results on the A13	2.1.4 RRE	DPWLG raised concerns regarding higher levels of traffic on the A13 and potential impacts on the performance of the merge and diverge lanes at the A13 Manorway junction, as well as indirect impacts from traffic at Orsett Cock and Five Bells.	The Applicant <u>has</u> shared detailed modelling results with DPWLG <u>both before and during the examination process</u> to enable better understanding of the changes in traffic resulting from the Project.	<u>Localised Traffic Modelling Appendix D: Manorway Forecasting</u>	Matter <u>Not Agreed</u> .

Deleted: Traffic modelling does not indicate that the Manorway junction would be used in this way. The modelling also shows that the Orsett Cock junction would operate acceptably in future years with the Lower Thames Crossing. The Orsett Cock VISSIM model results have now been shared with DPWLG and will be discussed in follow-up meetings.¶ Modifications to the design of the Project presented at 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 HGV traffic as it would be able to join the A1089 via the Orsett Cock junction from the A13 or the Project depending on the direction of travel of these vehicles.

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Topic	Item No.	DP World London Gateway Comment	The Applicant's Response	Application Document Reference	Status
		<p><u>The VISSIM modelling developed by the applicant and other parties (including Thurrock Council), which has confirmed a considerable lack of convergence between the LTAM and VISSIM model outputs and therefore it is not possible to assess the impact on access to the Port in terms of journey time.</u></p>	<p><u>The Applicant has undertaken localised traffic modelling of the Orsett Cock, Manorway and Five Bells junctions and the outputs of these have been submitted into examination.</u></p> <p><u>Whilst the Applicant accepts that the Project would increase traffic volumes on some sections and junctions along the A13 corridor as drivers take advantage of the improved connectivity across the Thames, the Applicant considers that overall DPWLG would benefit from improved journey times to many destinations. The Applicant set out how journey times would change for routes to/from DPWLG in Tables A.6 and A.7 of Comments on WRs Appendix E – Ports and updated this information within Section A.7 of Post-event submissions, including written submission of oral comments, for ISH13 to reflect the LTAM run contained within Appendix N of Localised Traffic Modelling.</u></p> <p><u>The Applicant has assessed the wider network impacts of the Project within Chapter 7 of the Transport</u></p>	<p><u>Report [REP1-190]</u></p> <p><u>Localised Traffic Modelling Appendix C: Orsett Cock Forecasting report [REP6A-006]</u></p> <p><u>Localised Traffic Modelling Appendix K: Five Bells & Pitsea Hall Forecasting Report [REP3-130]</u></p> <p><u>Post-event submissions, including written submission of oral comments, for ISH4 [REP4-180]</u></p> <p><u>Post-event submissions, including</u></p>	

Topic	Item No.	DP World London Gateway Comment	The Applicant's Response	Application Document Reference	Status
			<p><u>Assessment and has considered these against the requirements set out in the National Policy Statement for National Networks (Department for Transport, 2014) within Transport Assessment - Appendix F - Wider Network Impacts Management and Monitoring Policy Compliance, and considers that the adverse transport impacts are acceptable under this policy.</u></p> <p><u>The Applicant 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.</u></p>	<p><u>written submission of oral comments, for ISH13 [REP8-113]</u></p> <p><u>Comments on WRs Appendix E – Ports [REP2-050]</u></p> <p><u>Localised Traffic Modelling Appendix N: Incorporating VISSIM model findings into the LTAM [REP6A-004]</u></p> <p><u>Transport Assessment [REP4-148 to REP4-152]</u></p> <p><u>Transport Assessment - Appendix F - Wider Network Impacts Management and Monitoring Policy</u></p>	

Deleted: In addition, the Applicant consulted on the WNIMMP as part of the Community Impacts Consultation in July 2021. Through the WNIMMP, the Applicant has identified a number of areas where the increased traffic flows create conditions that could be suitable for interventions.¶
 For example, on the A13, the Applicant is continuing to work with the DfT and Thurrock Council to agree trunking orders for the remaining non trunked sections of the road. (NB this work is not part of the Project and thus will not be included in the DCO application).

Topic	Item No.	DP World London Gateway Comment	The Applicant's Response	Application Document Reference	Status
				Compliance [APP-535] Wider Network Impacts Management and Monitoring Plan [Document Reference 7.12 (2)]	
Accompanied Site Inspection (ASI) to the Ports	2.1.5	DPWLG considers that it would be beneficial to hold an Accompanied Site Inspection (ASI) for the Examining Authority (ExA) to visit DP World and Port of Tilbury.	The Applicant agrees that an ASI would be valuable to both DPWLG and the ExA, and is currently working with the stakeholders to make arrangements for this. An ASI was held on 24 November 2023.	N/A	Matter Agreed

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Appendix A Engagement activity

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

Date	Overview of engagement activities
06/12/2022	Meeting to discuss traffic concerns.
06/07/2023	Meeting to discuss Accompanied Site Inspection.
16/08/2023	Joint meeting with the Applicant, DP World London Gateway, Essex County Council, and Thurrock Council to discuss traffic modelling.
24/11/2023	Accompanied Site Inspection
04/12/2023	Joint meeting with the Applicant, DP World London Gateway, PoTLL and Thurrock Council to discuss Requirement 18 of the dDCO.

Table A.2 Record of engagement activities between the Applicant and DPWLG from 2018-present (as of Deadline 2)

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
August 2018– June 2022	Telephone calls, teleconferences and progress meetings	Regular technical meetings to discuss the programme, SoCG topics, and traffic modelling. Held as required, typically quarterly to monthly.
Oct 2018–Sept 2021	Public consultations	DPWLG has been consulted on all of the Project's public consultations.
8/11/2018	Meeting	Meeting to discuss new A13 junction and impacts on DPWLG. Key actions: <ul style="list-style-type: none"> Set up a meeting with the Applicant's and DPWLG's traffic teams to look in further detail at the A1014 / A13 junction and point towards information released that is most relevant to this. Set up a meeting with DPWLG's environment team and the Applicant re Jetty and broader environmental issues. Check published stats and assumptions re DPWLG's growth.
26/11/2018	Meeting	Information sharing and consultation-based discussion with Head of Planning at DPWLG. Primary concerns around removal of the Tilbury Link Road and how this affects and increases trips on the Manorway.
18/04/2019	Meeting	DPWLG set out key concerns in respect to Lower Thames Crossing impacts. These include:

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
		<ul style="list-style-type: none"> • Development Peak hour (lunchtime impacts). • Accuracy / appropriateness of the DPWLG flows in model. • Impact at Manorway interchange of the Project including u-turning traffic and queuing. • The need for more detailed traffic modelling of those impacts. <p>It was agreed that the inputs to the strategic model needed to be finalised first.</p> <p>Key actions:</p> <ul style="list-style-type: none"> • DPWLG to share current traffic assessment data (public available data for full build of the port/park), with a breakdown of the different types of traffic, e.g. HGVs, OGVs, LGVs and cars. • DPWLG to also share 2016 traffic data, since Lower Thames Crossing model is based on 2016. DPWLG team need to develop worst case scenario numbers, in line with current levels of development – this can be submitted as private data in DCO examination. This will be needed in two months, after mid-June. • Both teams to go through the data over a call, for any questions. • The Applicant to test DPWLG's data, including peak/inter-peak. • The Applicant to check if DPWLG's commitment to upgrade a section of the A282 is in the Project model, and/or the Lakeside east facing slips commitment. • The Applicant to get more info on these upgrades. • The Applicant to think about the volatility of junction 30. • The Applicant to come back with some testing to run with the stat con model. • The Applicant to determine how to update the strategic model with the lunchtime spike in traffic.
09/01/2020	Meeting	Traffic modelling meeting to discuss approach to modelling requested by DPWLG. Key action from the meeting was for DPWLG team to

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
		meet with the Applicant's Wider Network Impacts Team (on 20 January).
20/01/2020	Meeting	<p>Wider Impacts Study Meeting with DP World.</p> <ol style="list-style-type: none"> 1) Update on modelling work generally 2) Confirmation of input parameters adopted at this stage. 3) A13 / Manorway <ol style="list-style-type: none"> a. Changes in modelled flows from previous scheme b. Impact of new road c. Impact of U turners – how many forecast and what is maximum potential demand d. Overall capacity constraints and spare capacity e. Resilience / sensitivity testing f. Emergency scenario (i.e. effects of incident at Dartford Crossing (e.g. high winds closes bridge) testing 4) Use of J30 vs Lower Thames Crossing <ol style="list-style-type: none"> a. Sense check – overall numbers and diversion b. Network resilience and impact arising 5) Scope and timing of sensitivity tests <p>It was agreed that the Applicant would review modelling in detail to cover these issues, albeit it was noted further discussion required to agree figures.</p>
28/02/2020	Meeting	A follow up from the meeting of 20 January 2020 to undertake a site tour to better understand wider network impacts as well as local impacts. Modelling is still under discussion (see below).
16/03/2020	Teams Meeting	DPWLG fed back on issues from previous meeting and discussed their consultation response. The response would be in principle support with reservations around unresolved modelling issues.
10/06/2020	Phone call	DP World asked when they might have updated traffic forecasts through to them based on modelling of numbers they provided for the Port and Thames Enterprise Park (TEP).
15/09/2020	Meeting	Meeting to introduce National Highways Executive Director to DP World and to discuss DP World's concerns about availability of

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
		<p>modelling data and project impacts on port access at Manorway. Actions included:</p> <ul style="list-style-type: none"> • The Applicant to share modelling data with DPWLG asap with meeting in next 7 days. Consideration to be given to face to face meeting at DPWLG offices. • Working group to follow DPWLG’s analysis of modelling. • The Applicant to run incident modelling to share with DPWLG. • Further senior meeting to be held at DPWLG in 8 weeks. • The National Highways Executive Director to visit DPWLG for site visit if diary allows.
23/09/2020	Conference call	<p>Traffic modelling progress meeting. Scope of modelling required confirmed in email of 23 September 2020. Modelling is still under discussion (see below).</p> <p>Key actions:</p> <ul style="list-style-type: none"> • DPWLG to send through a list of the information and model runs they would need to see. • The Applicant to send DPWLG a copy of the uncertainty log. • The Applicant to develop ‘Do Minimum’ scenario modelling at Manorway, model 2027 in VISSIM, and work with the team on DPWLG’s other data requests. • Organise another meeting with the Applicant to go through specific numbers. • Next senior leadership meeting to be set up for approx. 8 weeks’ time (an action from previous senior leadership meeting). • The Applicant to keep DPWLG updated re DCO timings.
07/10/2020	Conference Call	<p>Follow on from previous meeting. The Applicant confirmed that it is happy that the public test (as provided in GIS files) accurately reflected DPWLG published traffic generation data (from the LDO) at the port access road.</p> <p>Actions include:</p> <ul style="list-style-type: none"> • The Applicant to review Manorway traffic flows following DPWLG concerns. • The Applicant to seek to resolve concerns regarding the Uncertainty Log which appears to miss off some significant developments.

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
		<ul style="list-style-type: none"> In terms of sensitivity tests, it was confirmed that flows for DPWLG and TEP are per DPWLG email of 24 March 2020. The Applicant to organise model run based on these for Do Minimum and Do Something 2027 and 2041. DPWLG to send the Applicant masterplan for TEP. The Applicant noted that a pro forma could be produced to summarise findings. The Applicant to propose format to include at least junction turning movements and information on links and junction nodes. DPWLG awaiting actions/outputs from microsimulation modelling.
24/11/2021	Meeting	The Applicant presented on the current situation at Orsett Cock, the CS40 Design and CS58 design.
31/05/2022	Meeting	Meeting to discuss the updated DCO model.
28/06/2022	Meeting	<p>The National Highways Executive Director met with DPWLG to provide a project update and discuss traffic concerns.</p> <p>The Applicant to provide updated traffic modelling as soon as possible and arrange regular meetings to discuss traffic concerns.</p>
23/08/2022	Meeting	<p>The Applicant presented the VISSIM Manorway model. Key actions included:</p> <ul style="list-style-type: none"> The Applicant to put together a short technical note on the numbers included in the relevant zones. The Applicant to share Local Junction Modelling Report when available. DPWLG to provide baseline numbers (2-3pm) for the Applicant to then run model. The Applicant to provide a proposal of how to deal with the increased numbers. The Applicant to provide updated Emergency Scenario Information. The Applicant to provide timelines on when the above is expected.
21/09/2022	Meeting	<p>The Applicant presented the VISSIM Manorway model including 2030 and 2040 results. Key actions included:</p> <ul style="list-style-type: none"> The Applicant to send Orsett Cock Junction Modelling Report and Presentation (23 September).

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
		<ul style="list-style-type: none">• The Applicant to send Manorway VISSIM Modelling presentation (23 September).• The Applicant to share Manorway VISSIM Modelling Report once finalised (2–3 weeks).• The Applicant to send report on DP World Planned Development Flows (w/c 26 September).• The Applicant to share VISSIM model showing peak flows 2-3pm (3-4 weeks).

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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.
Accompanied Site Inspection	ASI	–
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
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.
DP World London Gateway	DPWLG	Owners and operators of DP World London Gateway Port and DP World London Gateway Logistics Park.
Examining Authority	ExA	The Examining Authority is appointed by the Secretary of State to examine an application for a Development Consent Order and make a recommendation.
Heavy Goods Vehicle	HGV	A large, heavy motor vehicle used for transporting cargo.
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.
Thames Enterprise Park	TEP	A brownfield site in the east of Thurrock, proposed for redevelopment into a new enterprise and industrial park.
VISSIM (derived from German for <i>traffic in cities simulation model</i>).	VISSIM	Micro-simulation traffic modelling software.
Wider Network Impacts Management and Monitoring Plan	WNIMMP	Wider Network Impacts Management and Monitoring Plan

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