

Lower Thames Crossing

5.4.5.1 Statement of Common Ground between (1) National Highways and (2) Cobham Parish 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/5.4.5.1

VERSION: 1.0

Lower Thames Crossing

5.4.5.1 Statement of Common Ground between (1) National Highways and (2) Cobham Parish 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.....	28
Appendix A Documents considered within this Statement of Common Ground.....	29
Appendix B Glossary.....	30
Appendix C List of engagement activities.....	31

List of tables

	Page number
Table 2.1 Matters	3
Table C.1 Engagement activities between National Highways and Cobham Parish Council.	32

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) Cobham Parish 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.
- 1.1.1 Cobham Parish Council is made up of nine Councillors, five representing Sole Street and four representing Cobham and Ifield. Cobham Parish Council cover a number of services for the village in conjunction with Gravesham Borough Council and Kent County Council.

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 Cobham Parish 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 Cobham Parish Council. However, if new matters arise Cobham Parish 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 Cobham Parish 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) Cobham Parish Council 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) Cobham Parish 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	Cobham Parish Council comment	National Highways comment	Document Reference	Status
Design – Road, Tunnels, Utilities					
Location of utility services	2.1.1	Cobham Parish Council believe that moving the utility services from north of the A2 to south of the A2 is a significant negative step for Cobham.	National Highways state that most of the existing utilities already run on the north and south sides of the A2 (gas only north side; water north and parts of south; power and telecoms cables on both sides). The Project is rationalising the existing services in the so-called multi-utilities service corridor (but the gas pipeline which stays along north side of the A2) to create space for the Lower Thames Crossing /A2 junction. The multi-utilities service corridor will run south of the A2 but north of High Speed 1(HS1). Previous options presented during consultation to run diverted utilities south of HS1 (including through Cobham village) have been discarded.	n/a	Matter Agreed

			<p>The development boundary at Supplementary Consultation in January 2020 showed which land we believed we needed to temporarily undertake essential utilities works. As at Design Refinements Consultation in August 2020, after discussions with utility companies we have refined these diversion routes which are now considerably reduced (as of August 2020) and taken forward into the DCO Submission.</p> <p>Cobham Parish Council are content with the refined diversion routes which have lessened impacts on Cobham.</p>		
Extent of utility works	2.1.2	<p>Cobham Parish Council feel that National Highways failed to identify the true extent of utilities works. It is one of the things that has Cobham Parish Council believe has incrementally discredited the choice of route option i.e., what we know now, would Option C still be the choice?</p>	<p>At the Design Refinements Consultation in August 2020, National Highways were able to refine the land required for utility diversions shown at the Supplementary Consultation around the A2 area and, in doing so, reduce the impacts on Shorne & Ashenbank Woods SSSI, Jeskyns Community Woodland and around Claylane Wood. Cobham Parish Council understand the utilities refinement process that has taken place and why the true extent could not be identified earlier.</p>	n/a	Matter Agreed
M2/A2 Junction	2.1.3	<p>Cobham Parish Council oppose the proposed junction between M2/A2 on the belief that the junction layout is too complex and that the space restrictions cause tight bends and restricts smooth traffic flows.</p>	<p>The junction has been designed to the Design Manual for Roads and Bridges (DMRB) standards to meet safety and geometric criteria inherent in the guidance provided.</p> <p>The layout is a result of feedback from consultations, the existing physical</p>	n/a	Matter Not Agreed

			constraints (including minimising the adverse effect on the Area of Outstanding National Beauty (AONB)), HS1, the existing A2 and local feeder roads within the area, whilst also integrating these into the design. By remodelling the junction, we have been able to provide direct access from Gravesend to the eastbound A2/M2 junction which will reduce congestion on the local roads.		
Location and placing of utilities and pylons	2.1.4	Cobham Parish Council would like to see pylons kept away from properties given the concern about the visual impact of the Project on the current vistas of predominantly farmland and suggest that where possible, power cables should be routed underground to reduce visual impacts.	Some additional works will be required to upgrade electricity cables on the existing overhead line between the A2/LTC junction and the A226. In conjunction with these works, we may need to install some new electricity cables which will be installed underground where possible with the aim of minimising visual impacts.	n/a	Matter Agreed
Brewers Road Junction	2.1.5	Cobham Parish Council are supportive of the closure of the Brewers Road Junction.	Noted.	n/a	Matter Agreed
Tunnel extent	2.1.6	Cobham Parish Council would like to see the tunnel extended as far as possible.	National Highways have extended the tunnel portal a further 350m as of January 2020 (total of 950m since 2016).	n/a	Matter Agreed
A226 Junction	2.1.7	Cobham Parish Council would like to see the removal of the A226 Junction.	National Highways have removed the A226 Junction from the Project Design.	n/a	Matter Agreed

Construction					
Closure of Brewers Road Bridge	2.1.8	Cobham Parish Council have concerns with Brewers Road bridge being closed for 18 months during the construction phase.	The current design and alignment of Brewers Road bridge involves demolishing an existing bridge and constructing a new, wider bridge on the same alignment. Necessitating weekend closures to demolish the existing bridge, with the new build bridge taking approximately 18 months. Brewers road and Thong Lane are never closed at the same time to ensure access across the A2 is not completely severed. National Highways will work with the authority and contractor, collectively, during detailed design phase to optimise the solution to reduce duration as far as is reasonably practicable. National Highways will continue to engage with Cobham Parish Council regarding the duration of the closure of Brewers Road Bridge.	n/a	Matter Not Agreed
Impact on the 416 Bus route	2.1.9	Cobham Parish Council believe there has been an omission of the impacts to buses and school buses when Brewers Road bridge is closed for 18 months as well as lack of any information on diversion routes, in particular, for route 416.	This is noted and that bus route 416 will be addressed in the Transport Assessment at DCO submission.	Transport Assessment (Application Document 7.9)	Matter Agreed
Duration of construction period	2.1.10	Cobham Parish Council feel there is little information on local impact - the scale and length of the construction phase will have	The DCO will have documents which outline the impacts associated with construction along with mitigation measures.	Outline Traffic Management Plan for Construction	Matter Agreed

		significant local impacts, however the Project has provided very little information on how those impacts will be mitigated.	Since this comment was made (2020), National Highways have shared further construction related details. This was included in the Community Impacts Consultation in 2021. A draft Outline Traffic Management Plan for Construction (OTMPfC) and Outline Materials Handling Plan (OMHP) were also supplied which discusses the construction approach around traffic management and also material management. These documents will form part of the DCO Application.	(Application Document 7.14) Outline Materials Handling Plan (Application Document 6.3 Appendix 2.2 Annex B Consultation Report (5.1)	
Code of Construction Practice	2.1.11	Cobham Parish Council would like the opportunity to scrutinise the Code of Construction Practice (CoCP) but this has not yet been made available by the Project.	Since this comment was made (2020) National Highways have issued the draft Code of Construction Practice as part of the Community Impacts Consultation (July 2021).	Code of Construction Practice (Application Document 6.3)	Matter Agreed
Operation & Maintenance					
Informal parking area at Thong Lane	2.1.12	The Project proposes the addition of a car park to help with Shorne Country Park traffic issues, and visitors parking in the local roads. How will this new car park be managed and will there be parking fees?	National Highways would require a third party to provide operation and maintenance of the parking area, including maintenance and security. Details around this will be determined as plans progress. However, the parking area is located within the permanent boundary of the Project so it would ultimately be the responsibility of National Highways. National Highways shares the objective to ensure that the car park will be run efficiently.	n/a	Matter Not Agreed

Charging					
Charging	2.1.13	Cobham Parish Council agree charging should be in line with the existing Dartford crossings, and a local residents discount scheme similar to Dartford should be put in place.	It is National Highways' proposal that a Local Resident Discount Scheme shall apply to residents of Gravesham in line with discount scheme for the Dartford crossing.	Road User Charging Statement (Application Document 7.6)	Matter Agreed
Traffic and economics					
Traffic Modelling	2.1.14	Cobham Parish Council believe that the statement that there is a 'low risk of the Project leading to significant adverse air quality effects and exceeding EU limits' is predicated on a substantially flawed traffic model.	National Highways have produced a suite of documentation setting out how the model has been built and how it performs (see the Combined Modelling and Appraisal Report and its appendices A,B and C (Application Document 7.7)). This includes details of the guidance and standards we are required to use (including the Transport Analysis Guidance and the Design Manual for Roads and Bridges) given the Project is to be funded by the Government. The model has been assessed by an independent assessor within National Highways and has been accepted as suitable for assessing the impact of the Project on the highway network.	Combined Modelling and Appraisal Report and its appendices A,B and C (Application Document 7.7)	Matter Not Agreed
Traffic Modelling	2.1.15	Cobham Parish Council would like to see a comprehensive refresh of the traffic modelling using either current mobile phone data or local data gathering equipment. The Covid impact also needs factoring in, and therefore it may also be beneficial	The base year of the transport model is 2016, only 3 years before the last year of available data pre the Covid 19 pandemic. It has not been possible to undertake further data collection during the pandemic and it is unclear whether current traffic patterns will remain for the long term.	n/a	Matter Not Agreed

		to report on mobile phone based traffic data for Feb 2020, pre Covid. And also another data collection early in 2022 to help with the 2029 future modelling	National Highways are content that the data used in the transport model is acceptable, and the model has been assured by an independent assessor within National Highways who has confirmed it is suitable to assess the impacts of the Project.		
Traffic Modelling	2.1.16	The model is high level & has not taken into account local knowledge or nuances within the local road network which will have a significant impact on the model, such as road widths/capacity, pinch points, rat-run routes.	The conditions and operation of local roads has been replicated as far as possible within the parameters of the software.	n/a	Matter Not Agreed
Traffic Modelling	2.1.17	The model does not take into account the increase in traffic volumes that will occur as a result of large developments in Kent within the Local Plans of councils.	The growth in the transport model is capped in line with Department for Transport traffic forecasts. Growth in the area surrounding the project is supplemented through developments which are under construction, that have a planning application or permission (as of 30th September 2021 for our forthcoming DCO Application), in line with the Transport Analysis Guidance (TAG), and the overall growth in the area is constrained to the DfT traffic growth forecasts. Growth within Local Plans is not of sufficient certainty to be included explicitly in the model.	n/a	Matter not Agreed
Traffic data	2.1.18	National Highways will not make actual traffic count volumes available in the public domain, therefore the baseline volume upon which flows will move up or	Counts held and owned by National Highways in the vicinity of the parish have been shared with Cobham Parish Council. National Highways also understand that counts owned by Kent	n/a	Matter Agreed

		down are unknown so it is impossible to identify the actual impact on local residents living in the area.	County Council have also been shared. We are unable to share other data as National Highways is not the original owner of the data.		
Traffic and Transport	2.1.19	Cobham Parish Council are strongly opposed to the view that the Project would improve traffic conditions on the surrounding road network: They have no confidence in the traffic model south of the river which they believe appears to be in place to substantiate the beneficial effects on the Dartford Crossing without sufficient understanding of local road impacts and mitigation plans that will be necessary to counter adverse impacts.	The Projects Transport Model has been independently assured by National Highways as being suitable to assess the impact of the Lower Thames Crossing. The transport model has been calibrated and validated in line with relevant DMRB and TAG guidance as set out in the Transport Model Package (Appendix B of the ComMA). Given the scale and nature of the model it is not possible, or required, to achieve perfect validation across the whole of the modelled network. The conditions and operation of local roads has been replicated as far as possible within the parameters of the software.	Transport Model Package (Appendix B of the ComMA). Application Document 7.7	Matter Not Agreed
Scotland Lane	2.1.20	Scotland Lane is currently designated as a byway which should be changed to a bridle way to exclude the use of motorised vehicles and encourage riders, walkers & cyclists – not 4 wheel drive off roaders, motor bikes and quad bikes which we experience on a regular basis and are very disruptive.	It is National Highways intention to temporarily downgrade byway NS195 by restricting motor vehicle access during the construction works associated with the A2. This is deemed required as we will be temporarily redirecting NCN177 along the proposed bridleway (and section of NS177) through Jeskyns Country Park during this time (approx. 5 years). Following the completion of the realigned NCN177 adjacent to the A2, the	n/a	Matter Under Discussion

			temporary byway restrictions will be removed.		
Capacity	2.1.21	By the time the Project is built, despite the capacity it will take from the Dartford Crossing, the overall growth will cause it to be approaching peak capacity again which means there will be a continuation of the problems causing greater flow to Lower Thames Crossing.	Traffic is forecast to continue growing, and so no solution could prevent the eventual return of capacity at the Dartford Crossing. However, this would not be until the mid 2040's, which is many years later than it would be otherwise, as a result of the Lower Thames Crossing. However, it is clear that the forecasts for the opening year show that the Lower Thames Crossing would provide relief to the operation of the Dartford Crossing. This was explained to Cobham Parish Council who are content with the improvement shown in the forecasts.	n/a	Matter Agreed
Traffic Analysis	2.1.22	Cobham Parish Council have requested an independent traffic analysis of Cobham, Sole Street and Meopham to be conducted as a baseline	This is noted. However, National Highways is satisfied that the Project's transport model is suitable to assess the impacts of the project on the road network. Details of the calibration and validation of the base year model are set out in the Combined Modelling and Appraisal Report, Appendix B: the Transport Model Package.	Combined Modelling and Appraisal Report, Appendix B: the Transport Model Package.	Matter Not Agreed
Collaboration of the Project with KCC	2.1.23	Cobham Parish Council would like to see a joined-up series of meetings between the Project and Kent County Council. They would be to focus on traffic	National Highways has actively engaged with Kent County Council as the local highway authority on a range of topics relating to the forecast impact	Outline Traffic Management Plan for Construction	Matter Not Agreed

		<p>issues and further develop a Highway Improvement Plan (HIP) to help alleviate the current traffic issues, and to help protect any increases in commuter traffic through Cobham during the build and post 2029 and completion of Lower Thames Crossing. We need this support in place as soon as possible to mitigate any potential for further traffic when volumes are already at an excess level for the classification of road.</p>	<p>of the Project on the road network during both construction and operation. This has included draft versions of the Outline Traffic Management Plan for Construction (Application Document 7.14) and the Framework Construction Traffic Plan (Application Document 7.13) which include measures on how traffic related to the Project would be managed.</p> <p>The matter of Wider Networks has been discussed with Kent County Council and The Wider Network Impacts Management and Monitoring Plan (Application Document 7.12) sets out a traffic impact monitoring scheme to be carried out a year prior to opening (to establish a baseline) and one and five years after the road opens. This is to identify delays and/or any worsening impact on the surrounding local, major and strategic road networks and potential associated interventions. The plan commits that National Highways will work with the relevant highway authority(s) and DfT to explore mechanisms for delivering these improvements subject to feasibility and funding.</p> <p>National Highways considers that the WNIMMP would provide a basis for CPC and KCC to develop a HIP in the future.</p>	<p>(Application Document 7.14) Framework Construction Traffic Plan (Application Document 7.13) The Wider Network Impacts Management and Monitoring Plan (Application Document 7.12)</p>	
--	--	---	--	---	--

Wider Network Impacts					
Traffic calming – Sole Street	2.1.24	Cobham and Sole Street already have significant traffic problems during rush hour peaks. The Street through Cobham is now a 20mph zone, and only one vehicle wide in places. We are currently working with Kent County Council with regard to trialling different traffic calming and traffic reduction options. This is a very emotive subject for residents of the parish. Anything that potentially increases traffic volumes within the Cobham ward is therefore of huge concern. We urgently need actions to reduce the current traffic volumes.	<p>The Project is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>An updated Wider Network Impacts Management and Monitoring Plan (WNIMMP) is included in the application, providing information about the proposed traffic monitoring.</p>	<p>The Wider Network Impacts Management and Monitoring Plan (Application Document 7.12)</p> <p>Transport Assessment (Application Document 7.9)</p> <p>Environmental Statement (Application Document 6.1 – 6.3)</p>	Matter Under Discussion
Henhurst Road	2.1.25	Cobham Parish Council are concerned at increased traffic along Henhurst road. They are concerned that Henhurst Road is not fit for current or expected increased traffic (as is a very windy country lane). They expressed concern that the sharp 90 degree bend on Henhurst road is an accident blackspot (with a recent fatality).	<p>Henhurst Road is predicted to have a potential increase of 51 to 250 cars per hour.</p> <p>The Project is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through</p>	Transport Assessment (Application Document 7.)	Matter Not Agreed

			<p>existing funding mechanisms and processes.</p> <p>An updated Wider Network Impacts Management and Monitoring Plan (WNIMMP) will be included in the application, providing information about the proposed traffic monitoring.</p>		
Sole Street and The Street	2.1.26	<p>Cobham Parish Council suggest traffic calming measures on Sole Street to prevent rat running. There is also concern that Sole Street floods regularly and is dangerous for motorists and pedestrians.</p> <p>They are concerned that existing traffic issues on The Street in Cobham, often caused by problems on the A2 will get worse. They expressed concern about what will be done to protect this road from increased traffic and damage to the listed buildings close to the road.</p>	<p>Sole St is forecast to have either a very low increase (up to 50 PCUs) or a reduction in flow.</p> <p>The conditions and operation of local roads has been replicated as far as possible within the parameters of the software.</p> <p>The Project's transport model forecasts that traffic through Cobham village would reduce once the new road is open.</p> <p>The Project is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p>	<p>Wider Network Impacts Management and Monitoring Plan (WNIMMP)</p> <p>Outline Traffic Management Plan for Construction (Application Document 7.14)</p>	Matter Not Agreed

			<p>An updated Wider Network Impacts Management and Monitoring Plan (WNIMMP) is included in the application, providing information about the proposed traffic monitoring.</p> <p>The Project has also applied a construction HGV ban on The Street which is referenced in Table 2.2 p10 in the Outline Traffic Management Plan for Construction</p>		
Mitigation of impacts	2.1.27	<p>Cobham Parish Council feel that NH are not offering any ideas or mitigation to the adverse impacts on local roads, such as prevention of rat-running. Cobham Parish Council is currently developing a Highways Improvement Plan (HIP) and would like the Project to be involved in helping to achieve the key suggestions in this HIP.</p>	<p>The Project is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>An updated Wider Network Impacts Management and Monitoring Plan (WNIMMP) is included in the application, providing information about the proposed traffic monitoring.</p> <p>National Highways considers that the WNIMMP would provide a basis for CPC and KCC to develop a HIP in the future.</p>	Wider Network Impacts Management and Monitoring Plan (WNIMMP)	Matter Not Agreed

Traffic flows from Gravesend East	2.1.28	Cobham Parish Council are concerned about eastbound traffic from Gravesend East and Brewers Rd/Shorne no longer having access to the A2/M2 without going via the Gravesend Road and the junction on the Frindsbury Bypass.	Direct access is provided from Gravesend East to the M2. Access is provided from Gravesend East to the A2 via the new two way local link road. Access from Brewers Rd to the M2 is via the Wainscott Bypass.	n/a	Matter Agreed
Increased traffic on C roads	2.1.29	The model forecasts growth of traffic on C roads, through rural villages, including Green Lane/Sole St, Henhurst Rd, Cobhambury Rd, Warren Rd, Bush Rd. These roads & villages already carry traffic above the country average and will have a significant wellbeing impact on local residents.	The Project is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes. An updated Wider Network Impacts Management and Monitoring Plan (WNIMMP) is included in the application, providing information about the proposed traffic monitoring.	Wider Network Impacts Management and Monitoring Plan (WNIMMP)	Matter Not Agreed
Bottlenecks and pinch points	2.1.30	There are no plans to remove existing bottlenecks and pinch points such as the A229 and M25 J2. There are no plans to upgrade the A228 & A227 junctions with the M2/A2 to enable frictionless slips and	The Project is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme	Wider Network Impacts Management and Monitoring Plan (WNIMMP)	Matter Not Agreed

		mitigate rat running through local villages.	development and case making through existing funding mechanisms and processes. An updated Wider Network Impacts Management and Monitoring Plan (WNIMMP) is included in the application, providing information about the proposed traffic monitoring.		
Effects of road closures	2.1.31	The residents of Cobham, Sole St & the surrounding lanes within our parish are seriously concerned about the effect of closed roads and increased traffic on their daily lives and there appears to have been very little consideration for these people.	The Project is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes. An updated Wider Network Impacts Management and Monitoring Plan (WNIMMP) will be included in the application, providing information about the proposed traffic monitoring.	Wider Network Impacts Management and Monitoring Plan (WNIMMP)	Matters Not Agreed
Rest and Service Areas	2.1.32	The removal of the services at the start of the journey north or the journey east may encourage drivers to seek a rest stop away from the strategic network putting more pressure on local roads and facilities	National Highways removed the proposed rest and service area (in East Tilbury) from the Lower Thames Crossing scheme in 2020 and recognise that Cobham service station is well-used and there would not be a direct replacement for it as part of our proposals.	n/a	Matter Not Agreed

		This comment also applies to the Cobham service station which is due to close early in the construction programme.	In the southeast, National Highways is taking active steps to improve provision of roadside facilities, including making progress to explore the possibility of a new lorry park at Chigwell, and encouraging further service provision as a key element of the forthcoming Route Strategies in the region.		
Condition of local roads	2.1.33	Streets are very narrow in the village and Cobham Parish Council are concerned about the increase in traffic as they are not able to cope with two-way traffic. Some houses open straight onto the road in places with no pavement where there are currently no bollards.	The conditions and operation of local roads has been replicated as far as possible within the parameters of the software. The Project's transport model forecasts that traffic through Cobham village would reduce once the new road is open. We are also proposing a study being funded through a Planning Performance Agreement with Kent County Council to undertake specific modelling using the Kent Transport Model.	n/a	Matter Under Discussion
Sole Street footway	2.1.34	Sole Street is in need of a footway between Scratton Fields and Round Street, and Cobham Parish Council would like to see this provided as part of the Lower Thames Crossing legacy and impact mitigation. There will be an increase in local traffic and this is needed for the safety of pedestrians using Sole Street. This would also improve safety for school children catching	Kent County Council have undertaken to finance a feasibility study to examine whether a footway can be installed between Scratton Fields and Round Street along Sole Street. Once this is completed National Highways would assess the study and consider whether legacy funding options could support delivery of this scheme.	n/a	Matters Under Discussion

		<p>buses to school from Sole Street bus stops.</p> <p>We suggest traffic calming measures on Sole Street to prevent rat running. A traffic feasibility study is being planned by Kent County Council for this area, and it would be beneficial for Lower Thames Crossing to support with any recommendations and funding to implement a traffic calming plan in Sole Street.</p>			
Air quality					
Air quality impacts	2.1.35	<p>Cobham Parish Council believe that air quality must decline in the area of the Project, due to the increase in traffic volumes however, this is not indicated, only an improvement to air quality for Dartford Crossing. If it improves around Dartford, it therefore follows that it will get worse in the area around the Project.</p>	<p>The air quality modelling undertaken for the Environmental Statement (Application Document 6.3) shows that there are expected improvements and deteriorations in air quality across the study area as a result of the Project (due to project changes in traffic flow). The modelled air quality impacts cover an extensive area including Dartford and North and South of the river. The air quality effects/results are described in Section 5.6 of the Air Quality Environmental Statement.</p>	<p>Environmental Statement (Application Document 6.3)</p> <p>Section 5.6 of the Air Quality Environmental Statement.</p>	Matter Agreed

Cultural Heritage					
Threat to historic assets	2.1.36	The new development area presents a major threat to a wide range of historic Cobham assets, ranging from a 4000 year old Bronze Age Barrow, a 2000 year old Iron Age settlement, Roman settlement, Medieval Manors and a WW2 military camp. None of these have been given special protections.	<p>The cultural heritage baseline has been compiled by reference to appropriate sources, including the Kent Historic Environmental Record. This is detailed in the Desk-Based Assessment (Appendix 6.1, Application Document 6.3). Where appropriate and as agreed with Historic England, further fieldwork has been undertaken to inform the baseline and assessment. The assessment of potential effects is contained in the Cultural Heritage ES chapter (Chapter 6, Application Document 6.1).</p> <p>Details of heritage mitigation of impacts are contained in the ES chapter, The Environmental Masterplan (Figure 2.4, Application Doc 6.2), Design Principles (Application Doc 7.5) and the draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (Appendix 6.9, Application Document 6.3).</p> <p>Cobham Parish Council are content with the outlined heritage mitigation measures.</p>	<p>Historic Environmental Record, detailed in the Desk-Based Assessment (Appendix 6.1, Application Document 6.3)</p> <p>Cultural Heritage ES Chapter 6, Application Document 6.1)</p> <p>The Environmental Masterplan (Figure 2.4, Application Doc 6.2)</p> <p>Design Principles (Application Doc 7.5)</p> <p>Mitigation Strategy and Outline Written Scheme of Investigation</p>	Matter Agreed

				(Appendix 6.9, Application Document 6.3)	
Terrestrial biodiversity					
Impact on Ancient woodland	2.1.37	Moving the utility services from north of the A2 to south of the A2 has a negative impact on ancient woodland that can never be reinstated.	<p>Most of the existing utilities already run on both sides of the A2 (gas only north side; water north and parts of south; power and telecoms cables on both sides). We are rationalising the existing services in the so called multi-utilities service corridor (but the gas pipeline which stays along north side of the A2) to create space for the LTC/A2 junction. The multi-utilities service corridor will run south of the A2 but north of HS1.</p> <p>The Project will result in loss to a range of trees and woodland. Appendix 7.12: Arboricultural Impact Assessment (Application Document 6.3) sets out the Project's impact on trees and woodland.</p> <p>South of the River Thames, the habitat creation would largely be woodland planting to reduce the impact for the loss of ancient and SSSI woodland during construction of the Project, where approximately 105ha of woodland creation is proposed.</p> <p>Cobham Parish Council are content with the refined diversion routes which have lessened impacts on Cobham including the mitigation measures regarding woodland.</p>	Appendix 7.12: Arboricultural Impact Assessment (Application Document 6.3)	Matter Agreed

Impact on ancient woodland	2.1.38	<p>Extreme environmental damage - the proposed diversion of utilities, moving them from the NORTH of the A2 to the SOUTH, is extensive and unacceptably devastating to Ancient Woodland, SSSI, in a conservation area, and affecting a number of private properties and local businesses providing local employment.</p> <p>Unacceptable permanent loss of natural capital - the proposed utilities diversion will destroy a 60m wide channel of ancient woodland, taking with it natural heritage, ecosystem and biodiversity.</p>	<p>As at August 2020 National Highways have been able to refine the land required for utility diversions shown at supp con around the A2 area and, in doing so, reduce the impacts on Shorne & Ashenbank Woods SSSI, Jeskyns Community Woodland and around Claylane Wood.</p>	n/a	Matter Agreed
Loss of ancient woodland from Ashenbank Woods	2.1.39	<p>Loss of woodland as part of the Thong Lane re-alignment is still a negative impact to ancient woodland in Cobham.</p> <p>Loss of ancient woodland from Ashenbank Woods is detrimental to Cobham.</p>	<p>Throughout the development of the Project, land use has been revised as the proposals have been progressed. Between Statutory Consultation and Supplementary Consultation, the Order Limits increased, largely due to additional land needed to divert utilities and the development of the proposals to establish natural habitat areas, including the planting of trees and vegetation. Following Supplementary Consultation, work continued with stakeholders, including utility companies, to refine the proposals and minimise the land needed. Consultation took place on revised Order Limits (23km²) during Design Refinement Consultation in July 2020. This reduced</p>	<p>Land Plans (Application Document 2.2)</p> <p>Statement of Reasons (Application Document 4.1).</p> <p>Need for the Project (Application Document 7.1).</p> <p>Appendix 7.12: Arboricultural Impact Assessment</p>	Matter Agreed

			<p>the amount of land needed for the Project from that proposed at Supplementary Consultation (26km²), while remaining above what was proposed at Statutory Consultation (21km²). The land required for the Project is shown on the Land Plans (Application Document 2.2) and the reason each plot is required is explained in the Statement of Reasons (Application Document 4.1). Reducing the impacts of the Project on the environment is one of the Project requirements (see the Need for the Project, Application Document 7.1). At every step of the Project's lifecycle, consideration has been given and efforts have been made to reduce the environmental impacts, while still fulfilling the needs of the Project. The Applicant has followed the mitigation hierarchy of 'avoid, minimise, restore and compensate' to protect the environment in which it would be situated and in keeping with industry best practice.</p> <p>The Project will result in loss to a range of trees and woodland. Appendix 7.12:Arboricultural Impact Assessment (Application Document 6.3) sets out the Project's impact on trees and woodland.</p> <p>South of the River Thames, the habitat creation would largely be woodland planting to reduce the impact for the loss of ancient and SSSI woodland</p>	<p>(Application Document 6.3)</p>	
--	--	--	--	-----------------------------------	--

			during construction of the Project, where approximately 105ha of woodland creation is proposed. This woodland planting has been designed to link existing areas of woodland including Great Crabbles Wood, Shorne Woods, and Claylane Wood.		
Material Assets and Waste					
Quantity of spoil and waste production	2.1.40	The Project plans to dispose of one million cubic metres of spoil into the local area rather than remove it which has great negative implications for the local area and change in the landscape.	Since the comment was made, the volume has been reduced by half. National Highways have also provided an assessment on waste which quantifies the likely material arisings (e.g. spoil) and applies measures to divert from landfill. This is in the Environmental Statement - Chapter 11 Material Assets and Waste (Application Doc 6.1). Environmental Statement App doc 2.2 - Register of Environmental Actions and Commitments (REAC) (App doc 6.3) will provide detail on committed mitigation such as location of stockpiles to act as noise and visual barriers.	Environmental Statement - Chapter 11 Material Assets and Waste (Application Doc 6.1) Environmental Statement App doc 2.2 Register of Environmental Actions and Commitments (REAC) (App doc 6.3)	Matter Agreed
Transport of waste (river)	2.1.41	Cobham Parish Council suggest using the river for removal of spoil on both sides wherever possible.	National Highways has developed its commitment to river usage for material transportation and committed to a target for use of port facilities for transportation of bulk aggregates. This is defined in the updated Outline	Outline Materials Handling Plan (Application Document 6.3).	Matter Agreed

			<p>Materials Handling Plan (Application Document 6.3).</p> <p>National Highways have also provided an assessment on waste which quantifies the likely material arisings (e.g. spoil) and applies measures to divert from landfill. This is in the Environmental Statement - Chapter 11 Material Assets and Waste (Application Document 6.1). Environmental Statement App doc 2.2 - Register of Environmental Actions and Commitments (REAC) (Application Document 6.3) will provide detail on committed mitigation such as location of stockpiles to act as noise and visual barriers.</p>		
Noise and Vibration					
Noise form road surfaces	2.1.42	Cobham Parish Council suggest using quiet road surfaces to reduce noise impacts for residents close to the LTC.	<p>The design has taken into account low noise surfacing and this will be provided on all mainline sections and connector roads of the Project.</p> <p>Regarding new and altered roads, it is discussed in the Environmental Statement Chapter 12 Noise and Vibration (Application Document 6.1) and the commitment for low noise surfacing on all new and altered roads is NV013 within the Register of Environmental Actions and Commitments (REAC) which is part of the Code of Construction Practice (CoCP) (Application Document 6.3, Appendix 2.2)</p>	<p>Code of Construction Practice (CoCP) (Application Document 6.3, Appendix 2.2)</p> <p>Environmental Statement Chapter 12 Noise and Vibration (Application Document 6.1)</p>	Matter Agreed

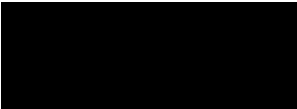
Noise and vibration from HGVs	2.1.43	Cobham Parish Council are worried about HGV's going through the village.	<p>Details of potential haul routes were supplied at Supplementary Consultation in January 2020. National Highways are committed to a Traffic Management Plan for Construction (TMP) in the DCO, which will be developed post DCO consent by the Contractor, in line with the controls in Outline Traffic Management Plan for Construction (Application Document 7.14) and the approved Code of Construction Practice (CoCP) (Application Document 6.3). Environmental Statement Chapter 12: Noise and Vibration will present a full assessment of noise and vibration.</p> <p>National Highways explained that HGVs will be banned from some routes, as outlined in OTMPfC. The use of the strategic road network and local road network is required to deliver the works. Existing restrictions will be respected. Temporary offline haul routes will be constructed directly off the strategic road network where possible.</p>	Outline Traffic Management Plan for Construction (Application Document 7.14) Code of Construction Practice (CoCP) (Application Document 6.3 Appendix 2.2) Environmental Statement Chapter 12: Noise and Vibration	Matter Agreed
Construction Vibration	2.1.44	Concern on vibration from construction affecting the buildings. Some of the older listed buildings have no foundations and that traffic and heavy goods vehicles passing by disturb the buildings (some front walls have fallen down).	<p>National Highways will put in place a number of provisions aimed at reducing disruption to communities. Environmental Statement Chapter 12: Noise and Vibration will present a full assessment of noise and vibration. Measures to reduce construction noise and vibration were listed in the Ward Impact Summaries provided as part of the Community Impacts Consultation. These measures are secured in the</p>	Environmental Statement Chapter 12: Noise and Vibration (Application Document 6.1) The Code of Construction Practice (CoCP) (Application	Matter Agreed

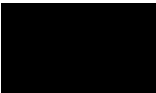
			<p>Register of Environmental Actions and Commitments (REAC). A Noise and Vibration Management Plan will be produced in consultation with Gravesend Borough Council and monitoring will be undertaken throughout construction.</p> <p>The Code of Construction Practice (CoCP) also sets out the additional measures that would be implemented to reduce noise and vibration during the construction period.</p> <p>National Highways explained that HGVs will be banned from some routes, as outlined in OTMPfC. The use of the strategic road network and local road network is required to deliver the works. Existing restrictions will be respected.</p> <p>Temporary offline haul routes will be constructed directly off the strategic road network where possible.</p>	Document 6.3 Appendix 2.2)	
Population and human health					
Improvements for non-motorised users	2.1.45	Cobham Parish Council have concerns about the lack of rights of way for non motorised users and would like to see more.	Since this comment was made in 2020, National Highways have added 60km of new or improved pathways for non-motorised users to the proposals.	n/a	Matter Agreed
Public Rights of Way	2.1.46	Cobham Parish Council support the Public Right of Way (PRoW) proposal and suggest providing additional PRoW along the scheme where possible and links into quiet local lanes should be taken into account	This comment is noted. The design proposals in this area will take into account the wider non-motorised user network and how the Projects proposals will tie-in.	n/a	Matter Agreed

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) Cobham Parish Council.

Name	Eva Simunovic
Position	Stakeholder Manager
Organisation	National Highways
Signature	

Name	Steve Dyer
Position	Vice Chairman
Organisation	Cobham Parish 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.

a) Consultation materials released by the Project at the following stages of consultation:

- Route Consultation (Opened January 2016, closed March 2016)
- Statutory Consultation (Opened October 2018, closed December 2018)
- Supplementary Consultation (Opened January 2020, closed April 2020)
- Design Refinement Consultation (Opened July 2020, closed August 2020)
- Community Impacts Consultation (Opened July 2021, closed September 2021)
- Local Refinement Consultation (Opened May 2022, closed June 2022)

b) Consultation responses received from Cobham Parish Council during the stages of consultation.

Appendix B Glossary

Term	Abbreviation	Explanation
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.
Code of Construction Practice	CoCP	Contains control measures and standards to be implemented by the Project, including those to avoid or reduce environmental effects.
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.
High Speed 1	HS1	A 109km high-speed railway between London and the UK end of the Channel Tunnel. The line carries international passenger traffic between the UK and continental Europe; it also carries domestic passenger traffic to and from stations in Kent and east London, as well as Berne gauge freight traffic.
Highway Improvement Plan	HIP	A Highway Improvement Plan is a method whereby the Local Planning Authority will consult with Parish Councils to create a plan for highway improvements in a parish area.
Transport Analysis Guidance	TAG	National guidance document produced by the Department for Transport.
Register of Environmental Actions and Commitments	REAC	The REAC identifies the environmental commitments that would be implemented during the construction and operational phases of the Project if the Development Consent Order is granted, and forms part of the Code of Construction Practice (Application Document 6.3, ES Appendix 2.2).
Site of Special Scientific Interest	SSSI	A conservation designation denoting an area of particular ecological or geological importance.

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) Cobham Parish Council in relation to the matters addressed in this SoCG.

Table C.1 Engagement activities between National Highways and Cobham Parish Council.

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
28/09/2022	Meeting	To review and progress with SoCG issues
20/07/2022	Meeting	To review and progress with SoCG issues
15/06/2022	Meeting	To discuss and review traffic & transport issues
05/05/2021	Meeting	To discuss traffic and transport and wider network SoCG issues
07/04/2021	Meeting	To review and discuss landscape and non-motorised user SoCG issues
29/03/2021	Meeting	To review and discuss cultural heritage SoCG issues
03/03/2021	Meeting	To review and discuss utilities and biodiversity SoCG issues
05/08/2020	Meeting	To update on the latest project changes in the Design Refinements Consultation

- C.1.3 In addition to the meetings listed in Table 2.1, there has been ongoing regular engagement between (1) National Highways and (2) Cobham Parish Council since the preferred route announcement (PRA) in 2017. This includes project update meetings, Cobham Parish Council attendance at consultation events (including previews), information sessions, mobile information centres (in Cobham village and Sole Street Station), community events, as well as numerous telephone calls and email updates on all project developments and survey works.

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