

Lower Thames Crossing

5.4.4.3 Draft Agreed Statement of Common Ground between (1) National Highways and (2) Dartford Borough Council (Clean version)

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Revision history

Version	Date	Submitted at
1.0	31 October 2022	DCO Application
2.0	18 July 2023	Examination Deadline 1

Status of the Statement of Common Ground

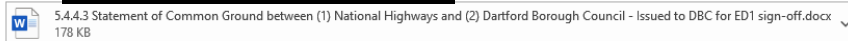
This is a Draft Agreed Statement of Common Ground with matters outstanding.

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

RE: OfH and SoCG for sign off



Thu 06/07/2023 17:29

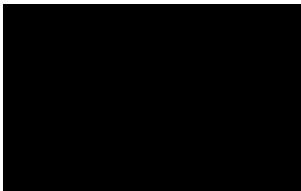


Start your reply all with: [Thank you for your confirmation.](#) [Thank you!](#) [Received, thank you.](#) [Feedback](#)

Hi

I confirm that Dartford Borough Council endorses the attached draft Statement of Common Ground as an accurate description of the matters raised and the current status of each matter.

Regards,



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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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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 Dartford Borough 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 the 19 December 2022 the Examination 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).
- 1.2.3 The PADS Tracker would provide a record of those 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 Dartford Borough Council elected not to produce a PADS Tracker at pre-examination stage, confirming that it was satisfied that the Statement of Common Ground jointly signed off by National Highways and Dartford Borough Council at pre-examination stage adequately captured the relevant matters including those matters outstanding and were content that Table 2.1 within this SoCG adequately presented their matters. In addition, Dartford confirmed that it would submit its Relevant Representations in due course.

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, 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 Following submission of the previous version of this Draft SoCG between the Applicant and Dartford Borough Council, further discussions on the outstanding matters have taken place. These discussions are summarised in Table A.1 in Appendix A and the outcome of these discussions is summarised below.
- 2.1.2 The following matters have moved from ‘matter under discussion’ to ‘matter agreed’:
- a. Item 2.1.8 Funding for improvement in and around the Dartford Crossing
- 2.1.3 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 2.1.11 Combined Modelling and Appraisal Report (ComMA) / Congestion constrains economic growth
 - b. Item 2.1.12 Public transport / Network resilience and public transport improvements (Fastrack bus service)
 - c. Item 2.1.13 Local plan growth / Increased congestion at Dartford would slow planned growth

- 2.1.4 Table 2.1 details and presents the matters which have been agreed, not agreed, or are under discussion between (1) the Applicant and (2) Dartford Borough Council.
- 2.1.5 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.
- 2.1.6 At Examination Deadline 1 there are 12 matters in total of which 8 are agreed and 4 remain under discussion.

Table 2.1 Matters

Topic	Item No.	Dartford Borough Council Comment	National Highways’ Response	Application Document Reference	Status
Need for the Project					
Need for the Project	2.1.1 RRE	Dartford Borough Council (DBC) supports the need for the Project and would like to highlight that they are keen for construction to commence as soon as possible.	Noted.	N/A	Matter Agreed
Route selection, modal alternatives and assessment of reasonable alternatives					
Route selection Route alignment	2.1.2	Dartford Borough Council has no comments on the details of the proposed route alignment.	Noted.	N/A	Matter Agreed
Consultation and engagement					
Adequacy of Consultation	2.1.3	Dartford Borough Council is satisfied with the adequacy of consultation on the Project.	Noted.	N/A	Matter Agreed

Topic	Item No.	Dartford Borough Council Comment	National Highways' Response	Application Document Reference	Status
Design – road, tunnels, utilities					
Junctions Tilbury Link Road	2.1.7	Dartford Borough Council supports the proposed junction between Lower Thames Crossing and M2/A2 but expresses disappointment that no link has been proposed from Lower Thames Crossing onto the A13 westbound and towards the Port of Tilbury. This will affect the connectivity between Kent and Essex, leading to longer journey times and reduced economic benefits.	<p>The Tilbury Link Road is currently within the RIS3 pipeline at Stage 0 (Project initiation) and the Applicant is working with Thurrock Council to understand local road options alongside strategic road options. The Tilbury Link Road scheme would be separate to the Project.</p> <p>During the review of the Tilbury Fields element of the Project, the Thames Freeport was designated, the Applicant sought direction and received instruction from Department for Transport (DfT) and Department for Levelling Up, Housing and Communities (DLUHC) that the Tilbury Link Road should be delivered through a separate consenting process to the Project.</p> <p>The revised design at Tilbury Fields provides an operational access, with no access for public traffic on or off the Lower Thames Crossing at this location. The operational access could potentially accommodate further development in the future. Any new road connecting to the Project at this point would have to follow the relevant</p>	N/A	Matter Agreed

Topic	Item No.	Dartford Borough Council Comment	National Highways' Response	Application Document Reference	Status
			planning process at the appropriate time.		
Charging					
Charging regime	2.1.4	Dartford Borough Council agrees with the principle of the proposed charging regime for the Project.	Noted.	N/A	Matter Agreed
Traffic and economics					
Modelling Wider Network Impacts Growth level modelling	2.1.5 RRE	Whilst Tempro (a programme developed by the Department for Transport (DfT) providing traffic growth projections used in traffic models and intended to act as a nationwide standardised distribution of growth in trip ends) has been used to forecast trip growth, Dartford Borough Council urges National Highways to continue to work with local authorities to define more accurately the extent of growth and the full impacts on the surrounding road network. Dartford Borough Council confirms that this is an issue for Kent County Council as the local highway authority.	The Applicant has had extensive discussions with Kent County Council as the local highway authority with regard to traffic modelling. The issues discussed have formed part of the Statement of Common Ground between the Applicant and Kent County Council.	N/A	Matter Agreed
Combined Modelling and	2.1.11 RRN	The regular instances of congestion and lack of predictability of road conditions	There would be increases on some roads in the Dartford area as drivers make use of the capacity relief that the	Transport Assessment [Application	Matter Under Discussion

Topic	Item No.	Dartford Borough Council Comment	National Highways' Response	Application Document Reference	Status
<p>Appraisal Report (ComMA)</p> <p>Congestion constrains economic growth</p>		<p>places a significant constraint on economic growth in the local area. Investment decisions to locate or expand in the area are deterred because of traffic conditions with development being constrained by the lack of capacity at Junctions 1a, 1b and the A2 junction. Access and egress from the Strategic Road network is constrained and east west movement across the junctions is impeded. Employers find it difficult to recruit and retain staff because of the difficult journeys, whether by private vehicle or bus.</p> <p>In an email sent on 3 July 2023, Dartford Borough Council indicated that the matter could be moved to agreed but with a caveat that there should be no erosion of the positive benefits of the scheme.</p>	<p>Project would bring, including making cross river trips.</p> <p>However, the Project would improve traffic conditions on many roads within the area, including the Dartford Crossing and its approach roads. Overall, the Project would have an overall benefit on roads within Dartford, as shown by the positive economic benefit of the Project.</p> <p>The forecast impacts on the highway network as a result of the Project, including on M25 junction 2 (with the A2) and junctions 1a and 1b, are set out within Chapter 7 of the Transport Assessment [Application Document APP-529].</p> <p>The 7.7 Combined Modelling and Appraisal Report - Appendix D - Economic Appraisal Package: Economic Appraisal Report [Application Document APP-526] and 7.7 Combined Modelling and Appraisal Report - Appendix D - Economic Appraisal Package: Level 3 Wider Economic Impacts Report [Application Document APP-527] set out the forecast economic impacts of the Project, which includes improved access to jobs for those living across the Lower Thames area.</p>	<p>Document APP-529. Combined Modelling and Appraisal Report - Appendix D - Economic Appraisal Package: Economic Appraisal Report [Application Document APP-526] Combined Modelling and Appraisal Report - Appendix D - Economic Appraisal Package: Level 3 Wider Economic Impacts Report [Application Document APP-527]</p>	

Topic	Item No.	Dartford Borough Council Comment	National Highways' Response	Application Document Reference	Status
			The Applicant acknowledges Dartford Borough Council's additional comment and will consider a response for inclusion in a subsequent version of this SoCG.		
Public transport Network resilience and public transport improvements (Fastrack bus service)	2.1.12 RRN	Planned mitigation for development includes improved public transport, however even the Fastrack bus service, which features significant sections of dedicated routeway, is compromised by the wider impacts and lack of resilience of Dartford's highway network. In an email sent on 3 July 2023, Dartford Borough Council indicated that the matter could be moved to agreed but with a caveat that there should be no erosion of the positive benefits of the scheme.	The Project would improve traffic conditions on and around the Dartford Crossing, including the local road network. The forecast change in traffic as a result of the Project is shown in Section 5.2 of Traffic Forecasts Non-Technical Summary [Application Document APP-528] This would benefit all road users on these sections of road network, including those travelling by public transport. Forecast changes to public transport journey times are reported in Section 7.11 of the Transport Assessment. The Fastrack bus service is not forecast to see a change in its overall journey time that is greater than two minutes either faster or slower. During construction, impacts on traffic flows and public transport services would vary depending on the works being undertaken and the volume of Project related construction traffic on the road network. The forecast impacts are set out in Chapter 8 of the Transport Assessment. The Fastrack	Traffic Forecasts Non-Technical Summary [Application Document APP-528] Transport Assessment [Application Document APP-529]	Matter Under Discussion

Topic	Item No.	Dartford Borough Council Comment	National Highways' Response	Application Document Reference	Status
			<p>bus service is not forecast to see a change of more than two minutes in its overall journey time as a result of the construction of the Project.</p> <p>The Applicant acknowledges Dartford Borough Council's additional comment and will consider a response for inclusion in a subsequent version of this SoCG.</p>		
<p>Local plan growth</p> <p>Increased congestion at Dartford would slow planned growth</p>	2.1.13 RRN	<p>It is becoming increasingly difficult in planning determinations to reconcile the government's objectives for housing and employment growth in the area with the objective of keeping the Strategic Road Network performing adequately, or at 'nil detriment' as National Highways (NH) expects. Studies have shown that there are limitations to significantly increase the existing capacity of Dartford Crossing and impacts on the operation of the A282 junctions with 1a, 1b and 2 including surrounding strategic and local roads. Further pressure on the existing road network in and around the Dartford Crossing is therefore likely to slow the planned growth in the area surrounding the crossing.</p>	<p>There would be increases on some roads in the Dartford area as drivers make use of the capacity relief that the Project would bring, including making cross river trips.</p> <p>Overall, the Project would have an overall benefit on roads within Dartford, as shown by the positive economic benefit of the Project.</p> <p>However, the Project would have an overall benefit on roads within Dartford, as shown by the positive economic benefit of the Project there would be increases on some roads in the Dartford area as drivers make use of the capacity relief that the Project would bring, including making cross river trips.</p> <p>The Combined Modelling and Appraisal Report - Appendix D - Economic Appraisal Package: Economic Appraisal Report and Combined</p>	<p>Combined Modelling and Appraisal Report - Appendix D - Economic Appraisal Package: Economic Appraisal Report [Application Document APP-526] Combined Modelling and Appraisal Report - Appendix D - Economic Appraisal Package: Level</p>	Matter Under Discussion

Topic	Item No.	Dartford Borough Council Comment	National Highways' Response	Application Document Reference	Status
			<p>Modelling and Appraisal Report - Appendix D - Economic Appraisal Package: Level 3 Wider Economic Impacts Report set out the forecast economic impacts of the Project, which includes improved access to jobs for those living across the Lower Thames area.</p> <p>The forecast impacts on the highway network as a result of the Project, including on the operation of the A282, are set out within Chapter 7 of the Transport Assessment. This includes a scale of impacts based on this assessment which identifies locations that are forecast to see either beneficial or adverse impacts. Some locations in the Dartford area, including A282/M25 junction 1a, are forecast to have an adverse impact.</p> <p>The Project's approach to wider network impacts is set out in the Wider Network Impacts Management and Monitoring Plan. This details a number of locations to be monitored, which includes A282/M25 junction 1a. Further locations to be monitored would be agreed with local highway authorities through the process set out at paragraphs 5.3.6 – 5.3.7.</p>	<p>3 Wider Economic Impacts Report [Application Document APP-527] Transport Assessment [Application Document APP-529]</p>	

Topic	Item No.	Dartford Borough Council Comment	National Highways' Response	Application Document Reference	Status
Wider Network Impacts					
Wider Network Impacts approach General road improvements	2.1.6 RRE	Dartford Borough Council would like to see more funding allocated to road improvements in and around Dartford Crossing. Dartford Borough Council would also like to be consulted during consultation with relevant local authorities one year before the tunnel area opens prior to when the traffic impact monitoring scheme is secured in Schedule 2 of the draft Development Consent Order which is subject to approval of the Secretary of State. This matter will remain under discussion until Dartford Borough Council has reviewed the Wider Network Impacts Management and Monitoring Plan. During post-DCO submission engagement, Dartford Borough Council requested clarification on why operational traffic monitoring was being undertaken as set out in the Wider Network Impacts Management and Monitoring Plan, but no similar operational air quality monitoring was proposed. As already raised by Kent County Council (KCC), the Highway	The Applicant has assessed the wider network impacts of the Project and has considered these against the requirements set out in the National Policy Statement for National Networks (DfT, 2014), and considers that the adverse transport impacts are acceptable under this policy. Further information on policy compliance can be found within the Transport Assessment. As such, the Applicant is not committing to any direct additional funding for interventions on the wider network through the DCO. 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. An updated Wider Network Impacts Management and Monitoring Plan (WNIMMP) was included in the application, providing information about	Transport Assessment [Application Document APP-529] WNIMMP [Application Document APP-545] Draft DCO [Additional Submission AS-038]	Matter Under Discussion

Topic	Item No.	Dartford Borough Council Comment	National Highways' Response	Application Document Reference	Status
		<p>Authority for roads in Dartford, in their PADS Tracker submission to the Planning Inspectorate dated 10 March 2023 under item 2, DBC would also like to see baseline monitoring ahead of the construction of the scheme rather than just the monitoring of the traffic flow before and after opening of the scheme. As per KCC's request, DBC would also like to see the scope of the WNIMMP expanded to include monitoring before commencement of construction supported by air quality monitoring included in the scheme's management and monitoring plans. It is anticipated that these issues can be resolved during the Examination stage. In this respect, KCC have suggested in their PADS Tracker submission, timely co-operation of relevant parties and the intervention of the ExA to impose planning obligation on the Applicant to secure S106 funding to expand the scope of the management and monitoring plans. DBC considers that this is important and aligns with the Project objective to minimise impacts on health. As a minimum,</p>	<p>the proposed traffic monitoring. This supersedes the draft shared in the July 2021 Community Impact Consultation.</p> <p>The traffic impact monitoring scheme is secured in Schedule 2 of the draft DCO and would require approval by the Secretary of State, after consultation with relevant local highway authorities, which would begin at least one year before the tunnel area opens. This consultation would be expected to involve the relevant local planning authorities such as Dartford Borough Council. As such, Dartford Borough Council is listed in Table 2.1 of the WNIMMP.</p> <p>The Applicant is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end-to-end journeys for road users (paragraph 5.19 of Highways England: Licence). The Applicant will continue to deliver in accordance with this obligation in its collaborative work.</p> <p>At a meeting on 24 January 2023, Dartford Borough Council requested that it be consulted on the traffic monitoring scheme both directly by the Applicant and through Kent County</p>		

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		<p>DBC would welcome funding support to monitor its Air Quality Management Areas (AQMA) which mostly have passive nitrogen dioxide tubes and currently have one operational real time analyser in one of the three AQMAs in Dartford.</p>	<p>Council (as the highway authority). This approach was agreed by the Applicant and further information is available in the WNIMMP, Section 2.4: Position within the wider DCO application.</p> <p>Dartford Borough Council also noted Plate 5.1: Proposed monitoring location sites in the WNIMMP and requested that the following locations be included as monitoring sites:</p> <ul style="list-style-type: none"> • A282 (noting that the tunnel approach is almost the whole of the A282 corridor including Junction 1b & Junction 2) • London Road • Dartford Town Centre <p>The Project confirmed that monitoring locations would be a key part of the detailed engagement with local authorities after DCO consent. Information about the approach to monitoring locations is provided in the WNIMMP, Section 5.3: Locations to be monitored.</p> <p>The Applicant is following the advice of DMRB LA 105 Air Quality (Highways England, 2019) with regard to operational air quality monitoring. The Applicant would only propose to undertake monitoring if its assessment</p>		

Topic	Item No.	Dartford Borough Council Comment	National Highways' Response	Application Document Reference	Status
			<p>predicted significant air quality effects which triggered the requirement for mitigation, which is not the case.</p> <p>Using operational monitoring to validate the air quality predictions in the EIA can be challenging as it can be difficult to differentiate the contribution of the Project from the baseline. Weather conditions can also have a significant influence on air quality, and changes in air quality year on year are influenced by the weather.</p> <p>Post-completion monitoring is not intended to be provided in this package of works and therefore the Applicant will not commit to it at this stage.</p> <p>It is worth noting that in relation to Dartford Borough Council, the vast majority of receptors modelled are predicted to receive a benefit in air quality as a result of the Project. The largest predicted changes in air quality occur on the A282 and around the Dartford Crossing, due to the large reductions in flows. As a result of the Project, it is not considered necessary to undertake air quality monitoring in these areas.</p> <p>On 15 September 2020, the Project held a meeting attended by Dartford Borough Council that provided an</p>		

Topic	Item No.	Dartford Borough Council Comment	National Highways' Response	Application Document Reference	Status
			<p>overview of air quality assessment for the Environmental Statement (ES), including the baseline monitoring survey, DMRB LA 105 (Highways England, 2019) methodology, study area, and the construction and operational modelling methodology, and presentation of ES assessment findings, including significance of effects and mitigation requirements.</p>		
<p>Non-Project highway improvements</p> <p>Funding for improvement in and around the Dartford Crossing</p>	2.1.8	<p>Dartford Borough Council would like to see more funding allocated to road improvements in and around Dartford Crossing. National Highways may have designated funds available for this scheme which can be used for appropriate and associated improvements in the area. Mindful that Dartford area is outside the immediate alignment of the proposed Lower Thames Crossing, however, impacts resulting from the strategic road network are likely to be significant and therefore Dartford Borough Council would like to put a marker down for inclusions on any discussions/bids for designated funds.</p>	<p>The Applicant has made its position clear with regard to funding improvements to the wider road network. A detailed response can be found above under item 2.1.6 (general road improvements).</p> <p>At a meeting on 24 January 2023, Dartford Borough Council clarified that Wider Network Impacts information was requested in order to provide evidence for business cases for potential funding, rather than direct funding requests to the Project. More details about potential funding streams are available in WNIMMP Chapter 6 - Bringing forward interventions.</p> <p>Working groups are already in place and Dartford Borough Council's input into these groups would be welcomed. The working groups look at three themes: environment, heritage and</p>	<p>WNIMMP [Application Document APP-545]</p>	<p>Matter Agreed</p>

Topic	Item No.	Dartford Borough Council Comment	National Highways' Response	Application Document Reference	Status
		This matter remains under discussion pending engagement with the working groups.	active travel. Following a meeting on 24 January 2023, Dartford Borough Council representatives were invited to the benefits steering group, and will continue engaging with the group going forward.		
Population and human health					
HEqIA CIPHAG Independent Recommendations / Proposed mitigation relating to impacts identified in the Health and Equalities Impact Assessment (HEqIA)	2.1.9	Dartford Borough Council would like to ensure that where an impact is identified within the Health and Equalities Impact Assessment (HEqIA), mitigation is proposed that is secured and discussed in relating assessments including the Population and Human Health chapter and the Register of Environmental Actions and Commitments (REAC). Dartford Borough Council are content with National Highways' approach, subject to satisfactory review of documentation submitted as part of DCO submission.	The Health and Equalities Impact Assessment (HEqIA) is being finalised and submitted as part of the DCO application. The HEqIA will describe the assessments undertaken in the Environmental Impact Assessment in the context of health, including in-combination effects, and ascribe an assessment with regard to health and equality effects. The HEqIA has been considered in formulating the mitigation proposals set out in ES Chapter 13 Population and Human Health, and secured under the DCO Requirements via the REAC within the Code of Construction Practice.	HEqIA [Application Document APP-539] ES Chapter 13 Population and Human Health [Application Document APP-151] ES Appendix 2.2: Code of Construction Practice [Application Document APP-336]	Matter Agreed

Appendix A Engagement activity

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

Date	Overview of Engagement Activities
11 November 2022	Emailed to offer DCO briefing session
14 November 2022	Emailed to notify of publication of documents on Planning Inspectorate website
28 November 2022	Emailed to inform that Lower Thames Crossing was Application Accepted for Examination
15 December 2022	Emailed with pre-examination strategy, timetable and matters under discussion
04 January 2023	Emailed to advise of PADS Tracker request from Planning Inspectorate
09 January 2023	Emailed to advise on relevant reps opening and further PADS tracker guidance from Planning Inspectorate
12 January 2023	Emailed to advise on relevant reps closing date and further PADS tracker guidance from Planning Inspectorate
24 January 2023	Meeting on Wider Network Impacts and Benefits SoCG matters
26 January 2023	Emailed notes from meeting on 24 January 2023
3 March 2023	SoCG resolution meeting
13 April 2023	Emailed updated SoCG matters to Dartford Borough Council
24 April 2023	Emailed to inform of launch of minor refinements consultation
17 May 2023	Emailed to advise that the minor refinements consultation was live
1 June 2023	Emailed SoCG consultation timetable
9 June 2023	Emailed draft SoCG for comment
26 June 2023	Emailed draft SoCG for final comments
5 July 2023	Emailed final SoCG for endorsement

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.
Calculation of Road Traffic Noise	CRTN	Provides a methodology originated by the National Physical Laboratory for calculating road traffic noise levels in some situations. It is linked to the procedure issued by the Department for Transport.
Code of Construction Practice	CoCP	Contains control measures and standards to be implemented by the Project, including those to avoid or reduce environmental effects.
Department for Levelling Up, Housing and Communities	DLUCH	The UK Government department for housing, communities, local government in England and the levelling up policy. Formerly called the Ministry of Housing, Communities and Local Government.
Department for Transport	DfT	The government department responsible for the English transport network and a limited number of transport matters in Scotland, Wales and Northern Ireland that have not been devolved.
Design Manual for Roads and Bridges	DMRB	A comprehensive manual which contains requirements, advice and other published documents relating to works on motorway and all-purpose trunk roads for which one of the Overseeing Organisations (National Highways, Transport Scotland, the Welsh Government or the Department for Regional Development (Northern Ireland)) is the highway authority. For the A122 Lower Thames Crossing, the Overseeing Organisation is National Highways.
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
Environmental Impact Assessment	EIA	A process by which information about environmental effects of a proposed development is collected, assessed and used to inform decision making. For certain projects, EIA is a statutory requirement, reported an Environmental Statement.
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.
Health and Equalities Impact Assessment	HEqIA	A systematic process used to identify the potential health and equalities impacts arising from policies, plans, programmes and projects, to identify the distribution of those effects amongst the population and to identify

Term	Abbreviation	Explanation
		mitigation measures to address these effects, thereby minimising adverse effects on the local population
Lower Thames Area Model	LTAM	Transport model designed to forecast impacts of providing additional road-based capacity across the River Thames at locations at or east of the existing Dartford Crossing.
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.
National Trip End Model	NTEM	A model that forecasts the growth in trip origin-destinations (or productions-attractions) up to 2051 for use in transport modelling. The forecasts take into account national projections of population, employment, housing, car ownership and trip rates.
Noise Policy Statement for England	NPSE	The Noise Policy Statement for England was published on 15 March 2010. It sets out the long-term vision of government noise policy, to promote good health and a good quality of life through the management of noise.
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).
Statement of Common Ground	SoCG	A Statement of Common Ground is a written statement containing factual information about the proposal which is the subject of the appeal that the appellant reasonably considers will not be disputed by the local planning authority.
Transport Analysis Guidance	TAG	National guidance document produced by the Department for Transport.
N/A	LaMAX	Maximum sound level. LA is a measurement of weighted sound.

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

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