

Lower Thames Crossing

9.34 Draft Statement of Common Ground between (1) National Highways and (2) Dover District Council

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1.0	18 July 2023	Examination Deadline 1

Status of the Statement of Common Ground

This is a Draft Statement of Common Ground with matters outstanding.

National Highways considers that this draft Statement of Common Ground is an accurate description of the matters raised by Dover District Council and the status of each matter, based on the engagement that has taken place to date.

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

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List of contents

	Page number
1 Introduction	1
1.1 Purpose of the Statement of Common Ground.....	1
1.2 Principal Areas of Disagreement	1
1.3 Terminology	1
2 Matters.....	2
2.1 Movement of outstanding matters.....	2
Appendix A Engagement activity	19
Appendix B Glossary.....	21

List of tables

	Page number
Table 2.1 Matters.....	3
Table A.1 Engagement activities between the Applicant and Dover District Council since the DCO Application was submitted on 31 October 2022	19

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 on 31 October 2022.
- 1.1.2 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between National Highways (the Applicant) and Dover District Council and where agreement has not been reached. Where matters are yet to be agreed, the parties will continue to work proactively to reach agreement and will update the SoCG to reflect areas of further agreement.
- 1.1.3 This version of the SoCG has been submitted at Examination Deadline 1.

1.2 Principal Areas of Disagreement

- 1.2.1 On 19 December 2022, the Examining Authority made some early Procedural Decisions to assist the Applicant, potential Interested Parties and themselves to prepare for the Examination of the application.
- 1.2.2 One of these procedural decisions was to use a tracker recording Principal Areas of Disagreement in Summary (PADS). This tracker is known as the PADS Tracker.
- 1.2.3 The PADS Tracker provides a record of principal matters of disagreement emerging from the SoCG and should be updated alongside the SoCG as appropriate throughout the examination with the expectation that a revised PADS Tracker should be submitted at every Examination deadline.
- 1.2.4 Dover District Council have elected not to produce a PADS Tracker indicating to the Applicant that they were content that the number of outstanding matters within the SoCG was insufficient to warrant the exercise.

1.3 Terminology

- 1.3.1 In Table 2.1 in Section 2 of this SoCG, “Matter Not Agreed” indicates agreement on the matter could not be reached following significant engagement, and “Matter Under Discussion” where these points will be the subject of ongoing discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. “Matter Agreed” indicates where the issue has now been resolved.

2 Matters

2.1 Movement of outstanding matters

- 2.1.1 Although a SoCG between the Applicant and Dover District Council wasn't submitted at Application, one had been in development.
- 2.1.2 Dover District Council advised the Applicant that it would register as an Interested Party and submit a Relevant Representation and would therefore not progress its SoCG. Dover District Council subsequently submitted its Relevant Representation which presented the issues it would like considered at Examination.
- 2.1.3 In its Rule 6 letter, the Examining Authority requested that Dover District Council and the Applicant submit an SoCG including matters related to:
- a. Channel Ports access
 - b. traffic modelling in relation to roads in the District; and
 - c. traffic effects in relation to roads in the District.
- 2.1.4 This SoCG has been prepared to reflect these matters and those raised by Dover District Council in its Relevant Representation.
- 2.1.5 The Applicant has worked with Dover District Council to produce this version of the SoCG for Examination Deadline 1.
- 2.1.6 Further to the matters raised in the original SoCG, Dartford Borough Council submitted further comments on the DCO application which has led to new matters being included in Table 2.1. The new matters are:
- a. Item 2.1.2 (Planning Statement/policy) / Traffic
 - b. Item 2.1.7 Modelling methodology / Traffic flow modelling
 - c. Item 2.1.8 Port access / Importance of Port of Dover
 - d. Item 2.1.9 Port access / Impact of congestion on freight journey times
 - e. Item 2.1.10 Non-Project highway improvements / Dualling of the A2
 - f. Item 2.1.13 Local plan growth / Improvements to strategic road network (SRN)
 - g. Item 2.1.14 Air quality / Impact

- 2.1.7 Table 2.1 details and presents the matters which have been agreed, not agreed, or are under discussion between (1) the Applicant and (2) Dover District Council.
- 2.1.8 In the column 'Item No' in Table 2.1, 'Rule 6' indicates a matter entered in the SoCG as a result of a request in the Rule 6 letter, 'RRN' indicates a matter entered into the SoCG as a result of content in the Relevant Representation, 'RRE' indicates an existing SoCG matter that was also raised in the Relevant Representation and 'DLX' indicates a new matter added during examination at/around that deadline.
- 2.1.9 At Examination Deadline 1 there are 14 matters in total, of which 3 are agreed, 6 are not agreed and 5 remain under discussion.
- 2.1.10 Subsequent versions of this SoCG will outline the changes between versions.

Table 2.1 Matters

Topic	Item No.	Dover District Council Comment	National Highways' Response	Application Document Reference	Status
Need for the Project					
Need for the Project	2.1.1 RRE	Dover District Council supports the need for the Project.	Noted	N/A	Matter Agreed
Planning Statement/policy					
Planning Statement/ policy Traffic	2.1.2 RRN	Dover District Council commented that its concerns would be likely to result in an unacceptable impact on highway safety and the residual cumulative impacts on the road network would be severe, with no mitigation identified or considered as part of this DCO, contrary to paragraphs 110 and 111 of the NPPF and local plan policies.	Paragraph 1.2 of the NPSNN makes it clear that the Secretary of State will use the NPSNN as the primary basis for making decisions on development consent applications for national networks NSIPs. Paragraphs 1.17 to 1.19 of the NPSNN clarify the position in respect of the NPPF which is not intended to contain specific policies for NSIPs though it has the potential to be an important	Planning Statement [APP-495] Planning Statement - Appendix A - National Policy Statement for National	Matter Under Discussion

Topic	Item No.	Dover District Council Comment	National Highways' Response	Application Document Reference	Status
			<p>and relevant consideration under paragraph 104(2)(d) of the 2008 Act. Section 7.3 of the Planning Statement explains that the Applicant has given due regard to the NPPF where it is relevant to do so in so far as it is important and relevant to the matter under consideration.</p> <p>Paragraphs 4.60 to 4.66 of the NPSNN deal with road safety and the measures Applicants are expected to employ in order to address appropriate road safety matters. The Applicant has demonstrated how it accords with paragraphs 4.60 to 4.66 of the NPSNN on pages 66 to 74 of Appendix A NPSNN Accordance Table to the Planning Statement.</p> <p>In so far as they may be relevant to the determination of the Application the Applicant has also considered the impacts of the Project in the context set by local development plan policies. This assessment is presented at Appendix C - Local Authority Policy Review of the Planning Statement.</p> <p>In many places the changes in traffic flows would lead to beneficial impacts on the network, and in some cases they would lead to adverse impacts.</p>	<p>Networks (NPSNN) Accordance Table [APP-496]</p> <p>Planning Statement - Appendix C - Local Authority Policy Review [APP-498]</p> <p>Combined Modelling and Appraisal Report - Appendix D - Economic Appraisal Package: Economic Appraisal Report [APP-526]</p> <p>Transport Assessment [APP-529]</p>	

Topic	Item No.	Dover District Council Comment	National Highways' Response	Application Document Reference	Status
			<p>Overall, the benefits on the road network substantially outweigh the adverse impacts.</p> <p>Nonetheless, National Highways understands the importance of its statutory obligations as the strategic highways authority and has undertaken ongoing engagement with a number of local highways authorities. This has been focused on working with them in a collaborative manner on the development of their local plans, effective management of the SRN and management of the interfaces between the SRN and the local road network (LRN) in their areas. National Highways is proposing a traffic impact monitoring scheme (outlined within this document), which requires traffic monitoring to be carried out during the operational phase of the Project to identify changes in performance on the surrounding road network. The WNIMMP sets out how this traffic impact monitoring scheme will be implemented (to be approved by the Secretary of State and implemented by National Highways) pursuant to Requirement 14 in Schedule 2 to the draft DCO. In line with Requirement 14, this document sets out an outline</p>	<p>Wider Network Impacts Management and Monitoring Plan [APP-545]</p>	

Topic	Item No.	Dover District Council Comment	National Highways' Response	Application Document Reference	Status
			<p>methodology for undertaking the monitoring and assessment work.</p> <p>The data and data analysis would set out to identify traffic conditions following the Project coming into operation, as well as provide analysis on wider network changes that are not as a result of the Project. That data will then be available to local highway authorities as evidence to inform their intervention case making.</p> <p>In summary, in the context of wider network impacts, the WNIMMP defines what would be undertaken as a requirement of the draft DCO, and separately what will be undertaken as part of the ongoing role of National Highways, under licence to the Secretary of State, as the highway authority, traffic authority and street authority for the SRN.</p>		
Route selection, modal alternatives and assessment of reasonable alternatives					
Route selection Route alignment	2.1.3 RRE	Dover District Council agrees with the proposed route alignment in principle but has not made and does not intend to make comments on the detailed consideration of the route.	Noted	N/A	Matter Agreed

Topic	Item No.	Dover District Council Comment	National Highways' Response	Application Document Reference	Status
Consultation and engagement					
Adequacy of Consultation	2.1.4	<p>Dover District Council is not satisfied with the adequacy of consultation on the Project, we have not been provided with key traffic transport modelling information to enable a response to be provided</p> <p>Regular update meetings with DDC have not taken place and no explanation for why the impact on the District has been discounted has been provided to date.</p> <p>At a meeting on 25 May 2023, Dover District Council commented that it had not been able to download and view traffic modelling information.</p>	<p>The Applicant supplied Dover District Council with a GIS shapefile containing traffic modelling information on 23 October 2018 to aid a better understanding of the forecast impact the Project would have on the local road network.</p> <p>A draft of the outline Traffic Management Plan for Construction (oTMPfC) was supplied to Dover District Council on 11 February 2021 for review and comment.</p> <p>As described in item 2.1.6 below, the Applicant has taken consideration of all views raised during the various pre-application consultations, including those of Dover District Council. Additionally, the Applicant has engaged with the Port of Dover and the MP for Dover & Deal.</p> <p>The Applicant and Dover District Council corresponded concerning further meetings to discuss matters raised in the Application stage SoCG, including traffic and other impacts on Dover. In February 2023, Dover District Council advised that it did not wish to progress its SoCG, but would instead submit Relevant</p>	<p>Outline Traffic Management Plan for Construction [Application Document APP-547]</p>	Matter Not Agreed

Topic	Item No.	Dover District Council Comment	National Highways' Response	Application Document Reference	Status
			<p>Representations. On 25 May 2023, the Applicant and Dover District Council met to discuss the issues raised in the SoCG and we continue to engage with a view to resolving SoCG matters.</p>		
<p>Adequacy of Consultation Consultation</p>	<p>2.1.5</p>	<p>Dover District Council is very disappointed to observe that the concerns and issues raised in their first consultation response have not been taken into consideration.</p>	<p>The Applicant has taken consideration of all views raised during the various pre-application consultations, including those of Dover District Council. This is demonstrated in the Consultation Report, which provides an overview of the consultations held and how the Applicant has considered the responses received.</p> <p>During Statutory Consultation, the Applicant added an additional Public Information Event at Dover in responses to feedback received during the consultation on the Statement of Community Consultation. Based on Dover District Council feedback, the Applicant arranged an additional public information event at Dover Town Hall, which took place on Tuesday 4 December 2018 from 14:00 to 21:00. More information about this can be found in the Consultation Report Appendix F.</p> <p>Section 13.4 of the Consultation Report provides a response to the issues raised during the Design</p>	<p>Consultation Report [Application Document APP-064 to APP-069] Consultation Report Appendix F: Responses from local authorities on the draft Statement of Community Consultation and an explanation of how the Applicant had regard to those responses [Application Document APP-075]</p>	<p>Matter Not Agreed,</p>

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			<p>Refinement Consultation. Items raised by Dover District Council are addressed in Table 13.6 under code SOR11; in Table 13.13 under codes GNL3, GNL8, GNL15, GNL23, GNL32 and GNL37; and in Table 13.14 under code DCN31. Changes were made to the Project in response to code GNL32 concerning construction methodology and DCN31 concerning further engagement.</p> <p>In addition to formal consultation periods, the Applicant has undertaken extensive and continuous engagement with stakeholder organisations including Dover District Council throughout the development of the Project proposals. This has included regular update meetings with local authorities and other bodies, at which the reasons why certain developments were being pursued, have been explained. The Applicant has produced a table with Dover District Councils and bespoke responses have been prepared and shared.</p> <p>National Highways is bringing forward the A122 Lower Thames Crossing in accordance with the policy requirements set out by the government in the Road Investment</p>	<p>Need for the Project [Application Document APP-494]</p> <p>Wider Network Impacts Management and Monitoring Plan [Application Document APP-545]</p>	

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			<p>Strategy 2: 2020 – 2025 (Department for Transport, March 2020). This sets out a series of further projects to be delivered under separate consenting and funding decision processes to the A122 Lower Thames Crossing. While National Highways recognises the case for developing further schemes to improve operations along the M2/A2 and M20/A20 corridors, the A122 Lower Thames Crossing does not require the emerging improvements to deliver the benefits set out in the A122 Lower Thames Crossing application. Similarly, the case for these schemes is not dependent on the opening of the A122 Lower Thames Crossing.</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 opportunities to further optimise 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. This process is set out in the Wider Network Impacts Management and Monitoring Plan, which provides information about the</p>		

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			<p>proposed traffic monitoring. The Applicant has engaged with the Port of Dover and a letter of support was received from the Port of Dover for the DCO application process, available in Need for the Project - Appendix A.</p>		
Operation and maintenance					
<p>HGV parking</p> <p>Rest and service area</p>	<p>2.1.6</p>	<p>Dover District Council considers that National Highways should provide enhanced provision of parking and overnight rest facilities for a minimum of 300 HGVs related to the proposed crossing to offset parking of HGVs on the local road network across the District and other local authority areas.</p>	<p>The Applicant has considered the benefits, the environmental impact and the views of consultees, and has concluded that it is not necessary to include the rest and service area in the proposals. However, the Applicant believes a 24-hour rest and service area, if located in the vicinity of the Project, would be beneficial. Lorry parking has been given specific reference within its proposed Route Strategies, connecting back to the evidence of need in the Department for Transport's (DfT) Lorry Parking Survey 2022. The Applicant also directly supported DfT with redrafting of Circular 01/2022 giving additional reference and focus to the need for lorry driver facilities. In its statutory role, the Applicant will seek to encourage planning authorities to consider planning applications that include lorry parking where appropriate and where there is clear evidence of</p>	<p>Wider Network Impacts Management and Monitoring Plan [Application Document APP-545]</p>	<p>Matter Agreed</p>

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			<p>need. In addition to this, the Applicant has earmarked £20m to invest in enhancing existing lorry park facilities. The Applicant does not currently have a list of potential sites, but will be working with service area operators, the haulage industry and road-user groups to consider the most appropriate location for any further service area provision on the strategic road network. Any facility proposed in the future would need planning consent from the local planning authority.</p>		
Traffic and economics					
<p>Modelling methodology</p> <p>Traffic flow modelling</p>	<p>2.1.7 Rule 6 RRN</p>	<p>The SRN junctions within DDC on the A2 are already overcapacity at Whitfield and Duke of York roundabouts, this has been acknowledged by NH and traffic modelling has confirmed this. The local plan and developments have been significantly held up over recent years due to needing to find a junction mitigation scheme to offset further increases in capacity on these junctions. Initial modelling identified a potential 10% increase at these junctions as a result of the LTC, this is significant and should not be screened out of the project assessment.</p>	<p>The Applicant has examined the model validation in the Dover area. The Applicant's transport model has 36 counts in this area and for each of the model time periods the total number of vehicles in the model compared to the counts is within 2%. The GEH statistic (an indicator of the 'goodness of fit') for these counts for each of the three modelled time periods and for cars, Light Goods Vehicles and Heavy Goods Vehicle categories, shows over 85% of sites pass the GEH and Design Manual for Roads and Bridges (DMRB) validation test for each vehicle type and time period. This shows that</p>	<p>Wider Network Impacts Management and Monitoring Plan [Application Document APP-545]</p>	<p>Matter Not Agreed</p>

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			the base year model validates well in the Dover area. Please see item 2.1.8 for further response to this matter.		
Port access Importance of Port of Dover	2.1.8 Rule 6 RRN	DDC cannot emphasise enough that the Port of Dover is one of the largest international gateways serving the UK and is of strategic importance for goods and tourist connections to Europe; yet the impact on the strategic road network (SRN) and on port traffic has not been taken into detailed consideration. Although the impact on the SRN (A2 and A20) has been modelled and tested, with the significance of these routes to the Port having been acknowledged, there are no road upgrades being proposed within the district.	National Highways is bringing forward the A122 Lower Thames Crossing in accordance with the policy requirements set out by the government in the Road Investment Strategy 2: 2020 – 2025 (Department for Transport, March 2020). This sets out a series of further projects to be delivered under separate consenting and funding decision processes to the A122 Lower Thames Crossing. While National Highways recognises the case for developing further schemes to improve operations along the M2/A2 and M20/A20 corridors, the A122 Lower Thames Crossing does not require the emerging improvements to deliver the benefits set out in the A122 Lower Thames Crossing application. Similarly, the case for these schemes	Wider Network Impacts Management and Monitoring Plan [Application Document APP-545]	Matter Under Discussion
Port access Impact of congestion on	2.1.9 Rule 6 RRN	There is evidence that congested roads lead to freight being unable to reach their destination in a timely manner and will have a negative impact on the commercial	Please see item 2.1.8 for a response to this matter.	Wider Network Impacts Management and Monitoring Plan [Application	Matter Under Discussion

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freight journey times		business for the Port of Dover, and the UK economy as a whole.		Document APP-545	
Wider Network Impacts					
Non-Project highway improvements Dualling of the A2	2.1.10 Rule 6 RRN	Significant concerns are raised that part of the A2 – Lydden to Dover is single carriageway creating a bottleneck effect for increased movements caused by the LTC. Dover District Council has continually requested that the A2 needs to be upgraded to a dual carriageway. In the submission documents any upgrades to the SRN (A2) are identified for consideration under RIS3 proposals. There is currently no guarantee that the upgrades needed will be forthcoming as a RIS3 scheme and this is of strategic importance. DDC require any RIS3 scheme to be implemented alongside the LTC and need to ensure that the A2 upgrades are implemented.	Please see item 2.1.8 for a response to this matter. The Applicant will continue to engage in accordance with the licence obligations to work with Dover District Council to align national and local plans and investments, balance national and local needs and support better end-to-end journeys for road users.	Transport Assessment Appendix F: Wider Network Impacts Management and Monitoring Policy Compliance [Application Document APP-535]	Matter Not Agreed
Non-Project highway improvements Improvements to identified sections of the	2.1.11 Rule 6 RRE	Dover District Council feels that it would be beneficial to the wider network if, in addition to the dualling of the section of A2, National Highways should also consider Highway improvements to the Whitfield and Duke of York Roundabouts. Urgent improvements to the strategic road network serving the Port of Dover are required.	Please see item 2.1.8 for a response to this matter. The Applicant will continue to engage in accordance with its licence obligations to work with others to align national and local plans and investments, balance national and	Wider Network Impacts Management and Monitoring Plan [Application Document APP-545]	Matter Not Agreed

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SRN and MRN.		A strategic and linked up approach between different highway projects is required. The importance of this has been raised with Ministers by the Leader of Dover District Council, along with wide coverage in the national press in relation to traffic problems associated with the Port (Operation Brock/TAP and demand for ferry crossings over holiday periods, with problems expected to worsen). LTC proposals will add to these existing problems, affect the district and have a severe impact on the local economy. The resilience of the network is critical to the district, operation of the port and SRN. The fragility of the SRN network serving Dover cannot be underestimated and there is a need to future proof this network to serve the UK and an internationally strategic port.	local needs and support better end-to-end journeys for road users.		
Non-Project highway improvements Request for funding for suggested improvements	2.1.12 Rule 6 RRE	DDC are disappointed that the impacts of the LTC on the Dover SRN have not been fully identified and that NH have failed to provide any of the required solutions or possible funding for the highway improvements needed.	The Applicant has assessed the impacts of the Project within the Transport Assessment submitted as part of the DCO application to the Planning Inspectorate on 31 October 2022. The Wider Network Impacts Management and Monitoring Plan sets out the Project's position with regard to the scheme's impacts on the wider road network.	Transport Assessment [Application Document APP-529] Wider Network Impacts Management and Monitoring Plan [Application	Matter Not Agreed

Topic	Item No.	Dover District Council Comment	National Highways' Response	Application Document Reference	Status
			Please see item 2.1.8 for a further response to this matter.	Document APP-545	
Local plan growth Improvements to strategic road network (SRN)	2.1.13 RRN	Dover District Council requests improvements to the SRN to ensure that the LTC does not hinder Dover District Council's housing growth agenda due to overcapacity at key junctions.	The purpose of the Project is to meet the Scheme Objectives agreed between the Applicant and the Department for Transport, which include the provision of traffic relief at the Dartford Crossing as well as providing new free-flowing north-south capacity across the River Thames. Where these forecast traffic increases are on the SRN and other major roads, assessments have been presented to the DfT as to why some locations might be suitable for upgrading. Any proposed upgrades would be considered alongside other calls for investment in the road network and would be subject to the decision-making process set out in the Government's Road Investment Strategy Post-2020 or those processes governing local road funding bids. Assessment and prioritisation of those projects must be properly dealt with by investment committees of National Highways and the DfT, having regard to business case processes and competing priorities across the country, rather than being determined	Transport Assessment [Application Document APP-529]	Matter Under Discussion

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			<p>in the arena of a DCO application, where such processes cannot be respected.</p> <p>The Applicant will continue to engage in accordance with the licence 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>		
Air quality					
Air quality Impact	2.1.14 Rule 6 RRN	Dover District Council fears that there would be an impact on the local community and the environment as congested roads would result in an increase in poor air quality.	<p>The air quality assessment has been updated and is presented in Environmental Statement (ES) Chapter 5: Air Quality and has concluded that there are no significant effects on human health receptors. Furthermore, the Project does not delay compliance with the Air Quality Directive. No mitigation is therefore required in relation to these effects.</p> <p>The assessment has concluded that for some designated habitats for ecology the impacts of the Project are significant and measures to reduce the impact have been assessed and are reported in ES Appendix 5.6: Project Air Quality Action Plan, in accordance with DMRB LA 105. Speed enforcement management measures</p>	<p>ES Chapter 5: Air Quality [Application Document APP-143]</p> <p>ES Appendix 5.6: Project Air Quality Action Plan [Application Document APP-350]</p>	Matter Under Discussion

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			<p>have been proposed as mitigation for nitrogen deposition effects on designated ecological sites adjacent to the M2 between junctions 3 and 4. Where mitigation has not been feasible, habitat creation compensation sites have been proposed to address the residual effects of nitrogen deposition.</p>		

Appendix A Engagement activity

Table A.1 Engagement activities between the Applicant and Dover District Council since the DCO Application was submitted on 31 October 2022

Date	Overview of Engagement Activities
11 November 2022	Emailed Dover District Council to offer DCO briefing session
14 November 2022	Emailed to Dover District Council to notify of publication of documents on Planning Inspectorate website
28 November 2022	Emailed to Dover District Council to inform them that Lower Thames Crossing Application was accepted for Examination
2 December 2022	Emailed Dover District Council regarding the pre-examination strategy, timetable and matters under discussion
14 December 2022	Emailed Dover District Council to advise of Planning Inspectorate announcement of Relevant Representations opening period
23 December 2022	Dover District Council emailed to request a meeting in early January
4 January 2023	Emailed Dover District Council to advise of Principal Areas of Disagreement in Summary (PADS) Tracker advice note from Planning Inspectorate
5 January 2023	Emailed Dover District Council to request whether it had read relevant Traffic and Economics application documents
12 January 2023	Emailed Dover District Council to advise of the Relevant Representations and updated PADS tracker position (option not to produce a PADS tracker)
17 January 2023	Dover District Council requested confirmation of its status (as a Section 43 statutory consultee), registration as an Interested Party and whether it was required to submit an SoCG
20 January 2023	Responded to Dover District Council to confirm that they are not a statutory consultee under s42(1)(b)/s43 of the Planning Act 2008
2 February 2023	Emailed Dover District Council to request a response to Planning Inspectorate on whether Dover wished to submit a PADS tracker
3 February 2023	Emailed Dover District Council to request a copy of their Relevant Representation
21 February 2023	Emailed Dover District Council to request clarification of whether they wished to progress its SoCG or register as an Interested Party, and provided a reminder of the registration deadline
21 February 2023	Dover District Council emailed to advise it would submit a Relevant Representation and did not therefore wish to progress with the SoCG process
11 April 2023	Emailed Dover District Council to draw attention to the Planning Inspectorate procedural note containing the proposed start date for Examination
24 April 2023	Emailed Dover District Council to inform of launch date of Minor Refinement Consultation

Date	Overview of Engagement Activities
24 May 2023	Version of SoCG sent by email to Dover District Council.
25 May 2023	SoCG meeting held with Dover District Council
1 June 2023	Emailed with Statement of Common Ground for ED1 timetable.
26 June 2023	Emailed draft Examination Deadline 1 version of SoCG for final comment / endorsement to lead officer.
28 June 2023	Emailed draft Examination Deadline 1 version of SoCG for final comment / endorsement to alternative out of office email address.

Appendix B Glossary

Term	Abbreviation	Explanation
A122 Lower Thames Crossing	Project	A proposed new crossing of the Thames Estuary linking the county of Kent with the county of Essex, at or east of the existing Dartford Crossing.
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.
Digital Terrain Model	DTM	A bare-earth model that contains elevations of natural terrain features such as ridge tops and river valleys. Elevations of vegetation and features, such as buildings and roads, are digitally removed.
N/A	GEH	Formula used to compare two traffic volumes (named after its originator Geoff E Havers).
Geographic Information System	GIS	An integrated collection of computer software and data used to view and manage information about geographic places, analyse spatial relationships and model spatial processes.
Habitat	-	The natural home or environment of an animal, plant, or other organism.
Heavy Goods Vehicle	HGV	A large, heavy motor vehicle used for transporting cargo.
Light Goods Vehicle	LGV	Vehicles meeting the Department for Transport VEH04 criteria.
Local Plan	-	A Local Plan sets out local planning policies and identifies how land is used, determining what will be built where. Adopted Local Plans provide the framework for local development across England.

Term	Abbreviation	Explanation
Local Road Network	LRN	The Local Road Network is that portion of the Road Network for which a Local Government is responsible and is eligible for funding from the State Government to operate and maintain.
Mitigation	-	Measures that have been identified through the assessment process to further reduce the impact of significant effects.
National Planning Policy Framework	NPPF	The National Planning Policy Framework was published in March 2012 by the UK's Department of Communities and Local Government, consolidating over two dozen previously issued documents called Planning Policy Statements (PPS) and Planning Practice Guidance Notes (PPG) for use in England. The NPPF was updated in February 2019 and again in July 2021 by the Ministry of Housing, Communities and Local Government.
National Policy Statement for National Networks	NPSNN	The NPSNN sets out the need for, and Government's policies to deliver, development of Nationally Significant Infrastructure Projects on the national road and rail networks in England. It provides planning guidance for promoters of Nationally Significant Infrastructure Projects on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State.
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.
Strategic road network	SRN	The core road network in England managed by National Highways.

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