

Lower Thames Crossing

9.39 Draft Agreed Statement of Common Ground between (1) National Highways and (2) Cuxton Parish Council

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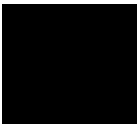
Status of the Statement of Common Ground

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

National Highways and Cuxton Parish Council agree that this draft Statement of Common Ground is an accurate description of the matters raised and the current status of each matter.

Cuxton Parish Council endorse the draft SoCG and that it reflects the current status of matters, we accept this to be submitted for Examination Deadline 1

Kind regards



Cuxton Parish Council

A high-level overview of the engagement undertaken is summarised in Table A.1 in Appendix A.

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1 Introduction

1.1 Purpose of the Statement of Common Ground

1.1.1 This Statement of Common Ground (SoCG) has been prepared in respect of the Development Consent Order (DCO) application for the proposed A122 Lower Thames Crossing (the Project) made by National Highways Limited (National Highways) to the Secretary of State for Transport (Secretary of State) under section 37 of the Planning Act 2008 on 31 October 2022.

A request for a SoCG between National Highways (the Applicant) and Cuxton Parish Council was made by the Examining Authority in the notification of Preliminary Meeting (Rule 6 Letter) [[PD-013](#)] to include matters related to:

- a. Air quality,
- b. Noise and vibration,
- c. Construction traffic,
- d. Traffic modelling in relation to roads in the parish
- e. Traffic effects in relation to roads in the parish.

1.1.2 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached 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 DCO 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 would provide 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 The Cuxton Parish Council SoCG was a request set out in the notification of Preliminary Meeting (Rule 6 Letter) [[PD-013](#)] which came after the initial request from the ExA for PADS trackers. Given the small number of matters within this SoCG, Cuxton Parish Council elected to not produce a

PADS tracker, indicating to the Applicant that they were content that the SoCG adequately addressed their matters.

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 following significant engagement; “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 Outstanding matters

- 2.1.1 The outcomes of discussions to date are presented in Table 2.1 which details and presents the matters which have been agreed, not agreed, or are under discussion between (1) the Applicant and (2) Cuxton Parish Council.
- 2.1.2 At Examination Deadline one there are six matters in total of which all six are not agreed.

Table 2.1 Matters

Topic	Item No.	Cuxton Parish Council Comment	National Highways' Response	Application Document Reference	Status
Construction					
Construction traffic impacts Reduction of lanes on the A2	2.1.1	Cuxton Parish council believe that increased traffic during construction will occur when the number of lanes on the A2 will be reduced to facilitate the construction traffic. This will have a major impact on the volume of traffic using the rural roads between Cobham and the A228.	The Applicant has set out its illustrative requirements of traffic management in the outline Traffic Management Plan for Construction (oTMPfC), Table 4.2. The Project approach is based on maintaining all lanes on the A2 and working under narrow lane and hard shoulder closure for long-term traffic management. There will be a requirement under night-time working to close sections of the A2 outside normal working hours when traffic flows are lower. The oTMPfC outlines the arrangements for a Traffic Management Forum (TMF) to be formed with the relevant highway and planning authorities along with other interested parties invited as required who will be consulted on in the development of traffic management plans and to review traffic management performance during construction. In addition, where required,	Outline Traffic Management Plan for Construction [Application Document APP-547]	Matter Not Agreed

Topic	Item No.	Cuxton Parish Council Comment	National Highways' Response	Application Document Reference	Status
			appropriate mitigation measures will be established to manage impacts.		
Traffic and economics					
<p>Modelling output interpretations</p> <p>Increased traffic through the village</p>	2.1.2	<p>Concern that increased traffic through the village, past the schools, nurseries and shops has the potential to increase the risk of accidents, particularly those involving pedestrians and cyclists.</p>	<p>The forecast impacts of the Project on the road network are set out in the Traffic Forecasts Non-Technical Summary, and the Transport Assessment.</p> <p>On Bush Road the model forecasts that the change in flow would be between -49 to +50 Passenger Car Units (PCUs) in the AM and inter-peak. In the PM peak there would be an increase eastbound of between 101 and 250 PCUs.</p> <p>The Applicant 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. The list of proposed monitoring locations is set out in the Wider Network Impacts Management and Monitoring Plan, and further locations can be proposed by highway authorities.</p>	<p>Traffic Forecasts Non-Technical Summary [Application Document APP-528]</p> <p>Transport Assessment [Application Document APP-529]</p> <p>Wider Network Impacts Management and Monitoring Plan [Application Document APP-545]</p>	Matter Not Agreed
Wider Network Impacts					

Topic	Item No.	Cuxton Parish Council Comment	National Highways' Response	Application Document Reference	Status
Local WNI concerns Damage to the highway along Bush Road	2.1.3	Cuxton Parish council believe damage to the highway along Bush Road will occur because of increased traffic.	<p>The Applicant 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. The list of proposed monitoring locations is set out in The Wider Network Impacts Management and Monitoring Plan (WNIMMP) and further locations can be proposed by highway authorities, subject to certain criteria being met.</p> <p>The Applicant is also working closely with Kent County Council (acknowledging that Bush Road is in Medway) to help them understand the forecast impact of the Project on their road network, this includes sharing more detailed data with them from the Project's transport model. The scope of this work includes the A228 corridor and its junction with Bush Road.</p>	Wider Network Impacts Management and Monitoring Plan [Application Document APP-545]	Matter Not Agreed
Local WNI concerns Bush Road/A228 Junction	2.1.4	Cuxton Parish Council believe the predicted increase in the volume of traffic (Ref 7.16 Community Impact Report [App 549] p318, 7.1.34) will result in queuing in the south arm of the Bush Road/A228 junction. Because this junction is not signalised; the length of the queues at the junction may effectively block	<p>The forecast impacts of the Project on the road network are set out in the Traffic Forecasts Non-Technical Summary, and the Transport Assessment. This shows that in the opening year there would be increases in traffic flow of up to 500 passenger car units (PCUs) on the A228.</p> <p>On Bush Road the model forecasts that the change in flow would be between -49 to +50 PCUs in the AM and</p>	Traffic Forecasts Non-Technical Summary [Application Document APP-528] Transport Assessment [Application	Matter Not Agreed

Topic	Item No.	Cuxton Parish Council Comment	National Highways' Response	Application Document Reference	Status
		<p>access to the main residential area of the village.</p> <p>It is Cuxton Parish Council's belief that if this happens on street parking and queuing traffic will eventually prevent vehicles entering the village with serious consequences for northbound traffic on the A228.</p>	<p>inter-peak. In the PM peak there would be an increase eastbound of between 101 and 250 PCUs.</p> <p>The Applicant has identified adverse impacts on the road network as presented in Section 7.6 of the Transport Assessment which does not identify this junction.</p> <p>The Applicant 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. The list of proposed monitoring locations is set out in the Wider Network Impacts Management and Monitoring Plan, and further locations can be proposed by highway authorities.</p>	<p>Document APP-529</p> <p>Wider Network Impacts Management and Monitoring Plan [Application Document APP-545]</p>	
Air Quality					

Topic	Item No.	Cuxton Parish Council Comment	National Highways' Response	Application Document Reference	Status
<p>Baseline conditions</p> <p>Cuxton NO2 AQS objective to be exceeded</p>	2.1.5	<p>Cuxton Parish Council think that air pollution in the vicinity of Cuxton will exceed the annual mean NO2 AQS objective even in the absence of the Project (Ref 7.16 Community Impact Report [App 549] p319, 7.1.44)</p>	<p>An exceedance of the annual mean nitrogen dioxide (NO₂) Air Quality Strategy objective is predicted at five properties (human receptors) adjacent to the A228 Rochester Road/Sundridge Hill in both the 'with Project' and 'without Project' scenarios. The Project is also expected to lead to an increase in NO₂ concentrations. However, as described in Environmental Statement (ES) Chapter 5: Air Quality, the Project is not expected to have a significant air quality effect on human receptors, and it is likely that the Project assessment has overpredicted annual mean NO₂ concentrations along the A228. Furthermore, although mitigation for air quality impacts on human receptors is not required (as there are no significant effects), numerous measures have been investigated to determine whether the air quality impacts of the Project can be reduced along the A228 corridor. The measures investigated included introducing a Clean Air Zone, applying lower speed limits, HGV bans, traffic calming, use of air quality barriers and improving alternative routes such the A229 and A2/M2 to make those routes more attractive and reduce traffic flows on the A228. The measures identified were, however, considered to be ineffective or undeliverable. However, it should be noted that that this does not alter the conclusion that for impacts on human receptors the Project is not considered to have a significant effect.</p>	<p>ES Chapter 5: Air Quality [Application Document APP-143]</p>	<p>Matter Not Agreed</p>
<p>Noise & Vibration</p>					

Topic	Item No.	Cuxton Parish Council Comment	National Highways' Response	Application Document Reference	Status
<p>Assessment of likely significant effects</p> <p>Noise & vibration effects on specific roads</p>	2.1.6	<p>Concern over noise and vibration effects on Sundridge Hill, Pilgrims Way and Rochester Road (Ref 7.16 Community Impact Report [App 549] p319. 7.1.42)</p>	<p>Within the scope of ES Chapter 12: Noise and Vibration, significant impacts relating to noise have been identified along each of these roads. These impacts relate to minor changes in road traffic noise that occur above a Significant Observed Adverse Effect Level (SOAEL) rather than relating to large changes in road traffic noise. Consideration is currently being given to mitigation measures that could be used to control these impacts, which were reported as Significant within the ES.</p>	<p>ES Chapter 12: Noise and Vibration [Application Document APP-150]</p>	<p>Matter Not Agreed</p>

Appendix A Engagement activity

Table A.1 Engagement activities between the Applicant and Cuxton Parish Council

Date	Overview of Engagement Activities
04 May 2023	Email sent to Cuxton Parish Council setting out proposed approach regarding draft SoCG following Rule 6 letter
18 May 2023	Email received from Cuxton Parish Council agreeing with approach
05 June 2023	Meeting held with Cuxton Parish Council to discuss next steps
22 June 2023	Email received from Cuxton Parish Council agreeing draft SoCG status
10 July 2023	Email received from Cuxton Parish Council endorsing draft SoCG for Examination Deadline 1 submission.

Appendix B Glossary

Term	Abbreviation	Explanation
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
Environmental Statement	ES	A document produced to support an application for development consent that is subject to Environmental Impact Assessment (EIA), which sets out the likely impacts on the environment arising from the proposed development.
Heavy Goods Vehicle	HGV	A large, heavy motor vehicle used for transporting cargo.
National Highways	NH	A UK government-owned company with responsibility for managing the motorways and major roads in England. Formerly known as Highways England.
Outline Traffic Management Plan for construction	oTMPfc	Outlines the approach to carrying out temporary traffic management for the safe construction of the Project and the management measures to reduce the impact on local communities.
Passenger Car Units	PCUs	This is a metric to allow different vehicle types within traffic flows in a traffic model to be assessed in a consistent manner. Typical PCU factors are: 1 for a car or Light Goods Vehicle; 2.5 for a bus or Heavy Goods Vehicle; 0.4 for a motorcycle; and 0.2 for a pedal cycle.
Significant Observed Adverse Effect Level	SOAEL	The level above which significant adverse effects on health and quality of life occur.
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.
Traffic Management Forum	TMF	The TMF would review planned traffic management arrangements and receive comments as to their appropriateness. The TMF would also monitor, review and provide updates to the TMPS when required.
Wider Network Impacts Management and Monitoring Plan	WNIMMP	Plan setting out a traffic impact monitoring scheme to be carried out a year prior to opening and one and five years after the road opens.

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