



## Lower Thames Crossing

### 5.4.5.1 Draft Agreed Statement of Common Ground between (1) National Highways and (2) Cobham Parish Council (Tracked changes version)

APFP Regulation 5(2)(q)

Infrastructure Planning (Applications:  
Prescribed Forms and Procedure)  
Regulations 2009

Volume 5

DATE: July 2023  
DEADLINE: 1

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Application Document Ref: TR010032/APP/5.4.5.1

VERSION: 2.0

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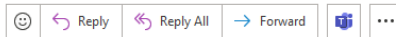
### Revision history

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

## Status of the Statement of Common Ground

This is an Agreed Draft Statement of Common Ground with matters outstanding. National Highways and Cobham 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.

### SoCG Endorsement



Thu 22/06/2023 08:40

Tracked To Dynamics 365

You replied to this message on 22/06/2023 08:58.

As requested,

*"Cobham 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"*



A high-level overview of the engagement undertaken since the DCO application was submitted on 31 October 2022 is summarised in 0 in Appendix A.

## Lower Thames Crossing

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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 Cobham Parish 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 DCO 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 This SoCG should be read in conjunction with the Cobham Parish Council PADS Tracker.

## 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.

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**Deleted:** <#>) National Highways, and (2) Cobham Parish Council

**Deleted:** <#>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.¶ 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.¶

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# 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 Cobham Parish Council, discussions on the outstanding matters have taken place, and whilst progress has been made no matters have moved

status. Table A.1 in Appendix A details the engagement that has taken place between the Applicant and Cobham Parish Council. Where possible, 'matters under discussion' have been updated to reflect the current position and next steps.

2.1.2 The following matters have moved to a more appropriate topic within Table 2.1 but the item numbers remain unchanged due to signposting between the PADS Tracker and SoCGs:

- a. Item number 2.1.20 has moved from 'traffic and economics' to 'population and human health'
- b. Item number 2.1.34 has moved from 'Wider Network Impacts' to 'population and human health'

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A summary of the meetings and correspondence undertaken between the two parties in relation to the Project is outlined in Appendix C.¶  
**Status of the Statement of Common Ground¶**  
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.¶  
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.¶

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2.1.3 Table 2.1 details and presents the matters which have been agreed, not agreed, or are under discussion between (1) the Applicant and (2) Cobham Parish Council.

2.1.4 At Examination Deadline 1 there are 46 matters in total, of which 25 are agreed, 17 are not agreed and 4 that remain under discussion.

**Table 2.1 Matters**

Topic	Item No.	Cobham Parish Council comment	National Highways' Response	Application Document Reference	Status
<b>Design – Road, Tunnels, Utilities</b>					
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. <u>Cobham Parish Council are content with the refined diversion routes which have lessened impacts on Cobham.</u>	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 Applicant is rationalising the existing services in the so-called multi-utilities service corridor (except for the gas pipeline which stays along north side of the A2) to create space for the M2/A2/A122 Lower Thames Crossing 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.  The development boundary at Supplementary Consultation in January 2020 showed which land the Applicant believed it needed to temporarily	n/a	Matter Agreed

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Table 2.1

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			undertake essential utilities works. As at Design <del>Refinement</del> Consultation in August 2020, after discussions with utility companies <del>the Applicant has</del> refined these diversion routes which are now considerably reduced (as of August 2020) and taken forward into the DCO Submission.		
<u>Utilities</u>	2.1.2	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? <u>Cobham Parish Council understand the utilities refinement process that has taken place and why the true extent could not be identified earlier.</u>	At the Design <del>Refinement</del> Consultation in August 2020, National Highways <del>was</del> able to refine the land required for utility diversions shown at the Supplementary Consultation around the A2 area and, in doing so, <del>reduced</del> the impacts on Shorne & Ashenbank Woods <u>Site of Special Scientific Interest (SSSI)</u> , Jeskyns Community Woodland and around Claylane Wood.	n/a	Matter Agreed
Extent of utility works					
<u>Junctions</u>	2.1.3	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.	The junction has been designed to meet <del>the</del> safety and geometric criteria inherent in the guidance <u>the Design Manual for Roads and Bridges (DMRB) standards</u> provided.  The layout is a result of feedback from consultations, the existing physical constraints (including minimising the adverse effect on the Area of Outstanding National Beauty (AONB)), HS1, the	n/a	Matter Not Agreed
M2/A2/A122 Lower Thames Crossing Junction					

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			existing A2 and local feeder roads within the area, <del>while</del> , also integrating these into the design. By remodelling the junction, <del>the Applicant</del> <del>has</del> been able to provide direct access <del>from</del> Gravesend to the eastbound A2/M2 junction which will reduce congestion on the local roads.		
<u>Utilities</u>  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 <u>M2/A2/A122 Lower Thames Crossing</u> junction and the A226. In conjunction with these works, <del>the Applicant</del> 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
<u>Junction</u>  Brewers Road Junction	2.1.5	Cobham Parish Council are supportive of the closure of the Brewers Road Junction.	Noted.	n/a	Matter Agreed
<u>Tunnels</u>  Tunnel extent	2.1.6	Cobham Parish Council would like to see the tunnel extended as far as possible.	National Highways <del>has</del> extended the tunnel portal a further 350m as of <u>January 2020</u> (total of 950m since 2016).	n/a	Matter Agreed
<u>Junctions</u> 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

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Construction					
<u>Closures and diversions</u>	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 <u>green</u> bridge involves demolishing an existing bridge and constructing a new, wider bridge on the same alignment. <u>weekend closures would be necessary</u> to demolish the existing bridge, with the new <u>green</u> bridge taking approximately 18 months <u>to build</u> . Brewers road and Thong Lane <u>would</u> never <u>be</u> 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 <u>the</u> 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
Closure of Brewers Road Bridge	RRE				
<u>Construction traffic impacts</u>	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 <u>the</u> bus route 416 <u>has been</u> addressed in the Transport Assessment at DCO submission.	Transport Assessment Document <u>APP-529</u> .	Matter Agreed
Impact on the 416 Bus route					
<u>Mitigation</u>	2.1.10	Cobham Parish Council feel there is little information on local impact	The DCO <u>application includes</u> documents which outline the impacts associated with	<u>o</u> TMPfC <u>[Application</u>	Matter Agreed

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Duration of construction phase		- the scale and length of the construction phase will have significant local impacts, however the Project has provided very little information on how those impacts will be mitigated.	construction along with mitigation measures. Since this comment was made (2020), National Highways <u>has</u> shared further construction related details. <u>These were</u> , included in the Community Impacts Consultation in 2021. A draft Outline Traffic Management Plan for Construction (OTMPfC) and Outline Materials Handling Plan <u>were</u> also supplied, which <u>discussed</u> the construction approach around traffic management and also material management. These documents <u>are</u> part of the DCO Application.	<u>Document APP-547]</u> <u>ES Appendix 2.2 Annex B: Outline Materials Handling Plan [Application Document APP-338]</u>	
<u>Consultation</u>  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 <u>has</u> issued the draft <u>CoCP</u> , as part of the Community Impacts Consultation (July 2021).	<u>ES Appendix 2.2: CoCP [Application Document APP-336]</u>	Matter Agreed
<b>Operation and Maintenance</b>					
<u>Traffic</u>  Informal parking area at Thong Lane	2.1.12  <u>RRE</u>	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 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.	n/a	Matter Not Agreed

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Outline Materials Handling Plan (Application Document 6.3 Appendix 2.2 Annex B)¶  
Consultation Report (5.1)
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			National Highways shares the objective to ensure that the car park will be run efficiently.		
<b>Charging</b>					
Charging  <u>Local Residents' Discount Scheme</u>	2.1.13	Cobham Parish Council agree charging should be in line with the existing Dartford crossings, and a local <u>residents'</u> discount scheme similar to Dartford should be put in place.	It is National Highways' proposal that a Local <u>Residents'</u> Discount Scheme shall apply to residents of Gravesham in line with <u>the</u> discount scheme for the Dartford crossing.	Road User Charging Statement [Application Document <u>APP-517</u> ]	Matter Agreed
<b>Traffic and economics</b>					
Traffic Modelling  <u>Modelling methodology</u>	2.1.14  <u>RRE</u>	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 <u>has</u> 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). This includes details of the guidance and standards <u>the Applicant is</u> required to use (including the Transport Analysis Guidance ( <u>TAG</u> ) and the <u>DMRB</u> ) 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.	<u>Combined Modelling and Appraisal Report [Application Documents APP-518 to APP-527]</u>	Matter Not Agreed

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<u>Modelling methodology</u>	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 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.	The base year of the transport model is 2016, only <del>three</del> years before the last year of available data <del>before</del> 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.  National Highways <del>is</del> 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.	n/a	Matter Not Agreed
Traffic Modelling	<u>RRE</u>				
<u>Modelling methodology</u>	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 <u>traffic modelling</u> software.	n/a	Matter Not Agreed
Traffic Modelling	<u>RRE</u>				
<u>Local plan growth</u>	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 ( <u>DfT</u> ) 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 <del>30</del> September 2021 for <del>the</del> forthcoming DCO Application), in line with the <u>TAG</u> , and the overall growth in the area is constrained to the DfT traffic growth forecasts. Growth within Local Plans is	n/a	Matter not Agreed
Traffic Modelling	<u>RRE</u>				

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			not of sufficient certainty to be included explicitly in the model.		
<a href="#">Modelling methodology</a>	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 down are unknown so it is impossible to identify the actual impact on local residents living in the area.	Counts held and owned by National Highways in the vicinity of the parish have been shared with Cobham Parish Council. National Highways also <u>understands</u> that counts owned by Kent County Council have also been shared. <u>National Highways is unable to share other data as it is not the original owner of the data.</u>	n/a	Matter Agreed
Traffic data					
<a href="#">Modelling methodology</a>	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 <u>Project's</u> 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 <u>Appendix B: Transport Model Package of the Combined Modelling and Appraisal Report</u> . 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 <u>traffic modelling</u> software.	<u>Combined Modelling and Appraisal Report Appendix B: Transport Model Package [Application Documents APP-520 and APP-521]</u>	Matter Not Agreed
Traffic and Transport	<u>RRE</u>				
<a href="#">Modelling output interpretations</a>	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	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	n/a	Matter Agreed

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Capacity		approaching peak capacity again which means there will be a continuation of the problems causing greater flow to Lower Thames Crossing.	the mid-2040s, 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.		
<a href="#">Local modelling requests</a>	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 <a href="#">Appendix B: Transport Model Package of the Combined Modelling and Appraisal Report</a> .	<a href="#">Combined Modelling and Appraisal Report Appendix B: Transport Model Package [Application Documents APP-520 and APP-521]</a>	Matter Not Agreed
Traffic Analysis	<a href="#">RRE</a>				
<a href="#">Modelling WNI</a>	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 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	National Highways has actively engaged with Kent County Council as the local highway authority on a range of topics relating to the forecast impact of the Project on the road network during both construction and operation. This has included draft versions of the <a href="#">oTMPfC</a> and the Framework Construction <a href="#">Travel Plan</a> which include measures on how traffic related to the Project would be managed.	<a href="#">oTMPfC [Application Document APP-547]</a> <a href="#">Framework Construction Travel Plan [Application Document APP-546]</a> <a href="#">WNIMMP [Application</a>	Matter Not Agreed
Collaboration of the Project with <a href="#">Kent County Council</a>	<a href="#">RRE</a>				

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		<p>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><u>Cobham Parish Council believe there needs to be a co-ordinated approach with Kent County Council and National Highways working on the same figures.</u></p>	<p>The matter of Wider <u>Network Impacts</u> has been discussed with Kent County Council, and The Wider Network Impacts Management and Monitoring Plan (<u>WNIMMP</u>) 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 <u>Cobham Parish Council</u> and <u>Kent County Council</u> to develop a HIP in the future.</p>	<u>Document APP-545</u>	
<b>Wider Network Impacts (WNI)</b>					
<u>Local WNI concerns</u>	2.1.24	<p>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</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</p>	<u>WNIMMP [Application Document APP-545]</u>	Matter Under Discussion
Traffic calming – Sole Street	RRE				

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¶ Transport Assessment (Application Document 7.9)¶

¶ Environmental Statement (Application Document 6.1 – 6.3)

		<p>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>	<p>support scheme development and case making through existing funding mechanisms and processes.</p> <p>An updated <u>WNIMMP</u> is included in the application, providing information about the proposed traffic monitoring.</p> <p><u>National Highways await feedback from Cobham Parish Council on the WNIMMP.</u></p>		
<p><u>Local WNI concerns</u></p> <p>Henhurst Road</p>	<p>2.1.25</p> <p><u>RRE</u></p>	<p>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>	<p>Henhurst Road is predicted to have a potential increase of 51 to 250 cars per hour.</p> <p>The <u>Applicant</u> 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 <u>WNIMMP</u> is included in the application, providing information about the proposed traffic monitoring.</p>	<p><u>Traffic Forecasts Non-Technical Summary [Application Document APP-529]</u></p> <p><u>WNIMMP [Application Document APP-545]</u></p>	<p>Matter Not Agreed</p>
<p><u>Local WNI concerns</u></p>	<p>2.1.26</p>	<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</p>	<p>Sole <u>Street</u> is forecast to have either a very low increase (up to 50 PCUs) or a reduction in flow.</p>	<p><u>WNIMMP [Application Document APP-545]</u></p>	<p>Matter Not Agreed</p>

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Sole Street and The Street	<u>RRE</u>	<p>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>The conditions and operation of local roads has been replicated as far as possible within the parameters of the <u>traffic modelling</u> 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 <u>Applicant</u> 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 <u>WNIMMP</u> is included in the application, providing information about the proposed traffic monitoring.</p> <p>The Project has also applied a construction <u>Heavy Goods Vehicle (HGV)</u> ban on The Street <u>as stated</u> in Table 2.2 of the <u>oTMPfC</u>.</p>	<p><u>oTMPfC</u>  <u>[Application Document APP-547]</u></p>	
<u>WNI approach</u>	2.1.27	Cobham Parish Council feel that <u>National Highways</u> are not offering any ideas or mitigation to the adverse impacts on local	The <u>Applicant</u> is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or	<u>WNIMMP</u> <u>[Application Document APP-545]</u>	Matter Not Agreed

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Mitigation of impacts		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.	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 <u>WNIMMP</u> is included in the application, providing information about the proposed traffic monitoring. National Highways considers that the <u>WNIMMP</u> would provide a basis for <u>Cobham Parish Council</u> and <u>Kent County Council</u> to develop a HIP in the future.		
<u>Access</u>  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 Road to the M2 is via the Wainscott Bypass.	n/a	Matter Agreed
<u>Local WNI concerns</u>  Increased traffic on C roads	2.1.29  <u>RRE</u>	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	The <u>Applicant</u> 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	<u>WNIMMP [Application Document APP-545]</u>	Matter Not Agreed

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		significant wellbeing impact on local residents.	making through existing funding mechanisms and processes.  An updated <u>WNIMMP</u> is included in the application, providing information about the proposed traffic monitoring.		
<a href="#">Non-Project highways improvements</a>  Bottlenecks and pinch points	2.1.30  <u>RRE</u>	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 mitigate rat running through local villages.	The <u>Applicant</u> 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 <u>WNIMMP</u> is included in the application, providing information about the proposed traffic monitoring.	<u>WNIMMP [Application Document APP-545]</u>	Matter Not Agreed
<a href="#">Local WNI concerns</a>  Effects of road closures	2.1.31  <u>RRE</u>	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 <u>Applicant</u> 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.	<u>WNIMMP [Application Document APP-545]</u>	Matter Not Agreed

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			An updated <u>WNIMMP</u> will be included in the application, providing information about the proposed traffic monitoring.		
<u>Local WNI concerns</u>  Rest and Service Areas	2.1.32  <u>RRE</u>	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.  This comment also applies to the Cobham service station which is due to close early in the construction programme.	National Highways removed the proposed rest and service area (in East Tilbury) from the <u>Project</u> in 2020 and recognise that Cobham service station is well-used and there would not be a direct replacement for it as part of <u>the Project</u> .  In the <u>South East</u> , National Highways is taking active steps to improve provision of roadside facilities, including <u>exploring</u> 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.	n/a	Matter Not Agreed
<u>Local WNI concerns</u>  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 <u>traffic modelling</u> software.  The Project's transport model forecasts that traffic through Cobham village would reduce once the new road is open.  <u>The Applicant has funded a study</u> through a Planning Performance Agreement with Kent County Council, <u>which is currently underway</u> , to undertake specific modelling using the Kent Transport Model.	n/a	Matter Under Discussion

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Air quality					
<u>Assessment of likely significant effects</u>	2.1.35	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.	The air quality modelling undertaken for the <u>ES</u> , shows that there are expected improvements and deteriorations in air quality across the study area as a result of the Project (due to <u>projected</u> 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 <u>Environmental Statement Chapter 5: Air Quality</u> .	<u>ES, Chapter 5: Air Quality [Application Document APP-143]</u>	Matter Agreed
Air quality impacts					
Cultural Heritage					
<u>Heritage assets: impacts</u>	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, <u>Cobham Parish Council are content with the outlined heritage mitigation measures.</u>	The cultural heritage baseline has been compiled by reference to appropriate sources, including the Kent Historic Environmental Record. This is detailed in <u>ES Appendix 6.1: Desk-Based Assessment</u> . 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 <u>ES Chapter 6: Cultural Heritage</u> .  Details of mitigation of <u>heritage</u> impacts are contained in <u>ES chapter 6, ES Figure 2.4: Environmental Masterplan, the Design Principles and ES Appendix 6.9: draft Archaeological Mitigation Strategy</u>	<u>ES Appendix 6.1: Cultural Heritage Desk-Based Assessment [Application Documents APP-351 to APP-354]</u>  <u>ES Chapter 6: Cultural Heritage [Additional Submission AS-044]</u>  <u>ES Figure 2.4: Environmental Masterplan [Application Documents APP-159 to APP-168]</u>	Matter Agreed
Threat to historic assets					

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			and Outline Written Scheme of Investigation	<a href="#">Design Principles [Application Document APP-516]</a> <a href="#">ES Appendix 6.9: Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation [Application Document APP-367]</a>	
<b>Terrestrial biodiversity</b>					
<a href="#">Impacts</a>	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. <a href="#">Cobham Parish Council are content with the refined diversion routes which have lessened impacts on Cobham including the mitigation measures regarding woodland.</a>	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). <a href="#">The Applicant is rationalising the existing services in the so-called multi-utilities service corridor (except for the gas pipeline which stays along north side of the A2) to create space for the M2/A2/A122 Lower Thames Crossing junction. The multi-utilities service corridor will run south of the A2 but north of HS1. The Project will result in loss to a range of trees and woodland. ES Appendix 7.12: Arboricultural Impact Assessment sets out the Project's impact on trees and woodland.</a>	<a href="#">ES Appendix 7.12: Arboricultural Impact Assessment [Application Document APP-387]</a>	Matter Agreed

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 The Environmental Masterplan (Figure 2.4, Application Doc 6.2)¶  
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 Design Principles (Application Doc 7.5)¶  
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			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.		
<a href="#">Impacts</a>	2.1.38	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.  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.	<del>At the Design Refinement Consultation in August 2020, National Highways was able to refine the land required for utility diversions shown at <a href="#">Supplementary Consultation</a>, around the A2 area and, in doing so, reduced the impacts on Shorne &amp; Ashenbank Woods SSSI, Jeskyns Community Woodland and around Claylane Wood.</del>	n/a	Matter Agreed
Impact on ancient woodland					
<a href="#">Impacts</a>	2.1.39	Loss of woodland as part of the Thong Lane re-alignment is still a negative impact to ancient woodland in Cobham.  Loss of ancient woodland from Ashenbank Woods is detrimental to Cobham.	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	<a href="#">Land Plans (Volume B) [Additional Submission AS-008]</a> <a href="#">Statement of Reasons</a>	Matter Agreed
Loss of ancient woodland from					

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Ashenbank <del>Wood</del>			<p>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 (23km<sup>2</sup>) during Design Refinement Consultation in July 2020. This reduced the amount of land needed for the Project from that proposed at Supplementary Consultation (26km<sup>2</sup>), while remaining above what was proposed at Statutory Consultation (21km<sup>2</sup>). The land required for the Project is shown on the Land Plans and the reason each plot is required is explained in the Statement of Reasons. Reducing the impacts of the Project on the environment is one of the Project requirements (see the Need for the Project). 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. <u>ES</u> Appendix 7.12:Arboricultural Impact Assessment,</p>	<p><del>[Additional Submission AS-040]</del>  <del>Need for the Project</del>  <del>[Application Document APP-494]</del>  <del>ES Appendix 7.12: Arboricultural Impact Assessment</del>  <del>[Application Document APP-387]</del></p>	
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			sets out the Project’s impact on trees and woodland. 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. This woodland planting has been designed to link existing areas of woodland including Great Crabbles Wood, Shorne Woods, and Claylane Wood.		
<b>Material Assets and Waste</b>					
<a href="#">Project design and mitigation</a>	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 <u>has</u> 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 <u>ES</u> Chapter 11: Material Assets and Waste. <u>The</u> Register of Environmental Actions and Commitments (REAC) <u>within the CoCP (ES Appendix 2.2) provides</u> detail on committed mitigation such as location of stockpiles to act as noise and visual barriers.	<u>ES</u> Chapter 11: Material Assets and Waste [Application Document APP-149], <u>ES Appendix 2.2: CoCP [Application Document APP-336]</u>	Matter Agreed
Quantity of spoil and waste production					
<a href="#">Project design and mitigation</a>	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	<u>ES Appendix 2.2 Annex B: Outline Materials Handling Plan [Application</u>	Matter Agreed

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Transport of waste (river)			of bulk aggregates. This is defined in the updated Outline Materials Handling Plan (ES Appendix 2.2, Annex B). National Highways has 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 ES Chapter 11: Material Assets and Waste. The REAC within the CoCP (ES Appendix 2.2) provides detail on committed mitigation such as location of stockpiles to act as noise and visual barriers.	<del>Document APP-338</del> ES Chapter 11: Material Assets and Waste <del>[Application Document APP-149]</del>	
<b>Noise and Vibration</b>					
<u>Project design and mitigation</u>	2.1.42	Cobham Parish Council suggest using quiet road surfaces to reduce noise impacts for residents close to the <u>Project</u> .	The design has taken into account low noise surfacing, and this will be provided on all mainline sections and connector roads of the Project. This is discussed in ES Chapter 12: Noise and Vibration, and the commitment for low noise surfacing on all new and altered roads is REAC Commitment NV013 within the CoCP (ES Appendix 2.2).	<del>ES Appendix 2.2: CoCP [Application Document APP-336]</del> <del>ES Chapter 12: Noise and Vibration [Application Document APP-150]</del>	Matter Agreed
Noise form road surfaces					
<u>Assessment of likely significant effects</u>	2.1.43	Cobham Parish Council are worried about <u>HGVs</u> going through the village.	Details of potential haul routes were supplied at Supplementary Consultation in January 2020. National Highways is 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	<del>draft DCO [Additional Submission AS-038]</del> <del>oTMPfC [Application</del>	Matter Agreed

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Environmental Statement

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Noise and vibration from HGVs			<p><del>the oTMPfC</del>, and the approved <del>CoCP</del> (<del>ES Appendix 2.2</del>). <del>ES</del> Chapter 12: Noise and Vibration <del>presents</del> 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>	<p><del>Document APP-547]</del></p> <p><del>ES Appendix 2.2: CoCP</del></p> <p><del>[Application Document APP-336]</del></p> <p><del>ES Chapter 12: Noise and Vibration</del></p> <p><del>[Application Document APP-150]</del></p>	
<p><u>Assessment of likely significant effects</u></p> <p>Construction Vibration</p>	2.1.44	<p>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>	<p>National Highways will put in place a number of provisions aimed at reducing disruption to communities. <del>ES</del> Chapter 12: Noise and Vibration <del>presents</del> a full assessment of noise and vibration.</p> <p>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 <del>REAC</del> (<del>ES Appendix 2.2</del>). 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 <del>CoCP</del> also sets out the additional measures that would be implemented to reduce noise and vibration during the construction <del>phase</del>.</p>	<p><del>ES</del> Chapter 12: Noise and Vibration</p> <p><del>[Application Document APP-150]</del></p> <p><del>ES Appendix 2.2: CoCP</del></p> <p><del>[Application Document APP-336]</del></p> <p><del>oTMPfC</del></p> <p><del>[Application Document APP-547]</del></p>	<p>Matter Agreed</p>

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			National Highways explained that HGVs will be banned from some routes, as outlined in <a href="#">the</a> 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.		
<b>Population and human health</b>					
<a href="#">Walkers, cyclists and horse riders (WCH)/active travel – design</a>  <a href="#">Scotland Lane</a>	<a href="#">2.1.20</a>  RRE	<a href="#">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 &amp; cyclists – not 4 wheel drive off roaders, motor bikes and quad bikes which we experience on a regular basis and are very disruptive. Cobham Parish Council would like National Highways to help facilitate retaining the downgrade of NS195 post construction and after project completion.</a>	<a href="#">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 the Applicant will be temporarily redirecting National Cycle Route 177 along the proposed bridleway (and section of NS177) through Jeskyns Community Woodland during this time (approx. five years). Following the completion of the realigned National Cycle Route 177 adjacent to the A2, the temporary byway restrictions will be removed.</a>	N/A	<a href="#">Matter Under Discussion</a>
<a href="#">Walkers, cyclists and horse riders (WCH)/active travel – design</a>	<a href="#">2.1.34</a>	<a href="#">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</a>	<a href="#">Kent County Council financed a feasibility study to examine whether a footway can be installed between Scratton Fields and Round Street along Sole Street. The study has been completed and shared with National Highways to assess the outcome to review whether</a>	N/A	<a href="#">Matter Under Discussion</a>

<u>Sole Street footway</u>	RRE	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 buses to school from Sole Street bus stops. 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.	Designated Funding could support a solution. National Highways will continue to work with Cobham Parish Council and Kent County Council to determine a viable solution.		
<u>Cross-river WCH and sustainable travel</u>  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 <b>has</b> added 60km of new or improved pathways for non-motorised users to the proposals.	n/a	Matter Agreed
<u>WCH/active travel – design</u>  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	This comment is noted. The design proposals in this area will take into account the wider non-motorised user network and how the <u>Project's</u> proposals will tie-in.	n/a	Matter Agreed

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		into quiet local lanes should be taken into account.			
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## Appendix A Engagement activity

Engagement activities between the Applicant and Cobham Parish Council since the DCO Application was submitted on the 31 October 2022.

Date	Overview of Engagement Activities
12/01/2023	The Applicant emailed Cobham Parish Council about the procedural decision requesting a PADS Tracker and requested a Microsoft Teams meeting to discuss.
01/02/2023	Microsoft Teams meeting to discuss SoCG and PADS Tracker.
02/02/2023	Applicant shared document with signposts to help locate information within the DCO Application Documents and to determine when further discussions could be planned.
03/03/2023	Applicant shared updated PADS template and information about how to submit PADS Tracker. Applicant also informed Cobham Parish Council about position paper [Application Document AS-061] to be submitted at PADS deadline. Applicant requested an update on whether the signpost document was helpful.
10/03/2023	Cobham Parish Council shared PADS Tracker with Applicant for comment. Applicant replied to confirm receipt but would not have time to review PADS Tracker before deadline on 10 March 2023.
23/03/2023	Applicant contacted Cobham Parish Council with offer of Microsoft Teams meeting to discuss SoCGs, PADS Tracker and next steps and timescales.
21/04/2023	Applicant contacted Cobham Parish Council to share proposed updates to SoCG, requesting feedback or confirmation that amendments agreed.
24/05/2023	Cobham Parish Council added comments to SoCG, responding to questions from the Applicant.

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## 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.
<a href="#">Development Consent Order</a>	<a href="#">DCO</a>	<a href="#">Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.</a>
<a href="#">Department for Transport</a>	<a href="#">DfT</a>	<a href="#">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.</a>
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.
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.
<a href="#">Transport Analysis Guidance</a>	<a href="#">TAG</a>	<a href="#">National guidance document produced by the Department for Transport.</a>

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¶ **List of engagement activities¶**

A summary of the meetings and correspondence undertaken between the two parties in relation to the Project is outlined in Table C.1 below.¶

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.¶

**Engagement activities between National Highways and Cobham Parish Council.¶**

**Date**

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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.¶

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