

Lower Thames Crossing

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

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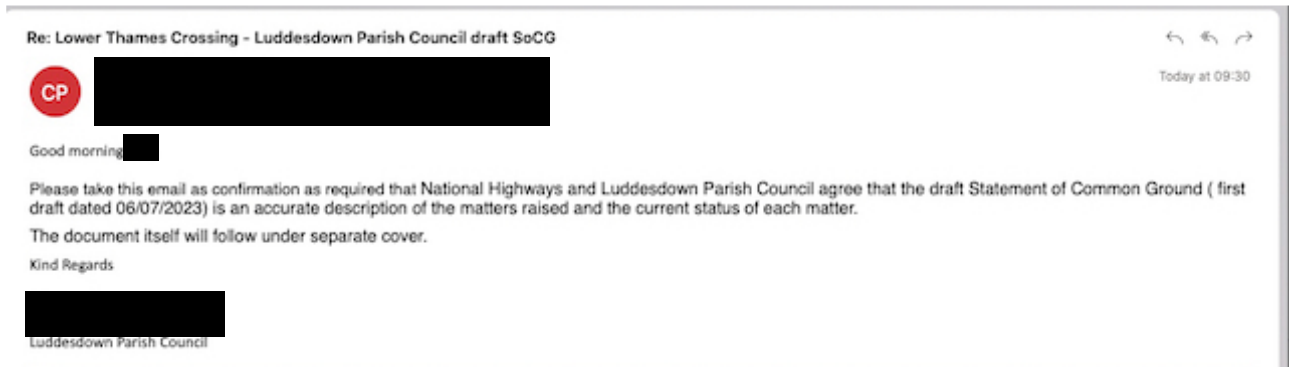
Revision history

Version	Date	Submitted at
1.0	03 August 2023	Deadline 2

Status of the Statement of Common Ground

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

National Highways and Luddesdown 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.



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

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1 Introduction

1.1 Purpose of the Statement of Common Ground

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared in respect of the Development Consent Order (DCO) application for the proposed A122 Lower Thames Crossing (the Project) made by National Highways Limited (the Applicant) 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 A request for a SoCG between the Applicant and Luddesdown Parish Council was made by the Examining Authority in the notification of Preliminary Meeting (Rule 6 Letter) [[PD-013](#)] to include matters related to:
- a. Traffic modelling in relation to roads in the parish
 - b. Traffic effects in relation to roads in the parish
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached and where agreement has not been reached. Where matters are yet to be agreed, the parties will continue to work proactively to reach agreement and will update the SoCG to reflect areas of further agreement.
- 1.1.4 This version of the SoCG has been submitted at Examination Deadline 2.

1.2 Principal Areas of Disagreement

- 1.2.1 On 19 December 2022, the Examining Authority made some early procedural decisions to assist the Applicant, potential Interested Parties and themselves to prepare for the Examination of the DCO application.
- 1.2.2 One of these procedural decisions was to use a tracker recording Principal Areas of Disagreement in Summary (PADS). This tracker is known as the PADS Tracker.
- 1.2.3 The PADS Tracker would provide a record of principal matters of disagreement emerging from the SoCG and will be updated alongside the SoCG as appropriate throughout the Examination with the expectation that a revised PADS Tracker should be submitted at every Examination deadline.
- 1.2.4 The Luddesdown Parish Council SoCG was a request set out in the notification of Preliminary Meeting (Rule 6 Letter) [[PD-013](#)] which came after the initial request from the Examining Authority for PADS Trackers. Given the small number of matters within this SoCG, Luddesdown Parish Council elected to not produce a PADS Tracker, indicating to the Applicant that they were content that the SoCG adequately addressed their matters.

1.3 Terminology

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

2 Matters

2.1 Outstanding matters

- 2.1.1 The outcome of discussions to date are presented in Table 2.1 which details and presents the matters which have been agreed, not agreed, or are under discussion between (1) the Applicant and (2) Luddesdown Parish Council.
- 2.1.2 At Examination Deadline 2 there are 4 matters in total of which 4 are not agreed.

Table 2.1 Matters

Topic	Item No.	Luddesdown Parish Council Comment	The Applicant's Response	Application Document Reference	Status
Traffic and Economics					
Lack of traffic modelling	2.1.1	<p>Luddesdown Parish Council feel that there has been a lack of traffic modelling by National Highways on their roads.</p> <p>The centre of the village of Luddesdown is approximately 1.7 miles from the roundabout joining the A2 at Cobham junction and is served entirely by Class C minor roads (single track) which are unlimited (national speed limit) but which are used by a large amount of NMUs. These roads join the A2 via Half Pence Lane to Cobhambury and Batts Road.</p> <p>At peak times and when there are hold-ups on the A2, traffic from the A2 migrates (rat runs) through the parish either from the A2 to A227, A228 to</p>	<p>The Project's transport model is built in line with guidance from the Department for Transport (DfT) – the Transport Analysis Guidance. The model has been assessed by an independent assessor within National Highways and has been accepted as suitable for assessing the impact of the Lower Thames Crossing on the highway network. See the Combined Modelling and Appraisal Report for more details.</p> <p>The Transport Assessment (TA) contains outputs and analysis of both the construction and operational phases of the Project on the road network, including locally the A2, A227 and A228 as well as other key local roads.</p>	<p>Combined Modelling and Appraisal Report (ComMA) [APP-518]</p> <p>ComMA Appendix B: Transport Model Package [APP-520]</p> <p>Transport Assessment [APP-529]</p> <p>Wider Network Impacts Management</p>	Matter Not Agreed

Topic	Item No.	Luddesdown Parish Council Comment	The Applicant's Response	Application Document Reference	Status
		<p>A227 or A2 to M20 via minor roads. When the A2 is stationary (which happens not infrequently) the village and approach roads become gridlocked.</p>	<p>As set out in paragraph 5.2.4 of the Combined Modelling and Appraisal Report (ComMA) Appendix B: Transport Model Package, the roads included in the transport model follow a hierarchy and local or c class roads have only been included to capture the realistic routing of local traffic. As such, only Warren Road (to the north of the Parish) is included in the Applicant's transport model.</p> <p>Section 7.6 of the TA sets out locations which are forecast to see either beneficial or adverse impacts as a result of the Project once in operation.</p> <p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>The list of proposed monitoring locations is set out in the Wider Network Impacts Management and Monitoring Plan (WNIMMP) and further locations can be proposed by highway authorities.</p>	<p>and Monitoring Plan [APP-545]</p>	

Topic	Item No.	Luddesdown Parish Council Comment	The Applicant’s Response	Application Document Reference	Status
Design – Road, Tunnels, Utilities					
Reduction of lanes on the A2	2.1.2	<p>Luddesdown Parish Council feel National Highways have consistently declined to accept responsibility to model the effects of increased traffic in their area. Their concerns were heightened by the restriction of the A2 from 4 lanes in each direction down to 2 lanes in the later stages of design – a design change not indicated in the 'ward impact summary' consultation document.</p> <p>Luddesdown Parish also express that they have difficulty in accessing underlying data during consultation and in understanding what exactly is proposed (as was the case for the restriction of the A2 from 4 lanes in each direction to 2 lanes in each direction at the point where the Project joins the A2).</p>	<p>The number of lanes has been altered as the proposed design splits A2 and M2 traffic (two lanes for the A2 and two for the M2, (which become four once lanes from the A122 Lower Thames Crossing merge)).</p> <p>The Lower Thames Area Model (LTAM) has been built specifically to examine the forecast impacts of the Lower Thames Crossing on the road network. In areas close to the Project, the Applicant has included a significant level of detail and made use of the capabilities of the software to reflect local conditions.</p> <p>As set out in paragraph 5.2.4 of the Combined Modelling and Appraisal report - Appendix B - Transport Model Package the roads included in the transport model follow a hierarchy and local or c class roads have only been included to capture the realistic routing of local traffic. As such, only Warren Road (to the north of the Parish) is included in the Applicant’s transport model.</p>	<p>Outline Traffic Management Plan for Construction [REP1-175] ComMA Appendix B: Transport Model Package [APP-520]</p>	Matter Not Agreed

Topic	Item No.	Luddesdown Parish Council Comment	The Applicant's Response	Application Document Reference	Status
Air Quality					
Traffic and pollution effects	2.1.3	The consultation documents (heat maps) on the topics of traffic and pollution have shown the effects on the area as blank – which is also the indication that there is no effect. We (the affected residents) need to know the effect and to have it taken into account when the application is considered.	<p>The air quality study area and assessment presented within Environmental Statement (ES) Chapter 5: Air Quality has been undertaken in accordance with Design Manual for Roads and Bridges LA 105.</p> <p>For Community Impacts Consultation, the Lower Thames Crossing Ward Impact Summaries (South of the Thames) for Shorne, Cobham and Luddesdown ward and the Operations Update presented the air quality impacts once the road is open. Based on the closest receptors, the air quality impacts were predicted to be negligible, and overall not significant as a result of the Project. The Community Impact Report submitted as part of the DCO application also summarises the air quality impacts within Shorne, Cobham and Luddesdown ward (Section 6.1). As described in ES Chapter 5: Air Quality, the Project is not expected to have a significant air quality effect on human receptors, therefore mitigation is not required.</p>	ES Chapter 5: Air Quality [APP-143] Community Impact Report [APP-549]	Matter Not Agreed

Topic	Item No.	Luddesdown Parish Council Comment	The Applicant's Response	Application Document Reference	Status
Construction					
Construction Impacts Mitigation	2.1.4	Use of the area (that is under consideration for this development) is used for leisure activities and used during our daily work. Luddesdown are interested in how the Project will change the area and how those effects are being mitigated.	The environmental impact of the Project and proposed mitigation is presented within the Environmental Statement and the Community Impact Report (Section 6.1 for Shorne, Cobham and Luddesdown ward) submitted as part of the DCO application.	Community Impact Report [APP-549] Environmental Statement [APP-138 to APP-485]	Matter Not Agreed

Appendix A Engagement activity

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

Date	Overview of Engagement Activities
4 May 2023	Email sent to Luddesdown Parish Council setting out proposed approach regarding draft SoCG after Rule 6 letter
5 July 2023	Email received from Luddesdown Parish Council agreeing with approach that draft SoCG to be prepared for Examination Deadline 2 submission
6 July 2023	Draft SoCG emailed to Luddesdown Parish Council for review
16 July 2023	Email received from Luddesdown Parish Council endorsing draft SoCG for Examination Deadline 2 submission

Appendix B Glossary

Term	Abbreviation	Explanation
A122 Lower Thames Crossing	The 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.
Combined Modelling and Appraisal Report	ComMA	The purpose of the Combined Modelling and Appraisal Report is to inform decision makers and stakeholders on how the evidence underpinning the business case has been developed, from the initial identification of the underlying problem through the collection of data and the production of any supporting traffic models and forecast impacts of the Project on traffic to the eventual economic appraisal.
Department for Transport	DfT	The government department responsible for the English transport network and a limited number of transport matters in Scotland, Wales and Northern Ireland that have not been devolved.
Design Manual for Roads and Bridges	DMRB	A comprehensive manual which contains requirements, advice and other published documents relating to works on motorway and all-purpose trunk roads for which one of the Overseeing Organisations (National Highways, Transport Scotland, the Welsh Government or the Department for Regional Development (Northern Ireland)) is the highway authority. For the A122 Lower Thames Crossing, the Overseeing Organisation is National Highways.
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
Environmental Statement	ES	A document produced to support an application for development consent that is subject to Environmental Impact Assessment (EIA), which sets out the likely impacts on the environment arising from the proposed development.
National Highways	NH	A UK government-owned company with responsibility for managing the motorways and major roads in England. Formerly known as Highways England.
Nationally Significant Infrastructure Projects	NSIPs	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.
Outline Traffic Management Plan for Construction	oTMPfC	Outlines the approach to carrying out temporary traffic management for the safe construction of the Project and the management measures to reduce the impact on local communities.

Term	Abbreviation	Explanation
Lower Thames Area Model	LTAM	The strategic highway model produced by Highways England to appraise the impacts of the Lower Thames Crossing
Transport Assessment	TA	A document that sets out assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts).
Wider Network Impacts Management and Monitoring Plan	WNIMMP	Summarises the work undertaken to date to identify and assess areas of the road network where monitoring and potential interventions may be necessary to better manage additional traffic as a result of the project
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.

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