



# Lower Thames Crossing

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

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APFP Regulation 5(2)(q)

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

Volume 5

DATE: December 2023  
DEADLINE: 8

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Planning Inspectorate Scheme Ref: TR010032  
Application Document Ref: TR010032/APP/5.4.5.1

VERSION: 3.0

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### Revision history

Version	Date	Submitted at
1.0	31 October 2022	DCO Application
2.0	18 July 2023	Deadline 1
<del>3.0</del>	<del>5 December 2023</del>	<del>Deadline 8</del>

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## Status of the Statement of Common Ground

This is ~~the Final~~ Agreed Statement of Common Ground ~~between the Applicant and~~  
Cobham Parish Council.

~~Both parties have reached agreement on the position on the status of all 46 matters.  
Of the 46 matters contained within, 25 matters are agreed and 21 are not agreed,  
leaving no matters outstanding.~~

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National Highways

**Deleted:** agree that this draft Statement of Common Ground  
is an accurate description of the matters raised and the current  
status of each matter.

### On behalf of the Applicant

<u>Name</u>	[REDACTED]
<u>Position</u>	[REDACTED]
<u>Organisation</u>	National Highways
<u>Signature</u>	[REDACTED]

### On behalf of Cobham Parish Council

<u>Name</u>	[REDACTED]
<u>Position</u>	[REDACTED]
<u>Organisation</u>	Cobham Parish Council
<u>Signature</u>	[REDACTED]

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

## Lower Thames Crossing

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

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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 Cobham Parish Council, and where agreement has not been reached.

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1.1.3 This final version of the SoCG has been submitted at Examination Deadline 8.

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## 1.2 Principal Areas of Disagreement

1.2.1 On the 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.

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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. “Matter agreed” indicates where the issue has now been resolved.

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## 2 Matters

### 2.1 Final position on matters

- ~~2.1.1 A summary of engagement undertaken between the Applicant and Cobham Parish Council, is summarised in Appendix A.~~
- ~~2.1.2 The outcome of this engagement is presented in Table 2.1, which details and presents the matters that are either agreed or not agreed, between (1) the Applicant and (2) Cobham Parish Council.~~
- ~~2.1.3 In the column 'Item No' in Table 2.1 'RRE' indicates an existing SoCG matter that was also raised in the Relevant Representation.~~
- 2.1.4 Since version 2 of this SoCG was submitted at Deadline 1 [REP1-113], the following matters have moved from 'Matter Under Discussion' to 'Matter Not Agreed':
- a. ~~2.1.24 (Wider Network Impacts)~~
  - b. ~~2.1.33 (Wider Network Impacts)~~
  - a. ~~2.1.20 (population and human health)~~
  - b. ~~2.1.34 (population and human health)~~
- ~~2.1.5 At Examination Deadline 8 there are 46 matters of which 25 matters are agreed and 21 are not agreed.~~
- ~~2.1.6 This is the final Statement of Common Ground between the Applicant and Cobham Parish Council.~~

**Table 2.1 Final position on Matters**

Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
<b>Design – road, tunnels, utilities</b>					

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**Deleted:** 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:¶  
Item number 2.1.20 has moved from 'traffic and economics' to '...'

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Table 2.1 details and presents the

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**Deleted:** <#>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.¶

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
Utilities  Location of utility services	2.1.1	<p>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.</p> <p>Cobham Parish Council are content with the refined diversion routes which have lessened impacts on Cobham.</p>	<p>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.</p> <p>The development boundary at Supplementary Consultation in January 2020 showed which land the Applicant believed it needed to temporarily undertake essential utilities works. As at Design Refinement Consultation in August 2020, after discussions with utility companies the Applicant has refined these diversion routes which are now considerably reduced (as of August 2020) and taken forward into the DCO submission.</p>	N/A	Matter Agreed
Utilities	2.1.2	<p>Cobham Parish Council feel that National Highways failed to identify the true extent of utilities works. It is</p>	<p>At the Design Refinement Consultation in August 2020, <del>the Applicant</del> was able to refine the land required for utility diversions</p>	N/A	Matter Agreed

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
Extent of utility works		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? Cobham Parish Council understand the utilities refinement process that has taken place and why the true extent could not be identified earlier.	shown at the Supplementary Consultation around the A2 area and, in doing so, reduced the impacts on Shorne & Ashenbank Woods Site of Special Scientific Interest (SSSI), Jeskyns Community Woodland and around Claylane Wood.		
Junctions  M2/A2/A122 Lower Thames Crossing junction	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 the safety and geometric criteria inherent in the guidance the Design Manual for Roads and Bridges (DMRB) standards 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 existing A2 and local feeder roads within the area, while also integrating these into the design. By remodelling the junction, the Applicant has been able to provide direct access from Gravesend to the eastbound A2/M2 junction which will reduce congestion on the local roads.	N/A	Matter Not Agreed
Utilities	2.1.4	Cobham Parish Council would like to see pylons kept away from properties given the concern about	Some additional works will be required to upgrade electricity cables on the existing overhead line between the M2/A2/A122	N/A	Matter Agreed

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
Location and placing of utilities and pylons		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.	Lower Thames Crossing junction and the A226. In conjunction with these works, the Applicant may need to install some new electricity cables which will be installed underground where possible with the aim of minimising visual impacts.		
Junction Brewers Road Junction	2.1.5	Cobham Parish Council are supportive of the closure of the Brewers Road Junction.	Noted.	N/A	Matter Agreed
Tunnels Tunnel extent	2.1.6	Cobham Parish Council would like to see the tunnel extended as far as possible.	<del>The Applicant</del> has extended the tunnel portal a further 350m as of January 2020 (total of 950m since 2016).	N/A	Matter Agreed
Junctions A226 Junction	2.1.7	Cobham Parish Council would like to see the removal of the A226 Junction.	<del>The Applicant has</del> removed the A226 Junction from the Project Design.	N/A	Matter Agreed
<b>Construction</b>					
Closures and diversions Closure of Brewers Road Bridge	2.1.8 RRE	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 green bridge involves demolishing an existing bridge and constructing a new, wider bridge on the same alignment. Weekend closures would be necessary to demolish the existing bridge, with the new green bridge taking approximately 18 months to build. Brewers Road and Thong Lane would never be closed at the same time to ensure access	N/A	Matter Not Agreed

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			<p>across the A2 is not completely severed. <u>The Applicant</u> will work with the authority and Contractor, collectively, during the detailed design phase to optimise the solution to reduce duration as far as is reasonably practicable.</p> <p><u>The Applicant</u> will continue to engage with Cobham Parish Council regarding the duration of the closure of Brewers Road bridge.</p>		
Construction traffic impacts  Impact on the 416 bus route	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 the bus route 416 has been addressed in the Transport Assessment at DCO submission.	<u>Transport Assessment [REP4-148 to REP4-152]</u> ,	Matter Agreed
Mitigation  Duration of construction phase	2.1.10	Cobham Parish Council feel there is little information on local impact - 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.	<p>The DCO application includes documents which outline the impacts associated with construction along with mitigation measures.</p> <p>Since this comment was made (2020), <u>the Applicant</u> has shared further construction related details. These were included in the Community Impacts Consultation in 2021.</p> <p>A draft outline Traffic Management Plan for Construction (oTMPfC) and outline Materials Handling Plan were also supplied, which discussed the construction approach</p>	<p><u>oTMPfC [Document Reference 7.14 (8)]</u></p> <p><u>ES Appendix 2.2 Annex B: Outline Materials Handling Plan [REP7-127]</u> ✓</p>	Matter Agreed

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Deleted: oTMPfC [Application Document APP-547] [ES Appendix 2.2 Annex B: Outline Materials Handling Plan [Application Document APP-338]

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			around traffic management and also material management. These documents are part of the DCO application.		
Consultation  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) <u>the Applicant</u> has issued the draft <u>Code of Construction Practice (CoCP)</u> as part of the Community Impacts Consultation (July 2021).	<u>ES Appendix 2.2: CoCP Document Reference 6.3 ES Appendix 2.2 (8)]</u> ,	Matter Agreed
<b>Operation and maintenance</b>					
Traffic  Informal parking area at Thong Lane	2.1.12  RRE	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?	<u>The Applicant</u> 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 <u>the Applicant</u> . <u>The Applicant</u> shares the objective to ensure that the car park will be run efficiently.	N/A	Matter Not Agreed
<b>Charging</b>					
Charging  Local Residents'	2.1.13	Cobham Parish Council agree charging should be in line with the existing Dartford crossings, and a local residents' discount scheme similar to Dartford should be put in place.	It is <u>the Applicant's</u> proposal that a Local Residents' Discount Scheme shall apply to residents of Gravesham in line with the discount scheme for the Dartford Crossing.	Road User Charging Statement <u>[APP-517]</u>	Matter Agreed

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Discount Scheme					
<b>Traffic and economics</b>					
Modelling methodology	2.1.14	Cobham Parish Council believe that the statement that there is a ' <i>low risk of the Project leading to significant adverse air quality effects and exceeding EU limits</i> ' is predicated on a substantially flawed traffic model.	<u>The Applicant</u> has 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 the Applicant is required to use (including the Transport Analysis Guidance (TAG) and the DMRB) 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.	Combined Modelling and Appraisal Report <a href="#">[APP-518 to APP-527]</a>	Matter Not Agreed
Traffic modelling	RRE				
Modelling methodology	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	The base year of the transport model is 2016, only three years before the last year of available data before 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. <u>The Applicant</u> is content that the data used in the transport model is acceptable, and the model has been assured by an independent assessor within National	N/A	Matter Not Agreed
Traffic modelling	RRE				

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		2022 to help with the 2029 future modelling.	Highways who has confirmed it is suitable to assess the impacts of the Project.		
Modelling methodology  Traffic modelling	2.1.16  RRE	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 traffic modelling software.	N/A	Matter Not Agreed
Local plan growth  Traffic modelling	2.1.17  RRE	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 (DfT) 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 30 September 2021 for the forthcoming DCO application), in line with the TAG, and the overall growth in the area is constrained to the DfT traffic growth forecasts. Growth within Local Plans is not of sufficient certainty to be included explicitly in the model.	N/A	Matter Not Agreed
Modelling methodology  Traffic data	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	Counts held and owned by <b>the Applicant</b> in the vicinity of the parish have been shared with Cobham Parish Council. <b>The Applicant</b> , also understands that counts owned by Kent County Council have also been shared. <b>The Applicant</b> , is unable to share	N/A	Matter Agreed

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		identify the actual impact on local residents living in the area.	other data as it is not the original owner of the data.		
Modelling methodology	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 Project's Transport Model has been independently assured by <b>the Applicant</b> , 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 Appendix B: Transport Model Package of the Combined Modelling and Appraisal Report. 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 traffic modelling software.	Combined Modelling and Appraisal Report Appendix B: Transport Model Package [APP-520 and APP-521]	Matter Not Agreed
Traffic and transport	RRE				
Modelling output interpretations	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 approaching peak capacity again which means there will be a continuation of the problems causing greater flow to Lower Thames Crossing.	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 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	N/A	Matter Agreed
Capacity					

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			operation of the Dartford Crossing. This was explained to Cobham Parish Council who are content with the improvement shown in the forecasts.		
Local modelling requests	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, <b>the Applicant</b> is satisfied that the Project's transport model is suitable to assess the impacts of the Project on the road network.	Combined Modelling and Appraisal Report Appendix B: Transport Model Package <a href="#">[APP-520 and APP-521]</a>	Matter Not Agreed
Traffic analysis	RRE		Details of the calibration and validation of the base year model are set out in Appendix B: Transport Model Package of the Combined Modelling and Appraisal Report.		
Modelling WNI	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 Thames Crossing. We need this support in place as soon as possible to mitigate any potential for further traffic when volumes are	<b>The Applicant</b> 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 oTMPfC and the Framework Construction Travel Plan which include measures on how traffic related to the Project would be managed.  The matter of Wider Network Impacts has been discussed with Kent County Council, and the Wider Network Impacts Management and Monitoring Plan (WNIMMP) sets out a traffic impact	oTMPfC <a href="#">[Document Reference 7.14 (8)]</a> Framework Construction Travel Plan <a href="#">[Document Reference 7.13 (5)]</a> , WNIMMP <a href="#">[APP-545]</a>	Matter Not Agreed
Collaboration of the Project with Kent County Council	RRE				

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
		already at an excess level for the classification of road. Cobham Parish Council believe there needs to be a co-ordinated approach with Kent County Council and National Highways working on the same figures.	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 <b>the Applicant</b> will work with the relevant highway authority(s) and DfT to explore mechanisms for delivering these improvements subject to feasibility and funding. <b>The Applicant</b> considers that the WNIMMP would provide a basis for Cobham Parish Council and Kent County Council to develop a HIP in the future.		
<b>Wider Network Impacts (WNI)</b>					
Local WNI concerns	2.1.24	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 traffic calming and traffic reduction options. This is a very emotive subject for residents of the parish. Anything that potentially increases traffic volumes	<u>Through the village of Sole Street, the Project's transport model forecasts that traffic would change by between -49 to +50 PCUs in the AM peak and inter-peak, and in the PM peak would see a reduction in traffic northbound by between -249 and -50 PCUs and by between -49 to +50 PCUs southbound.</u> <u>Forecast changes in traffic flows as a result of the Project are set out in Traffic Forecasts Non-Technical Summary, particularly from Plate 5.1 onwards. These</u>	WNIMMP [APP-545] <u>Traffic Forecasts Non-Technical Summary [APP-528]</u>	Matter <del>Not Agreed</del>
Traffic calming – Sole Street	RRE				

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Topic	Item No.	Cobham Parish Council comment	<u>Applicant's</u> Response	Application Document Reference	Status
		<p>within the Cobham ward is therefore of huge concern. We urgently need actions to reduce the current traffic volumes.</p> <p><u>Bollards have been introduced on the pathways in The Street, and this has increased protection and safety for pedestrians and reduced the number of vehicles mounting the pavement in the single width vehicle sections.</u></p> <p><u>We have serious concerns about increased traffic and measures to control the speed of this traffic, and the impact for our residents – this is an issue continuously being raised at our Parish Council meetings. We have reiterated this in our submission at Deadline 4 [REP4-362].</u></p> <p><u>We do not agree with the position set out in the Wider Networks Impacts Management and Monitoring Policy, it does not give us any confidence that we would have to wait for monitoring post construction and as such this matter is not agreed.</u></p>	<p><u>present the forecast changes in traffic for 2030 in the AM, inter-peak and PM peaks.</u></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 support scheme development and case making through existing funding mechanisms and processes.</p> <p>An updated <u>Wider Networks Impacts Management and Monitoring Policy (WNIMMP)</u> is included in the application, providing information about the proposed traffic monitoring.</p>		

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
Local WNI concerns  Henhurst Road	2.1.25  RRE	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).	Henhurst Road is predicted to have a potential increase of 51 to 250 cars per hour.  The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.  An updated WNIMMP is included in the application, providing information about the proposed traffic monitoring.	Traffic Forecasts Non-Technical Summary <a href="#">[APP-528]</a>  WNIMMP <a href="#">[APP-545]</a>	Matter Not Agreed
Local WNI concerns  Sole Street and The Street	2.1.26  RRE	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 dangerous for motorists and pedestrians. 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	Sole Street is forecast to have either a very low increase (up to 50 PCUs) or a reduction in flow.  The conditions and operation of local roads has been replicated as far as possible within the parameters of the traffic modelling software.  The Project's transport model forecasts that traffic through Cobham village would reduce once the new road is open.  The Applicant is proposing to monitor the impacts of the Project on traffic on the local	WNIMMP <a href="#">[APP-545]</a>  <a href="#">oTMPfC [Document Reference 7.14 (8)]</a>	Matter Not Agreed

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
		increased traffic and damage to the listed buildings close to the road.	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 WNIMMP is included in the application, providing information about the proposed traffic monitoring.  The Project has also applied a construction Heavy Goods Vehicle (HGV) ban on The Street as stated in Table 2.2 of the oTMPfC.		
WNI approach  Mitigation of impacts	2.1.27	Cobham Parish Council feel that National Highways are not offering any ideas or mitigation to the adverse impacts on local 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.	The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.  An updated WNIMMP is included in the application, providing information about the proposed traffic monitoring.	WNIMMP [APP-545]	Matter Not Agreed

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
			<u>The Applicant</u> considers that the WNIMMP would provide a basis for Cobham Parish Council and Kent County Council to develop a <u>Highways Improvement Plan</u> , in the future.		
Access  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
Local WNI concerns  Increased traffic on C roads	2.1.29  RRE	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 significant wellbeing impact on local residents.	The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.  An updated WNIMMP is included in the application, providing information about the proposed traffic monitoring.	WNIMMP [APP-545]	Matter Not Agreed
Non-Project highways improvements	2.1.30	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	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	WNIMMP [APP-545]	Matter Not Agreed

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
Bottlenecks and pinch points	RRE	A228 & A227 junctions with the M2/A2 to enable frictionless slips and mitigate rat running through local villages.	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 WNIMMP is included in the application, providing information about the proposed traffic monitoring.		
Local WNI concerns  Effects of road closures	2.1.31  RRE	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 Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the monitoring identifies issues or opportunities related to the road network as a result of traffic growth or new third-party developments, then local authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.  An updated WNIMMP will be included in the application, providing information about the proposed traffic monitoring.	WNIMMP [APP-545]	Matter Not Agreed
Local WNI concerns	2.1.32  RRE	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	<del>The Applicant</del> removed the proposed rest and service area (in East Tilbury) from the Project in 2020 and recognise that Cobham service station is well-used and there would	N/A	Matter Not Agreed

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
Rest and service areas		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.	not be a direct replacement for it as part of the Project. In the South East, <u>the Applicant</u> is taking active steps to improve provision of roadside facilities, including exploring 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.		
Local WNI concerns	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. <u>In The Street, Cobham bollards have now been installed by KCC along the pathways on both sides. This has provided more safety protection for pedestrians and reduced vehicles mounting the pavements to pass each other where the road is one vehicle wide.</u> <u>We have serious concerns about the volume of traffic that will increase. We have reiterated this in our submission at Deadline 4 [REP4-362].</u> <u>We note that the study KCC acknowledges significant increases</u>	The conditions and operation of local roads has been replicated as far as possible within the parameters of the traffic modelling software. The Project's transport model forecasts that traffic through Cobham village would reduce once the new road is open. The Applicant has funded a study through a Planning Performance Agreement with Kent County Council, which is currently underway, to undertake specific modelling using the Kent Transport Model <u>on the wider network including local roads through Cobham. Kent County Council has made reference to the study, which is still underway, in its Local Impact Report (LIR) including the findings of the 'Task 1' Report at Appendix B. It finds that "Implementation of the LTC leads to significant increases in heavy goods vehicle (HGV) traffic on</u>	<u>Kent County Council Deadline 1 Submission - Local Impact Report (LIR) [REP1-241]</u>	Matter <u>Not Agreed</u>
Condition of local roads					

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
		<u>in HGV traffic but need to know what mitigation would be provided and it is unacceptable that we still do not know. Therefore, this matter is not agreed.</u>	<u>alternative routes between the A227 / Green Lane and A2 to access the LTC, including the villages of Meopham, Hook Green, Sole Street and Cobham' (see Kent County Council LIR paragraph 8.26) and therefore sets an objective to remove additional Heavy Goods Vehicle traffic forecast from the A227 and unsuitable routes between the A227 / Green Lane and A2. Work is ongoing for Kent County Council to identify appropriate mitigation and test the effectiveness of it. It should be noted that it is not agreed that any such mitigation would be provided through the DCO application, but would enable Kent County Council to build a business case to access wider funds.</u>		
<b>Air quality</b>					
Assessment of likely significant effects  Air quality impacts	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 ES shows that there are expected improvements and deteriorations in air quality across the study area as a result of the Project (due to projected 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 Environmental Statement Chapter 5: Air Quality.	ES, Chapter 5: Air Quality [APP-143]	Matter Agreed

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
<b>Cultural heritage</b>					
Heritage assets: impacts  Threat to historic assets	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. Cobham Parish Council are content with the outlined heritage mitigation measures.	The cultural heritage baseline has been compiled by reference to appropriate sources, including the Kent Historic Environmental Record. This is detailed in ES Appendix 6.1: Desk-Based Assessment. 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 ES Chapter 6: Cultural Heritage.  Details of mitigation of heritage impacts are contained in ES Chapter 6, ES Figure 2.4: Environmental Masterplan, the Design Principles and ES Appendix 6.9: draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation.	ES Appendix 6.1: Cultural Heritage Desk-Based Assessment [ <a href="#">APP-351 to APP-354</a> ]  <a href="#">ES Chapter 6: Cultural Heritage [REP4-116]</a>  <a href="#">ES Figure 2.4: Environmental Masterplan [REP4-124, REP7-116, APP-162, REP7-120, REP4-129, REP2-024 to REP2-031]</a>  <a href="#">Design Principles [Document Reference 7.5 (6)]</a>  ES Appendix 6.9: Draft Archaeological Mitigation Strategy and	Matter Agreed

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 ES Figure 2.4: Environmental Masterplan [Application Documents [APP-159 to APP-168](#)]  
 Design Principles [Application Document [APP-516](#)]



Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
				Outline Written Scheme of Investigation <a href="#">[Document Reference 6.3 ES Appendix 6.9 (5)]</a>	
<b>Terrestrial biodiversity</b>					
Impacts	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.  Cobham Parish Council are content with the refined diversion routes which have lessened impacts on Cobham including the mitigation measures regarding woodland.	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). 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. 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	ES Appendix 7.12: Arboricultural Impact Assessment <a href="#">[APP-387]</a>	Matter Agreed

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
			the Project, where approximately 105ha of woodland creation is proposed.		
Impacts  Impact on ancient woodland	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.	At the Design Refinement Consultation in August 2020, <u>the Applicant</u> was able to refine the land required for utility diversions shown at Supplementary Consultation around the A2 area and, in doing so, reduced the impacts on Shorne & Ashenbank Woods SSSI, Jeskyns Community Woodland and around Claylane Wood.	N/A	Matter Agreed
Impacts  Loss of ancient woodland from Ashenbank Wood	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 natural habitat areas, including the planting of trees and vegetation.	<u>Land Plans (Volume B) [REP7-008]</u> <u>Statement of Reasons [REP7-096]</u> <u>Need for the Project [APP-494]</u>	Matter Agreed

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Statement of Reasons [Additional Submission AS-040]¶

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Topic	Item No.	Cobham Parish Council comment	<b>Applicant's Response</b>	<b>Application Document Reference</b>	<b>Status</b>
			<p>Following Supplementary Consultation, work continued with stakeholders, including utility companies, to refine the proposals and minimise the land needed.</p> <p>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>).</p> <p>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. ES Appendix 7.12:</p>	<p>ES Appendix 7.12:  Arboricultural Impact Assessment  <a href="#">APP-387</a></p>	

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
			Arboricultural Impact Assessment 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>					
Project design and mitigation	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. <b>The Applicant</b> 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 Register of Environmental Actions and Commitments (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.	ES Chapter 11: Material Assets and Waste [APP-149] <a href="#">ES Appendix 2.2: CoCP [Document Reference 6.3 ES Appendix 2.2 (8)]</a>	Matter Agreed
Quantity of spoil and waste production					

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
Project design and mitigation  Transport of waste (river)	2.1.41	Cobham Parish Council suggest using the river for removal of spoil on both sides wherever possible.	<u>The Applicant</u> has developed its commitment to river usage for material transportation and committed to a target for use of port facilities for transportation of bulk aggregates. This is defined in the updated outline Materials Handling Plan (ES Appendix 2.2, Annex B). <u>The Applicant</u> 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.	<u>ES Appendix 2.2 Annex B: Outline Materials Handling Plan [REP7-127]</u> <u>ES Chapter 11: Material Assets and Waste [APP-149]</u>	Matter Agreed
<b>Noise and vibration</b>					
Project design and mitigation  Noise form road surfaces	2.1.42	Cobham Parish Council suggest using quiet road surfaces to reduce noise impacts for residents close to the Project.	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).	<u>ES Appendix 2.2: CoCP [Document Reference 6.3 ES Appendix 2.2 (8)]</u> <u>ES Chapter 12: Noise and Vibration [APP-150]</u>	Matter Agreed

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~~ES Chapter 12: Noise and Vibration [Application Document APP-150]~~

Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
Assessment of likely significant effects  Noise and vibration form HGVs	2.1.43	Cobham Parish Council are worried about HGVs going through the village.	<p>Details of potential haul routes were supplied at Supplementary Consultation in January 2020. <b>The Applicant</b> 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 the oTMPfC and the approved CoCP (ES Appendix 2.2). ES Chapter 12: Noise and Vibration presents a full assessment of noise and vibration.</p> <p><b>The Applicant</b> 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.</p> <p>Temporary offline haul routes will be constructed directly off the strategic road network where possible.</p>	<p><a href="#">Draft DCO [Document Reference 3.1 (10)]</a>  <a href="#">oTMPfC [Document Reference 7.14 (8)]</a>  <a href="#">ES Appendix 2.2: CoCP [Document Reference 6.3 ES Appendix 2.2 (8)]</a>  <a href="#">ES Chapter 12: Noise and Vibration [APP-150]</a></p>	Matter Agreed
Assessment of likely significant effects  Construction vibration	2.1.44	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><b>The Applicant</b> will put in place a number of provisions aimed at reducing disruption to communities. ES Chapter 12: Noise and Vibration presents 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</p>	<p>ES Chapter 12: Noise and Vibration <a href="#">[APP-150]</a>  <a href="#">ES Appendix 2.2: CoCP [Document Reference 6.3</a></p>	Matter Agreed

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oTMPfC [Application Document [APP-547](#)]  
ES Appendix 2.2: CoCP [Application Document [APP-336](#)]  
ES Chapter 12: Noise and Vibration [Application Document [APP-150](#)]~~

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
			<p>measures are secured in the REAC (ES Appendix 2.2). 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 CoCP also sets out the additional measures that would be implemented to reduce noise and vibration during the construction phase.</p> <p><u>The Applicant</u> explained that HGVs will be banned from some routes, as outlined in the oTMPfC. The use of the strategic road network and local road network is required to deliver the works. Existing restrictions will be respected.</p> <p>Temporary offline haul routes will be constructed directly off the strategic road network where possible.</p>	<p><a href="#">ES Appendix 2.2 (8)</a>  oTMPfC  <a href="#">Document Reference 7.14 (8)</a></p>	
<b>Population and human health</b>					
Walkers, cyclists and horse riders (WCH)/active travel – design	2.1.20	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 & cyclists – not 4 wheel drive off roaders, motor bikes and quad bikes which we experience on	It is <u>the Applicant's</u> 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	N/A	Matter <u>Not Agreed</u>

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**Deleted:** ES Appendix 2.2: CoCP [Application Document [APP-336](#)]¶  
oTMPfC [Application Document [APP-547](#)]¶

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Topic	Item No.	Cobham Parish Council comment	Applicant's Response	Application Document Reference	Status
Scotland Lane	RRE	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. <u>This matter is not agreed on the basis that National Highways cannot commit to permanently downgrade byway NS195.</u>	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. <u>The Applicant's position is that it is for the highway authority to make the decision to retain any change that has been made temporarily part of the Project.</u>		
Walkers, cyclists and horse riders (WCH)/active travel – design  Sole Street footway	2.1.34  RRE	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 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 <u>has been carried out</u> by Kent County Council for this area, and it would be beneficial for Lower Thames Crossing to support with any	<u>The Applicant notes the concerns relating to existing issues on Sole Street. This road is the responsibility of Kent County Council as the local highway authority, and any proposals to provide additional pedestrian facilities on this road would need to be taken by them.</u> <u>The Applicant has undertaken an assessment and a desk-top review of traffic-related severance during the operational phase of the Project. Outputs from the LTAM were used as the starting point for the assessment, with roads selected for inclusion based on factors including level of change (in percentage terms) between the do-minimum and do-something scenarios, level of actual change (to filter out roads where the percentage change may be high but the actual number of additional vehicles</u>	<u>Health and Equalities Impact Assessment [REP7-144]</u>	Matter <u>Not Agreed</u>

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Topic	Item No.	Cobham Parish Council comment	<u>Applicant's</u> Response	Application Document Reference	Status
		<p>recommendations and funding to implement a traffic calming plan in Sole Street.</p> <p><u>Kent County Council are currently unable to fund anything to assist in this area.</u></p> <p><u>If traffic calming and a pathway are introduced in Sole Street this will help to address concerns on speed and volume of traffic and make it possible to walk safely from Round Street to Gold Street and Scratton Fields.</u></p> <p><u>Kent County Council has also now prevented the stopping of all bus services at the junction of Round Street and Sole Street. This it transpires is an unofficial stop that has existed for 15-20 years and when KCC was asked to assist with funding to install a bus shelter here KCC has assessed the site and deemed it not safe for pedestrians to alight on either side of the road here. This has consequently made the bus service less accessible for many school children. The addition of traffic calming in this area should therefore also include a safe stopping area for the buses, so this</u></p>	<p><u>is low). The assessment did not identify Sole Street as a location of concern in relation to traffic related severance during the operational phase. This assessment is reported in Section 7.3 of the Health and Equalities Impact Assessment.</u></p> <p>Kent County Council financed a feasibility study to examine whether a footway can be installed between Scratton Fields and Round Street along Sole Street.</p> <p>The study has been completed and shared with <u>the Applicant</u> to assess the outcome to review whether Designated Funding could support a solution. <u>At this stage, Kent County Council did not agree with the solution that was put forward therefore the Applicant has not been able to allocate any designated funding to progress this issue.</u></p> <p><u>The Applicant</u> will continue to work with Cobham Parish Council and Kent County Council to determine a viable solution.</p>		

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		<u>location can be reintroduced to the bus route.</u>			
Cross-river WCH and sustainable travel  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, <u>the Applicant</u> has added 60km of new or improved pathways for non-motorised users to the proposals.	N/A	Matter Agreed
WCH/active travel – design  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 into quiet local lanes should be taken into account.	This comment is noted. The design proposals in this area will take into account the wider non-motorised user network and how the Project's proposals will tie-in.	N/A	Matter Agreed

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## Appendix A Engagement activity

**Table A.1 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 <del>January</del> 2023	The Applicant emailed Cobham Parish Council about the procedural decision requesting a PADS Tracker and requested a Microsoft Teams meeting to discuss.
01 <del>February</del> 2023	Microsoft Teams meeting to discuss SoCG and PADS Tracker
02 <del>February</del> 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 <del>March</del> 2023	Applicant shared updated PADS template and information about how to submit PADS Tracker. Applicant also informed Cobham Parish Council about position paper <a href="#">[AS-061]</a> to be submitted at PADS deadline. Applicant requested an update on whether the signpost document was helpful.
10 <del>March</del> 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 <del>March</del> 2023	Applicant contacted Cobham Parish Council with offer of Microsoft Teams meeting to discuss SoCGs, PADS Tracker and next steps and timescales.
21 <del>April</del> 2023	Applicant contacted Cobham Parish Council to share proposed updates to SoCG, requesting feedback or confirmation that amendments agreed.
24 <del>May</del> 2023	Cobham Parish Council added comments to SoCG, responding to questions from the Applicant.
<u>19 September 2023</u>	<u>Cobham Parish Council shared Deadline 4 submission with the Applicant and asked for a meeting to discuss next steps.</u>
<u>27 September 2023</u>	<u>Microsoft Teams meeting to discuss SoCG outstanding matters and agree updates required to final SoCG.</u>

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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.
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
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.
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.
Transport Analysis Guidance	TAG	National guidance document produced by the Department for Transport.

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