



Lower Thames Crossing

5.3 Statement of Commonality (Tracked changes version)

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Lower Thames Crossing

5.3 Statement of Commonality (Tracked changes version)

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1 Introduction

1.1 Purpose of this document

- 1.1.1 [On 31 October 2022](#), National Highways (the Applicant), submitted an application under section 37 of the Planning Act 2008 for an order to grant development consent for the A122 Lower Thames Crossing (the Project). [On 28 November 2022 the Planning Inspectorate accepted the Application for Detailed Examination](#).
- 1.1.2 A Statement of Commonality [was submitted with the Application](#), to assist the Examining Authority (ExA) in understanding areas of commonality across the Statements of Common Ground (SoCGs) which have been prepared between the Applicant [and a range of parties](#).
- 1.1.3 [The Applicant notes that procedural decision PD-013-17 within the Rule 6 Letter \[PD-013\] identifies nine documents which should be submitted at each Examination Deadline or included as a 'nil return'](#).
- 1.1.4 [The Statement of Commonality was identified as one of these documents and as such, will be submitted at each Examination Deadline where new or updated SoCGs are submitted, or included as a nil response if no new or updated SoCGs are being submitted](#).
- 1.1.5 The document comprises the Applicant's understanding of the stakeholders' positions, as set out in the SoCGs submitted by the Applicant to the ExA at [Examination Deadline 1](#).
- 1.1.6 For more detailed information [on](#) the respective stakeholders' positions, in relation to the topics covered in this Statement of Commonality, please refer to the [individual](#) SoCGs.

1.2 Structure of this document

- 1.2.1 This document comprises four chapters as described below:
 - a. [Chapter 1 \(this chapter\) sets out the purpose and structure of the document](#).
 - a. [Chapter 2](#), provides an introduction to the drafting of [the](#) SoCGs along with a summary of their structure.
 - b. [Chapter 3](#), provides an up-to-date list of the SoCGs and their status.

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Deleted: <#>This document is a "live" document and will be updated through the post-submission and examination process in order to reflect changes made within the SoCGs through ongoing discussions with stakeholders.¶
This Statement of Commonality is part of a suite of documents which accompanies the application to grant development consent. A full description of all the Application Documents is provided in the Introduction to the Application (Application Document 1.3) which also accompanies the application. A navigation document on the Statements of Common Ground is provided at Application Document 5.4.¶

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Deleted: <#>[The need for the Project](#)¶
For over 58 years the Dartford Crossing has provided the only significant road crossing of the River Thames to the east of London. It is a critical part of the country's road network, connecting communities and businesses and providing a vital link for the nearby major ports. However, traffic flows on the Dartford Crossing are consistently in excess of the design capacity of the road which results in frequent congestion and poor journey time reliability, making it one of the least reliable sections of the strategic road network. The current operational challenges have significant negative impacts on users and non-users in terms of economic productivity and trade, social and user experience, and environmental impacts. For more information on the need case, refer to the Need for the Project (Application Document 7.1).¶
[The Project](#)¶
The Project would provide a connection between the A2 and M2 in Kent and the M25 south of junction 29, crossing under the River Thames through a tunnel. The Project route is presented in Plate 1.1.¶

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- c. Chapter 4 provides a summary table [\(matrix\)](#) which indicates [areas of commonality across headings within the SoCGs and presents some high level commentary.](#)

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2 Statements of Common Ground

- 2.1.1 The Applicant has sought SoCGs with [a number and range of parties](#), in order to capture [their](#), respective positions on material matters relating to the application.
- 2.1.2 A full list of the SoCGs and their status is provided in Chapter 3 [where](#);
- [a. Table 3.1 lists SoCGs submitted with the Application on 31 October 2022.](#)
- [b. Table 3.2 lists new SoCGs prepared with parties in response to the Rule 6 Letter \[PD-013\].](#)
- [c. Table 3.3 lists additional SoCGs with further parties that were not submitted with the Application, or requested in the Rule 6 Letter \[PD-013\], but which the Applicant feels will assist the Examining Authority.](#)
- 2.1.3 To ensure consistency across the SoCGs, a uniform approach has been taken to drafting the SoCGs. Each is generally structured as follows:
- [d. A clear indication of the status of the SoCG.](#)
- a. An introduction, setting out the purpose of the document, [an overview of](#) the key terminology, and [a summary](#) of the [movement](#) of [Matters where](#) the SoCG [is an updated version](#).
- b. A table setting out the characterisation of the positions of the Applicant and of the [parties](#), on each Matter, and the status of agreement of the Matter. Across the SoCGs this table is structured by a common list of topics.
- c. A summary of engagement undertaken, and information shared in order to draft the position and reach an agreed status of Matters within the SoCG.
- d. Where available, appendices providing additional information relating to the documents considered within the SoCG, and information on the engagement undertaken.
- 2.1.4 A uniform approach has been taken across the suite of SoCGs to documenting the position on each matter. The position on each Matter can be one of the following:
- a. Matter agreed

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- b. Matter not agreed
- c. Matter under discussion

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3 List and Status

3.1.1 This Chapter of the document provides a list of the SoCGs and a summary of the current status of each.

3.1.2 At Application the Applicant asked stakeholders to provide a signature, where appropriate, to signify that they believed the SoCG was an accurate description of the matters raised, and the current status of the SoCG. For Examination Deadline iterations of the SoCGs, a signature will not be sought (except for final versions) in order to create a more streamlined process for all parties. Instead, stakeholders are asked to provide confirmation via email that the SoCG is an accurate description of the matters raised, and the current status of the SoCG.

3.1.3 The status of the SoCG is therefore summarised by one of the following:

- a. **Agreed SoCG** – when it is the final version of the SoCG and has been signed by both parties.
- b. **Agreed Draft** – a draft SoCG with matters outstanding which has been endorsed by the party via email to confirm it is an accurate description of the matters raised and the current status of each matter. In most cases, the matters outstanding have clear, defined actions to resolve.
- c. **Draft** – a draft SoCG with matters outstanding and is unendorsed. The draft SoCG has been drafted by the Applicant, but the party has not yet been able to complete their review in line with their governance process. The Applicant considers that these SoCGs present an accurate description of the matters raised and the status of each matter, based on the engagement that has taken place to date. In most cases, the matters outstanding have clear, defined actions to resolve.

Deleted: The Applicant has prepared SoCGs with a number of statutory consultees, including statutory undertakers, and others who are expected to become interested parties, in the lead up to the DCO application submission. Table 3.1 provides a list of these stakeholders. Table 3.1 also provides the status of the SoCG which is

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Table 3.1 List and status of SoCGs submitted with the Application

List and status of those SoCGs submitted with the Application											
<u>Interested Party (IP)</u>	<u>Our Doc Ref/version</u>	<u>DL 1</u>	<u>DL 2</u>	<u>DL 3</u>	<u>DL 4</u>	<u>DL 5</u>	<u>DL 6</u>	<u>DL 7</u>	<u>DL 8</u>	<u>DL 9</u>	<u>Status of the SoCG at Examination Deadline 1</u>
<u>Barking Power Limited</u>	<u>5.4.3.2 v1</u>	No									N/A
<u>Basildon Council</u>	<u>5.4.4.1 v2</u>	Yes									Draft
<u>Brentwood Borough Council</u>	<u>5.4.4.2 v2</u>	Yes									Agreed Draft
<u>Cadent Gas Ltd</u>	<u>5.4.3.3 v2</u>	Yes									Agreed Draft
<u>Cellnex UK Ltd</u>	<u>5.4.3.4 v2</u>	Yes									Draft
<u>Cobham Parish Council</u>	<u>5.4.5.1 v2</u>	Yes									Agreed Draft
<u>Dartford Borough Council</u>	<u>5.4.4.3 v2</u>	Yes									Agreed Draft
<u>DP World London Gateway</u>	<u>5.4.2.1 v1</u>	No									N/A
<u>Environment Agency</u>	<u>5.4.1.1 v2</u>	Yes									Agreed Draft

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List and status of those SoCGs submitted with the Application											
<u>Interested Party (IP)</u>	<u>Our Doc Ref/version</u>	<u>DL 1</u>	<u>DL 2</u>	<u>DL 3</u>	<u>DL 4</u>	<u>DL 5</u>	<u>DL 6</u>	<u>DL 7</u>	<u>DL 8</u>	<u>DL 9</u>	<u>Status of the SoCG at Examination Deadline 1</u>
<u>Northumbrian Water Limited – Trading as Essex and Suffolk Water</u>	<u>5.4.3.6 v1</u>	<u>No</u>									<u>N/A</u>
<u>Essex County Council</u>	<u>5.4.4.5 v2</u>	<u>Yes</u>									<u>Agreed Draft</u>
<u>EXA Infrastructure Services UK Ltd</u>	<u>5.4.3.8 v2</u>	<u>Yes</u>									<u>Agreed Draft</u>
<u>Forestry Commission</u>	<u>5.4.1.2 v1</u>	<u>No</u>									<u>N/A</u>
<u>Forestry England</u>	<u>5.4.5.2 v1</u>	<u>No</u>									<u>N/A</u>
<u>Gravesham Borough Council</u>	<u>5.4.4.6 v2</u>	<u>Yes</u>									<u>Draft</u>
<u>Health and Safety Executive</u>	<u>5.4.3.9 v2</u>	<u>Yes</u>									<u>Draft</u>
<u>Higham Parish Council</u>	<u>5.4.5.3 v2</u>	<u>Yes</u>									<u>Draft</u>
<u>Historic England</u>	<u>5.4.1.3 v2</u>	<u>Yes</u>									<u>Agreed Draft</u>

List and status of those SoCGs submitted with the Application											
<u>Interested Party (IP)</u>	<u>Our Doc Ref/version</u>	<u>DL 1</u>	<u>DL 2</u>	<u>DL 3</u>	<u>DL 4</u>	<u>DL 5</u>	<u>DL 6</u>	<u>DL 7</u>	<u>DL 8</u>	<u>DL 9</u>	<u>Status of the SoCG at Examination Deadline 1</u>
<u>High Speed One Ltd</u>	<u>5.4.3.10 v2</u>	<u>Yes</u>									<u>Draft</u>
<u>ITS Technology Group Ltd (NextGen Access)</u>	<u>5.4.3.15 v2</u>	<u>Yes</u>									<u>Agreed Draft</u>
<u>Kent County Council</u>	<u>5.4.4.7 v2</u>	<u>Yes</u>									<u>Draft</u>
<u>Kent Downs AONB Unit</u>	<u>5.4.1.4 v2</u>	<u>Yes</u>									<u>Agreed Draft</u>
<u>London Borough of Havering</u>	<u>5.4.4.8 v2</u>	<u>Yes</u>									<u>Draft</u>
<u>Marine Management Organisation</u>	<u>5.4.1.5 v1</u>	<u>No</u>									<u>N/A</u>
<u>Medway Council</u>	<u>5.4.4.10 v2</u>	<u>Yes</u>									<u>Agreed Draft</u>
<u>Natural England</u>	<u>5.4.1.6 v1</u>	<u>No</u>									<u>N/A</u>
<u>Network Rail Infrastructure Ltd</u>	<u>5.4.3.14 v2</u>	<u>Yes</u>									<u>Draft</u>
<u>Openreach Ltd</u>	<u>5.4.3.16 v2</u>	<u>Yes</u>									<u>Agreed Draft</u>

List and status of those SoCGs submitted with the Application											
<u>Interested Party (IP)</u>	<u>Our Doc Ref/version</u>	<u>DL 1</u>	<u>DL 2</u>	<u>DL 3</u>	<u>DL 4</u>	<u>DL 5</u>	<u>DL 6</u>	<u>DL 7</u>	<u>DL 8</u>	<u>DL 9</u>	<u>Status of the SoCG at Examination Deadline 1</u>
<u>Port of London Authority</u>	<u>5.4.1.7 v1</u>	<u>No</u>									<u>N/A</u>
<u>Port of Tilbury London Ltd</u>	<u>5.4.2.2 v1</u>	<u>No</u>									<u>N/A</u>
<u>Royal Mail Group</u>	<u>5.4.3.17 v1</u>	<u>No</u>									<u>N/A</u>
<u>Shorne Parish Council</u>	<u>5.4.5.4 v1</u>	<u>No</u>									<u>N/A</u>
<u>Southern Gas Networks PLC</u>	<u>5.4.3.18 v2</u>	<u>Yes</u>									<u>Agreed Draft</u>
<u>Thames Chase Trust</u>	<u>5.4.5.5 v2</u>	<u>Yes</u>									<u>Agreed Draft</u>
<u>Thurrock Council</u>	<u>5.4.4.12 v1</u>	<u>No</u>									<u>N/A</u>
<u>Thurrock Power Ltd</u>	<u>5.4.2.3 v1</u>	<u>No</u>									<u>N/A</u>
<u>Tonbridge & Malling Borough Council</u>	<u>5.4.4.13 v2</u>	<u>Yes</u>									<u>Draft</u>
<u>Transport for London</u>	<u>5.4.4.11 v2</u>	<u>Yes</u>									<u>Draft</u>

<u>List and status of those SoCGs submitted with the Application</u>											
<u>Interested Party (IP)</u>	<u>Our Doc Ref/version</u>	<u>DL 1</u>	<u>DL 2</u>	<u>DL 3</u>	<u>DL 4</u>	<u>DL 5</u>	<u>DL 6</u>	<u>DL 7</u>	<u>DL 8</u>	<u>DL 9</u>	<u>Status of the SoCG at Examination Deadline 1</u>
<u>UK Power Networks Ltd</u>	<u>5.4.3.21 v2</u>	<u>Yes</u>									<u>Agreed Draft</u>
<u>Verizon UK Ltd</u>	<u>5.4.3.22 v2</u>	<u>Yes</u>									<u>Agreed Draft</u>
<u>Virgin Media Ltd</u>	<u>5.4.3.23 v2</u>	<u>Yes</u>									<u>Agreed Draft</u>
<u>Vodafone Ltd</u>	<u>5.4.3.24 v2</u>	<u>Yes</u>									<u>Agreed Draft</u>
<u>Zayo Group UK Ltd</u>	<u>5.4.3.25 v2</u>	<u>Yes</u>									<u>Agreed Draft</u>

Table 3.2 List and status of new SoCGs requested in the Rule 6 Letter/post Rule 6 letter

Status of the new SoCGs requested in the Rule 6 Letter/post Rule 6 letter											
<u>Interested Party (IP)</u>	<u>Our Doc ref/version</u>	<u>DL 1</u>	<u>DL 2</u>	<u>DL 3</u>	<u>DL 4</u>	<u>DL 5</u>	<u>DL 6</u>	<u>DL 7</u>	<u>DL 8</u>	<u>DL 9</u>	<u>Status of the SoCG at Examination Deadline 1</u>
Cuxton Parish Council	9.39 v1	Yes									Agreed Draft
Dover District Council	9.34 v1	Yes									Draft
Emergency Services and Safety Partnership Steering Group (ESSP SG)	9.28 v1	Yes									Agreed Draft
Essex Police	9.41 v1	Yes									Agreed Draft
Hutchinson Ports (London Thamesport)	Interested party has confirmed to the Examining Authority that they do not see a need for a SoCG										
Kent and Medway Economic Partnership	9.36 v1	Yes									Agreed Draft
Kent Police	9.42 v1	Yes									Agreed Draft
Luddesdown Parish Council	N/A	No									N/A
Maidstone Borough Council	N/A	No									N/A
Maritime and Coastguard Agency	Interested party has confirmed to the Examining Authority that they do not see a need for a SoCG										

Status of the new SoCGs requested in the Rule 6 Letter/post Rule 6 letter											
<u>Interested Party (IP)</u>	<u>Our Doc ref/version</u>	<u>DL 1</u>	<u>DL 2</u>	<u>DL 3</u>	<u>DL 4</u>	<u>DL 5</u>	<u>DL 6</u>	<u>DL 7</u>	<u>DL 8</u>	<u>DL 9</u>	<u>Status of the SoCG at Examination Deadline 1</u>
Meopham Parish Council	9.40 v1	Yes									Agreed Draft
Metropolitan Police	Interested party has confirmed to the Examining Authority that they do not see a need for a SoCG										
NHS Kent and Medway Integrated Care Board	N/A	No									N/A
NHS Mid and South Essex Integrated Care Board	N/A	No									N/A
NHS North East London Integrated Care Board	9.44 v1	Yes									Agreed Draft
North Kent Marshes Internal Drainage Board	9.43 v1	Yes									Draft
Peel Ports	Interested party has confirmed to the Examining Authority that they do not see a need for a SoCG										
Sevenoaks District Council	9.37 v1	Yes									Agreed Draft
Swale Borough Council	9.38 v1	Yes									Agreed Draft
Trinity House	Interested party has confirmed to the Examining Authority that they do not see a need for a SoCG										

Table 3.3 Further additional SoCGs submitted by the Applicant to assist the Examining Authority

*Further additional SoCGs submitted by the Applicant to assist the Examining Authority											
<u>Interested Party</u>	<u>Our Doc ref/version</u>	<u>DL 1</u>	<u>DL 2</u>	<u>DL 3</u>	<u>DL 4</u>	<u>DL 5</u>	<u>DL 6</u>	<u>DL 7</u>	<u>DL 8</u>	<u>DL 9</u>	<u>Status of the SoCG at Examination Deadline 1</u>
Anglian Water Services Limited	9.27 v1	Yes									Agreed Draft
National Grid Electricity Transmission PLC	9.30 v1	Yes									Agreed Draft
National Gas Transmission PLC	9.31 v1	Yes									Agreed Draft
Southern Water Services Ltd	9.32 v1	Yes									Agreed Draft
Thames Water Utilities Ltd	9.33 v1	Yes									Agreed Draft

*[*Further additional SoCGs may be submitted at later deadlines, as applicable](#)*

4 Commonality

4.1 Summary

4.1.1 This Chapter of the document provides a summary of the material matters covered in each SoCG and demonstrates where there is commonality in the matters being discussed with [parties](#).

4.1.2 [Table 4.2](#) shows (a) the [headings](#) covered by the SoCGs running along the top, and (b) the [parties](#) running down the side. Within the matrix in the table, the colour coding represents (a) whether matters under the [headings](#) are broadly agreed, under discussion, or not agreed, or (b) whether the [heading](#) has not been a material matter in engagement. This is represented by colour coding as set out in [Table 4.1](#).

Table 4.1 Commonality colour coding

Matters under the heading , broadly agreed	
Matters under the headings , broadly not agreed	
Matters under the headings , broadly under discussion	
No matters raised at this point	

4.1.3 [Table 4.2](#) has a primary purpose to assist the Examining Authority in understanding the [headings](#), which remain under discussion or not agreed, particularly such [headings](#), where the position is shared across more than one stakeholder. Therefore, the categorisation and colour coding in the matrix is intended to represent the broad position per [heading](#) (it is not absolute). In addition, footnotes have been used to indicate exceptions.

4.1.4 There are limitations with this approach: the summary does not identify particular matters within [headings](#), – and any commonality (or not) on those matters.

4.1.5 [Table 4.2 lists Interested Parties who have a SoCG that was either submitted at Application, or at a subsequent deadline. For Interested Parties where a SoCG is in development but not yet submitted, they are not listed in the Table.](#)

4.1.6 [At Deadline 1 if an updated SoCG has not been submitted then the colour coding presented in Table 4.2 is as it was at Application. Where an updated SoCG has been submitted at Deadline 1, the colour coding has been updated in accordance with the changes made in that SoCG.](#)

Deleted: Table 3.1 note: the following document ref numbers have not been used in the application and thus not referenced in this table – 5.4.3.1, 5.4.3.4, 5.4.3.5, 5.4.3.7, 5.4.3.11, 5.4.3.12, 5.4.3.13, 5.4.3.19, 5.4.3.20, 5.4.4.9 and 5.4.4.9.

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Table 4.2 Statement of Commonality

		DCO and consents	Need for the project	Planning statement/policy	Route selection, modal alternatives & assessment of reasonable alternatives	Consultation and engagement	Land and compulsory acquisition	Design – road, tunnels, utilities	Construction	Operation & maintenance	Charging	Traffic and economics	Wider network impacts	Sustainability	Socio-economics	EIA methodology	Air quality	Cultural heritage	Landscape and visual	Terrestrial biodiversity	Marine biodiversity	Geology & soils	Material assets and waste	Noise and vibration	Population and human health	Road drainage and the water environment	Climate	Cumulative effects	Habitats Regulations Assessment (HRA)	Nitrogen deposition	Protective provisions
Statutory Environmental Bodies	Environment Agency	Yellow			Green								Green						Green	Green		Green			1	Green					
	Forestry Commission			Red	Yellow															Red										Green	
	Historic England																2														
	Kent Downs AONB Unit	Red		Red	Red														3	Red										Red	
	Marine Management Organisation	Red																			Green										
	Natural England	Yellow		Green	Red		Green						Green	Yellow		Yellow				Red	Red	Green	Green		Yellow	Green	Green	Red	Green		
	Port of London Authority	Red	Green			Green	Red		Red				Red	Yellow																	Red
	Business & Industry												Yellow																		
DP World London Gateway																															
Kent & Medway Economic Partnership		Green							Yellow	Red			Red											Red							

Commented : Please note that there have been changes to the colour coding of some parties listed in Table 4.2 and additional parties added however, this has not been picked up by the 'tracked changes' comparison so please compare Table 4.2 with that from version 1 [APP-092]

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Table 4

		DCO and consents	Need for the project	Planning statement/policy	Route selection, modal alternatives & assessment of reasonable alternatives	Consultation and engagement	Land and compulsory acquisition	Design – road, tunnels, utilities	Construction	Operation & maintenance	Charging	Traffic and economics	Wider network impacts	Sustainability	Socio-economics	EIA methodology	Air quality	Cultural heritage	Landscape and visual	Terrestrial biodiversity	Marine biodiversity	Geology & soils	Material assets and waste	Noise and vibration	Population and human health	Road drainage and the water environment	Climate	Cumulative effects	Habitats Regulations Assessment (HRA)	Nitrogen deposition	Protective provisions			
Statutory Undertakers, Utility Owners, and Regulators	Port of Tilbury London Limited																																	
	Thurrock Power Limited																																	
	Anglian Water																																	
	Barking Power Limited																																	
	Cadent Gas Ltd	4																																
	Cellnex Ku Ltd																																	
	Emergency Services and Safety Partnership Steering Group (ESSP SG)																																	
	Essex Police																																	
	Essex and Suffolk Water																																	
	EXA																																	
	Infrastructure Services UK Ltd																																	

	DCO and consents	Need for the project	Planning statement/policy	Route selection, modal alternatives & assessment of reasonable alternatives	Consultation and engagement	Land and compulsory acquisition	Design – road, tunnels, utilities	Construction	Operation & maintenance	Charging	Traffic and economics	Wider network impacts	Sustainability	Socio-economics	EIA methodology	Air quality	Cultural heritage	Landscape and visual	Terrestrial biodiversity	Marine biodiversity	Geology & soils	Material assets and waste	Noise and vibration	Population and human health	Road drainage and the water environment	Climate	Cumulative effects	Habitats Regulations Assessment (HRA)	Nitrogen deposition	Protective provisions
Health and Safety Executive	Green																													
HS1 Limited						Yellow	Yellow	Yellow										Green	Yellow						5					Red
Kent Police																														
National Grid Electricity Transmission PLC	Yellow						Yellow																							Yellow
National Gas Transmission PLC	Yellow						Yellow	Yellow																						Yellow
Network Rail Infrastructure Ltd						Yellow	Green	Yellow													Green			Green						Yellow
ITS Technology Group (NextGen Access)	Green						Green																							
NHS North East London Integrated Care Board																								Yellow						
North Kent Marshes	Yellow																							6						

		DCO and consents	Need for the project	Planning statement/policy	Route selection, modal alternatives & assessment of reasonable alternatives	Consultation and engagement	Land and compulsory acquisition	Design – road, tunnels, utilities	Construction	Operation & maintenance	Charging	Traffic and economics	Wider network impacts	Sustainability	Socio-economics	EIA methodology	Air quality	Cultural heritage	Landscape and visual	Terrestrial biodiversity	Marine biodiversity	Geology & soils	Material assets and waste	Noise and vibration	Population and human health	Road drainage and the water environment	Climate	Cumulative effects	Habitats Regulations Assessment (HRA)	Nitrogen deposition	Protective provisions		
Local Authorities	Internal Drainage Board																																
	Openreach Ltd																																
	Royal Mail Group																																
	Southern Gas Networks plc																																
	Southern Water Services Ltd																																
	Thames Water Services Ltd																																
	UK Power Networks Ltd																																
	Verizon UK Ltd																																
	Virgin Media Ltd																																
	Vodafone Ltd																																
	Zayo Group UK Ltd																																
	Basildon Council																																
Brentwood Borough Council																																	

		DCO and consents	Need for the project	Planning statement/policy	Route selection, modal alternatives & assessment of reasonable alternatives	Consultation and engagement	Land and compulsory acquisition	Design – road, tunnels, utilities	Construction	Operation & maintenance	Charging	Traffic and economics	Wider network impacts	Sustainability	Socio-economics	EIA methodology	Air quality	Cultural heritage	Landscape and visual	Terrestrial biodiversity	Marine biodiversity	Geology & soils	Material assets and waste	Noise and vibration	Population and human health	Road drainage and the water environment	Climate	Cumulative effects	Habitats Regulations Assessment (HRA)	Nitrogen deposition	Protective provisions
Dartford Borough Council																															
Dover Borough Council																															
Essex County Council																															
Gravesham Borough Council																															
Kent County Council																															
London Borough of Havering																															
Medway Council																															
Thurrock Borough Council																															
Tonbridge & Malling Borough Council																															
Transport for London																															

		DCO and consents	Need for the project	Planning statement/policy	Route selection, modal alternatives & assessment of reasonable alternatives	Consultation and engagement	Land and compulsory acquisition	Design – road, tunnels, utilities	Construction	Operation & maintenance	Charging	Traffic and economics	Wider network impacts	Sustainability	Socio-economics	EIA methodology	Air quality	Cultural heritage	Landscape and visual	Terrestrial biodiversity	Marine biodiversity	Geology & soils	Material assets and waste	Noise and vibration	Population and human health	Road drainage and the water environment	Climate	Cumulative effects	Habitats Regulations Assessment (HRA)	Nitrogen deposition	Protective provisions
Community & Parish	Sevenoaks District Council																														
	Swale Borough Council																														
	Cobham Parish Council						7																								
	Caxton Parish Council																														
	Forestry England																														
	Higham Parish Council																														
	Meopham Parish Council																														
	Thames Chase Trust																														

¹ 43 'Road drainage and the water environment' matters agreed, two are not agreed and one remains under discussion,

² 40 'Cultural heritage' matters are agreed, three remain under discussion,

³ 16 'Landscape & visual' matters are agreed, six are not agreed and four remain under discussion

Deleted: ¹Matters

Deleted: except matter 2.1.29 which is

Deleted: and relates to a request for a detailed programme of applications from National Highways.

Moved down [1]: ~~~~~Section Break (Next Page)~~~~~
Commentary at

Deleted: ²Matters agreed except for matter

Deleted: . 1.1 which is under discussion and requests Land Plans, dDCO and Schedules to be provided for review. ¶

Deleted: the Pre-Submission Stage¶
At this pre-submission stage there is a reasonably high rate across the topics where

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⁴ Two 'DCO and consents' matters agreed, one remains under discussion

⁵ Two 'Road drainage and water environment' matters are agreed, one is not agreed and one remains under discussion

⁶ Three 'Road drainage and the water environment' matters are agreed, one remains under discussion

⁷ Six 'Design - road, tunnels utilities' matters agreed, one is not agreed

⁸ Three 'Population and human health' matters agreed, one is not agreed

Moved (insertion) [1]:Section Break (Next Page).....
Commentary at

Deleted: Table 4.2

4.2 Commentary at Examination Deadline 1

4.2.1 Table 4.2 shows that there are a large number of topics which are not of particular interest to some parties. This reflects the reality that different parties have different technical and professional interests, and/or particular spatial and local interests, which inevitably focuses interest towards particular topics:

Deleted: stakeholders

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a. The Statutory Environmental Bodies are particularly focused on environmental topics, and less focused on Design, Operation and Maintenance, and Traffic and Economics matters.

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a. The Business and Industry cohort is focused on a small number of issues.

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b. For the Statutory Undertakers, Utility Owners and Regulators, common ground has been sought across DCO and Consents, Design (roads, tunnels, utilities), Construction, Operations and Maintenance, and Protective Provisions – most other topics have not been of consequence to these stakeholders.

Deleted: ;

c. Across the Local Authorities and Transport Bodies cohort, and community and parish councils cohort, common ground has been sought across the breadth of topics.

4.2.2 Between Application and Deadline 1 a total of 59 SoCGs have been submitted. Across this suite of SoCGs, there are some emerging areas of commonality on particular principles of the Project, across the breadth of stakeholders.

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4.2.3 The top five headings where matters are either all or broadly all agreed are:

a. Geology and Soils – matters raised by two parties, 100% of matters agreed.

b. Cumulative effects – matters raised by two parties, 100% of matters agreed.

c. need for the project – matters raised by two parties, 75% of matters agreed.

Deleted: 15 have taken a position on the

Deleted: , of which 11 (73%) are supportive of the project's need;¶
Of these 15, 11 are local authorities or transport bodies, 9

d. Marine Biodiversity – matters raised by four parties, 75% of matters agreed.

Deleted: whom are supportive of the project's need;

e. Consultation and Engagement – matters raised by 19 parties, 58% of matters agreed.

4.2.4 The top five headings where matters are broadly still under discussion are:

a. Socio-economic – matters raised by seven parties, 71% of matters remain under discussion.

b. Sustainability – matters raised by three parties, 67% of matters remain under discussion.

c. **Land and Compulsory Acquisition** – matters raised by 14 parties, 64% of matters remain under discussion.

d. **Protective Provisions** – matters raised by 23 parties, 57% of matters remain under discussion.

e. **Air Quality** – matters raised by 16 parties, 56% of matters remain under discussion.

4.2.5 The top 5 headings where matters are **broadly not agreed** are:

a. **Wider Network Impacts** – matters raised by 23 parties, 70% of matters are not agreed.

b. **Climate** – matters raised by six parties, 67%, of matters are not agreed.

c. **EIA methodology** – matters raised by eight parties, 63% of matters are not agreed.

d. **Noise and Vibration** – matters raised by nine parties, 56% of matters are not agreed.

e. **Traffic and Economics** – matters raised by 20 parties, 55% of matters are not agreed.

Deleted: <#>15 have taken a position on the adequacy of consultation, of which 11 (73%) are satisfied with the adequacy of consultation;¶
Of these 15, 11 are local authorities or transport bodies, eight of whom are satisfied with the adequacy of consultation;¶
17 have taken a position on the route alignment, of which 8 (47%) endorse the proposed route; ¶
Of these 17, 10 are local authorities or transport bodies, six of whom endorse the proposed route; and¶
10 have taken a position on the proposed charging regime, of which four (40%) endorse the proposed regime;¶
Of these 10, eight are local authorities or transport bodies, three of whom endorse the proposed regime.¶

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.
Application Document	-	In the context of the Project, a document submitted to the Planning Inspectorate as part of the application for development consent.
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
Development Consent Order application	DCO application	The Project Application Documents, collectively known as the 'DCO application'.
Examining Authority	ExA	The Examining Authority is appointed by the Secretary of State to examine an application for a Development Consent Order and make a recommendation.
National Highways	-	A UK government-owned company with responsibility for managing the motorways and major roads in England. Formerly known as Highways England.
Nationally Significant Infrastructure Project	NSIP	Major infrastructure developments in England and Wales, such as proposals for power plants, large renewable energy projects, new airports and airport extensions, major road projects etc that require a development consent under the Planning Act 2008.
Planning Act 2008	-	The primary legislation that establishes the legal framework for applying for, examining and determining Development Consent Order applications for Nationally Significant Infrastructure Projects.
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.

Deleted: Environmental Statement

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Deleted: 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.

Deleted: Operation

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