



# Lower Thames Crossing

## 9.42 Draft Agreed Statement of Common Ground between (1) National Highways and (2) Kent Police (Tracked changes version)

Infrastructure Planning (Examination  
Procedure) Rules 2010

Volume 9

DATE: October 2023  
DEADLINE: 6

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Planning Inspectorate Scheme Ref: TR010032  
Examination Document Ref: TR010032/EXAM/9.42

VERSION: 2.0

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### Revision history

Version	Date	Submitted at
1.0	18 July 2023	Deadline 1
<u>2.0</u>	<u>31 October 2023</u>	<u>Deadline 6</u>

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## Status of the Statement of Common Ground

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

The Applicant and Kent Police agree that this draft Statement of Common Ground is an accurate description of the matters raised and the current status of each matter.

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National Highways

From:   
Sent: 09 October 2023 15:16  
To:   
Subject: RE: EXTERNAL - SoCGs

Hi 

Thanks for the email

No concerns from me and I am content

Thanks  


The Applicant considers that this draft Statement of Common Ground is an accurate description of the matters raised by Kent Police and the status of each matter, based on the engagement that has taken place to date.

A high-level overview of the engagement undertaken since the DCO application was submitted on 31 October 2022 is summarised in Table A.1 in Appendix A.

RE: EXTERNAL - RE: National Highways Kent Police SoCG Final - FOR VOI

Morning   
No change needed and approved  
\*Kent Police agree that this draft SoCG is an accurate description of the matter raised and the current status  
Kind regards  


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National Highways

## Lower Thames Crossing

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### List of contents

	Page number
<b>1 Introduction</b> .....	<b>1</b>
1.1 Purpose of the Statement of Common Ground .....	1
1.2 Emergency Services and Safety Partners Steering Group .....	1
1.3 Principal Areas of Disagreement .....	1
1.4 Terminology .....	1
<b>2 Matters</b> .....	<b>3</b>
2.1 Movement of outstanding matters .....	3
<b>Appendix A Engagement activity</b> .....	<b>8</b>
<b>Appendix B Glossary</b> .....	<b>9</b>

### List of tables

	Page number
<b>Table 2.1 Matters</b> .....	<b>4</b>
<b>Table A.1 Engagement activities between the Applicant and Kent Police since the DCO application was submitted on 31 October 2022</b> .....	<b>8</b>

**Deleted: 1 Introduction 1**  
 1.1 Purpose of the Statement of Common Ground 1  
 1.2 Principal Areas of Disagreement 1  
 1.3 Terminology 1  
**2 Matters 3**  
 2.1 Movement of outstanding matters 3  
**Appendix A Engagement activity 8**  
**Appendix B Glossary 9**

**Deleted:**  
 1.1 Purpose of the Statement of Common Ground 1  
 1.2 Principal Areas of Disagreement 1  
 1.3 Terminology 1  
**2 Matters 3**  
 2.1 Movement of outstanding matters 3  
**Appendix A Engagement activity 8**  
**Appendix B Glossary 9**

**Deleted:**  
 1.2 Principal Areas of Disagreement 1  
 1.3 Terminology 1  
**2 Matters 3**  
 2.1 Movement of outstanding matters 3  
**Appendix A Engagement activity 8**  
**Appendix B Glossary 9**

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 1.3 Terminology 1  
**2 Matters 3**  
 2.1 Movement of outstanding matters 3  
**Appendix A Engagement activity 8**  
**Appendix B Glossary 9**

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**2 Matters 3**  
 2.1 Movement of outstanding matters 3  
**Appendix A Engagement activity 8**  
**Appendix B Glossary 9**

**Deleted:**  
 2.1 Movement of outstanding matters 3  
**Appendix A Engagement activity 8**  
**Appendix B Glossary 9**

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**Appendix A Engagement activity 8**  
**Appendix B Glossary 9**

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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.

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1.1.2 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the Applicant and Kent Police 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.

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1.1.3 A version of the SoCG was submitted at Examination Deadline 1 and was a named SoCG requested by the Examining Authority in the Rule 6 letter published on 25 April 2023. This is the updated version submitted at Deadline 6.

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## 1.2 Emergency Services and Safety Partners Steering Group

1.2.1 Kent Police is a member of the Emergency Services and Safety Partners Steering Group (ESSP SG). The ESSP SG have a SoCG which includes matters raised by the ESSP SG as a collective. Where matters are solely related to Kent Police, they have not been incorporated into the ESSP SG SoCG. An update version of the ESSP SG has been submitted at Deadline 6.

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## 1.3 Principal Areas of Disagreement

1.3.1 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 application.

1.3.2 One of these procedural decisions requested was to use a tracker recording Principal Areas of Disagreement in Summary (PADS). This tracker is known as the PADS Tracker.

1.3.3 The PADS Tracker provides 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.

1.3.4 Kent Police do not have a PADS Tracker as there are no disagreed matters at this time. All other matters are either agreed or remain under discussion and are reflected in Table 2.1.

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## 1.4 Terminology

1.4.1 In the matters table in Section 2 of this SoCG, "Matter Not Agreed" indicates agreement on the matter could not be reached following significant

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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. In this SoCG, there are no “Matters Not Agreed”.

## 2 Matters

### 2.1 Movement of outstanding matters

- 2.1.1 Following submission of the DCO application, continued discussions on matters have taken place between the Applicant and Kent Police. These discussions are summarised in Appendix A.
- 2.1.2 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) Kent Police. At Examination Deadline 1 there were three matters in total of which none were agreed, and three remained under discussion. At Deadline 6 there are four matters; all remain under discussion.
- 2.1.3 As part of the ongoing engagement, Kent Police have raised one new matter which covers Designing for Safety and Security (item no. 2.1.4) which Kent Police requested to align with the Applicant's SoCG with Essex Police.
- 2.1.4 In the column 'Item No' in Table 2.1, 'Rule 6' indicates a matter entered in the SoCG as a result of a request in the Rule 6 letter, 'RRN' indicates a matter entered into the SoCG as a result of content in the Relevant Representation, 'RRE' indicates an existing SoCG matter that was also raised in the Relevant Representation and 'DL6' indicates a new matter added during Examination at/around that deadline.
- 2.1.5 In the 'Item No.' column, 'Rule 6' indicates a matter entered in the SoCG as a result of a request in the Rule 6 letter, 'RRN' indicates a matter entered into the SoCG as a result of content in the Relevant Representation, 'RRE' indicates an existing SoCG matter that was also raised in the Relevant Representation and 'DLX' indicates a new matter added during examination at/around that deadline.

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**Table 2.1 Matters**

Topic	Item No.	Kent Police Comment	The Applicant's Response	Application Document Reference	Status
<b>Construction</b>					
Emergency Response Plans	2.1.1	Given that the Project have consulted on the option of driving one Tunnel Boring Machine (TBM), a situation where a bore from South to North creates the question of whether there are adequate emergency response provisions on the South side of the river.	<p>The Applicant does not anticipate any significant change if the option of driving one TBM is considered, as all logistics will come from the North and through the first drive. Once the TBM arrives at the South Portal and works <u>are</u> occurring there – e.g. the TBM turnaround and/or the second drive – it may be sensible to access emergency arrangements from the South. However, the Applicant notes that there <u>were</u> always significant works in the South, i.e. the earthworks, the cutting, the South Portal and the South <u>Portal</u> Tunnel Services Building, so there is always a potential need.</p> <p><u>Members of the Applicant's construction and operation team including the Tunnels Construction Lead, met with Kent Police on 3 August 2023 to discuss this matter further. The Applicant provided an update on the proposals to look at options to use one or two TBMs, as well as an overview of how detailed Emergency Procedures will be developed once the tunnel contractor has been appointed.</u></p>	N/A	Matter Under Discussion

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Topic	Item No.	Kent Police Comment	The Applicant's Response	Application Document Reference	Status
			<u>The meeting concluded by confirming that a follow up meeting would take place once the contractor has been appointed.</u>		
<b>Design – Road, Tunnels, Utilities</b>					
Compliance and Speed Enforcement during Construction	2.1.2	National Highways should install Average Speed Check Cameras past the construction site to encompass both slip off and slip on roads. The suggested location of the cameras is between A2 Pepper Hill eastbound to M2 junction 2 Medway Bridge and return. Kent Police will provide the back-office function.  To maintain road safety measures and to ensure benefits are maximised, it is suggested that National Highways install Average Speed Check Cameras past the construction site on the M2 between J3 and J4. Kent Police will function the Speed Check facility.	The Applicant has committed in the <u>outline Traffic Management Plan for Construction</u> (oTMPfC), Section 5.6, to liaise with the Kent Police as to the most appropriate compliance and enforcement measures; this includes providing infrastructure (i.e. average speed cameras) where deemed necessary, as per recent discussions, to enable Kent Police to actively monitor and enforce speeds.  <u>As noted in the Deadline 3 submission of the oTMPfC, the emergency services listed in Table 2.1 (traffic forum members) now provide a definition of the services in paragraph 2.3.4 which includes Kent Police. Matters to be covered in the Traffic Management Forum are shown in Table 2.3.</u>	<u>oTMPfC [REP5-056]</u>	Matter Under Discussion

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Further discussions will take place between The Applicant and Kent Police on how this will be managed.

Topic	Item No.	Kent Police Comment	The Applicant's Response	Application Document Reference	Status
<u>Compliance and Speed Enforcement during Construction</u>	<u>2.1.3</u>	<u>Considering the prevention of crime and to enhance community safety, Kent Police believe that National Highways should contribute to the costs of installing Automated Number Plate Recognition (ANPR) system on newly designed roads.</u>	<u>The Applicant has engaged with Kent Police over the location of existing (some of which require relocation) and future ANPR requirements and will continue this engagement to ensure ANPR equipment can be deployed where required.</u>		<u>Matter Under Discussion</u>
<u>Designing for Safety and Security,</u>	<u>2.1.4 DL6</u>	<u>Research has identified that specific crime types can potentially be 'designed out' and minimised, which consequently will prevent the need for future bespoke situational crime prevention measures. Embedding the concept of 'safety and security' throughout all proposals will ensure the longevity of the scheme, achieve sustainability aims and mitigate the opportunity for crime.</u>  <u>Kent Police acknowledge the requirements regarding ensuring security standards and Crime Prevention Through Environmental Design (CPTED) practices are adhered to throughout the lifecycle of the project.</u>  <u>This matter is agreed in principle but suggested to remain a 'Matter under discussion' until Kent Police Designing Out Crime Officers are able to discuss/agree this point with the Applicant.</u>	<u>Risk and security are key considerations within the design process. The Project has embedded the concept of 'safety and security' within design. These considerations will be taken forward to the detailed design stage. The Project will liaise with Kent Police through engagement with the Designing Out Crime Officers. It is a requirement of DMRB CD 352 that emergency services shall be consulted through the Tunnel Design and Safety Consultation Group (TDSCG) on such issues as emergency services telecommunications equipment.</u>  <u>The Applicant appreciates that some concerns have been raised about the TDSCG and how it would operate in practice. The Applicant discussed this with Kent Police on 14 September 2023 and is actively pursuing a solution to assuage the concerns that have been raised. This may include for instance the development of Terms of Reference.</u>		<u>Matter Under Discussion</u>

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Moved (insertion) [2]

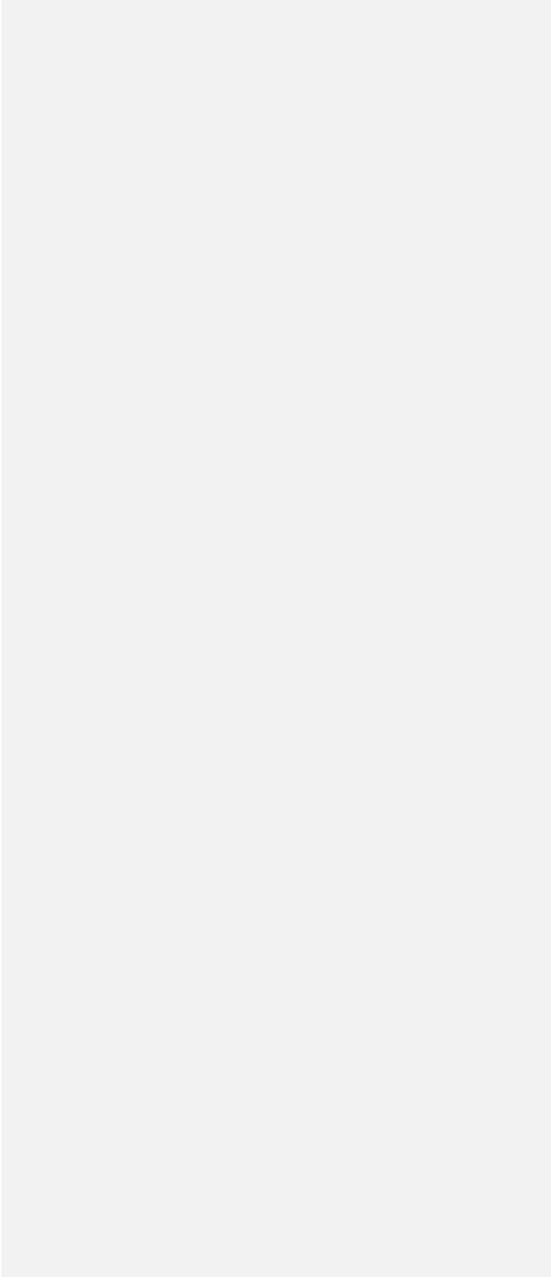
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Moved up [2]: The Applicant has engaged with Kent Police over the location of existing (some of which require relocation) and future ANPR requirements and will continue this engagement to ensure ANPR equipment can be deployed where required. Risk and security are key considerations wi

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## Appendix A Engagement activity

**Table A.1 Engagement activities between the Applicant and Kent Police since the DCO application was submitted on 31 October 2022**

Date	Overview of Engagement Activities
12 <u>January</u> 2023	Meeting with the representative of the emergency services to update on DCO submission, next steps and to request ESSPSG feedback on the current SoCG draft.
20 <u>January</u> 2023	Catch-up meeting with ESSPSG Chair regarding engagement with emergency services stakeholders on an individual basis.
8 <u>February</u> 2023	Meeting with Kent Police to discuss emergency response times.
9 <u>February</u> 2023	Catch-up meeting with ESSPSG Chair regarding engagement with emergency services stakeholders on an individual basis.
16 <u>March</u> 2023	Meeting with the representative of the emergency services to request status of SoCG feedback and update on <u>the Applicant's</u> response times modelling work.
24 <u>April</u> 2023	Meeting with Kent Police to understand their individual issues on the Project.
11 <u>May</u> 2023	Meeting with the representative of the emergency services to update on the contents of the Rule 6 letter and <u>the Applicant's</u> intention to progress with police SoCGs as requested by the Examining Authority.
22 <u>May</u> 2023	Meeting with Kent Police to refine issues for the SoCG as per the Rule 6 instruction.
8 <u>June</u> 2023	Meeting with the representative of the emergency services to update on SoCG progress in line with the Rule 6 letter instruction and Procedural Decision Notices.
3 <u>August</u> 2023	<u>Meeting to discuss 2.1.1 (Tunnel Boring Machine)</u>
14 <u>August</u> 2023	<u>Meeting with Designing Out Crime Officers to discuss Security and Partners Working Group</u>
30 <u>August</u> 2023	<u>Meeting with Kent Police to discuss southern RVP</u>
14 <u>September</u> 2023	<u>Walkthrough of ESSP SG's written response to the Applicant's roadmap</u>
2 <u>October</u> 2023	<u>Walkthrough of ESSP SG's written response to the Applicant's roadmap (part 2)</u>

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## Appendix B Glossary

Term	Abbreviation	Explanation
Automated Number Plate Recognition	ANPR	Automated Number Plate Recognition is a technology that reads vehicle registration plates to create vehicle location data.
Code of Construction Practice	CoCP	Code of Construction Practice (CoCP) is a written code of standards and procedures that developers and contractors must adhere to.
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
Design Manual for Roads and Bridges	DMRB	The Design Manual for Roads and Bridges contains information about current standards, advice notes and other published documents relating to the design, assessment and operation of trunk roads, including motorways. The DMRB has been prepared for trunk roads and motorways.
Secretary of State	SoS	The Secretary of State has overall responsibility for the policies of the Department for Transport.
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.
Tunnel Design and Safety Consultation Group	TDSCG	The initial group of Emergency Services stakeholders that were engaged with, this group was superseded by the ESSPG.
<u>Emergency Services and Safety Partnership Steering Group</u>	<u>ESSP SG</u>	<u>The group of emergency services and Local Councils that formed the regular engagement group</u>

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

National Highways Company Limited registered in England and Wales number 09346363