

Lower Thames Crossing

5.4.4.10 Statement of Common Ground between (1) National Highways and (2) Medway Council

APFP Regulation 5(2)(q)

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

Volume 5

DATE: October 2022

Planning Inspectorate Scheme Ref: TR010032
Application Document Ref: TR010032/APP/5.4.4.10

VERSION: 1.0

Lower Thames Crossing

Statement of Common Ground between (1) National Highways and (2) Medway Council

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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 (National Highways) to the Secretary of State for Transport (Secretary of State) under section 37 of the Planning Act 2008.
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application Documents. All documents may be available on the Planning Inspectorate website.
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties named below, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific matters that may need to be addressed during the examination.

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) Medway Council.
- 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 Medway Council is a neighbouring authority in respect of the application and as such is a category 'B' local authority under section 43(1) of the Planning Act 2008. Medway Council is the local planning, transport, minerals and waste authority for the unitary authority area in north Kent.

1.3 Terminology

- 1.3.1 In the matters table in section 2 of this SoCG, "Matter not agreed" indicates agreement on the matter could not be reached, and "Matter under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Matter agreed" indicates where the issue has been resolved.
- 1.3.2 It is agreed that any matters not specifically referred to in Section 2 of this SoCG are not of material interest or relevance to Medway Council. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Medway Council. However, if new matters arise Medway Council reserves the right to comment on those matters as it considers appropriate.

1.4 Overview of previous engagement

- 1.4.1 A summary of the meetings and correspondence undertaken between the two parties in relation to the Project is outlined in Appendix C.

1.5 Status of Statement of Common Ground

- 1.5.1 It is agreed that this statement is an accurate description of the matters raised by Medway Council and the current status of each matter.
- 1.5.2 It is agreed that Appendix C is an accurate record of the key meetings and consultation undertaken between (1) National Highways and (2) Medway Council in relation to the matters addressed in this Statement of Common Ground.

2 Matters

2.1 Matters agreed, not agreed or under discussion

2.1.1 Table 2.1 details the matters which have been agreed, not agreed, or are under discussion between (1) National Highways and (2) Medway Council.

2.1.2 It is acknowledged there are some matters where further discussion may take place during the detailed design stage of the Project to finalise detail, but the matter is agreed in principle. Matters to which this applies have an asterisk (*) next to them.

Table 2.1 Matters

Topic	Item number	Medway Council comment	National Highways comment	Document Reference	Status
Need for the project					
Need for the project	2.1.1	Medway Council support the need for the Project.	Noted.	N/A	Matter Agreed
Route selection, modal alternatives & assessment of reasonable alterations					
Route alignment	2.1.2	Medway Council agrees with the proposed route alignment.	Noted.	N/A	Matter Agreed
Consultation and engagement					
Adequacy of engagement	2.1.3	Medway Council is satisfied with the adequacy of consultation on the Project.	Noted.	N/A	Matter Agreed
Non-Disclosure Agreement and Data Sharing Agreement	2.1.4	The terms of a Non-Disclosure Agreement (NDA) presented challenges, specifically in communicating impacts derived from the Lower Thames Area Model with	National Highways recognise that the standard data sharing agreement wording restricts Medway Council officers from briefing Councillors on the impacts	N/A	Matter Agreed

Topic	Item number	Medway Council comment	National Highways comment	Document Reference	Status
		Members. The LTC project team considered that this would have put confidential information in the public domain. The LTC project team subsequently disappplied the NDA. Medway Council is seeking clarity on the terms of a Data Sharing Agreement.	of the Project. This is not the intention, and clarification has been provided to Medway to allow them to proceed with briefings to Council and preparation of the Local Impact Report. “		
Community Impacts Consultation (2021)	2.1.5	As part of the 2021 ‘Community Impacts Consultation’, local information was published on the potential adverse impacts for wards within the Order Limits and for other wards immediately north and south of the Dartford Crossing. This information was not provided for Medway, despite potential adverse impacts shown in the wider consultation documents, and this limited our ability to respond to the consultation. Medway Council has requested three wards are included in the scope of a forthcoming Community Impact Report.	National Highways confirms that there are now a number of Medway wards included within the Community Impact Report. These wards; Cuxton and Halling, Strood South, Strood North and Strood Rural, as they are close neighbours of the Project.	N/A	Matter Agreed
Charging					
Toll charging regime	2.1.6	During a 28 July 2020 briefing from the project team, Members called for a resident and business discount scheme to be extended to Medway. It is understood that this would be a decision for the Secretary of State	It is proposed to offer a Local Resident Discount Scheme (LRDS) on the same basis as that provided at Dartford. That is, the discount will be offered to residents living in Boroughs that	Road User Charging Statement (Application Document 7.6)	Matter Under Discussion

Topic	Item number	Medway Council comment	National Highways comment	Document Reference	Status
		<p>following any decision to grant a Development Consent Order, and that the Department for Transport may require a consultation.</p> <p>It is understood that the cost to use the project will be the same as the existing Dartford Crossing.</p>	<p>host a tunnel portal, which Medway does not.</p> <p>The option to include business travel within the LRDS, as well as to modify the geographical extent was among several reviewed by DfT in 2012. Inclusion of business travel was rejected, as recorded in the 2013 report since it would generate more traffic and reduce income and would be an extra cost to administer. The report also concluded that any extension of the LRDS to other boroughs or parts thereof generates more traffic, and leads to further boundary issues.</p> <p>In the 2018 Statutory Consultation comments were invited on charging flexibility in particular in relation to</p> <ul style="list-style-type: none"> • charge amounts • charged and non-charged hours • application of peak charges • vehicle classifications • emissions-based charging • accounts, discounts and exemptions <p>The majority of local authority stakeholders that commented on</p>		

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			<p>charging flexibility stated that their preference was for charges at LTC to mirror those at Dartford. National Highways supported this preference on the grounds of economies of scale, the performance of the scheme and better customer experience.</p> <p>The DCO will state that there will be a charge mirroring that at Dartford and that the charge will apply from the day of opening of the Project.</p> <p>The Secretary of State is the charging authority and will always have the power within the relevant legal framework to amend the charge as he/she sees fit.</p>		
Traffic and Economics					
Growth assumptions within the Lower Thames Area Model (LTAM)	2.1.7	<p>The Planning Inspectorate’s Scoping Opinion, dated December 2017, required the Environmental Statement to consider Medway Council’s emerging Local Plan. Medway Council has raised concerns about the assumptions for future development in traffic modelling since the 2018 Statutory Consultation.</p> <p>The ‘Traffic Modelling Update’ as part of the 2020 ‘Supplementary Consultation’ noted that “growth associated with government housing</p>	<p>The Project’s transport model was built following the principles and processes set out in the Department for Transport’s (DfT) Transport Analysis Guidance (TAG).</p> <p>Growth within the transport model is capped in line with DfT traffic forecasts (Trip End Model Presentational Program (TEMPro)7.2) and adjusted locally to account for developments close to the Project that are under</p>	Appendix C Transport Forecasting Package within the Combined Modelling and Appraisal Report (Application Document 7.7)	Matter Under Discussion

Topic	Item number	Medway Council comment	National Highways comment	Document Reference	Status
		<p>targets which have not yet fully progressed through the planning system is not included.” Medway Council intends to meet its development needs, including the government’s assessment of Local Housing Need according to the Standard Method, through an emerging Local Plan.</p> <p>It is understood that the project team’s transport model was built following the principles and processes set out in the Department for Transport’s (DfT) Transport Analysis Guidance (TAG). Growth within the transport model is capped in line with DfT traffic forecasts (TEMPro 7.2) and adjusted locally to account for developments close to the project that are under construction, have a planning application and planning permission (as of 30 September 2021). This comprises the Core Scenario.</p> <p>Medway Council officers understand that DfT traffic forecasts do not reflect the full scale of Medway’s development needs and this presents challenges for local plan-making. A contractor has been appointed to consider this issue in preparing a Local Impact Report.</p> <p>Despite the early stage of Medway’s emerging Local Plan, following the</p>	<p>construction, have a planning application and planning permission (as of 30th September 2021). A high growth scenario is also undertaken and reported within the Transport Forecasting Package (Appendix C of the Combined Modelling and Appraisal Report (ComMA)), a copy of which has been provided to the authority dated October 2020.</p> <p>National Highways has provided Medway with further information on the assumptions within the core scenario in the form of a technical note (August 2021) and awaits Medway Council’s review of the LTAM.</p>		

Topic	Item number	Medway Council comment	National Highways comment	Document Reference	Status
		<p>government’s announcement in November 2019 of upfront infrastructure funding under the Housing Infrastructure Fund, there is more certainty for growth on the Hoo Peninsula, including 10,600 new homes. However, it is understood that these homes would have been excluded from the Core Scenario, given their planning stage.</p> <p>The matter will remain under discussion until Medway Council’s contractor has had the opportunity to consider the issue.</p>			
Wider Network Impacts					
Potential improvements to the local road network at various locations	2.1.8	<p>National Highways is not committing to any direct additional funding for mitigation of effects on the wider network through the DCO, on the basis that it does not consider there are any unacceptable impacts. Instead, National Highways refer to existing investment processes and collaborative work with local authorities.</p> <p>However, Medway Council has appointed a contractor to use the Medway Aimsun Model to assess associated impacts in preparing a Local Impact Report. It is understood that the Medway Aimsun Model is a more appropriate tool to assess local</p>	<p>National Highways is working with Kent County Council and Medway Council to conduct a series of modelling exercises to interrogate the impacts of the project on the wider road network in more detail, led by the outputs from the main scheme modelling which has been shared with authorities. In line with the Wider Network Impact monitoring and Management Plan (WNIMMP), these outputs will be discussed with Kent County Council and Medway, and National Highways will continue to engage in accordance with the license obligations to work with others to align national and local</p>	Wider Network Impact Monitoring & Management Plan (Application Document 7.12)	Matter Under Discussion

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		impacts in Medway, rather than the Lower Thames Area Model. The matter currently remains under discussion until Medway Council's contractor have had the opportunity to carry out its assessments and review of the Wider Network Impact Monitoring and Management Plan which will form part of the DCO resubmission.	plans and investments, balance national and local needs and support better end-to-end journeys for road users. Progress is being reviewed at monthly meetings with Kent County Council and Medway.		
Wider Network Impact Monitoring and Management Plan	2.1.9	Medway Council will require sight of the Wider Network Impacts Monitoring & Management Plan together with receive input from its contractor with regards to monitoring locations and methodology before being in a position to confirm their status on the matter.	A list of some monitoring locations was included within the WNIMMP which formed part of the Community Impact Consultation in 2021. National Highways explained to Medway Council that further locations will be included in the WNIMMP to be submitted as part of the DCO resubmission. However, the detailed monitoring scheme will be subject to further consultation with the Local Planning Authority and Local Highway Authority post decision and prior to the scheme opening.	Wider Network Impact Monitoring & Management Plan (Application Document 7.12)	Matter Under Discussion
EIA Methodology					
Consideration of Medway's emerging plan growth within the	2.1.10	The Planning Inspectorate's Scoping Opinion, dated December 2017, required the Environmental Statement to consider Medway Council's emerging Local Plan. Medway Council has raised concerns about the	The Environmental Statement will consider Medway Council's emerging Local Plan. This will be both through growth considered with the traffic modelling (which then feeds into the air quality and	Environmental Statement Chapter 4 (Application Document 6.1)	Matter Under Discussion

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Environmental Statement		<p>assumptions for future development in traffic modelling since the 2018 Statutory Consultation.</p> <p>The 'Traffic Modelling Update' as part of the 2020 'Supplementary Consultation' noted that "growth associated with government housing targets which have not yet fully progressed through the planning system is not included." Medway Council intends to meet its development needs, including the government's assessment of Local Housing Need according to the Standard Method, through an emerging Local Plan.</p> <p>It is understood that the project team's transport model was built following the principles and processes set out in the Department for Transport's (DfT) Transport Analysis Guidance (TAG).</p> <p>Growth within the transport model is capped in line with DfT traffic forecasts (TEMPro 7.2) and adjusted locally to account for developments close to the project that are under construction, have a planning application and planning permission (as of 30 September 2021). This comprises the Core Scenario.</p> <p>Medway Council officers understand that DfT traffic forecasts do not reflect the full scale of Medway's</p>	<p>noise modelling assessment, which feeds into a number of environmental assessments) and also through National Highways' Cumulative Effects Assessment (which will consider individual schemes as they come forward).</p>		

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		<p>development needs and this presents challenges for local plan-making. A contractor has been appointed to consider this issue in preparing a Local Impact Report. The matter will remain as one under discussion until Medway Council's contractor has had the opportunity to conclude its investigations and consider the issue.</p> <p>Despite the early stage of Medway's emerging Local Plan, following the government's announcement in November 2019 of upfront infrastructure funding under the Housing Infrastructure Fund, there is more certainty for growth on the Hoo Peninsula, including 10,600 new homes. However, it is understood that these homes would have been excluded from the Core Scenario, given their planning stage.</p>			
Air Quality					
Analysis of PM2.5	2.1.11	<p>Medway Council is concerned about the number of receptors modelled in Medway, and the absence of any analysis in respect of PM2.5, and its potential impact on public health.</p> <p>Medway Council is unable to provide further comments on the matter until the finalised Air Quality Assessment is available for review.</p>	<p>The assessment considers receptors adjacent to all affected roads in Medway and elsewhere. The air quality assessment for the Environmental Statement will consider the impact of the Project on Particulate Matter, both for PM10 and PM2.5. PM10 will be explicitly modelled using road traffic PM10 emissions factors and Defra background pollution maps.</p>	Environmental Statement Chapter 5 Air Quality (Application Document 6.1)	Matter Under Discussion

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			In the case of PM2.5, it will be assumed that all road traffic PM10 is also equivalent to PM2.5, which is a worst-case assumption given that PM2.5 typically makes up less than 70% of PM10. DCO version 1 air quality modelling indicated that there would be no exceedances of legal thresholds for PM10 or PM2.5 with the Project in operation but the final modelling results will be presented in the Environmental Statement submitted with the DCO application.		
Air quality modelling during construction	2.1.12	Medway Council is concerned about the need for modelling of air quality during construction. Medway Council is unable to provide further comments on the matter until the finalised Air Quality Assessment is available for review.	The air quality impacts of the construction phase, including modelling of construction traffic impacts on air quality will also be presented in the Environmental Statement. National Highways will continue to liaise with the local authorities via the Community Impacts and Public Health Advisory Group (CIPHAG) meetings.	Environmental Statement Chapter 5 Air Quality (Application Document 6.1)	Matter Under Discussion
Air quality along the A228	2.1.13	Medway Council have raised concerns regarding the indicative predictions that exceedance of air quality objectives are possible at relevant receptor locations adjacent to the M2 and A228 in Medway, and the burden this would be on Medway	The air quality modelling predicted exceedances of air quality objectives on the A228 and M2, however it should be noted that the assessment predicted exceedances on the A228 without the Project. In terms of the M2,	Environmental Statement Chapter 5 Air Quality (Application Document 6.1)	Matter Under Discussion

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		<p>Council to deal with (developing and implementing air quality action plan(s)).</p> <p>Medway Council is unable to provide further comments on the matter until the finalised Air Quality Assessment is available for review post DCO submission.</p>	<p>exceedances were predicted at four receptors, and for three of these receptors the concentrations were only marginally above the objective with the Project and would be likely to drop below the objective within a year of the Project opening.</p> <p>National Highways have discussed the assessment results with Medway Council, who do not consider based off their own recent monitoring data that there is currently a need for an Air Quality Management Area (AQMA) along the A228 or on the M2. The Project is unlikely to lead to the designation of a new AQMA on the A228, as if the model predictions are correct then there would need to be an AQMA on the A228 both now and in the Project opening year (without the Project). National Highways have however acknowledged that the assessment is likely to be pessimistic compared to air quality monitoring undertaken by Medway Council, as in order to calibrate the model, we have factored monitored concentrations back to the base year of 2016, when concentrations were higher than</p>		

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			they are currently. The key point however is there isn't a scenario where the Project would create an AQMA on the A228, as based on the modelling predictions, there should be an AQMA on the A228 now and in the future without the Project, so the change in concentrations when the Project opens would not trigger the need for an AQMA.		
Materials, assets and waste					
The need for feasibility assessment of off-site recycling, as well as recovery and disposal capacity.	2.1.14	Paragraph 2.6.17 of the Outline Site Waste Management Plan notes that an Excavated Materials Assessment will be undertaken to verify that sufficient capacity is available in the study area to accept excavated materials for recovery activities. There may also be a need for feasibility assessment of off-site recycling, as well as recovery and disposal capacity. Medway Council is unable to provide further comments on the matter until an updated version of Chapter 11 of the Environmental Statement is available for review	A review of the recycling, recovery and disposal capacity of the Project's study area (Kent and Essex County Council and East London Waste Authority) has been carried out and will be presented in the Chapter 11 of the Environmental Statement. The Contractor would undertake a similar exercise to ascertain the provision of capacity of reuse, recycling and recovery facilities within the study area for the waste generated by the project. The Environmental Statement does not define exactly which waste management sites the waste will be sent to, however, does provide a list of currently permitted third party sites that could be potentially used by the contractor.	Environmental Statement Chapter 11 (Document 6.1)	Matter Under Discussion

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			At this point in time specific locations have not been defined as the project does not want to restrict the potential options for the contractor. The ability to use waste management infrastructure from a wide range of locations would allow existing waste management capacity to be used effectively and efficiently, without resulting in local overcapacity to the detriment of the local economy.		
Sourcing primary aggregates	2.1.15	<p>Sourcing primary aggregates ‘as close to the project as possible’ should include aggregates, including marine dredged sand and gravel, landed in Kent, Medway, Essex (incl new CMAT at Tilbury) and London wharves.</p> <p>A commitment to including marine dredged and imported material from wharves would clarify this and reflect the local context (proximity of major wharves) and be consistent with commitments regarding use of ports and the 'proximity principle'.</p> <p>Medway Council is unable to provide further comments on the matter until a finalised Materials Handling Plan is available for review.</p>	<p>The Project recognises the opportunity that the use of the river for material transportation presents for reducing impacts of vehicle movements.</p> <p>The outline Materials Handling Plan sets out a commitment to use port facilities to import bulk aggregates (subject to exceptions).</p>	Outline Materials Handling Plan, Annex B of the Code of Construction Practice (6.3)	Matter Under Discussion
Segregation of materials to	2.1.16	In summary, the measures to segregate materials to facilitate re-use	The Excavated Material Assessment (EMA) was	N/A	Matter Under Discussion

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facilitate re-use on site and recovery		<p>on site and recovery appear to be reasonable and sensible. However, there is reference to other documents where more detail may be set out, which have yet to be produced. For example, excavated materials are anticipated to be the largest sources of waste, and a target has been set to ensure that these would be diverted from landfill disposal. It is understood that an Excavated Materials Assessment will be undertaken to verify that sufficient capacity is available in the study area to accept excavated materials for recovery activities.</p> <p>Medway Council has not had sight of the Excavated Material Assessment and therefore are unable to confirm their position on the matter.</p>	<p>developed to validate available offsite capacity at third-party potential receiver sites and determine which of these would be capable of receiving excavated materials from the Project.</p>		
Local Aggregates Assessments	2.1.17	<p>Local Aggregates Assessments produce a forecast of demand, analysis of supply options, and balance between demand and supply. The Medway Local Aggregates Assessments update (November 2020 'dashboard') identifies that the Project is one National Significant Infrastructure Project which may increase demand for aggregates from Medway which may be supplied by Kingsnorth Quarry and supply from wharves. The Kent Local Aggregates</p>	<p>A review of aggregate demand was carried out in 2020 as requested by Kent County Council and Essex County Council. It is currently being updated to reflect the latest Project design requirements and the latest local aggregates data. This has been extended to include Medway and will be shared.</p>	<p>Outline Materials Handling Plan, Annex B of the Code of Construction Practice (6.3)</p>	<p>Matter Under Discussion</p>

Topic	Item number	Medway Council comment	National Highways comment	Document Reference	Status
		<p>Assessments (April 2020) also identifies the Project as one 'significant infrastructure' development influencing future demand.</p> <p>However, neither Local Aggregates Assessments quantifies the likely demand and so it would be helpful (in terms of forward planning and assessing demand and supply options) for further detail to be provided to the Mineral Planning Authorities (from whose areas material is likely to be sourced) on quantities, types and potential sources of aggregates to be used in construction.</p> <p>This should be addressed in the Materials Handling Plan. Medway Council is unable to provide further comments on the matter until a finalised Materials Handling Plan is available for review.</p>	<p>The Outline Materials Handling Plan will be available for review at the time of application.</p>		
Nitrogen Deposition					
Lack of compensation areas proposed within Medway	2.1.18	<p>Based on current assessments, Figure 5-1 shows two site clusters likely to be affected: 1) around the proposed A2/M2 junction for Lower Thames Crossing and M2 Junction 2 and 2) around M2 Junction 3 and the A229 at Blue Bell Hill. Designated sites likely to be affected in Medway</p>	<p>National Highways have prepared a Nitrogen Deposition Site Selection Technical Note to respond to questions regarding the methodology used for site selection. This technical note has been shared with Medway Council on 22 July 2022 and they have</p>	N/A	Matter Agreed

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		<p>include Ranscombe Farm and a section of the River Medway itself.</p> <p>Figure 5-3 of Lower Thames Crossing Guide to Local Refinement Consultation identifies proposed areas for compensatory habitat creation. There are no such areas within Medway. As a matter of principle, it would seem unreasonable that no compensatory areas have been identified in Medway. However, the consultation material states that the National Highways is following guidance and advice from the Department for Environment, Food and Rural Affairs and Natural England.</p> <p>It is noted that a landscape scale compensation approach, rather than a series of scattered sites, is more likely to deliver multiple benefits. Medway Council accept National Highways' reasoning for site selection as per the Nitrogen Deposition Site Selection Technical Note that was shared with Medway Council on the 22 July 2022.</p>	<p>confirmed they are content with the approach.</p>		
Request for compensatory land to be publicly accessible where appropriate	2.1.19	<p>Medway Council note that the four parcels of land identified would provide visual screening of an existing overhead powerline in an Area of Outstanding Natural Beauty (AONB). Medway Council would welcome engagement to ensure compensatory</p>	<p>The objective of the sites includes avoiding significant effects and providing enhanced landscapes and public access where possible. The detailed design and long-term management plans are ongoing. National Highways would be</p>	N/A	Matter Agreed


Topic	Item number	Medway Council comment	National Highways comment	Document Reference	Status
		land is publicly accessible, where appropriate.	happy to discuss the development of the plans which form part of the Landscape and Ecological Management Plan.		
Proposed mitigation measures should include speed cameras	2.1.20	<p>The consultation material states that road users are more likely to exceed the speed limit between M2 Junctions 3 and 4 once the Lower Thames Crossing is open. Driving at faster speeds can increase nitrogen emissions, so by enforcing the speed limit on certain sections of road, average vehicle speed can be brought down, reducing nitrogen deposition on nearby designated sites. This could mitigate the impact of nitrogen deposition and potentially reduce the area of compensatory land required. This is set out as justification for the installation of speed cameras between M2 Junctions 3 and 4 once the Project is open.</p> <p>Given that the nitrogen deposition site survey assessments are ongoing, and the consultation material presented initial conclusions because traffic and air quality modelling is yet to be finalised, it is unclear whether the implementation of a 60mph speed limit between M2 Junctions 3 and 4 once the Lower Thames Crossing is open can be ruled out at this stage. This is a concern, given the</p>	The exceedance of the speed limit between M2 junction 3 and 4 is an existing situation, and not one caused or exacerbated by the Project. The enforcement of a 70mph could reduce nitrogen deposition from existing levels and therefore mitigate any increase in nitrogen from the Project. There is a difference between reducing the speed limit and enforcement measures (which is keeping the existing speed limit but improving compliance). The Project is still considering enforcement measures, but not speed limit reductions.	N/A	Matter Agreed


Topic	Item number	Medway Council comment	National Highways comment	Document Reference	Status
		consultation material acknowledges that a 60mph speed limit between M2 Junction 3 and 4 would result in other negative impacts, including increased traffic and emissions on local roads as road users seek alternative routes.			

3 Agreement on this Statement of Common Ground

STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) National Highways Limited and (2) Medway Council.

Name	Charlotte Crake
Position	Statement of Common Ground Manager
Organisation	National Highways
Signature	

Name	Cllr Alan Jarrett,
Position	Leader Medway Council
Organisation	Medway Council
Signature	

Appendix A Documents considered within this Statement of Common Ground

- A.1.1 A summary of the documents which have been considered in the development on this SoCG outside of the DCO application documents are provided below, such as emails, meeting notes, etc.
- a. Consultation materials released by the Project at the following stages of consultation and corresponding responses:
 - i. Route Consultation (Opened January 2016, closed March 2016)
 - ii. Statutory Consultation (Opened October 2018, closed December 2018)
 - iii. Supplementary Consultation (Opened January 2020, closed April 2020)
 - iv. Design Refinement Consultation (Opened July 2020, closed August 2020)
 - v. Community Impacts Consultation (Opened July 2021, closed September 2021)
 - vi. Local Refinement Consultation (Opened May 2022, closed June 2022)
 - b. Scoping Opinion: Proposed Lower Thames Crossing, 2017

Appendix B Glossary

Term	Abbreviation	Explanation
A122 Lower Thames Crossing	Project	A proposed new crossing of the Thames Estuary linking the county of Kent with the county of Essex, at or east of the existing Dartford Crossing.
Air Quality Management Area	AQMA	An area, declared by a local authority, where air quality monitoring does not meet Defra's national air quality objectives.
Area of Outstanding Natural Beauty.	AONB	Statutory designation intended to conserve and enhance the ecology, natural heritage and landscape value of an area of countryside.
Combined Modelling and Appraisal Report	ComMA	The purpose of the Combined Modelling and Appraisal Report is to inform decision makers and stakeholders on how the evidence underpinning the business case has been developed, from the initial identification of the underlying problem through the collection of data and the production of any supporting traffic models and forecast impacts of the Project on traffic to the eventual economic appraisal.
Department for Environment, Food and Rural Affairs	Defra	The government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities in the United Kingdom of Great Britain and Northern Ireland.
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.
SoCG	SoCG	A Statement of Common Ground is a written statement containing factual information about the proposal which is the subject of the appeal that the appellant reasonably considers will not be disputed by the local planning authority.
Transport Analysis Guidance	TAG	National guidance document produced by the Department for Transport.
Trip End Model Presentational Program	TEMPro	DfT software for viewing data from the DfT's National Trip End Model

Term	Abbreviation	Explanation
Wider Network Impact monitoring and Management Plan	WNIMMP	The wider network impacts relate to the changes expected in traffic flows and the levels of congestion following the Project being open for public use, at various locations on the road network away from the immediate vicinity and Order Limits of the Project. This includes impacts on the SRN, MRN and LRN.
Community Impacts and Public Health Advisory Group	CIPHAG	The group was established in 2018 as a body for public health officials and other local authority representatives to attend that could provide support during the preparation of the H&EqIA in terms of information sharing, provision of technical advice and guidance around best practice.

Appendix C List of engagement activities

- C.1.1 A summary of the meetings and correspondence undertaken between the two parties in relation to the Project is outlined in Table C.1 below.
- C.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) National Highways and (2) Medway Council in relation to the matters addressed in this SoCG.

Table C.1 Engagement activities between National Highways and Medway Council

October 2020 – August 2022		
Procedural Matters		
16/10/2020 – 09/08/2022	Meeting 19 occurrences	General briefing sessions to provide updates on issues such as the Statement of Common Ground process, run through issues log and project updates.
02/11/2020	Meeting 1 occurrences	Meeting with Medway Council Leadership to discuss Medway’s feedback on the project and discuss opportunities for collaborative working.
30/04/2021 – 17/12/2021	Meeting 8 occurrences	Meeting between Medway Council and National Highways (organised by Medway Council) to discuss various topics including Lower Thames Crossing (project updates and share concerns/issues).
Technical Meetings		
06/10/2020 – 07/07/2021	Meeting 5 occurrences	Traffic modelling workshop
07/12/2020 – 08/12/2020	Meeting 2 occurrences	Sessions to discuss the DCO application documents to assist with the review process of documents shared.
11/02/2021 – 16/03/2021	Meeting 2 occurrences	Air Quality meeting
15/02/2021 – 25/06/2021	Meeting 4 occurrences	Medway Council’s Housing Infrastructure Fund (HIF)
01/04/2021	Meeting 1 occurrence	A meeting to discuss the Uncertainty Log for the core scenario with Medway Council.
15/04/2021	Meeting 1 occurrence	LTC & Medway Alternative Scenario meeting
03/11/2021	Meeting 1 occurrence	LTC Securing Mechanism workshop
25/01/2022	Meeting 1 occurrence	Briefing session relating to work being undertaken in respect of nitrogen deposition space.
Cross Authority Discussions		
21/04/2021	Meeting 1 occurrences	Kent/Dartford/Medway: Construction traffic management session.

29/04/2021	Meeting 1 occurrences	LTC oLEMP & oSWMP combined session with south of the river Local Authorities.
10/05/2021	Meeting 1 occurrences	Stakeholder briefing and update on Order Limits.
28/06/2021	Meeting 1 occurrences	Outline Materials Handling Plan workshop.
19/07/2022	Meeting 1 occurrences	Wider Network Impacts briefing session with Kent County Council.
02/08/2022	Meeting 1 occurrences	Local Authority Carbon Update
Consultation Briefings		
28/06/2021	Meeting 1 occurrences	A briefing session on the upcoming non-statutory consultation.
22/09/2021	Meeting 1 occurrences	LTC Local Authority Engagement.
25/01/2022	Meeting 1 occurrences	A briefing session to present proposals for upcoming Local Refinement Consultation.
Key Emails Received		
October 2020 - August 2022	Email	<p>Emails received on the following topics:</p> <ul style="list-style-type: none"> • Medway Council Local Plan • Traffic Modelling • DCO Programme • Outline Materials Handling Plan • Air Quality Assessment
September 2017 – September 2020		
Procedural Matters		
11/12/2017 = 06/08/2020	Meeting 8 occurrences	General briefing sessions to provide updates on issues such as the Statement of Common Ground process, run through issues log and project updates.
Technical Meetings		
14/09/2018	Meeting 1 occurrences	Traffic Modelling Workshop
09/03/2020	Meeting 1 occurrences	A229 Bluebell Hill Improvements Scheme Objectives Workshop.
23/06/2020 – 29/06/2020	Meeting 2 occurrences	Environmental Impact & mitigation and REAC review workshop.
15/09/2020	Meeting 1 occurrences	LTC Air Quality Meeting. This is a follow up to the Environmental Impact & Mitigation and CoCP / REAC Review workshop. To provide an overview of the air quality assessment methodology adopted for the Environmental Statement.

Cross Authority Discussions		
15/09/2017	Meeting 1 occurrences	LTC Surface Water Drainage & Biodiversity meeting with Environment Agency, Natural England, Kent County Council and North Kent Marshes IDB.
24/10/2017 – 13/09/2018	Meeting 2 occurrences	Stakeholder Advisory Panel (SAP) a session to help draw up local knowledge and understand stakeholders' needs, priorities and opinions with respect to the Project.
11/05/2018	Meeting 1 occurrences	Gravesham Borough Council, Kent County Council & Medway Council – meeting to discuss the Project's approach to community and health impacts.
01/03/2019 – 10/02/2020	Meeting 3 occurrences	KCC and LA's Traffic Modelling Meeting
25/04/2019 – 12/09/2019	Meeting 2 occurrences	Design Development Workshop South of the River Thames. To update key stakeholders on the latest thinking on the LTC design development and seek initial feedback and further suggestions for improving the design.
25/04/2019	Meeting 1 occurrences	Stakeholder Workshop to provide update on the connectivity at the A2 junction, design of the A2 junction and A2 corridor design and environmental impact.
24/06/2019	Meeting 1 occurrences	Community Impacts and public Health Advisory Group (CIPHAG)
10/10/2019	Meeting 1 occurrences	Meeting with the Board of the Thames Gateway Kent Partnership
22/04/2020	Meeting 1 occurrences	Preliminary Environmental Impacts & Mitigation & CoCP review Workshop South of the River Thames.
Consultation Briefings		
02/03/2020	Meeting 1 occurrences	A meeting to brief Medway Council Leadership on the Supplementary Consultation.
10/08/2020	Meeting 1 occurrences	A meeting to brief Medway Council's Leadership on the Design Refinement Consultation.
Key Emails Received		
September 2017 – September 2020	Email	<p>Emails received on the following topics:</p> <ul style="list-style-type: none"> • Medway Council Local Plan • Traffic Modelling • DCO Programme • Outline Materials Handling Plan • Air Quality Assessment

In addition to the meetings detailed in Table C.1, information has been shared with stakeholders to assist with their understanding of the Project and its effects. The key pieces of technical information shared with Medway Council is outlined in Table C.2.

Table C.2 Key Technical Reports & Application Documents Shared

Document	Date Shared with Local Authority
DCO Application Documents	
Draft Statement of Community Consultation	20/02/2018
Lower Thames Crossing Latest Route Map	14/06/2018
Lower Thames Crossing Section 47 letter	01/08/2018
Draft Statement of Community Engagement	01/08/2018
GIS Shapefile relating to traffic modelling	15/08/2018
List of upcoming consultation events	15/11/2018
Lower Thames Crossing post PIER Viewpoint consultation doc	07/06/2019
Draft Data Sharing Agreement	19/02/2019
Signed Data Sharing Agreement	29/05/2019
Programme for future technical engagement	01/08/2019
Design Development Drawings	10/09/2019
Medway Council Uncertainty Log	17/09/2019
General Arrangement drawings	01/11/2019
Revised Summary Timeline for technical engagement	19/12/2019
Legacy Workshop Spreadsheet	26/03/2020
Draft Planning Performance Agreement	06/04/2021
Draft Outline Materials Handling Plan	28/05/2021
Updated Cordon Model Package	07/07/2021
Transport Model Package	07/07/2021
Transport Forecasting Package	07/07/2021
Technical Note – Assumptions around future household growth	10/08/2021
Traffic modelling outputs (construction period)	27/08/2021

Document	Date Shared with Local Authority
Planning Performance Agreement	02/11/2021
GIS Shapefiles showing operational traffic model flows	27/04/2022

In addition to the meetings / correspondence listed in the tables, there has also been regular correspondence by email / phone call. This is not reported in the table, but the total number of contact entries in our stakeholder database is 653 emails/letters and 7 phone calls.

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

National Highways Company Limited registered in England and Wales number 09346363