

Thurrock - An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future

## Lower Thames Crossing Task Force

The meeting will be held at **6.00 pm** on **18 January 2021**

**Due to government guidance on social distancing and the COVID-19 virus, members of the press and public will not be able to attend this meeting. The meeting will be available to watch live at [www.thurrock.gov.uk/webcast](http://www.thurrock.gov.uk/webcast)**

### Membership:

Councillors Fraser Massey (Chair), Gerard Rice (Deputy Chair), Luke Spillman, John Allen, Andrew Jefferies, Sara Muldowney, Terry Piccolo and Sue Shinnick

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### Agenda

Open to Public and Press

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<b>1 Apologies for Absence</b>	
<b>2 Minutes</b>	<b>5 - 12</b>
To approve as a correct record the minutes of the Lower Thames Crossing Task Force meeting held on 14 December 2020.	
<b>3 Items of Urgent Business</b>	
To receive additional items that the Chair is of the opinion should be considered as a matter of urgency, in accordance with Section 100B (4) (b) of the Local Government Act 1972.	
<b>4 Declaration of Interests</b>	
<b>5 Highways England Attendance - Matt Palmer Introduction and Design Presentation (<i>presentation to follow</i>)</b>	
<b>6 A303 Legal Challenge Update – verbal update</b>	

<b>7</b>	<b>Economic Mitigation List</b>	<b>13 - 20</b>
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**Queries regarding this Agenda or notification of apologies:**

Please contact Lucy Tricker, Senior Democratic Services Officer by sending an email to [direct.democracy@thurrock.gov.uk](mailto:direct.democracy@thurrock.gov.uk)

Agenda published on: **8 January 2021**

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# DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

Breaching those parts identified as a pecuniary interest is potentially a criminal offence

## Helpful Reminders for Members

- *Is your register of interests up to date?*
- *In particular have you declared to the Monitoring Officer all disclosable pecuniary interests?*
- *Have you checked the register to ensure that they have been recorded correctly?*

## When should you declare an interest *at a meeting*?

- **What matters are being discussed at the meeting?** (including Council, Cabinet, Committees, Subs, Joint Committees and Joint Subs); or
- If you are a Cabinet Member making decisions other than in Cabinet **what matter is before you for single member decision?**



**Does the business to be transacted at the meeting**

- relate to; or
- likely to affect

**any of your registered interests and in particular any of your Disclosable Pecuniary Interests?**

Disclosable Pecuniary Interests shall include your interests or those of:

- your spouse or civil partner's
- a person you are living with as husband/ wife
- a person you are living with as if you were civil partners

where you are aware that this other person has the interest.

A detailed description of a disclosable pecuniary interest is included in the Members Code of Conduct at Chapter 7 of the Constitution. **Please seek advice from the Monitoring Officer about disclosable pecuniary interests.**

**What is a Non-Pecuniary interest?** – this is an interest which is not pecuniary (as defined) but is nonetheless so significant that a member of the public with knowledge of the relevant facts, would reasonably regard to be so significant that it would materially impact upon your judgement of the public interest.

## **Pecuniary**

If the interest is not already in the register you must (unless the interest has been agreed by the Monitoring Officer to be sensitive) disclose the existence and nature of the interest to the meeting

If the Interest is not entered in the register and is not the subject of a pending notification you must within 28 days notify the Monitoring Officer of the interest for inclusion in the register

**Unless you have received dispensation upon previous application from the Monitoring Officer, you must:**

- **Not participate or participate further in any discussion of the matter at a meeting;**
- **Not participate in any vote or further vote taken at the meeting; and**
- **leave the room while the item is being considered/voted upon**

**If you are a Cabinet Member you may make arrangements for the matter to be dealt with by a third person but take no further steps**

## **Non- pecuniary**

Declare the nature and extent of your interest including enough detail to allow a member of the public to understand its nature



**You may participate and vote in the usual way but you should seek advice on Predetermination and Bias from the Monitoring Officer.**

## Our Vision and Priorities for Thurrock

An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future.

1. **People** – a borough where people of all ages are proud to work and play, live and stay
  - High quality, consistent and accessible public services which are right first time
  - Build on our partnerships with statutory, community, voluntary and faith groups to work together to improve health and wellbeing
  - Communities are empowered to make choices and be safer and stronger together
  
2. **Place** – a heritage-rich borough which is ambitious for its future
  - Roads, houses and public spaces that connect people and places
  - Clean environments that everyone has reason to take pride in
  - Fewer public buildings with better services
  
3. **Prosperity** – a borough which enables everyone to achieve their aspirations
  - Attractive opportunities for businesses and investors to enhance the local economy
  - Vocational and academic education, skills and job opportunities for all
  - Commercial, entrepreneurial and connected public services

## Minutes of the Meeting of the Lower Thames Crossing Task Force held on 14 December 2020 at 6.00 pm

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**Present:** Councillors Fraser Massey (Chair), Gerard Rice (Deputy Chair), Luke Spillman, John Allen, Andrew Jefferies and Sara Muldowney

**In attendance:** Anna Eastgate, Assistant Director of Lower Thames Crossing and Transport Infrastructure Projects  
Lucy Tricker, Senior Democratic Services Officer

Laura Blake, Thames Crossing Action Group Representative  
Westley Mercer, Thurrock Business Board Representative  
Robert Quick, Resident Representative  
Peter Ward, Thurrock Business Representative

Chris Stratford – Stantec Senior Consultant

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Before the start of the Meeting, all present were advised that the meeting was being recorded and live-streamed, and would be made available through the Council's website.

### **25. Apologies for Absence**

There were no apologies for absence.

### **26. Minutes**

Councillor Muldowney requested that the minutes on page 5 be expanded to include all green areas which she had listed at the meeting. She commented that it had been agreed other green spaces should be on the list, specifically Orsett Heath and Wicken Fields. She also requested that the mitigation list be updated accordingly.

The Task Force agreed these amendments, and the minutes of the Lower Thames Crossing (LTC) Task Force meeting held on 12 October 2020 were approved as a true and correct record.

### **27. Items of Urgent Business**

There were no items of the urgent business.

### **28. Declaration of Interests**

There were no declarations of interest.

## **29. DCO Withdrawal & Next Steps - verbal report**

The Chair thanked the Assistant Director LTC, as well as other officers, for their hard work on this item. He also thanked consultants Stantec, who were working hard to support the Council. He specifically thanked Dermot Scanlon, Claire Sawing, Emma-May Eshelby, and Chris Stratford of Stantec who had worked hard to bring together Thurrock, Havering and Gravesham.

The Assistant Director LTC introduced the report and stated that Highways England (HE) had submitted their Development Consent Order (DCO) on 23 October 2020, and Thurrock had been given until 6 November 2020 to provide their adequacy of consultation response, which had been shared to Task Force Members via email. She added that the response would also be published on Thurrock Council's website, and the LTC team were working with the Communications team to ensure the website was updated. She commented that Havering and Gravesham had already published their adequacy of consultation responses. The Assistant Director LTC added that the Planning Inspectorate (PINS) had written to HE before the deadline requesting more information, which HE had then provided. She outlined that PINS had then stated they were minded to refuse the DCO application, at which point HE withdrew. She stated that PINS had published a 49 page document which set out the issues and concerns they had with the application, but outlined that HE were still planning to re-submit next year. The Assistant Director LTC commented that Thurrock Council were planning to meet with HE to work with them, and updates on these meetings would be provided to the Task Force.

The Stantec Senior Consultant then summarised the 49 page PINS document, and stated that it was divided into two sections. He stated that the first section, which was 12 pages long, was essentially what would have been the PINS non-acceptance letter. He stated that the rest of the document was from BDB Pitmans, who represented HE and were working on their behalf, and was a signposting request, which answered the PINS non-acceptance letter. He stated that PINS had raised ten issues with the DCO submission, which were outlined in the letter.

The Stantec Senior Consultant outlined those ten issues and stated that the first issue had been with the Highways and Transport Assessment. He explained that this was divided into two aspects: the transport modelling, both during construction and operation, whose methodology and approach had been tried and tested during many projects; and the Transport Assessment which was supposed to look at impacts of the proposal and potential mitigation. He described that the Transport Assessment had not been published, as HE felt it did not need to be submitted until the DCO had been approved. He stated that PINS had disagreed with this approach and had requested a Transport Assessment be submitted. He added that PINS also felt the transport information submitted only focussed on larger roads, was too generic, did not contain enough detail, and did not outline any potential environmental impacts. He explained that Thurrock had repeatedly requested this information, but had been denied. The Stantec Senior Consultant then



stated that HE had much more work to do regarding the detail of construction traffic management, as the construction phase would last between 5 and 6 years. He added that HE needed to include detail regarding the construction traffic management plans, including outlining where diversions, traffic lights, and road closures would be situated. He added that currently the traffic management was not secured, so HE did not have to follow it when construction began.

The Stantec Senior Consultant then moved on and explained the issue surrounding the river and jetty usage. He commented that PINS had felt a lack of consistency from HE surrounding the level of usage and amount of time the jetty would be used for. He added that HE also did not undertake a navigational assessment, which would outline barge usage along the river.

The Stantec Senior Consultant added that PINS had also found problems with site waste management, for example excavation of the site and tunnel, and demolition works. He stated that PINS felt it was not clear what would happen to spoil from the works, if it would be reused, or if it would be removed via road or waterway. He added that the government were also following policies meant to reduce carbon emissions, and this had not been discussed by HE in relation to site waste management.

The Stantec Senior Consultant then explained issues regarding the Habitat Regulation Assessment. He explained that this should have assessed whether the proposed route would affect protected areas such as wetland and wading birds, which included both banks of the river Thames. He stated that HE had not defined or quantified these affects, or the combination of affects. He commented that this fell under the responsibility of Natural England, who were working hard on this issue.

The Stantec Senior Consultant stated that 30%, or 3.5 pages, of the PINS document outlined how HE had not followed government guidance, for example on consultation, which included lack of feedback to consultation responses and lack of detail within the consultation itself. He added that the rest of the issues were relatively minor, but included how HE's Landscape and Ecology Management Plan had not shown how land and ecology mitigation would be achieved. He added that eleven consultees had been missed off and had not been involved in the consultation, such as some utility networks, South Fleet Parish Council and the Commissioner of Police of the Metropolis. The Stantec Senior Consultant then outlined other minor errors and omissions made by HE including the Book of Reference, which should include every piece of land or land interest affected by the proposal in a catalogue format. He stated that the Book of Reference had not included a graphic representation of permanent or temporary land plans, or a Works Plan. He added that other plans also did not include searchable PDFs. He summarised and stated that the issues could be divided up into four areas, which were: transport and waste; navigation and jetty; habitat; and government guidelines. He added that the letter from BDB Pitmans stated that HE had delivered schemes of this nature and size before, and therefore did not need to do anything, but this had been written prior to the changes in personnel that HE

had made.

Councillor Massey opened the debate and questioned whether Orsett Hospital had been consulted with, as the PINS letter stated 'Onsett' Hospital. He felt that the proposed route would have an impact on the hospital, and therefore they should have been consulted. The Stantec Senior Consultant replied and stated that he assumed this was a typo, and should have been Orsett Hospital, but would confirm this with HE. Councillor Muldowney thanked officers and consultants for their hard work on the adequacy of consultancy response, which had highlighted the significant issues. She felt the withdrawal of the DCO by HE was a victory for Thurrock Council and their neighbours, which had been unexpected. She felt that the Task Force had been talking about the problems with the plans and consultations for a long time, and felt pleased to see that PINS had recognised these issues too. She added that she was also pleased to hear that a new consultation might occur, and hoped that this would be better than previous consultations held by HE. The Assistant Director LTC added that the DCO document included the Health Impact Assessment (HIA), which would be reviewed in the New Year, and potentially presented to the Task Force in March 2021. Councillor Muldowney felt it would be good to see the HIA before DCO submission, as it would contain a lot of substantial health information.

The Thames Crossing Action Group (TCAG) Representative thanked the Assistant Director LTC and Stantec for their hard work in producing the adequacy of consultation response. Councillor Rice questioned the Transport Assessment, and asked if the updated version of this document would include additional requirements for cut and cover along the route. He added that cut and cover provided additional protection for residents, particularly in Chadwell St Mary and Orsett Heath where the proposed route came within 500 metres of people's homes. The Assistant Director LTC replied that the updated Transport Assessment would not include additional cut and cover along the route as this was not a viable mitigation solution, but would look at alternative potential mitigation, for example traffic lights, roundabouts, and weight restrictions on local roads. She added that the Port of Tilbury were currently in discussion with HE to use the port to bring construction materials to the site, which would reduce the number of construction vehicles on local roads.

Councillor Allen questioned the Ecological and Environmental Impact Assessment, and asked if this had been detailed enough. He added that the proposed route would have numerous environmental impacts, including increased CO2 emissions, and increased PM2.5 and PM10, both during route construction and operation. The Assistant Director LTC replied that the team were currently undertaking a full review of the Environmental Impact Assessment and Environmental Statement, which would be brought before the Task Force in the New Year. She stated that if the proposed route breached current air quality regulations, then HE would have to mitigate against this, and Thurrock Council would be pushing for enhanced mitigation. She added that the environmental impact of the route on surrounding areas would be reduced if traffic was moving, as air quality decreased if cars were queuing or moving slowly. She stated that the worst year in terms of air

quality, would be the first year the route was opened as people's behaviour adapted, but the number of electric vehicles on the road was still comparatively low. She added that the route was now due to open in 2028/29, but air quality during construction would be worse than during operation.

Councillor Allen then questioned if Thurrock would be pushing for local construction companies to work on the route. The Assistant Director LTC replied that the team were currently in discussion with HE regarding legacy benefits and construction. She stated that Thurrock Council had invested roughly £8million into the local economy with the widening of the A13 scheme, and this produced a circular economy and social value to the area. She added that as the LTC scheme was much larger than the A13 widening project, it could see much more money being introduced to the economy through local construction workers. Councillor Allen questioned if Thurrock were also pushing for additional trees to offset the carbon emissions from the route. The Assistant Director LTC replied that this was included as part of the mitigation list.

The Resident Representative stated that as HE were currently updating the Highways and Transport Assessment, including increased detail surrounding traffic management, it would present a good opportunity for Thurrock to add input and get what they required. The Assistant Director LTC agreed and added that the team were currently reviewing the DCO, and would provide comment to HE. She stated that concerns would also be raised during the examination phase, if the DCO was re-submitted and accepted. She mentioned that the Council had already had preliminary discussions with HE surrounding operational hours during construction, and HE were aware of the issue. She stated that the Council would have to be reasonable, as HE would need to work weekends and 24/7 in some areas of tunnel excavation, but were working hard to control operational hours near population centres.

The Business Representative stated that Tilbury 2 was an accepted DCO project, which would include a new construction and aggregate import terminal, and would include everything HE would need to build the road, which was only 200m away from the tunnel portal. He stated that this facility would be offered to HE, which would remove up to 50% of construction traffic from local roads. He added that this could not be included prior to DCO submission, due to procurement rules, but would benefit Thurrock as well as benefitting one of Thurrock's largest employers.

### **30. Economic Mitigation List**

The Assistant Director of LTC introduced the report and stated that the summary document was now in phase 2, and renewed discussions were now underway with HE, including Matt Palmer who was the new HE Executive Director. She stated that a full list of mitigation had now been shared confidentially with HE, but this would be published in January and would include the full technical document and non-technical summary. She stated that Thurrock were meeting with HE tomorrow, but that HE had verbally stated a significant proportion of mitigation would be included at DCO submission.

The Assistant Director LTC added that any mitigation that was not agreed by HE would be reported back to the Task Force in the New Year. She commented that mitigation would be provided either through a s106 Agreement or through a grant agreement, which would need to be agreed by Thurrock's Cabinet. She stated that the report had not been updated as hoped, but there had been lots of changes made recently, which would be presented to the Task Force in the New Year.

Councillor Rice questioned if additional noise mitigation in Chadwell St Mary and Tilbury had been considered. The Stantec Senior Consultant responded that these locations had been highlighted as requiring additional mitigation due to construction noise and vulnerable communities living in these areas. He stated that these areas currently did not have enough mitigation or noise barriers, and would be looked at in detail, due to the proximity of population centres. Councillor Muldowney queried if the enhancement of green spaces included in the mitigation list had been updated. The Assistant Director LTC replied that there was no new additional detail included in the mitigation list, but more detail would be available after the meeting with HE tomorrow. She stated that the team had lots of work to do surrounding the mitigation list. She stated that they were currently identifying solutions, and proposed a tracker be included with the mitigation list, which would be updated monthly. The Stantec Senior Consultant added that since the previous Task Force meeting, the main report had been updated with the list of green spaces Councillor Muldowney had requested.

Councillor Allen stated that the proposed route would be a toll road, and asked if Thurrock Council could receive a percentage of money from the collection of tolls. He stated that this could mitigate the impact of the route, and help to sustain Thurrock over many years. The Assistant Director LTC responded that the Council were currently trying to secure a percentage of the tolls, which they hoped could be added to an environmental sinking fund. She added that the Council were also trying to ensure that if HE breached environmental regulations, Thurrock would also receive money. She stated that this fell under the remit of the Department for Transport, rather than HE. The Stantec Senior Consultant stated that this fell under M18 toll hypothecation, which would source money for Thurrock to deal with support projects. He added that these toll collections by local authorities were usually rejected. Councillor Allen then questioned the need for trees along the route and the mitigation these could provide. The Assistant Director LTC responded that the team were currently working with HE on environmental mitigation and additional planting. The Stantec Senior Consultant added that a summary of tree planting could be found on page 5 of the mitigation list at L22.

Councillor Jefferies stated that at the last Task Force meeting, the Assistant Director had commented that soundboards along the route would not be good enough, and questioned if there were any updates on this. The Assistant Director LTC responded that she did not have any updates, but that Thurrock were trying to take control from HE over sound proofing materials, to ensure it was absorptive rather than reflective, and this would be included in the mitigation schedule. She added that the Council were working to ensure that

sound proofing was included in the design, particularly in areas such as the Mardyke Viaduct. She stated that HE were currently undertaking a renewed approach, and she felt confident and hopeful at the current position.

Councillor Allen questioned the raised elevation of the viaduct, and asked what residents around the area could expect to see. The Assistant Director LTC replied that HE had been asked to attend the Task Force meeting in January, where they would present on design issues including the viaduct. She stated that based on current conversations with HE, she was encouraged by their current designs. She added that the Department for Transport would decide who would discharge responsibilities over certain areas. She stated that currently Thurrock did not have discharge of responsibilities over any areas, but the team were working hard to change this and ensure the Council had responsibility for areas such as viaduct design.

Councillor Muldowney highlighted L20 in the mitigation list document, and felt it was good to see carbon emissions offsetting would be discussed. She stated that carbon emissions would increase during route construction and operation, and asked that if HE did not meet carbon emission guidelines, would money be granted to Thurrock Council. The Assistant Director LTC stated that concrete production drastically increased carbon emissions, and this would be a problem for HE during construction of the scheme, as well as emissions during route operation. She stated that Thurrock were currently working with HE on a Carbon Offset Fund, which would be discussed during the mitigation meetings.

### **31. A303: Questions and Comments - verbal report**

The Assistant Director of LTC introduced the report and gave some context to the A303 Stonehenge project, including the successful challenge to the additional runway at Heathrow, the Paris Agreement, and the 2014 National Infrastructure Policy Statement. She stated that the A303 Stonehenge project was the first project since the successful Heathrow challenge, and DCO had been granted on 12 November, although this had originally been due in early 2020. She stated that the project would see a dual carriageway being put in a tunnel underneath the Stonehenge site, and although the PINS panel had recommended to refuse the DCO application, this had been overturned by the Secretary of State and DCO had been granted. She commented that the panel had decided to refuse the application due to the potential harm it could have caused the UNESCO World Heritage Site, but a challenge to the decision to grant had already been sought by the Stonehenge Alliance. She mentioned that any updates on the A303 scheme would be added to the Work Programme, and brought before the Committee for discussion.

The Chair thanked officers for bringing forward the update as he felt it was good to see other DCO applications and issues around the country. Councillor Muldowney questioned the relevance the A303 project had on the LTC proposal. The Assistant Director LTC replied that it was the only scheme which had been recommended for refusal and then overturned. She stated

that the Halite gas storage facility had had the opposite issue from the A303, and had been recommended for approval and then overturned by the Secretary of State and sent back to PINS for a new decision. She stated that if the Stonehenge Alliance challenge was successful, the scheme would go back to the PINS panel for them to look at their decision again. She added that the Stonehenge Alliance would have to have a successful application of judicial review, then a successful judicial review, before it would be sent back to PINS. She added that it would be interesting for Thurrock to see what the Stonehenge Alliance's grounds for challenge would be. She stated that any learning from the A303 Stonehenge project would be applied to the LTC and any updates brought before the Task Force.

Councillor Muldowney asked if the Assistant Director had been surprised that the Secretary of State had overturned the PINS decision. The Assistant Director LTC stated that she had been surprised by the PINS panel refusal, as the scheme would actually reduce noise in the area; improve the Stonehenge experience; increase access on historic roads; and improve the tranquillity of the area, as well as the visitor experience. She understood why the panel had refused, due to factors such as buried historic artefacts, which would potentially be disturbed by the tunnel, particularly near the junctions where the tunnel rose to surface level. She added that English Heritage, who owned and managed the site, had also been supportive of the scheme.

## **32. Work Programme**

The Assistant Director LTC stated that officers and the Chair would review the Work Programme offline, but would include items on: CO2 emissions; the Energy White Paper; DCO review and summary; update to the Transport Action Network challenge; A303 Stonehenge updates; prioritisation of the mitigation list. She added that HE had been invited to the January Task Force meeting, where the new HE Executive Director would present on the scheme's design, including the viaduct.

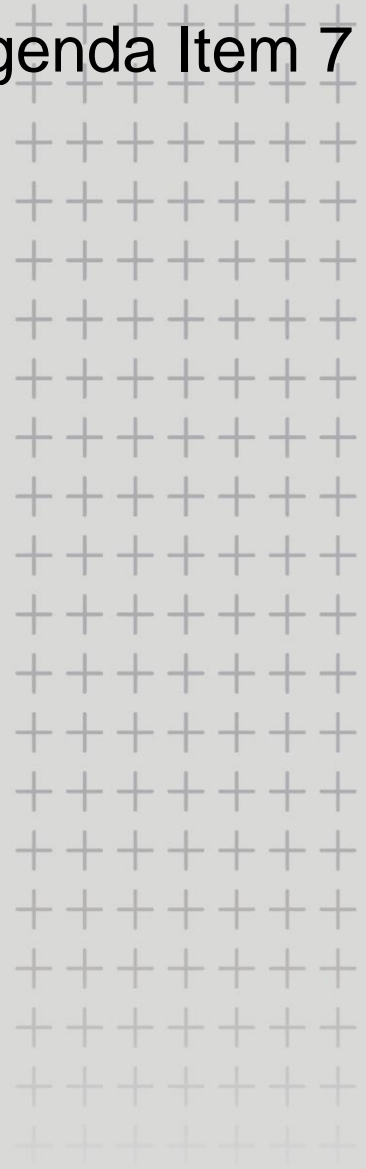
**The meeting finished at 7.19 pm**

Approved as a true and correct record

**CHAIR**

**DATE**

**Any queries regarding these Minutes, please contact  
Democratic Services at [Direct.Democracy@thurrock.gov.uk](mailto:Direct.Democracy@thurrock.gov.uk)**



## LTC Mitigation Benefits

An Executive Summary by Hatch  
October 2020

## Executive Summary

- i. Hatch were commissioned by Thurrock Council to undertake an assessment of the local economic and social costs of the Lower Thames Crossing (LTC) scheme. The initial findings were presented within the 'LTC Economic Cost Study' (February 2020).
- ii. Hatch have subsequently worked with the Council to produce an overall package of schemes and interventions that are considered to adequately offset the identified economic and social costs of the LTC Scheme within Thurrock.

## Identified Cost Impacts of LTC Scheme

- iii. The LTC Economic Cost Study identified a range of key impacts of the LTC Scheme within Thurrock, as summarised within the graphic below.

Business & Economy Impact	Estimated Cost	Community Impact	Estimated Cost
Commercial Assets / Land Value Lost	c. £4 million	Loss of residential properties	£3.1 million
Business disruption during construction	up to c. £39 million	Residential property blight	£25.4 million
On-going Business Performance	up to c. £18 million	Impact on community facilities	Moderate adverse
Attractiveness to investors	Minor to Moderate Adverse	PRoW severance/disruption	Moderate adverse
<b>Environment Impact</b>	<b>Estimated Cost</b>	Community disruption	Moderate adverse (up to £36 million transport impacts)
Amenity land value lost	£1.35 million	Impact on community cohesion	Moderate adverse (up to £21 million transport impacts)
Habitat lost/damaged	Minor to moderate adverse	Health & Wellbeing	Moderate adverse
Heritage impact	Moderate adverse	<b>Growth Impact</b>	<b>Economic Cost</b>
Flood risk	Negligible to minor adverse	Land permanently lost	up to £88 million
Visual impacts	Moderate adverse	Land delayed	up to £29 million
Local air quality and emissions	Moderate adverse	Land blighted	up to 41 million
Increase in noise	Moderate to Major adverse		

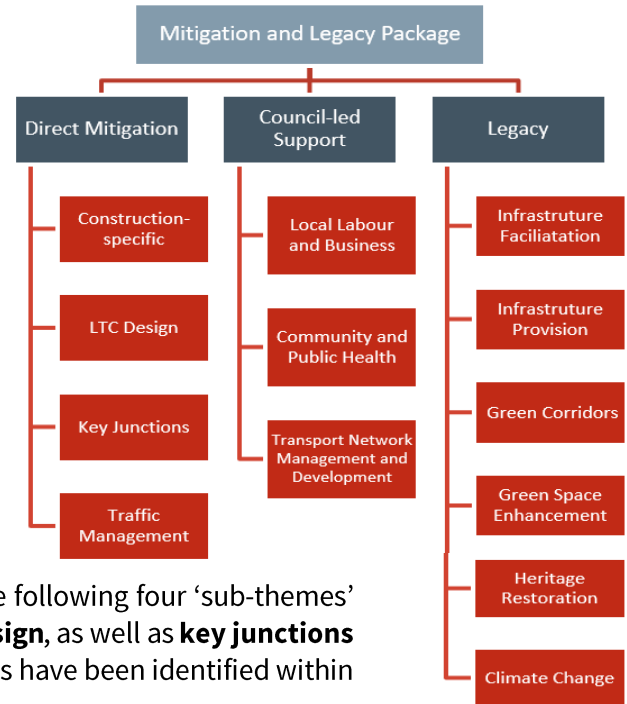
- iv. This includes significant **direct loss of land** (up to £96 million), **disruption to access and movement** during construction (up to £104 million), and will **create blight across the corridor** (up to £67 million), and have **on-going negative impacts** upon business and the local community (up to £39 million).
- v. Given all of the costs identified, the Council's position on the LTC Scheme is that the current scheme configuration will negatively affect the Thurrock area as it:
  - It **does not meet several national and Highways England strategic policy tests and scheme objectives**, including the delivery of economic growth and achieving sustainable local growth within the Thurrock area.
  - It is **inconsistent with the housing and development potential** for Thurrock
  - It will **provide limited additional connectivity for residents and businesses of Thurrock**.
  - Throughout the construction phase there will be **considerable disruption of local roads and Public Rights of Way** across Thurrock. This will affect access to employment, education, health facilities and local services, as well as delay development opportunities.
- vi. A number of other technical and community significant objections have been raised within the three formal consultation Council responses, in a range of formal correspondence and in response to a range of draft technical documents, which all contribute to the over-riding need for additional mitigation and legacy measures to those currently proposed.



## Mitigation and Legacy Measures

vii. An iterative package development process has been undertaken that has led to the creation of a preferred package of 55 measures. These are classified within three overarching ‘themes’:

- **Direct Mitigation:** measures that address the direct impact of the construction phase, as well as design of the LTC scheme and the resulting traffic and transport implications
- **Council-led Support:** measures that ensure sufficient local resource is available to support local businesses and communities throughout the construction phase and into the transition of the operating scheme
- **Legacy:** measures that will ensure the LTC scheme delivers a lasting legacy across Thurrock and ensure positive local outcomes



### Direct Mitigation Measures

viii. The measures have been categorised within the following four ‘sub-themes’ relating to **impact of construction**, the **LTC Design**, as well as **key junctions** and **traffic management**. A total of 22 measures have been identified within this ‘theme’ and are summarised below:

Ref.	Scheme Measure	Brief Description
<b>Construction-specific (emissions and transport)</b>		
M1	Ensure optimum phasing of construction	Ensure the construction operations cause the minimum level of disruption by phasing activities.
M2	Reduce the number and/or optimise the location of construction compounds	Ensure the construction operations cause the minimum level of disruption by locating compound sites away from properties and sensitive receptors
M3*	Minimise construction and construction traffic emissions	Ensure best practice approaches are adopted in relation to dust and emissions.
M4	Real-time air quality and noise monitoring at key receptor sites	Install sensors to monitor air quality and noise, with required actions if target limits are exceeded.
M5*	Alter construction hours to reduce noise and disruption in residential areas	Minimum the level of disruption by only applying appropriate on-site working hours
M6	Additional noise mitigation in Chadwell and East Tilbury	Current levels of proposed mitigation are considered insufficient in these sensitive locations.
M7	Sustainable public transport access to construction sites	Provide an electric shuttle bus between the new interchange at Stanford-le-Hope station and the main construction compounds
M8	Implement innovative public transport measures	Use the construction phase as an opportunity to trial innovative forms of public transport measures.
M9	Enable active travel to construction sites	Ensure construction workers can access construction compounds via active travel modes.
M10	Use of marine transport for the movement of materials	Use of river transport to move materials and construction equipment to and from site during the construction phase
M11	Adequate waste management processes	Ensure clear waste management processes and mitigation measures during construction (coded bins, appropriate training)

LTC Design Elements		
M12	Smart speed limits that can respond to traffic flows and pollutant concentrations	Ensure that the smart and variable speed limits can be utilised to respond to real-time air quality monitoring data and slow traffic during periods of higher pollution
M13	Use of low-noise road surfacing on the LTC and the local network	As well as utilising low-noise surfacing along the LTC, this surfacing should also be applied on local roads to help off-set the overall level of noise generated from the scheme
M14	Use of best-in-class energy efficient systems for operations	Whilst HE will adopt modern lighting and signage, it is important to confirm that best-in-class energy efficiency is being provided.
M15	Build sufficient earth bunds and noise barriers along the route to reduce noise impact	Whilst landscaping and noise barrier measures are already proposed, it is important to confirm that sufficient provision is being made across the full alignment
M16	Flood risk mitigation and water quality improvement through SuDS	Greater emphasis should be made on the use of SuDS features within the scheme to deliver water quality benefits
M17 *	Revised Proposals for A13/LTC Junction	Alternative proposals to minimise the extensive land sterilisation, property demolition and blight creating by the existing proposals
Key Junctions and Traffic Mitigation		
M18 *	Orsett Cock Roundabout Mitigation	Additional mitigation to negate the negative impact of the LTC scheme upon the A128 approach to the junction.
M19 *	Manorway Roundabout Mitigation	Additional lane capacity on the A1014 and A1013 approaches to ensure port and local traffic movements are not impaired by the LTC.
M20	Traffic Management Measures (Orsett)	Mitigation for additional traffic movements on local roads through local settlements, including HGV movements.
M21	Traffic Management Measures (Horndon)	
M22	Traffic Management Measures (Chadwell St. Mary)	

\* designated as high priority measure

## Council-led Support

- ix. The LTC scheme will result in pressures upon the way some local businesses can operate, as well as the cohesion of local communities and their access to employment, education and public services and amenities. In turn, this will place additional pressures upon Council resources to support these groups and to continue to undertake their statutory duties.
- x. Three areas of **Local Labour and Business, Community and Public Health, and Transport Network Management and Development** have been identified, with a total of 12 measures, as summarised below:

Ref.	Scheme Measure	Brief Description
Local Labour and Business		
CLS1 *	Council-led Local Labour and Business Team	A Council team with the responsibility supporting residents and businesses secure economic benefits from the LTC.
CLS2	Business rates holidays for firms affected during construction	Business rates holidays for those businesses most affected by the LTC scheme during construction.
CLS3	Target for local labour and apprentice use	Establish clear targets for engaging local labour and apprentices during the construction of the LTC scheme
CLS4	Employment opportunities small capital grants scheme	Grants to support voluntary and community organisations who are helping local people into employment

CLS5	Social value procurement	Ensure LTC procurement meets with requirements of the Council commissioning, procurement and grant funding strategy
CLS6	Shop shutter/signage creative improvement programme	Grant funding to improve business environments and tackle perceptions of the local area
CLS7	Green business support scheme	Utilising and expanding on existing green initiatives.
<b>Community and Public Health</b>		
CLS8 *	Council-led Community and Public Health Team	Apply the same principle as the Local Labour and Business Team and create a Local Community and Public Health Team within Thurrock Council.
CLS9	Public Health mitigation during construction	Public Health mitigation measures including the enhancement of public transport to healthcare facilities and the reinforcement of local NHS provision.
CLS10	Community engagement during construction	Support to enable community engagement during the construction of the LTC scheme.
CLS11	Community investment small capital grants scheme	Capital grants to facilitate aesthetic and environmental improvements within the community.
<b>Transport Network Management and Development</b>		
CLS12	Transport Network Management and Development Resource	Additional Council resource provision to cover the requirements to manage and develop the transport network in response to the impacts of the LTC construction.

\* designated as high priority measure

## Legacy Measures

- xi. This final ‘theme’ represents measures to deliver a lasting legacy across Thurrock and positive local outcomes.
- xii. The proposed measures have been categorised within the following six ‘sub-themes’ that seek to **facilitate infrastructure** delivery, directly **provide infrastructure**, deliver **Green Corridors** and **enhance green space, restore heritage** and reduce impact upon **climate change**. A total of 21 measures have been identified within this ‘theme’ and are summarised below:

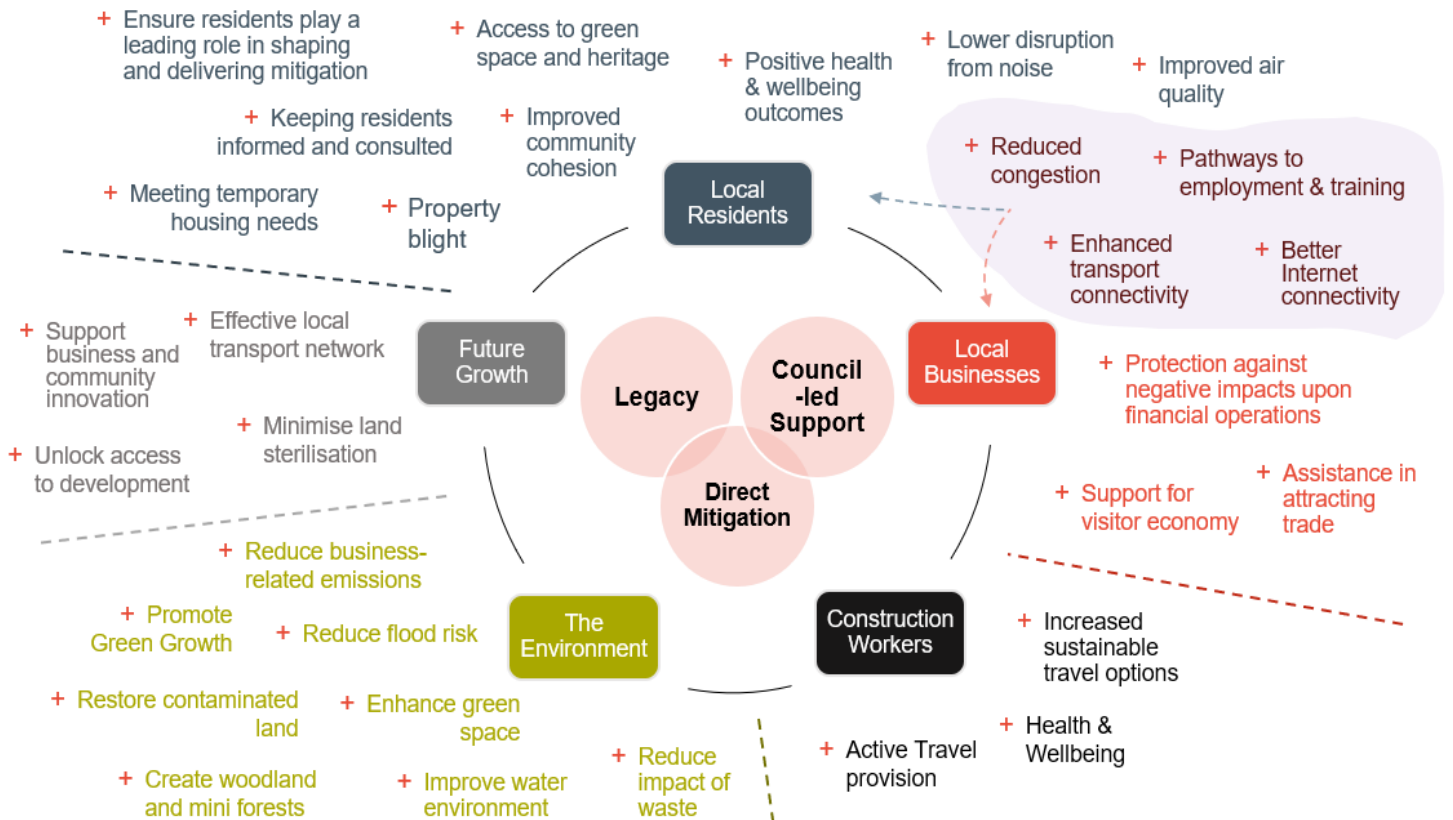
Ref.	Scheme Measure	Brief Description
<b>Infrastructure Facilitation</b>		
L1 *	Passive provision for LTC Junctions	Safeguarding for the future provision of junctions onto the LTC at East Tilbury and South Ockendon.
L2	A13 East-facing Access Support and Facilitation	Whilst this scheme will be delivered in isolation, it is requested that HE acknowledge the importance of this scheme alongside the delivery of the LTC and actively support and enable its delivery.
L3	Tilbury Link Road Enabling Works	Construct any elements of the proposed haul road that will fall within the general alignment of the TLR alignment to a standard to support the subsequent delivery of the Link Road.
L4	Asda Roundabout Enhancement	The requirement for enhancements should be actively examined alongside other potential highway improvements.
L5	Public transport provision on the LTC	Recognising the long-term aspiration for the LTC to be utilised for cross-river public transport connections.
L6	Distributor Road Facilitation	Maximise opportunities to utilise the construction of the LTC to enable future distributor roads to be more readily delivered.

<b>Infrastructure / Highway Provision</b>		
L7 *	Permanent Multi-modal rail crossing	Construct the proposed temporary bridge over the Tilbury Loop rail line to a width and standard that would enable it to be permanently adopted as part of the future local highway, walking and cycling network.
L8 *	A1012 Junction and Medebridge Road Improvement	Deliver the proposed construction haul road along Medebridge Road alignment from the A13 to Grangewater to a sufficient width and standard to enable it to be adopted by the Council.
L9	Daneholes Roundabout Enhancement	Provide a bus lane on the outside lane on the A1013 Stanford Road approach to the roundabout to enhance priority for buses.
L10	Improve Internet / 5G Connections	Utilise the construction phase of the LTC as an opportunity to lay down internet and 5G cables within the alignment and make provision on all bridges and tunnels, as appropriate
L11	Building Legacy Housing Provision	Provision of worker accommodation at Stanford-le-Hope that can be left as a legacy for Thurrock Council to use.
<b>Green Corridors and PRow Enhancements</b>		
L12	Optimising bridge crossing provision	Ensuring that the proposed re-provision of bridges across the LTC, along existing corridors, deliver sufficient legacy provision to encourage active sustainable travel and support future growth.
L13 *	Two Forts Way Project (TFWP)	The TFWP is a comprehensive masterplan for the coastal area incorporating the re-establishment of the TFW, through the repair to the sea wall and creation of a green corridor.
L14	Complete and improve the PRow network	A range of further improvements to complete gaps and enhance the current network of bridleways, footpaths and cycleways to complement the TFWP and the LTC bridge crossings.
<b>Green Space Enhancements and Heritage Restoration</b>		
L15	Enhanced Green Space	Enhance key sites (Koala Park, King George Playing Field, Blackshot Nature Area) that are currently of low quality and in need of investment.
L16 *	Coalhouse Fort and East Tilbury Natural and Cultural Heritage Area Project	Securing the legacy of Coalhouse Fort and the surrounding natural and cultural landscape through a comprehensive and integrated restoration project.
L17	Enabling the restoration of the historic landfill site and cleaning the marine habitat	Support and facilitate the collaborative partnership of organisations seeking to deliver the restoration of the site at Goshams Farm.
<b>Climate Change Measures and Incentives</b>		
L18	Incentives for low-emission vehicles to use the LTC	Ensure that electric and/or low-emission vehicles are incentivised to use the LTC with discounted or free use.
L19 *	Target (with penalties) for low-emission vehicle usage on the LTC	Low-emission vehicle usage targets with financial penalties payable to Thurrock in the event of exceedance.
L20	Carbon offsetting of the LTC scheme	Carbon offsetting measures across Thurrock that offset the CO <sub>2</sub> produced by the construction and operation of the LTC
L21	Tree Planting across Thurrock	Additional street tree planting initiatives and the delivery of LTC Forest aspirations.

\* designated as high priority measure

# Benefits Mapping

xiii. The diagram below provides an overview of the benefits delivered by the whole package of measures



# HATCH



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**Lower Thames Crossing Task Force  
Work Programme 2020/21**

Dates of Meetings: 15 June 2020, 20 July 2020, 17 August 2020, 21 September 2020, 12 October 2020, 16 November 2020, 14 December 2020, 18 January 2021, 15 February 2021, 15 March 2021, 19 April 2021

<b>Topic</b>	<b>Lead Officer</b>	<b>Requested by Officer/Member</b>
<b>15 June 2020 - Cancelled</b>		
<b>20 July 2020</b>		
Nomination of Chair	Democratic Services	Officers
Nomination of Vice-Chair	Democratic Services	Officers
LTC Consultation Presentation	Anna Eastgate	Members
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
<b>17 August 2020 - Cancelled</b>		
<b>21 September 2020</b>		
Highways England Attendance	Anna Eastgate	Members
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
<b>12 October 2020</b>		
Economic Mitigation List	Anna Eastgate	Members
Health Impact Assessment Update	Anna Eastgate	Members

Work Programme	Democratic Services	Officers
<b>16 November 2020 - CANCELLED</b>		
<b>14 December 2020</b>		
DCO Withdrawal & Next Steps	Anna Eastgate	Officers
A303: Questions and Comments	Anna Eastgate	Officers
Economic Mitigation List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
<b>18 January 2021</b>		
Highways England Attendance – Matt Palmer Introduction and Design Presentation	Anna Eastgate	Members
A303: Legal Challenge Update	Anna Eastgate	Members
Economic Mitigation List	Anna Eastgate	Officers
Work Programme	Democratic Services	Officers
<b>15 February 2021</b>		
Energy White Paper	Anna Eastgate	Members
Mitigation/Legacy Benefits Prioritisation	Anna Eastgate	Members
Economic Mitigation List	Anna Eastgate	Officers
Work Programme	Democratic Services	Officers
<b>15 March 2021</b>		
DCO – EIA Review and CO2 Emissions	Anna Eastgate	Members
Economic Mitigation List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers



19 April 2021		
Economic Mitigation List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers

Clerk: Lucy Tricker  
Last updated: 7<sup>th</sup> January 2021

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