

Lower Thames Crossing

5.4.4.13 Statement of Common Ground between (1) National Highways and (2) Tonbridge & Malling Borough 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/5.4.4.13

VERSION: 1.0

Lower Thames Crossing

Statement of Common Ground between (1) National Highways and (2) Tonbridge & Malling Borough Council

List of contents

	Page number
1 Introduction	1
1.1 Purpose of the Statement of Common Ground	1
1.2 Parties to this Statement of Common Ground	1
1.3 Terminology	1
1.4 Overview of previous engagement	2
1.5 Status of the Statement of Common Ground	2
2 Matters.....	3
2.1 Matters agreed, not agreed or under discussion.....	3
3 Agreement on this Statement of Common Ground.....	18
Appendix A Documents considered within this Statement of Common Ground.....	19
Appendix B Glossary.....	20
Appendix C List of engagement activities.....	22

List of tables

	Page number
Table 2.1 Matters	3
Table C.1 Engagement activities between National Highways and Tonbridge & Malling Borough Council	22

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) Tonbridge & Malling Borough 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 Tonbridge & Malling Borough Council (TMBC) is a host authority in respect of the application and as such is a category 'B' local authority under section 43(1) of the Planning Act 2008. As a borough council, it is the local planning authority and holds responsibilities including developing and implementing a Local Plan and collecting household and commercial waste, within its boundary.

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 Tonbridge & Malling Borough 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 Tonbridge & Malling Borough Council, if new matters arise Tonbridge & Malling Borough 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 the Statement of Common Ground

- 1.5.1 It is agreed that this statement is an accurate description of the matters raised by Tonbridge & Malling Borough 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) Tonbridge & Malling Borough 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) Tonbridge & Malling Borough 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.

Table 2.1 Matters

Topic	Item number	Tonbridge & Malling Borough Council comment	National Highways comment	Document Reference	Status
Need for the Project					
Need for the Project	2.1.1	TMBC support the need for the Project.	Noted.	N/A	Matter Agreed
Consultation and engagement					
Adequacy of engagement	2.1.2	TMBC is satisfied with the adequacy of consultation on the Project.	Noted.	N/A	Matter Agreed
Charging					
Charging regime	2.1.3	TMBC agrees with the proposed charging regime for the Project.	Noted.	N/A	Matter Agreed

Traffic and economics					
Consideration of emerging local plan growth within LTAM core scenario	2.1.4	TMBC has concern that the growth associated with the government's standard method for assessing housing need (15,941 dwellings 2021-2040) which has not yet progressed through the Plan making process (TMBC currently at Reg 18 stage) is taken into account by LTAM. As such the modelling does not give due consideration to anticipated future growth. Tonbridge & Malling Borough Council would therefore encourage National Highways to review its modelling of future traffic flows in consultation with local authorities, to agree an approach that more effectively reflects likely future development on which the environmental assessments can be undertaken.	<p>The Project's transport model (the LTAM) 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, i.e. have planning permission (as of 30th September 2021 for the DCO submission). A high growth scenario is also undertaken and reported within the Transport Forecasting Package (Appendix C of the ComMA), a copy of which has been provided to the authority dated October 2020 and an updated copy will be made available as part of the submitted application.</p>	Transport Forecasting Package (Appendix C of the ComMA, Application Document 7.7)	Matter Not Agreed
Modelling of alternative scenarios	2.1.5	TMBC has requested individual modelling of alternative scenarios based on each authority's	National Highways are willing to discuss the scenario tests that they would like to be	N/A	Matter Under Discussion

		projections of the quantum and distribution of development in emerging Local Plans as well as a joint Alternative Scenario covering the totality of relevant planning authority areas, in line with the relevant Planning Practice Guidance regarding cumulative impacts and the Planning Inspectorate’s 2017 Scoping Opinion response.	considered and the timescales for completing these. National Highways has offered alternative scenarios to each of the local authorities however, it does require inputs from local authorities (including an understanding of any additional highway infrastructure). These alternative scenarios would not inform the DCO application. National Highways is still willing to offer these model runs and will discuss with TMBC.		
Concerns regarding traffic modelling used	2.1.6	TMBC have concerns regarding the traffic modelling that has been used as part of the methodology.	The traffic modelling uses standard methodologies prescribed in Design Manual for Roads and Bridges (DMRB).	N/A	Matter Under Discussion
Wider Network Impacts					
General process – collaborative working with KCC and other Kent authorities	2.1.7	TMBC hope that National Highways, Kent County Council and other Kent authorities can work collaboratively to progress funding and design solutions for mitigation to the local network, so that these can be implemented in	Improvements to the A229 at the intersections with the M2 and M20 are not part of the proposed Lower Thames Crossing project. National Highways is currently in joint discussions with relevant	N/A	Matter Under Discussion

		a timely manner. A package of improvements has been defined at a high level by the Kent and Medway Economic Partnership relating to the links between the M2 and M20.	authorities about proposed mitigation schemes in accordance with the license obligations to work with others to align national and local plans and investments, balance national and local needs and support better end-to-end journeys for road users.		
The Tilbury Link Road	2.1.8	TMBC supports the junction at Tilbury, as it would offer futureproofing for a possible link road to the Port of Tilbury, however it is noted that this is a matter for Thurrock Council and Essex County Council.	<p>The Tilbury Link Road has been identified in the RIS2 as part of the RIS3 pipeline of projects. During the review of the project undertaken when the Thames Freeport was designated, National Highways sought direction and received instruction from DfT and Department for Levelling Up, Housing and Communities (DLUHC) that the Tilbury Link Road should be delivered through a separate consenting process to the Lower Thames Crossing.</p> <p>The revised design at Tilbury Fields provides an operational access, with no access for public traffic on or off the LTC at this location. The operational access could potentially accommodate</p>	N/A	Matter Agreed

			further development in the future. Any new road connecting to the LTC at this point would have to follow the relevant planning process at the appropriate time.		
A228 corridor between M2 Junction 2 and M20 Junction 4	2.1.9	<p>TMBC also has concerns regarding the A228 corridor between M2 Junction 2 and M20 Junction 4 and required mitigation for this road which also remains unfunded. We understand that KCC has made the case for appropriate mitigation and we welcome the opportunity to work with National Highways to fully identify and mitigate the direct impacts the Project will have on roads within the borough.</p> <p>There is little clarity as to how these mitigation measures will be funded, without any commitment local authorities would struggle to secure funding from planning obligations. Most Kent planning authorities including TMBC don't charge CIL, and s106 tests are unlikely to be met in most cases to fund wider highway mitigations. In any case securing the required funding in this way would be a piecemeal, protracted and put at</p>	National Highways is working with Kent County Council on a Kent Wider Network Impact study, funded by National Highways, which will further our joint understanding of how the network performs in the future with the Project. These outputs will be discussed with KCC and TMBC, and National Highways will continue to engage in accordance with the license obligations to work with others to align national and local plans and investments, balance national and local needs and support better end-to-end journeys for road users.	N/A	Matter Under Discussion

		risk the delivery of other planning obligations e.g., affordable housing.			
Request for commitment to provide additional highway improvements	2.1.10	<p>TMBC are concerned about the impacts of the project upon the following local roads (A227, A228, A229 and related junctions), the environment and supporting infrastructure including lorry parking.</p> <p>Whilst the Council is supportive of the investment in the Project its impacts are far reaching. The Council is concerned about wider impacts upon the local road network south of the LTC, which are not within the scope of the scheme. The new crossing will have implications on the M2 Junction 3, the A229 Bluebell Hill, M20 Junction 4, the A228 and A20 within Tonbridge and Malling borough. Other local roads such as Rochester Road in Aylesford will see a +40% change in flows during the inter-peak period by 2027.</p> <p>Mitigation measures will be required to improve these routes and related junctions, the design of this infrastructure should take</p>	<p>Improvements to the A229, the M2 east of Junction 1, the A20 and M20, the A227, A228 and the A229 are not part of the proposed Lower Thames Crossing project.</p> <p>National Highways will continue to engage with relevant authorities in accordance with the license obligations and work with others to align national and Local Plans and investments, balance national and local needs, and support better end-to-end journeys for road users.</p> <p>The Wider Network Impacts Management Plan has been submitted as part of the application which sets out the proposed approach for the monitoring of traffic impacts for the scheme during its operational phase, to identify changes in the performance on the surrounding LRN, MRN and SRN. The monitoring data would be made available to all</p>	Wider Network Impacts Management and Monitoring Plan (Application Document 7.12)	Matter Not Agreed

		<p>into account committed and planned development, as well as the increase in demand which will arise from the LTC itself.</p> <p>Given the extent of the impact on roads locally, it is TMBC's opinion that the Project should be complemented by other highways investment that addresses these impacts.</p>	<p>the local and highway authorities.</p> <p>The DCO requires National Highways to produce an operational traffic monitoring scheme that complies with this plan prior to the tunnel opening, and that Local Highway Authorities will be consulted on.</p>		
<p>Concerns regarding the impacts of the project on the local road network</p>	<p>2.1.11</p>	<p>TMBC remain concerned about the impacts of the project on the local road network. It therefore remains a strongly held view that investment in the Lower Thames Crossing should be complemented by a phased programme of other investments, that help to build the resilience required to ensure that the Project does not solve one problem but create others elsewhere.</p> <p>This matter will remain under discussion whilst National Highways work with Kent County Council on Kent Wider Network Impact study.</p>	<p>National Highways is working with Kent County Council on a Kent Wider Network Impact study, funded by National Highways, which will further our joint understanding of how the local highway network performs in the future with the Lower Thames Crossing Scheme. The study outputs will be discussed with Tonbridge & Malling Borough Council, and National Highways, who will continue to engage in accordance with the license obligations to work with others to align national and Local Plans and investments, balance national and local needs and support better end-to-end journeys for road users.</p>	<p>N/A</p>	<p>Matter Under Discussion</p>

The A229 at Bluebell Hill	2.1.12	The A229 at Bluebell Hill which connects M2 Junction 3 with M20 Junction 6 is a high priority for improvement and was originally considered to be part of the Project (the Option C 'variant). It needs improving to accommodate the additional LTC traffic alongside Local Plan growth and is the subject of a Large Local Major scheme bid to the Department of Transport, which TMBC supports. However, there is a funding gap which will hamper delivery unless a contribution from National Highways to compensate for the Projects impacts is made.	Improvements to the A229 at the intersections with the M2 and M20 are not part of the Project. National Highways is currently in joint discussions with relevant authorities about the proposed improvement works at this location in accordance with the license obligations to work with others to align national and Local Plans and investments, balance national and local needs and support better end-to-end journeys for road users.	N/A	Matter Not Agreed
A2/M2 corridor	2.1.13	TMBC share the view of Kent County Council that to realise the full benefits of the Project, it is essential that the A2/M2 corridor to which it connects is looked at wholistically. Improvement schemes identified as pipeline projects for the next Road Investment Strategy at 'A2 Brenley Corner' and 'A2 Access to Dover' need to be delivered alongside other capacity enhancements along the M2 and improved connections to the M20	The A2 Dover Access and Brenley Corner schemes are currently being considered under RIS2 as part of the RIS3 pipeline, and are not part of the Project. National Highways is currently in joint discussions with relevant authorities about the proposed improvement works at these locations.	N/A	Matter Agreed

		to ensure that the two strategic corridors to the Port of Dover and Channel Tunnel are resilient.			
EIA methodology					
Clarification as to how the DCO application will treat these Alternative Scenarios	2.1.14	TMBC would like clarification about how the DCO application will treat these Alternative Scenarios, given that other aspects of the Development Consent Order application are understood to be dependent on the outputs from the Core Scenario (which does not fully take account of future local growth). Environmental Assessment is a particular concern, having regard to issues such as anticipated detrimental air quality impacts.	Alternative scenarios have been offered to the local authorities in order to assist them with their plan making. It is not proposed to include them as part of the Project's DCO application. The Project's core scenario has been prepared in accordance with the DfT's WebTAG criteria (which includes a high growth scenario).	N/A	Matter Not Agreed
Air Quality					
Impact on operational air quality along the A228 within TMBC.	2.1.15	TMBC have raised concerns regarding the detrimental impact on operational air quality along the A228 within their borough. National Highways' assessment methodology provides a more conservative prediction for air quality along the A228 (including baseline year data) that suggests	DCO air quality modelling (based on conservative methodology) 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	N/A	Matter Under Discussion

		that an Air Quality Management Area (AQMA) should be implemented by the LPA.	terms of the M2, 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. If the DEFRA methodology was used, the baseline modelled would be lower, and similar to Tonbridge & Malling Borough Council's model.		
Nitrogen Deposition					
Appropriateness of approach in assessing nitrogen deposition	2.1.16	TMBC are unable to advise on whether the approach is appropriate until the detail has been provided.	The final assessments will be within the DCO application. National Highways would be happy to discuss further once the final results are available post application.	Nitrogen Deposition Compensation Sites, ES Appendix 8.2, (Application Document 6.3)	Matter Under Discussion
Modelling	2.1.17	The requirement for compensation land is a cause for concern regarding the ecology impact of the Project on the Kent Downs AONB and the North Downs woodlands SAC, as well as the residents of Blue Bell Hill village. This is especially so given that the	National Highways have updated the air quality assessments and further detailed information will be presented in the Environmental Statement as part of the DCO submission.	Environmental Statement (Application Document 6.3)	Matter Under Discussion

	<p>A229 and M2 J3 are highlighted in the Local Refinement Consultation document as one of two locations predicted to experience significant effects.</p> <p>Published evidence shows the M20/M26 to the west of the A229 increasing in traffic whereas previous consultation documents have generally demonstrated a reduction along this part of the network.</p> <p>TMBC request clarification on whether the traffic figures for the nitrogen deposition are calculated differently. TMBC would like to see more detail on the level increase in traffic around the A229 Blue Bell Hill and other local roads, and understand what the impacts are for other pollutants/particulates too. The local refinements consultation does not reference the impact of the increasing traffic on the M20 Air Quality Management Area (AQMA) in Tonbridge and Malling and Maidstone Boroughs, or how the declared pollutant levels will be impacted despite the affected network failing within the AQMA.</p>	<p>This will include the impacts on ecological sites within 200m of the A229. The change in nitrogen deposition will be reported where there is a perceptible change in NOx (the basis of the nitrogen deposition calculations) from the change in emissions as a result of the change in traffic flows on the A229.</p> <p>The impact on all AQMAs within the Affected Road Network (ARN) will also be reported in the Environmental Statement.</p> <p>In terms of assumptions regarding decarbonisation, the assessment is based on the latest version of the Defra Emission Factor Toolkit version 11. There is however an uplift applied to the results of the modelling in accordance with DMRB LA105 to deal with uncertainty and these uplifts have been used to report the impacts on both human and ecological receptors.</p>		
--	--	--	--	--

		There is no information regarding National Highway’s assumptions about the rates at which transport will decarbonise. Clarification is needed as to whether the assumed rates of decarbonisation have been approved by the Department for Transport and further technical information is needed to understand whether the compensation proposals are sufficient, particularly given that so many designated sites are impacted in Kent.	Further discussions will take place following TMBCs review of eth application documents.		
Site Selection Methodology	2.1.18	<p>TMBC are disappointed that the consultation material lacked detail regarding the methodology and the rationale for how the compensatory sites have been chosen.</p> <p>A technical note was shared in confidence following the conclusion of the refinements consultation in July 2022. TMBC have not formerly commented on the document which is subject to non-disclosure.</p>	<p>A Nitrogen Deposition Site Selection Methodology Technical Note has been prepared by National Highways which sets out the site selection methodology. This technical note has been shared with Tonbridge & Malling Borough Council on 22 July 2022.</p> <p>Further discussions will take place once TMBC have had the chance to review it.</p>	N/A	Matter Under Discussion
Site surveys for proposed planting	2.1.19	There is a need for surveys to be carried out on the sites proposed for planting to consider the impact	The nitrogen deposition compensation sites have now been surveyed (where access	Nitrogen Deposition Compensation	Matter Under Discussion

		of the proposed planting on protected/notable species e.g. ground nesting birds.	was possible) to enable assessments of potential constraints and inform detailed design and management plans, including for protected species.	Sites, ES Appendix 8.2, (Application Document 6.3)	
Impact on Kent Downs AONB	2.1.20	It is notable that the majority of the mitigation sites are located not only south of the river, but within Kent Downs AONB and many of these are located on the actual escarpment of the North Downs, the main feature of the original AONB designation. This rich and distinctive biodiversity habitats of the Kent Downs AONB are specifically recognised as one of its Special Characteristics. This adds to the potential harm to the Kent Downs AONB arising as a result of the mitigation measures, such as well-informed landscape restoration and management will be essential to the success of these measures.	Part of the design process will be in determining constraints and opportunities on the sites, which includes potential effects and enhancements on the landscape and AONB designation. Further discussions will take place post application once the application documents have been reviewed.	Nitrogen Deposition Compensation Sites, ES Appendix 8.2, (Application Document 6.3)	Matter Under Discussion
Support for proposed Blue Bell Hill compensatory site	2.1.21	TMBC agrees that the usual nitrogen dioxide mitigation measures, such as reducing speeds and installing nine-metre-high vertical barriers, would not be suitable in this occasion, vertical barriers also have the potential to	The preparation of detailed design and long-term management plans are ongoing. National Highways would be happy to discuss the development of the plans which form part of the	Outline Landscape and Ecology Management Plan (Application	Matter Under Discussion


		<p>be harmful to local wildlife. Well managed compensatory tree planting is a good option to capture nitrogen, reduce noise and store carbon and as it is almost impossible to remove nitrogen, scraping small areas that would benefit from some bare ground introduction (adding habitat structure) is another alternative for areas of compensatory land. It may also be possible to enhance and improve the management of mitigation land with conservation grazing too, an essential ecological restoration technique for sensitive habitat including chalk grassland. Overall, 250ha of compensatory habitat is of benefit to Kent and TMBC look forward to review the updated Outline Landscape and Ecology Management Plan.</p>	<p>Landscape & Ecological Management Plan post application. The objective is to create and manage a mosaic of wildlife-rich habitats. Many options for the target habitats and how to manage them are still under discussion.</p>	<p>Document 6.7)</p>	
<p>Fencing and security of compensation site</p>	<p>2.1.22</p>	<p>TMBC echo KCC's recommendation to seek advice before deciding to erect security fencing around the perimeter of the compensation site. This is because other types of fencing, such as deer fencing might be more cost effective and appropriate. The extension and creation of public rights of way</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 happy to discuss the development of the plans</p>	<p>Outline Landscape and Ecology Management Plan (Application Document 6.7)</p>	<p>Matter Under Discussion</p>

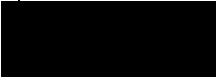
		<p>should also be considered too, in partnership with KCC, to connect into the North Downs Way National trail.</p> <p>This matter will remain under discussion until further details can be shared with Tonbridge & Malling Borough Council.</p>	<p>which form part of the Landscape and Ecological Management Plan.</p>		
--	--	--	---	--	--

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) Tonbridge & Malling Borough Council.

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

Name	Cllr Dave Davis
Position	Cabinet Member for Strategic Planning and Infrastructure
Organisation	Tonbridge & Malling Borough 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:
 - 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	the Project/LTC	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.
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 Levelling Up, Housing and Communities	DLUHC	The UK Government department for housing, communities, local government in England and the levelling up policy. Formerly called the Ministry of Housing, Communities and Local Government.
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.
Design Manual for Roads and Bridges	DMRB	A comprehensive manual which contains requirements, advice and other published documents relating to works on motorway and all-purpose trunk roads for which one of the Overseeing Organisations (National Highways, Transport Scotland, the Welsh Government or the Department for Regional Development (Northern Ireland)) is the highway authority. For the A122 Lower Thames Crossing, the Overseeing Organisation is National Highways.

Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
Local planning authority	LPA	A local planning authority is the local authority or council that is empowered by law to exercise statutory town planning functions for a particular area of the UK. May also be referred to as 'local authority'.
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.
Road Investment Strategy	RIS	The Government's long-term strategy to improve England's motorways and major A roads. The first RIS (known as RIS 1) was published in 2015 and covers the period 2015-2020. A second RIS (RIS 2) was published in 2020, and covers the post-2020 period.
Statement of Common Ground	SoCG	A Statement of Common Ground is a written statement containing factual information about the proposal which is the subject of the appeal that the appellant reasonably considers will not be disputed by the local planning authority.
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
Web-based Transport Appraisal Guidance	WebTAG	Former name given for the Department for Transport's web-based multi-modal guidance on appraising transport projects and proposals, now known as Transport Analysis Guidance (TAG).

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) Tonbridge & Malling Borough Council in relation to the matters addressed in this SoCG.

Table C.1 Engagement activities between National Highways and Tonbridge & Malling Borough Council.

October 2020 – August 2022		
Procedural Matters		
27/10/2020 – 21/04/2021	Meeting 3 occurrences	Meeting to discuss Statement of Common Ground process and general update on the Project.
20/01/2022	Meeting	Briefing session relating to work being undertaken in respect of nitrogen deposition space.
Cross Authority Discussions		
28/07/2022	Meeting	Wider Network Impacts briefing session
06/10/2020 – 07/07/2021	Meeting 2 occurrences	Lower Thames Crossing Traffic Modelling Review
24/11/2020	Meeting	To discuss the withdrawal of the Lower Thames Crossing DCO application with stakeholders.
08/12/2020	Meeting	Walkthrough of the DCO application documents.
16/03/2021	Meeting	Lower Thames Crossing A228 Air Quality
24/03/2021 – 16/09/2021	Meeting 2 occurrences	Technical Meeting on London Resort
12/04/2021	Meeting	Construction Traffic Management Workshop
10/05/2021	Meeting	Lower Thames Crossing Briefing on updated Order Limits
Consultation Briefings		
20/01/2022	Meeting	Present proposals for upcoming Local Refinement Consultation and discuss any feedback relating to SoCC.

September 2017 – September 2020		
Procedural Matters		
22/09/2017 - 16/08/2020	Meeting 2 occurrences	Meeting to provide briefing and general updates on the Project.
24/10/2017 – 19/03/2018	Meeting 2 occurrences	Stakeholder Advisory Panel (SAP)
09/03/2020	Meeting	A229 Bluebell Hill improvement scheme objectives workshop.
Consultation Briefings		
30/07/2018	Email	Details regarding upcoming Statutory Consultation.
04/10/2018 – 10/10/2018	Email 2 occurrences	Notification of consultation launch.
05/10/2018	Meeting	Statutory Consultation briefing session.

C.1.3 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 Tonbridge & Malling Borough Council is outlined in Table C.2.

Table C.2 – Key Technical Reports & Application Document Shared

Document	Shared with Local Authority
Consultation Update and project Timeline	22/07/2019
GIS shapefiles for base year (Run 100) traffic model outputs	08/02/2019
Lower Thames Area Model (LTAM) Construction Modelling GIS	30/05/2022
Statement of Community Consultation (SoCC)	01/08/2018

C.1.4 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 70 emails/letters.

If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

© Crown copyright 2022.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence:

visit www.nationalarchives.gov.uk/doc/open-government-licence/

write to the **Information Policy Team, The National Archives, Kew, London TW9 4DU**, or email psi@nationalarchives.gsi.gov.uk.

Mapping (where present): © Crown copyright and database rights 2022 OS 100030649. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

If you have any enquiries about this publication email info@nationalhighways.co.uk or call **0300 123 5000***.

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources when issued directly by National Highways.

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

National Highways Company Limited registered in England and Wales number 09346363