

Lower Thames Crossing

5.4.5.3 Final Agreed Statement of Common Ground between (1) National Highways and (2) Higham Parish Council (Clean version)

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1.0	31 October 2022	DCO Application
2.0	18 July 2023	Deadline 1
3.0	3 August 2023	Deadline 2
4.0	5 December 2023	Deadline 8

Status of the Statement of Common Ground

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

Both parties have reached agreement on the position on the status of all 52 matters. Of the 52 matters contained within, 15 matters are agreed, and 37 are not agreed, leaving no matters outstanding.

On behalf of the Applicant

Name	[REDACTED]
Position	[REDACTED]
Organisation	National Highways
Signature	[REDACTED]

On behalf of Higham Parish Council

Name	[REDACTED]
Position	[REDACTED]
Organisation	Higham Parish Council
Signature	[REDACTED]

Lower Thames Crossing

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1 Introduction

1.1 Purpose of the Statement of Common Ground

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared in respect of the Development Consent Order (DCO) application for the proposed A122 Lower Thames Crossing (the Project) made by National Highways Limited (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 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the Applicant and Higham Parish Council, and where agreement has not yet been reached.
- 1.1.3 This final version of the SoCG has been submitted at Examination Deadline 8.

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).
- 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 Higham Parish Council PADS Tracker [[AS-071](#)].

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.

2 Matters

2.1 Final position on matters

- 2.1.1 A summary of engagement undertaken between the Applicant and Higham Parish Council is summarised in Table A.1 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 the Applicant and Higham 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, 'DLX' indicates a new matter added during examination at/around that deadline and 'OFHX' indicates a new item added in response to matters raised at an open floor hearing.
- 2.1.4 Since version 3 of this SoCG was submitted at Deadline 2, one additional matter has been added under the heading 'Operation & Maintenance', item 2.1.52
- 2.1.5 The following matters moved from 'Matter Under Discussion' to 'Matter Not Agreed':
- a. 2.1.9 (Construction)
 - b. 2.1.45 (Route selection)
 - c. 2.1.46 (Design – Roads, Tunnels, Utilities)
 - d. 2.1.47 (Wider Network Impacts)
 - e. 2.1.48 (Traffic and Economics)
 - f. 2.1.49 (Construction)
 - g. 2.1.52 (Operation & Maintenance)
- 2.1.6 The following matters moved from 'Matter Under Discussion' to 'Matter Agreed':
- a. 2.1.50 (Noise and Vibration)
 - b. 2.1.51 (Noise and Vibration)
- 2.1.7 The following matters have moved from 'Matter Not Agreed' to 'Matter Agreed':
- a. 2.1.41 (Noise and Vibration)
 - b. 2.1.42 (Noise and Vibration)
- 2.1.8 At Examination Deadline 8 there are 52 matters in total, of which 17 are agreed and 35 are not agreed.
- 2.1.9 This is the final Statement of Common Ground between the Applicant and Higham Parish Council.

Table 2.1 Final Position on Matters

Topic	Item No.	Higham Parish Council Comment	The Applicant's Response	Application Document Reference	Status
Route selection, modal alternatives and assessment of reasonable alternatives					
Route Selection	2.1.1 RRE	<p>Higham Parish Council are still fundamentally opposed to the proposed route and believe that a tunnel from Dartford to Thurrock bypassing Junctions 1 & 2 on the south side of the river, as suggested during the debate on this crossing in the House of Commons in March of this year, is the best option as it would:</p> <ul style="list-style-type: none"> (i) reduce congestion; (ii) maximise use of existing infrastructure; (iii) reduce pollution in and around the existing crossing approaches by creating an M25 through route, leaving the existing crossing to take traffic to/from the A2 and A13; (iv) reduce the agricultural land take. 	<p>The Scheme Objectives were agreed through extensive discussions with the Department for Transport and outline what the Lower Thames Crossing should achieve. The objectives are:</p> <ul style="list-style-type: none"> a. To support sustainable local development and regional economic growth in the medium to long term. b. To be affordable to government and users. c. To achieve value for money. d. To minimise adverse impacts on health and the environment. e. To relieve the congested Dartford Crossing and approach roads, and improve their performance by providing free-flowing, north-south capacity. f. To improve resilience of the Thames crossings and the major road network. g. To improve safety. <p>Whilst objectives (e) and (f) do not specifically refer to the south to north capacity, reduction in congestion at the Dartford Crossing and its approach roads; a reduction in journey time and improvements in resilience and</p>	<p>Need for the Project [APP-494]</p>	<p>Matter Not Agreed</p>

Topic	Item No.	Higham Parish Council Comment	The Applicant's Response	Application Document Reference	Status
			<p>connectivity alongside benefits to both the local and regional economy, are the principal benefits which would be delivered through the Project. The Need for the Project sets out how the identification, selection and design process has responded to the Scheme Objectives and how a collaborative engagement process has been used to inform the proposed Project. The Project is predicted to result in a significant reduction in traffic flow at the Dartford Crossing, which will also lead to an improvement in air quality at that location.</p>		
Route Selection	2.1.45 (OFH1)	<p>Higham Parish Council, wish to ask why the proposal for the long tunnel option at Dartford was dismissed and not consulted on.</p> <p>HPC consider that a 2016 review of alternative options doesn't take into account the impact of COVID and current traffic forecasts and were decided prior to a tunnel on this route. Therefore HPC feel that it warrants another review.</p> <p>HPC feel that with a low benefit to cost ratio and the increasing costs post COVID, that key options including Option A14 (the long tunnel at Dartford) and Paramount Park (Ebbsfleet) should be assessed.</p>	<p>During the development of the Project to date, the Applicant and the Department for Transport (DfT) have considered many options for the route. Each option has been considered carefully with regards to how it would contribute towards the Scheme Objectives agreed with the DfT. For information about these Scheme Objectives, see the Need for the Project. Prior to the 2016 public consultation, the Applicant conducted a detailed appraisal of the short-options to determine which met the Scheme Objectives and should be taken forward to public consultation. The detailed appraisal identified that Route 1 (an option at the existing Dartford Crossing) performed poorly when</p>	<p>Need for the Project [APP-494] Consultation Report [APP-064 to APP-069] Planning Statement [APP-495]</p>	Matter Not Agreed

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			appraised for the safety, noise and air quality impacts. Therefore, although included in consultation materials, an option at Dartford was not considered viable and not presented as a potential option for further development. The Planning Statement (see Section 5.4) provides more information on the process to identify and assess potential options and alternatives for the delivery of the Project.		
Design – Road, Tunnels, Utilities					
Tunnels Extension of tunnel portal	2.1.2	Higham Parish Council support the extension of the tunnel but would urge National Highways to consider extending it further south.	The Applicant amended the tunnel portal design by extending it further south by 350m.	N/A	Matter Agreed
Junctions Layout of the M2/A2/A122 Lower Thames Crossing junction	2.1.3 RRE	Higham Parish Council are concerned over A2/M2 widening and layout. Access to/from the A2/M2 between junction 1 and Marling Cross (Gravesend East) with the number of roundabouts especially as the Shorne/Cobham junction no longer has direct access results in the convoluted access routes on and off the A2/M2. The large number of roundabouts to be negotiated will deter drivers and will lead to congestion on a range of rat runs and associated additional traffic through the	The Applicant has looked at the junction configuration and have provided more direct connectivity between Gravesend and the M2 eastbound, and redesigned the Gravesend East junction and link roads to improve journey times and will reduce the impact on the local roads.	N/A	Matter Not Agreed

Topic	Item No.	Higham Parish Council Comment	The Applicant's Response	Application Document Reference	Status
		villages on what are mostly narrow rural roads. Higham Parish Council urge National Highways to look again at these routes and junctions.			
Junctions A226 junction	2.1.4	Higham Parish Council oppose the A226 junction and want to see it removed as soon as possible which in turn would alleviate some of their concern regarding an increase in traffic, noise and pollution	The Applicant removed the A226 junction from the design in November 2017.	N/A	Matter Agreed
Junctions Reduction of lanes on the A2	2.1.5 RRE	Higham Parish Council note that the junction of the new approach roads with the A2 causes them significant concern. As they understand the proposals, Lower Thames Crossing will be removing the hard shoulder from the A2/M2 in this area. Travelling east, the A2/M2 will only have 2 lanes going straight on and not 3 lanes as at present. There will be a single lane effectively forming the start of the A289 and continuing as the A2 to Rochester, and a single lane going into the tunnel. (i) There is no resilience built into this junction. If there is an incident or an issue at Dartford, the proposals will become gridlocked and there will be a consequential 'rat-running' through Gravesham and the Medway towns. The Dartford Bridge is now closed on a	The Applicant notes your concern in relation to the M2/A2/A122 Lower Thames Crossing junction. The junction has been designed in compliance with design standards and has been assessed using the Project's transport model, as well as more detailed microsimulation modelling, to ensure the design is appropriate. In response to your further points: i) Roads in the UK are not designed to accommodate traffic flows that may be experienced during an incident. The Applicant acknowledges that during incidents there will inevitably be disruption, but the Lower Thames Crossing will mean that for many motorists there is a reliable way to cross the Thames. The bridge at Dartford is not closed regularly because of high winds	Wider Network Impacts Management and Monitoring Plan (WNIMMP) [APP-545]	Matter Not Agreed

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		<p>regular basis because of very high winds and we expect that traffic will be encouraged to use the Lower Thames Crossing when this happens. Higham Parish Council ask, how is the volume of traffic which will be diverted to the Lower Thames Crossing expected to be safely accommodated by forcing it into one lane?</p> <p>(ii) The A2 takes all traffic including agricultural tractors and trailers, which, depending on traffic conditions, already cause significant congestion. Reducing the number of lanes will make this worse;</p> <p>(iii) The proposed flyover which carries the two 'straight on' lanes should be built as 3 lanes so that it has a hard shoulder, a break down at this point will cause significant congestion and, if your modelling is wrong (which we believe it is) it will be very expensive to correct the problem at your fifth-year review;</p> <p>(iv) The A2 is often congested from west of the M25/A282 junction to the M2. Creating a bottleneck at the junction with the new road will make this worse. The existing junction with the A289 causes significant tailbacks because of the need for traffic to get into one lane before the junction. The same happens with the</p>	<p>but for a variety of other reasons, many of which are linked to the high levels of traffic using the crossing.</p> <p>ii) 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). The vehicle types mentioned would not be able to use the A122 or M2 links, and so would use the new A2 lanes which would provide connectivity to/from Brewers Road (eastbound only), the A2 into Strood and A289.</p> <p>iii) It is not a flyover and does have a hard shoulder. 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. As mentioned above, the Applicant has also used detailed microsimulation modelling to assess the design at these complex junctions.</p> <p>iv) 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</p>		

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		junctions with the A227 and at Marling Cross (Valley Drive). At the latter junction, traffic currently queues on the A2 eastbound in order to exit, and going westbound at busy times traffic drives through the service area and along the long slip road because of the tailback from the existing junction down the slip road and on to the A2.	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 Wider Network Impacts Management and Monitoring Plan (WNIMMP) is included in the application, providing information about the proposed traffic monitoring.		
Tunnels Footbridge over the tunnel approach	2.1.6	Higham Parish Council have concerns on the Public Rights of Way south of the river and urge National Highways to look again – particularly in relation to the foot bridge over the tunnel approach road near to the portals. Higham Parish Council believe this creates a massive risk in relation to people who might be inclined to jump from this point and believe if the tunnels were to be extended further south this problem would be solved.	The Applicant amended the tunnel portal design by extending it a further 350m, and the footbridge over the tunnel was diverted in January 2020.	N/A	Matter Agreed
Safety Lack of hard shoulder	2.1.7 RRE	Higham Parish Council question the lack of a hard shoulder through the tunnel – is this safe? Will it cause major problems if there is an accident or breakdown(s) in the tunnel?	Improving safety is one of the Scheme Objectives. The Lower Thames Crossing would be an all-purpose trunk road, similar to the A13 and other A-roads. It is being designed and built to the highest safety standards recommended, but the	Consultation Report [APP-064 to APP-069]	Matter Not Agreed

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			<p>Applicant will continue to adapt its proposals in line with new guidance.</p> <p>The new road's safety features would include vehicle detection, emergency areas, variable mandatory speed limits and lane closure signals in the event of an incident, such as a vehicle breakdown or collision.</p> <p>Control measures across the route, including in the tunnel, would identify vehicles stopping in a live lane and allow for rapid changes of traffic management to avert danger. In the tunnels, recovery services would be provided for any stopped vehicle. Technology would also help the emergency services to access incidents. This includes signage that can be changed to alert road users of lane closures, speed restrictions and incidents ahead. If one tunnel is blocked, emergency vehicles could access incidents using the pedestrian cross-passages that connect the two tunnels at regular intervals.</p> <p>More information is presented in the Consultation Report.</p>		
Design Signage	2.1.46 OFH1	Higham Parish Council, are concerned that the hill up to Cobham is likely to be affected by sun and the high ascent and	The location of signage has been designed in accordance with the Design Manual for Roads and Bridges (National Highways, 2019). Further detail would be developed at the detailed design stage	Project Design Report [APP-506 to APP-515]	Matter Not Agreed

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		therefore that's likely to affect people's ability to read signs.	and informed by Road Safety Audits to identify any safety issues within the design. For more information about signage, see the Project Design Report and the Design Principles. Signage would be installed to ensure that the route performs safely and provides motorists with timely notifications of road layouts and destinations. Signage would include variable speed limits to manage traffic flow and maintain safety, along with real-time journey information on the approaches to the route, including information about any incidents and journey times for the Dartford Crossing and the Project, so motorists could make informed decisions about their route.	Design Principles [Document Reference 7.5 (6)]	
Construction					
Construction traffic impacts Construction traffic impacts – A226	2.1.8 RRE	Higham Parish Council expected the 'Local Refinement Consultation' to address issues raised in last year's consultation, but it has not. There are still no mitigation proposals for the proposed increase in traffic on the A226, which is particularly severe during construction. The A226 generally is suitable for HGV traffic, but not at the Forge Lane/Gads Hill School (Grade 1 listed) junction. The junction is narrow,	The Applicant explained that works are required both north and south of the A226. A Transport Assessment of the construction phase forms part of the DCO application. The Applicant is committed to an outline Traffic Management Plan for Construction (oTMPfC) in the DCO, which will be developed post DCO consent (if approved) by the Contractor, in line with the controls in the approved Code of	Transport Assessment [REP4-148 to REP4-152] oTMPfC [Document Reference 7.14 (8)] Environmental Statement (ES) 6.2 Appendix	Matter Not Agreed

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		<p>dangerous for cars turning, cyclists (cycle path ceases) and school children crossing the A226.</p> <p>Higham Parish council believe that the Local Refinement Consultation said a lot about cycleway and similar provisions but ignored the fact that the existing provision on the A226 does not comply with current guidance and needs significant upgrading to make it safe to use with the existing level of traffic let alone with your predicted increase in increase in volume. Currently these cycle lanes are not used as much as might be expected, which is not surprising with large vehicles passing in very close proximity.</p> <p>The existing metalled surface should be of sufficient width to allow the proper provision of cycle facilities, its division into traffic lanes and cycle paths just needs reorganising and included in your proposals.</p> <p>No cycle lane exists at Gads Hill School/Forge Lane junction of the A226. There is insufficient width to add a cycle lane as part of the road surface. Alternative cycle lane provision must be made if this is to be used for construction traffic because it is significantly unsafe at this point. In the</p>	<p>Construction Practice (CoCP). Where possible, haul routes and the strategic road network have been used for access to minimise use of the local road network. In some instances where alternatives are limited, the use of the local road network would be required.</p> <p>The oTMPfC outlines the arrangements for a Traffic Management Forum to be formed with key stakeholders along with other interested parties invited as required. These will be held on a regular basis and address cycle routes.</p> <p>The Applicant and Higham Parish Council met on 15 June 2023 to discuss construction issues including the Gads Hill School/Forge Lane junction and the concerns in relation to cyclists along the A226. Both parties will update their positions for Examination Deadline 2.</p>	<p>2.2: CoCP [Document Reference 6.3 ES Appendix 2.2 (8)]</p>	

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		event haul roads are implemented and use of the A226 as a construction route is removed this would not be required. See also item 2.1.9 for fuller picture.			
Construction traffic impacts Construction traffic impacts – A226	2.1.9	<p>As stated in the item above, Higham Parish Council are concerned about HGV traffic at the Forge Lane/Gads Hill School junction. Higham Parish Council would also like to see the inclusion of a Traffic light system at Forge Lane/Gads Hill School junction.</p> <p><u>Additional narrative following OFH1:</u></p> <p>Unsuitability of A226 at Higham</p> <p>The A226 generally is suitable for HGV traffic, but not at the Forge Lane/Gads Hill School (Grade 1 listed) junction. The junction is narrow; dangerous for cars turning, cyclists (cycle path ceases) and school children crossing the A226.</p> <p>Gads Hill Grade 1 listed.</p> <p>Gads Hill, home of Charles Dickens, is a grade one listed house; as are the front wall and the path dug under the A226 by Charles Dickens. It is unclear at this time whether the path and steps under the A226 would support the weight of a significant number of additional HGV's passing overhead. This is not referenced under Built Heritage Community Impacts Report.</p>	<p>Temporary traffic management measure proposals will be consulted on with the relevant highway authority as set out in the oTMPfC which refers specifically to the role of the Traffic Management Forum and traffic manager, with attendees, consultees and contributors listed. As such, the length, nature and duration of temporary traffic management measures will be discussed and relevant highway authority comments, issues considered and incorporated where reasonably practicable.</p> <p>There is a commitment from the Applicant that HGV movements will not be allowed to pass school entrances during drop off/pick up (Table 2.3 of the oTMPfC).</p> <p>Since Higham Parish Council's submission at Open Floor Hearing 1, the Applicant attended a site visit with Higham Parish Council to the Forge Lane / Crutches Lane junction to observe the existing situation during school pick up in the afternoon.</p> <p>On the site visit, the group also visited the outside of Gads Hill Place. The Applicant</p>	<p>oTMPfC [Document Reference 7.14 (8)]</p> <p>ES Chapter 6: Cultural Heritage [REP4-116]</p> <p>ES Appendix 6.1: Cultural Heritage Desk-Based Assessment [APP-351]</p> <p>ES Appendix 6.9: Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation [Document Reference 6.3 ES Appendix 6.9 (5)]</p>	Matter Not Agreed

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		<p>Traffic blockages in Higham Any delay in traffic egressing and entering Forge Lane and Gads Hill School/Crutches Lane will cause significant disruption in Higham village. The village will become gridlocked. There are not suitable alternative exits from the village.</p> <p>Proposal HPC propose that construction traffic is banned from utilising the A289/A226 and that construction traffic utilise the proposed haul roads. Currently NH have stated that the haul roads will be utilised only for earth movements and not for movements of construction plant, machinery, materials (concrete) and staff. Utilising haul roads would reduce climate impact, noise, vibration, fuel economy, nitrogen deposition and effects on ancient woodland.</p> <p>Alternative Proposal In the event that the above proposal is not implemented, HPC request that Examination requires the layout of the Forge Lane/Gads Hill School junction to be reviewed and revised. HPC request that data is sought now, to ratify the concerns. The data then be used to consider alternative layouts (i.e., inclusion of traffic lights/deletion of traffic</p>	<p>confirmed to Higham Parish Council that Gads Hill Place and tunnel built by/for Charles Dickens are described and assessed in the ES within the DCO Application and mitigation has been proposed. Gadshill Place is described in paragraph 6.4.111 of Environmental Statement (ES) Chapter 6 and is more fully described, including the associated tunnel, in ES Appendix 6.1: Cultural Heritage Desk-Based Assessment on pages 67-68 and page 488. The tunnel also has its own entry in the Kent Historic Environment Record as a WWII Air Raid Warden's Post (Project ID 2461) and the ES therefore includes further assessment and mitigation details specific to the tunnel in ES Appendix 6.9: Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation on page 131 and ES Appendix 6.10: Assessment Tables on page 160.</p> <p>The Applicant will continue to engage with Higham Parish Council on this matter.</p>	<p>ES Appendix 6.10: Assessment Tables [AS-052]</p>	

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		lights at Villa Road) and that these also be trialled in advance of the LTC construction traffic commencing.			
Mitigation Duration of construction	2.1.10 RRE	<p>Higham Parish Council are very concerned regarding the impact of the lengthy works and long working hours which will mean six years of dust, noise and disruption for 12 hours minimum Monday - Friday. The use of the A226 as a main construction route will have a huge impact on the village. Any delay in traffic egressing and entering Forge Lane and Gads Hill School/Crutches Lane will cause significant disruption in Higham village. The village will become gridlocked. There are not suitable alternative exists from the village.</p> <p>Higham Parish council ask, what are National Highways' planned mitigation measures for the A226 during construction and operation? See also 2.1.9 for fuller picture.</p>	<p>The Applicant has sought to reduce the Project's impact on the local community during its construction phase. Measures are included in the Register of Environmental Actions and Commitments (REAC) in the CoCP to minimise the potential for dust, noise, and disruption. A balanced approach between working hours and lengthening the overall duration has been taken. The CoCP highlights the working hours strategy, with the aim to keep the majority of works to core hours with the exception of certain works (e.g. tunnelling) which require longer working hours.</p> <p>ES Chapter 12: Noise and Vibration includes the assessments of construction activities and construction traffic which has informed mitigation measures. Dust mitigation is also covered in the air quality assessment in ES Chapter 5: Air Quality.</p> <p>The oTMPfC also outlines measures available to the Contractor to reduce the impact on the local community relating to journey time reliability, access, severance and safety. Once appointed, the Contractor would produce a plan in</p>	<p>ES Appendix 2.2: CoCP [Document Reference 6.3 ES Appendix 2.2 (8)]</p> <p>ES Chapter 12: Noise and Vibration [APP-150]</p> <p>ES Chapter 5: Air Quality [APP-143]</p> <p>oTMPfC [Document Reference 7.14 (8)]</p>	Matter Not Agreed

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			<p>accordance with the oTMPfC for their use when working on the new road.</p> <p>The A226 Gravesend Road has been included in the Order Limits to allow temporary road-widening if required to maintain the safety of other road users while it is used by construction traffic.</p> <p>Construction traffic impacts will also be minimised by the Project introducing a right-turn-only movement for construction Heavy Goods Vehicles (HGVs) when exiting the southern tunnel entrance compound</p>		
Impacts Construction phase noise and vibration – A2/M2 junction	2.1.11	Higham Parish Council have raised questions at Community Impacts Consultation specifically relating to the construction phase noise levels in the vicinity of the Three Crutches by the A2/M2 junction. Can we be provided with the promised response. We note the response from National Highways and that the baseline is moving 1dB and therefore accept this issue at this time, however we would like clarity that current noise levels are within legal limits.	<p>ES Figure 12.2: Construction Traffic Noise - Affected Links presents the roads which are predicted to experience a change of 1dB or more during the construction phase of the Project. As presented on Page 1 of this document, the change in road traffic noise level in the vicinity of the A2/M2 junction are predicted to be less than 1dB(A), which is below the threshold of human hearing and as such, the significance of road traffic noise during the construction phase would be negligible.</p> <p>Currently within the United Kingdom there are no legal limits with regard to environmental noise.</p>	<p>ES Chapter 12: Noise and Vibration [APP-150]</p> <p>ES Figure 12.2: Construction Traffic Noise - Affected Links [APP-310]</p>	Matter Agreed

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			ES Chapter 12: Noise and Vibration includes further information and mitigation measures.		
Impacts Construction phase traffic including noise and vibration – Lower Rochester Road/Chalk Road	2.1.12	Given that Lower Rochester Road/Chalk Road in Higham and their continuation as Lower Road in Shorne are not meant to be used for construction traffic according to the draft Control Documents, Higham Parish Council note National Highways' response, however we are concerned about the use of Lower Rochester Road and Chalk Road. We understand that these roads are not within the Order Limits but feel that they should have a ban from construction traffic using them. We will continue to raise this issue via the Traffic Management Forum.	The Applicant explained that the increase in traffic flows and road traffic noise levels along Lower Rochester Road/Chalk Road in Higham in years 3 and 4 of the construction phase is likely to be due to non-Project related traffic changing their route as a result of traffic management measures elsewhere. The Applicant explained that the oTMPfC outlines the proposed construction routes and also proposed banned routes. Table 2.2 of the oTMPfC states that ' <i>the Project will introduce a construction HGV ban on Lower Higham Road and provide a primary access to the A226 Gravesend Road compound from the A226 Gravesend Road.</i>	oTMPfC [Document Reference 7.14 (8)]	Matter Not Agreed
Construction traffic impacts Construction impacts – A226 by Gads Hill School	2.1.13 RRE	Higham Parish Council note that within the draft control documents, there will be traffic lights to facilitate construction vehicles entering and leaving the construction compounds 3 and 3a from/to the A226. Given the increase in traffic volumes resulting from construction traffic, Higham residents will have additional problems leaving their houses and local	The Applicant explained that temporary traffic management measure proposals will be consulted on with the relevant highway authority as set out in the oTMPfC, alongside the Traffic Management Forum and traffic manager, with attendees, consultees and contributors listed. As such, the length, nature and duration of temporary traffic management	oTMPfC [Document Reference 7.14 (8)]	Matter Not Agreed

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		<p>roads and crossing and joining the A226.</p> <p>Higham Parish Council perceive this to be a particular problem at the staggered cross roads formed by Forge Lane and Crutches Lane with the A226 by Gads Hill School. The Gads Hill School car park is accessed via Crutches Lane and used by parents to drop off and collect their children, as well as staff and visitors, so they do not park on the main road. Because of the difficulty in exiting Crutches Lane, some parents stop on the A226 to drop off their children, despite the school discouraging this. In addition, those children who walk to school have to cross the A226 at this point, as do those wishing to go to/from the bus stop in the vicinity. Higham Parish Council require this junction to be traffic light controlled both during the construction phase and subsequently. Higham Parish Council would like to see a tripartite set up between National Highways, Kent County Council and themselves, to discuss the Forge Lane / Gads Hill School (Grade I listed) junction with regards to monitoring performance currently and during construction. Higham Parish Council's preferred option would be that construction traffic</p>	<p>measures will be discussed and relevant highway authority comments, issues considered and incorporated where reasonably practicable.</p> <p>There is a commitment from the Applicant that HGV movements will not be allowed to pass school entrances during drop off/pick up (Table 2.3 of the oTMPfC).</p> <p>The Applicant met with Higham Parish Council on 15 June 2023 to discuss construction related matters. In this meeting the Forge Lane/Gads Hill School (Grade I listed) junction was discussed. Although haul roads are proposed, they are currently planned to be used for the movement of earthworks. Movements of plant, construction materials and staff are planned along the A226 route due to construction phasing constraints at Thong Lane.</p> <p>The Applicant notes the request for a tripartite with Kent County Council and will work with Higham Parish Council to progress this matter.</p>		

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		<p>is not routed from the A226 to the A289 but that haul roads are built enabling access direct from the A2 to the compounds in Gravesend.</p> <p>Higham Parish Council propose that construction traffic is banned from utilising the A289/A226 and that construction traffic utilise the proposed haul roads. Currently National Highways have stated that the haul roads will be utilised only for earth movements and not for movements of construction plant, machinery, materials (concrete) and staff. Utilising haul roads would reduce climate impact, noise, vibration, fuel economy, nitrogen deposition and effects on ancient woodland.</p> <p>See also 2.1.9 for fuller picture.</p>			
<p>Construction traffic impacts Construction impacts – traffic from the Crematorium</p>	<p>2.1.14</p>	<p>Higham Parish Council state that special consideration needs to be given both to the effect of the construction traffic on the funeral corteges and other traffic going to and from the Crematorium on the A226 and ease of access and egress for such traffic. This then needs to be carried forward to the operational phase when traffic levels are predicted to be even higher. Higham Parish Council note National Highways' comment regarding special</p>	<p>The Applicant explained that special consideration will be given to the crematorium. The Project Team is engaging with the crematorium and measures will be considered in collaboration with them so that disruption is kept to a minimum.</p> <p>Crematoriums are taken into account in Table 2.3 of the oTMPfC: <i>'Access and egress is to be maintained throughout the construction period with the exception of</i></p>	<p>oTMPfC [Document Reference 7.14 (8)]</p>	<p>Matter Agreed</p>

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		consideration to the crematorium and accept this item.	<i>night-time and weekend closures when required for specific planned works</i> <i>Advance warning and particular sensitivity around significant events, particularly evenings and weekends.'</i>		
Construction traffic impacts Construction impacts – Lower Higham Road	2.1.15	Higham Parish Council feel that the various documents seem confused as to the use which is to be made of Lower Higham Road for construction traffic. To be clear we do not expect the Lower Higham Road to be used as an access point for compound 3a, especially given its narrow width. It should be used as an emergency access only. Given that the Lower Higham Road is not wide enough for 2 HGVs to pass except at points where the road edge/verge/hedge has been worn away to allow two large vehicles to pass despite the fact that it is a recognised HGV route, we do not understand how a contraflow is expected to work during the period of the utility diversion works. The length of these works should be minimised, although both are shown as lasting 2 weeks in Table A.3 of the outline Traffic Management Plan for Construction, this conflicts with their classification in Plate A.3. Please clarify your intentions and add to Table 4.3. Disruption should be kept to a minimum.	The Applicant explained that the oTMPfC outlines the proposed construction routes and also proposed banned routes. Table 2.2 of the oTMPfC states: ' <i>The Project will introduce a construction HGV ban on Lower Higham Road and provide a primary access to the A226 Gravesend Road compound from the A226 Gravesend Road.</i> ' The utility diversion works along Lower Higham Road (Work No MU26) is the replacement of a metal water pipe, which is currently located in Lower Higham Road, with a plastic pipe. This is required due to the concerns of the asset owner with regards to the movement of the earth when the tunnel boring machine (TBM) passes beneath the pipeline, which due to its age and material has a higher chance of failing or rupturing compared to a plastic equivalent pipeline. To ensure the pipeline is live and ensure customer supplies for as much of the works as possible, the new pipeline is proposed along the southern verge, limiting works within the carriageway and in proximity to	oTMPfC [Document Reference 7.14 (8)]	Matter Agreed

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		<p>Higham Parish Council note comments and the short duration of closure and accept this point but are concerned about construction traffic utilising Lower Higham Road, Lower Rochester Road and Chalk Road. Noting that these roads are not in the Order Limits but should be banned for construction traffic (as per item 2.1.12).</p>	<p>the pipeline to those points at each end where the new pipeline connects to the existing. In the absence of knowing the exact point of connection and the separation afforded to the workforce and the public from each other, temporary traffic management has been proposed within the oTMPfC by way of a single lane closure along the works site. This will enable traffic to pass the workforce on the northern lane controlled by signals.</p> <p>The workforce will access the site via the A226 Gravesend Road compound from the A226 as opposed to along Lower Higham Road as shown on Plate 4.6 of the oTMPfC.</p> <p>The Applicant will continue to engage with Higham Parish Council to clarify the utility diversion works.</p>		
Mitigation Construction	2.1.16	<p>Higham Parish Council would like to see the inclusion of the points made re cycle lanes (see item 2.1.8), traffic lights (see item 2.1.13), use of Lower Higham Road and access to the crematorium within the Control Documents – CoCP, oTMPfC, etc.</p> <p>Higham Parish Council acknowledge the commitments regarding Lower Higham Road and the Crematorium. We will continue discussions with National Highways on items 2.1.8 and 2.1.13</p>	<p>Commitments from the Applicant have already been made regarding Lower Higham Road and the crematorium within the oTMPfC (see Tables 2.2 and 2.3).</p> <p>The Applicant explained that the oTMPfC has been produced following its work with the relevant local authorities, businesses and emergency services. Once appointed, the Contractor would produce a Traffic Management Plan for Construction in accordance with the</p>	oTMPfC [Document Reference 7.14 (8)]	Matter Agreed

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		separately therefore agree to this item to close this matter.	oTMPfC for their use when working on the new road.		
Compensation/ funding Construction compensation	2.1.17	<p>Higham Parish Council feel that National Highways consider ways to "compensate" local communities for the massive impact during the construction phase and the longer-term implications for residents once the tunnel and the approach road are operational.</p> <p>Higham Parish Council have agreed this matter on the basis that a community fund will be available as set out by National Highways.</p>	<p>The Applicant notes Higham Parish Council's position on this matter. Since this comment was made there has been an establishment of a Lower Thames Crossing Community Legacy Forum to assess potential areas for enhancement which included Higham Parish Council representation and input.</p> <p>Some of the ideas raised in the workshops and other meetings have not yet been taken further but will continue to be developed as the Project progresses.</p> <p>The Applicant will provide two community funds. The two funds of £1.26 million (£180,000 per year for seven years) and £0.63 million (£90,000 per year for seven years) (indexed) are to be administered and assured by the Essex Community Foundation and Kent Community Foundation respectively.</p> <p>It should also be noted that the Applicant has now allocated over £40 million of Designated Funds that can be awarded to local organisations to deliver projects that:</p> <ul style="list-style-type: none"> • Enhance the environment; • Protect and conserve heritage assets; • Promote active travel; and 	N/A	Matter Agreed

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			<ul style="list-style-type: none"> Invest in local communities Full funding criteria can be found online at https://nationalhighways.co.uk/our-roads/lower-thames-crossing/community-hub/community-fund/ and has been shared with Higham Parish Council.		
Construction traffic impacts Construction – traffic management measures	2.1.18 RRE	Higham Parish Council would like to clarify what traffic management measures will be put in place to manage and alleviate the predicted higher levels of HGVs in the local area during construction.	The Applicant 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. The Applicant explained that the oTMPfC has been produced following its work with the relevant local authorities, businesses and emergency services. Once appointed, the Contractor would produce a Traffic Management Plan for Construction in accordance with the oTMPfC for their use when working on the new road. Temporary offline haul routes will be constructed directly off the strategic road network where possible.	oTMPfC [Document Reference 7.14 (8)]	Matter Not Agreed
Construction traffic impacts Construction traffic exclusion zones	2.1.19 RRE	Higham Parish Council would like to clarify the level of involvement they would have in the proposed traffic management measures for construction traffic.	The Applicant explained that Higham Parish Council will be represented at the Traffic Management Forum and will be able to raise any concerns during the works.	oTMPfC [Document Reference 7.14 (8)]	Matter Not Agreed

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		Higham Parish Council note the representation at Traffic Management Forum as detailed in oTMPfC but would request that SoCGs and PADS Trackers are taken into consideration by contractors at commencement of construction planning and engagement and would like this reflected in paragraph 5.2.3 of the CoCP.	<p>The Traffic Management Forum, as detailed in the oTMPfC, will work collaboratively to ensure appropriate planning and coordination of traffic management measures required for the Project construction works packages, and other schemes, would take place to avoid potential conflicts and minimise disruption to road users.</p> <p>The Applicant explained to Higham Parish Council that the purpose of the SoCGs and PADS Trackers were to assist the Examining Authority with regards to matters that require further discussion to inform the examination timetable and issue specific hearings. Therefore, the Applicant does not consider it appropriate to include the requested text in the CoCP.</p>		
Construction traffic impacts Brewers Road closure	2.1.49 DL2	<p>Higham Parish Council are also concerned by the lengthy 18 month closure of Brewers Road Bridge. Query whether this bridge could remain open in parts and the proposed new Green Bridge be built prior to the closure for the existing Brewers Road Bridge.</p> <p>What is the alternative route for in particular cycling (along NCR 177) and bus but also car traffic.</p> <p>HPC query whether Park Pale has been considered as an alternative.</p>	<p>The Applicant recognises that Brewers Road will be closed for a period of likely between 16- 19 months, and this is necessary in order to demolish the existing structure and construct the new Green Bridge which is considered a positive measure. More information is provided in the oTMPfC on the justification for this closure including diagrams showing indicative diversions (Plates 4.9 and 4.10).</p>	<p>oTMPfC [Document Reference 7.14 (8)]</p> <p>ES Chapter 13 Population and Human Health [APP-151]</p>	Matter Not Agreed

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			<p>The oTMPfC sets out that there would be an increase in journey times (around 6 mins) due to the closure and diversion (via Three Crutches roundabout), but that access would be maintained through illustrative diversion routes, which are subject to refinement on engagement with relevant authorities (as other factors may need to be taken into account, such as other works in the nearby area at the time of closure).</p> <p>The Applicant has set out that NCR 177 would be temporarily diverted during construction through Ashenbank Wood and Jeskyns Community Woodland. This is described in ES Chapter 13: Population and human health, within Table 13.64. It should also be noted that NCR 177 would be permanently realigned south of the A2 carriageway. More information is provided in paragraph 13.5.16 item g.</p> <p>In terms of the use of Park Pale as an alternative, there are no existing connections onto the A2 via Park Pale, nor would it be technically feasible to make the appropriate new connections to the A2 due to the proximity of existing merges and diverges with M2 junction 1. Park Pale is also a dead-end and there is no existing connection to Brewers Road on the south side of the A2.</p>		

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Operation and maintenance					
Smart motorway systems	2.1.20 RRE	Higham Parish Council wish to express great concern over the use of Smart Motorway Systems on the route. They note that whilst the Lower Thames Crossing is not categorised as a smart motorway as such, it is one in nature.	The Applicant confirms that the proposed A122 Lower Thames Crossing would operate as an all-purpose trunk road.	N/A	Matter Not Agreed
Roads and infrastructure Tunnel service road	2.1.21	Higham Parish Council is not convinced that the service road to the tunnel will remain as a service road and are concerned it will suffer the same fate as the area around the Dartford Tunnel. Higham Parish Council require the area to be properly gated and controlled. Higham Parish Council ask National Highways to confirm that the access slip road arrangement on the Gravesend Road/A226 are still confirmed as maintenance usage only? and that no scope creep can happen after?	The Applicant confirmed that the link road to the South Portal would only be for emergency and National Highways vehicles.	N/A	Matter Agreed
Impacts A289/A2 to Lower Thames Crossing northbound access	2.1.52 DL8	HPC are concerned that the access from the A289 directly to the Lower Thames Crossing will disrupt Medway, Higham and Shorne traffic from accessing the A2 London-bound particularly during the morning rush hour. HPC are concerned that A289/A2 traffic will be subject to significant delays both during normal operation and when incidents occur on the Lower Thames Crossing. We	As discussed with Higham Parish Council, this link has been designed as part of the Project because traffic modelling outputs show that there is predicted demand for this journey when the Project would open. This is shown in Plates 8.3 and 8.9 of the Combined Modelling and Appraisal Report – Appendix C – Transport Forecasting Package.	Combined Modelling and Appraisal – Appendix C – Transport Forecasting Package [APP-522]	Matter Not Agreed

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		<p>request that this link is removed and traffic diverted via Marling Cross or alternatively, consideration is given to traffic management measures enabling the link to be closed in the event of traffic backing up from the Lower Thames Crossing to enable free-flow of London-bound traffic, which is a key economic driver for Medway and Higham residents.</p> <p>HPC acknowledge that the technology could manage traffic flows during incidents and protect London-bound A2 traffic, avoiding economic impact.</p>	<p>Traffic modelling forecasts show that there would be free-flowing traffic both on the link to the Lower Thames Crossing and onto the London bound A2. Therefore the Applicant does not agree that there would be significant delay during normal operation.</p> <p>In the event of an incident on the A122 Lower Thames Crossing, the technology proposed would allow the management of the slip roads and provide relevant information to road users, which for example could include closing a slip road if the tunnel needs to close. More information about the technology can be found in ES Chapter 2: Project Description.</p>	<p>ES Chapter 2 Project Description [APP-140]</p>	
Charging					
Local Residents' Discount Scheme Charging	2.1.22	<p>Higham Parish Council would like a firmer confirmation (rather than an intention) that Gravesham residents will be entitled to discounts for journeys made through the tunnels as Dartford residents are now.</p> <p>Higham Parish Council note the Road User Charging Statement and on this basis agreed this matter.</p>	<p>Schedule 12 to the draft DCO contains the powers for the Secretary of State to provide a Local Residents' Discount Scheme (LRDS) on the same basis as Dartford (for Thurrock and Gravesham).</p>	<p>Road User Charging Statement [APP-517] Draft DCO [Document Reference 3.1 (10)]</p>	Matter Agreed

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Traffic and economics					
Modelling methodology Traffic modelling	2.1.23	<p>Higham Parish Council believe that the traffic flow modelling is fundamentally flawed as it appears to fail to take into account existing width restrictions and signposting.</p> <p>Higham Parish Council would like to know how the Project works will co-ordinate with the Nuralite works, A289 & Hoo Infrastructure Plan works & Swanscombe London Resort.</p> <p>Higham Parish Council would like to know if Lower Thames Crossing are doing any more modelling? Both for the construction phase and once the route is operational?</p>	<p>The traffic model is built in line with the Department for Transport's Transport Analysis Guidance and standards as set out in the Design Manual for Roads and Bridges. 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. While the model does include a range of detailed network parameters to reflect existing conditions, such a model can never reflect the conditions on every road, particularly those on the local road network.</p> <p>Updated operational modelling and more details of the impacts during construction were shared at the Community Impacts Consultation in summer 2021.</p> <p>The Project's Transport Assessment contains outputs and analysis of both the construction and operational phases of the Project using the latest modelling. This modelling represents updated analysis from that presented at Community Impacts Consultation.</p>	<p>Transport Assessment [REP4-148] to [REP4-152] Combined Modelling and Appraisal Report [APP-518]</p>	Matter Not Agreed
Local modelling requests	2.1.48 DL2	Following Issue Specific Hearing 1, Higham Parish Council request detailed	In line with the criteria set out at paragraph 3.5.9 of Localised Traffic Modelling, the Applicant has considered	Localised Traffic	Matter Not Agreed

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		traffic modelling for the A226 and surrounding roads.	this request. However, Higham Parish Council does not satisfy either part of criterion A, and so, the Applicant has concluded that this request should not be undertaken. The Applicant considers that the Parish Council should engage with Kent County Council who are the local highway authority for the A226.	Modelling [REP6A-004]	
Wider Network Impacts					
Monitoring approach Long-term monitoring	2.1.24	Higham Parish Council note the 3 year long term monitoring that will take place post opening but would like to understand how local communities can feedback after the initial opening?	Monitoring would be conducted in the year before the Project opens to establish a baseline, then one and five years after the Project opens. The management of the strategic road network is the responsibility of the Applicant, and the remainder of the road network is the responsibility of other highway authorities, who work with local planning authorities. It is appropriate that authorities with accountability for the management of planning and the road network be formally consulted on the relevant matters. Other organisations will be able to make representation into the process through their local planning authorities.	WNIMMP [APP-545]	Matter Not Agreed
Non-Project highway improvements	2.1.25	Higham Parish Council are of the opinion it is essential that the wider road network is reviewed and that the improvements and upgrades are	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	WNIMMP [APP-545] Transport Assessment	Matter Not Agreed

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Wider Network Impacts – A229/ M2		<p>factored in, costed and funded - particularly the A227, A228, A229 and A249.</p> <p>Higham Parish Council appreciate that the wider network issues (e.g., A229/M2) are not within the scope of the Project works but question what National Highways are doing to join up with Kent County Council to dovetail works to produce the best overall result for the Kent network?</p> <p>Higham Parish Council, specifically point out that the current proposals indicate that a lot of new vehicle movements resulting from the crossing can be expected around Junction 3 of the M2. Higham Parish Council have previously raised the need for this junction to be included in National Highways' proposals but have been told that it was not part of the Project and should not be included in our consideration. Higham Parish Council are pleased that National Highways now appear to accept that this area will have increased traffic flows as traffic from the Channel Tunnel uses the A229 to reach the Lower Thames Crossing. The existing junction needs to be upgraded simultaneously with construction of any new crossing east of the M25.</p>	<p>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 WNIMMP is included in the DCO application, providing information about the proposed traffic monitoring.</p> <p>The A229 Blue Bell Hill project is being delivered by Kent County Council (KCC) separately from the A122 Lower Thames Crossing and is subject to its own separate funding decision and consenting process. That scheme is still in development, with the Department for Transport (DfT) who are currently considering a Strategic Outline Business Case submitted by KCC. A decision is expected by DfT in summer 2023. As such the scheme is not funded, nor has yet identified a preferred option.</p> <p>The Applicant recognises the case for developing a scheme to improve the operations of Blue Bell Hill and is continuing to support KCC as they bring forward their improvement scheme. The A122 Lower Thames Crossing does not require the emerging improvements at Blue Bell Hill to deliver the benefits set out</p>	<p>[REP4-148] to [REP4-152]</p> <p>ES Appendix 4.4: Traffic and Transport [APP-343]</p> <p>ES Chapter 15: Climate [APP-153]</p> <p>ES Chapter 5: Air Quality [APP-143]</p> <p>Traffic Forecasts Non-Technical Summary [APP-528]</p> <p>Community Impact Report [REP2-032] to [REP2-038]</p> <p>Transport Assessment [REP4-148]</p>	

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		<p>Higham Parish Council state that M20/A229/M2 junctions must be completed prior to the opening of the Project. M20/M25/A2 will not be able to support additional traffic nor the M20/A229/M2 in the event that the junction is not upgraded and routes such as A249, A228 and A227 will be gridlocked.</p> <p>Consideration should also be assessed as to the climate, environmental and fuel economy and traffic management impact of traffic having to traverse the two additional 4km each hills of the M2 when HGV will be most polluting and slow.</p> <p>Consideration for the cost of both this project and the LTC should be combined when considering Cost Benefit ratio.</p> <p>Higham Parish Council have reviewed the National Highways 2020-2025 delivery plan and cannot find any information related to improving the Blue Bell Hill junctions M20/A229/M2.</p>	<p>in the A122 Lower Thames Crossing application. Similarly, the case for the Blue Bell Hill scheme is not dependent on the opening of the A122 Lower Thames Crossing, and consequently the Applicant does not consider there to be a need for any link to be made between the opening of the two projects.</p> <p>Chapter 7 of the Transport Assessment sets out the changes in traffic flow across the region.</p> <p>The A229 Blue Bell Hill scheme is not part of the Project that the Applicant is seeking development consent for and as such cannot be included within the assessments undertaken to support the application, including the economic appraisal.</p> <p>If additional transport schemes, outside the scope of the DCO application, are proposed in future their appraisals would include an assessment of both the benefits and costs of such a proposal.</p> <p>Changes to traffic volumes as a result of the Project are taken into account within the Applicant's transport and environmental assessments.</p> <p>The environmental assessment of traffic and transport impacts are explained and signposted within Environmental Statement Appendix 4.4: Traffic and</p>		

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			<p>Transport. Climate and air quality traffic related impacts are assessed within Environmental Statement Chapter 15: Climate and Environmental Statement Chapter 5: Air Quality.</p> <p>These environmental assessments use the outputs from the Project's transport model that are presented in other areas of the DCO application, including the Traffic Forecasts Non-Technical Summary, Transport Assessment and the Community Impact Report and so reflect the same changes in traffic as a result of the Project.</p>		
Local Wider Network Impacts concerns Wider Network Impacts – A2/M2	2.1.26 RRE	Similarly, Higham Parish Council have concerns that traffic will divert from Folkestone to use the A2/M2 and not the M20 to travel to/from the Channel crossings. The current two lane section of the M2 is already heavily congested at times and is not capable of taking more heavy goods traffic without bringing it to a standstill (as it already is at times, even without an 'incident').	<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>An updated WNIMMP is included in the DCO application, providing information about the proposed traffic monitoring.</p>	WNIMMP [APP-545]	Matter Not Agreed

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<p>Local Wider Network Impacts concerns Wider Network Impacts mitigation on local roads</p>	<p>2.1.27 RRE</p>	<p>Higham Parish council understand that National Highways are predicting a significant increase on a number of roads in the general area, such as the A227, Henhurst Road, Pear Tree Lane, Thong Lane and urban roads such as Valley Drive and Hall Road. How will National Highways mitigate the effects of such increases (in some cases the increase is over 20%)?</p> <p>Higham Parish Council believe that the changed designs look likely to affect traffic flows and volumes in Higham Village and data supplied indicates that there could be increased traffic on the A226 traversing Higham and at the junction with the Wainscott Bypass.</p> <p>The increase in traffic flows leave Higham Parish Council greatly concerned about the impact on the small/narrow country roads which are not going to cope with increases both from construction traffic and normal traffic levels once the Lower Thames Crossing is open let alone when a problem arises either in the Lower Thames Crossing area or at Dartford.</p> <p>There is concern about the model and National Highways statements about the unreliability/accuracy of outputs in relation to A226 and narrow, often single</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>An updated WNIMMP is included in the DCO application, providing information about the proposed traffic monitoring.</p>	<p>WNIMMP [APP-545]</p>	<p>Matter Not Agreed</p>

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		<p>track, village roads Will National Highways share the outcomes of the modelling of the roads in Higham? i.e., the non- primary roads. How do National Highways categorise the A226?</p> <p>What are National Highways plans to mitigate the impact of increases in traffic flows in current low/medium flow areas? There will be an impact on Higham Parish Council residents even though these might be below the National Highways thresholds for concern?</p>			
Wider Network Impacts concerns Brewers Road junction	2.1.28	<p>Higham Parish Council believe that the inability of traffic at the Brewers Road junction on the A2 to join the A2/M2 eastbound it uses Pear Tree Lane and the A226, or the new local road to join the bypass and then effectively U turn at the A226 junction, means that there will be a lot of confusion and inappropriate traffic on local roads caused by drivers failing to turn off in time.</p> <p>Higham Parish Council would like to know National Highways plans to manage the fall-out on village roads from this? Is the Design frozen or will National Highways re-visit this?</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>An updated WNIMMP is included in the DCO application, providing information about the proposed traffic monitoring.</p>	WNIMMP [APP-545]	Matter Not Agreed
Wider Network Impacts concerns	2.1.29 RRE	<p>Rat runs onto the village roads are of great concern to Higham Parish Council and they ask what can be done to</p>	<p>The Applicant is proposing to monitor the impacts of the Project on traffic on the local and strategic road networks. If the</p>	WNIMMP [APP-545]	Matter Not Agreed

Topic	Item No.	Higham Parish Council Comment	The Applicant's Response	Application Document Reference	Status
Rat runs		<p>minimise and mitigate these when incidents occur?</p> <p>In additional Higham Parish Council have concerns that Brewers Road junction will have to wait until 5 years after opening to assess if measures need to be taken, especially if National Highways are aware of the issues outlined here and in conversations over the last 2 years? Surely the 5 years after opening assessment is for unforeseen issues.</p> <p>Higham Parish Council ask whether National Highways have any plans for managing traffic flow within the centre of the village? (Villa Road, Forge Lane, School Lane, Taylors Lane, Telegraph Hill, Hermitage Road) to ensure/enable local journeys to take place with minimum impact:</p> <ul style="list-style-type: none"> • Speed, weight, width limits? • Traffic calming? • How would any measures be monitored/enforced? <p>Higham Parish Council also ask for the proposals for modification to the junction of the A226/Pear Tree Lane/Villa road and whether National Highways anticipate these as temporary changes or permanent?</p>	<p>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 WNIMMP is included in the DCO application, providing information about the proposed traffic monitoring.</p> <p>The Applicant has explained the approach to HGV. The oTMPfC outlines the proposed construction routes and also proposed banned routes.</p>	oTMPfC [Document Reference 7.14 (8)]	

Topic	Item No.	Higham Parish Council Comment	The Applicant's Response	Application Document Reference	Status
		Higham Parish Council request roads in the Village to be banned for construction traffic and "access only" for cars.			
Local Wider Network Impacts concerns Traffic forecasts	2.1.30	<p>Higham Parish Council are disappointed that there is no sign of traffic forecasts for most of the rural roads. There is some indication of increased levels of traffic on the rural roads – these are often narrow roads – which will have a massive impact on local residents. Higham Parish Council are very concerned about increases to traffic movements in 'normal' conditions, but when any incidents happen at Dartford now the local networks are hugely affected. It is essential that the wider road network is reviewed and that improvements and upgrades are factored in, costed and funded - particularly the A227, A228, A229 and A249.</p> <p>Also the A229/M2 junction, which cannot cope with current traffic levels What are your plans for maintenance regimes for the roads which have increased volumes of traffic?</p> <p>Higham Parish Council are still very concerned about National Highway traffic model's predictions on increasing traffic on local roads which are not suitable for taking the proposed</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>An updated WNIMMP is included in the DCO application, providing information about the proposed traffic monitoring.</p> <p>The Wider Network Impacts Management and Monitoring Policy Compliance (contained within the Transport Assessment Appendix F) includes a reference to A229 Blue Bell Hill M2 and M20 junctions in paragraph 1.2.9.</p>	<p>WNIMMP [APP-545] Transport Assessment Appendix F: Wider Network Impacts Management and Monitoring Policy Compliance [APP-535]</p>	Matter Not Agreed

Topic	Item No.	Higham Parish Council Comment	The Applicant's Response	Application Document Reference	Status
		<p>increased traffic flows, and also the potential for 'rat running' if there is an incident. When there are problems on the Dartford Crossing at present, we already experience this as drivers (including HGVs) try to avoid the congestion on the A2. In these circumstances, HGV drivers seem to ignore road restrictions, such as width and weight limits, causing significant blockages on local roads. More thought, planning and consideration is needed about this. We have also observed that the model changes traffic flows in places which are not logical (e.g. somewhere without a traffic junction) which still causes us to question the veracity of the model (as does the reduction in through lanes mentioned above).</p>			
Non-LTC highway improvements	2.1.47 OFH1	<p>Higham Parish Council request that the DCO includes an obligation for roads in Kent to be improved prior to opening of the LTC.</p> <p>KCC and many other parties including HPC have indicated that the impact on local roads if not improved will be significant. In the event that the Bluebell Hill (M2 J3 and M20 Jn 5 and adjoining road is not improved prior to the opening of LTC that significant impacts will be felt along the both M2 and M20 (Jn 7-5,</p>	<p>The Applicant agrees that there are some likely increases in traffic on some parts of the road network in Kent, which will in part be caused by the Project, but not wholly, and this is set out within Chapter 7 of the Transport Assessment. There will also be many traffic benefits across the network, and, overall, these outweigh the disbenefits.</p> <p>While the Applicant does not consider that there are any transport impacts requiring mitigation by the Project, nor</p>	Transport Assessment [REP4-148 to REP4-152]	Matter Not Agreed

Topic	Item No.	Higham Parish Council Comment	The Applicant's Response	Application Document Reference	Status
		<p>already a blackspot) at these points as well as A249, A227, A228. The improvements to Bluebell Hill are not included in the current or proposed next RIS. Whilst the Applicant may have funded a review to the Strategic outline Business Case, KCC state that this has not been considered by government and permission to move to Detailed Business Case has not been given. This stage and any resultant planning permission, and construction will take many years and will not currently be complete in the expected timescales for LTC.</p> <p>HPC reiterate that the DCO should require that local road improvements, and in particular the Bluebell hill junctions should be implemented prior to opening of the LTC.</p>	<p>any subsequent intervention options needed, it notes that:</p> <ul style="list-style-type: none"> • The Applicant is considering the need for enhancements along the A2/M2 corridor which are within the Road Investment Strategy 3 pipeline. • The Applicant is continuing to progress the M2 junction 5 project separately to the A122 Lower Thames Crossing. • The Applicant maintains a route strategy for the M25 south of the proposed connection with the A122 Lower Thames Crossing, the M20, A2 west of the junction with the Lower Thames Crossing, and to the M2 east of junction 1. <p>In addition, the Applicant has agreed a scope of work and has funded this through a Planning Performance Agreement for Kent County Council to undertake a Strategic Outline Business Case (SOBC) study to identify the potential traffic changes on the Kent road network as a result of the Project and to assess the outline business case of potential interventions to optimise the network.</p>		

Topic	Item No.	Higham Parish Council Comment	The Applicant's Response	Application Document Reference	Status
			<p>The outputs of this study will allow Kent County Council to make informed representations during the DCO examination and will enable Kent County Council to develop more advanced business cases over the course of the next 10 years through existing processes.</p> <p>As such, it is not agreed that mitigation via upgrades should be provided within the Project for the identified effects in order to successfully make use of the scheme's benefits should the Project be implemented.</p>		
EIA methodology					
Assessment methodology EIA Assessment Method	2.1.31	<p>Higham Parish Council understand that the Environmental Impact Assessments have not been completed and that further matters may require consideration following announcements expected this autumn related to mitigating any effects of infrastructure projects on Climate Change. Will there be further consultation on environmental matters once the assessments have been finalised? Higham Parish Council disagree that ancient woodland with its eco systems at a micro level developed over a century or more can just be uplifted and placed elsewhere.</p>	<p>The Applicant explained that an Environmental Impact Assessment is an iterative process and once completed will form the ES of the DCO application. There will not be further consultation on the extent of effects.</p> <p>The Applicant agrees that an ancient woodland could not be moved without impact, and that the Project presents a significant environmental effect on the ancient woodland. The Applicant proposes to provide a level of compensation, with an understanding that it is not possible to fully compensate for the loss of ancient woodland. The Applicant is proposing to salvage the soils</p>	N/A	Matter Not Agreed

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			and use them in the woodland habitat which will be created in the area.		
Air quality					
Project design and mitigation Air quality mitigation	2.1.32 RRE	Higham Parish Council note that the Air Quality assessments show very high levels just south of the parish at the existing A2/M2 junction which are likely to breach air quality standards. Except on the stillest of days, air movement is likely to move the pollution around to the detriment of parishioners. The scheme should be designed so that it does not cause air quality standards to be breached in the first 15 years of operation. Higham Parish Council ask, what mitigation will be undertaken to stop this breach of air quality standards?	The Applicant explained that a detailed air quality modelling assessment is being undertaken to assess the potential air quality impacts of the Project during construction and operation. If the Project is predicted to result in significant air quality effects according to the guidance by which road infrastructure projects are assessed in England, then mitigation would be required. The Project would then need to demonstrate that the mitigation is effective and can remove the significant effect. For air quality, mitigation measures may include techniques such as the use of roadside barriers or managed speed limits. The air quality effects of the Project, including the significance and mitigation requirements, will be fully detailed in the ES as part of the DCO application.	ES Chapter 5: Air Quality [APP-143]	Matter Not Agreed
Assessment of likely significant effects Air quality impacts	2.1.33	Although the preliminary air quality assessment shows that levels of air pollutants comfortably meet air quality standards outside Gads Hill School and at other points along the A226, Higham Parish Council are still concerned.	The Applicant explained that the preliminary air quality assessment undertaken to date shows that levels of air pollutants comfortably meet air quality standards on the A226 with the Project (in vicinity of Gads Hill School). Further air quality modelling and assessment work	ES Chapter 5: Air Quality [APP-143] Health and Equalities Impact	Matter Not Agreed

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			<p>will be undertaken for the ES, and mitigation would be required should any changes in air quality be considered significant according to national policy and guidance.</p> <p>The Health Impact Assessment provides more information specifically on air quality and human health.</p>	Assessment [REP7-144]	
<p>Assessment of likely significant effects</p> <p>Air quality assessments</p>	2.1.34 RRE	Higham Parish Council feel that National Highways have not appeared to have considered other pollutants, e.g. CO2 and particulates. Higham Parish Council have asked National Highways to please provide this data.	<p>The Applicant explained that the preliminary air quality assessment considered the impact of the Project on nitrogen dioxide and particulates at human health locations (e.g. houses). These are the only air pollutants of concern associated with traffic. emissions in the UK, when considering the risk of exceedances of air quality standards and limit values. The impact of the Project on nitrogen dioxide and particulate matter (PM_{2.5} and PM₁₀) will be presented in ES Chapter 5: Air Quality. Impacts of the Project on carbon dioxide emissions will be considered in ES Chapter 15: Climate.</p>	<p>ES Chapter 5: Air Quality [APP-143]</p> <p>ES Chapter 15: Climate [APP-153]</p>	Matter Not Agreed
Landscape and visual					
<p>Impacts</p> <p>Impact on Thong Village</p>	2.1.35	Higham Parish Council have concerns about the impact on Thong village and would like to see more cut and cover on as much of the route as possible between the tunnel and the A2/M2.	<p>The Applicant explained that environmental mitigation has provided for Thong Village, but has been balanced against the existing heritage requirements for the village's Conservation Area. Earthworks and a wide belt of woodland</p>	N/A	Matter Agreed

Topic	Item No.	Higham Parish Council Comment	The Applicant's Response	Application Document Reference	Status
			<p>planting has been designed to the south-west of the village to screen views of the junction. Open views to the west of the village have been retained where the Project road has gone into cutting. This is a key characteristic of the Conservation Area and the local landscape area as it has historically had open views. The level of tunnel lighting at the tunnel entry and exit portals (referred to as the "Threshold" zones) will be set in response to the external lighting levels recorded at the tunnel approaches and exits. This is done to allow drivers' eyes to best adjust to their new environment, i.e. to prevent a "black hole" effect upon entering the tunnel, and thereafter to prevent the "dazzling" effect when exiting the tunnel environment and re-emerging into natural daylight conditions.</p>		
Mitigation Landscaping safeguarding	2.1.36	<p>Higham Parish Council are not convinced that the amount of land put aside is reasonable and would like assurances to be given that the land earmarked for tree planting etc. will have some form of long term commitment (legally binding) – so that it is kept for this purpose and will never be used for development – Businesses or Housing Development.</p>	<p>The Applicant will be responsible for long-term management and maintenance of environmental mitigation unless it is agreed with a third party (usually another statutory body, such as Natural England or Forestry England) for them to manage at a later date.</p> <p>The Applicant will not apply for planning consent for change of use of those environmental mitigation areas as the deviation from what is secured in the</p>	Statement of Reasons [REP7-096]	Matter Agreed

Topic	Item No.	Higham Parish Council Comment	The Applicant's Response	Application Document Reference	Status
		There needs to be a long term management plan for these areas.	DCO would be a criminal breach of control for the Applicant. The land required for the Project has to be clearly defined for the DCO application, and the reasons for the inclusion of compulsory powers and temporary possession for each plot of land has to be explained in a document called the Statement of Reasons. Any future development outside the land required to construct, operate and maintain the Project would be decided by the relevant local planning authority or other relevant approval body. For more information about local authority aspirations for future development, refer to their relevant local plans.		
Terrestrial biodiversity					
Mitigation Ancient woodland	2.1.37 RRE	Higham Parish Council do not understand how an ancient woodland can be relocated. These have developed in their own unique way over centuries as they have reacted to soil conditions, climatic events (such as the mini Ice Age), general natural events (such as storms) and human activity (e.g. collecting firewood), resulting in their current biodiversity and ecosystems. Destroying existing woodland will remove these environments forever;	The Applicant explained that there is no proposal to relocate ancient woodland as part of the DCO application. Where practicable, ancient woodland soils will be salvaged and used as planting medium in areas identified as ancient woodland compensation planting. This helps inoculate these areas with some of the fungi and seed bank present in these soils, a process which has been shown to produce a more-diverse ground flora	N/A	Matter Not Agreed

Topic	Item No.	Higham Parish Council Comment	The Applicant's Response	Application Document Reference	Status
		they cannot simply be moved or replicated. A substantial amount of carbon will be released into the atmosphere increasing climate change emissions, and any replacement planting will take decades to reproduce mature trees to replace the ones destroyed. Similarly, replacement sites for protected species will take many years to establish. They certainly cannot be properly established in the short period of time implied by the aim of opening the crossing in 2030.	more rapidly than when areas are planting into a standard planting medium. The time taken for all ecological mitigation measures to become established and suitable for use by a range of species is taken into account within the Lower Thames Crossing impact assessment. Where habitats are required to translocate animals into, the establishment of these habitats is built into the Project programme before any translocation can occur.		
Mitigation Ancient woodland – protection	2.1.38	Higham Parish Council state that ancient woodland compensation sites, protected species receptor sites and ecological compensation sites need to be closed off for all of them to become established and once established, public access should be restricted to protect the environments created.	The Applicant explained that establishment periods have been identified for all areas of ecological mitigation/compensation and, where necessary, public access is restricted to ensure this establishment is successful. Management of all mitigation areas would be sensitive to, and include the ability to address, recreational pressures. The management of these sites will remain the responsibility of the Applicant. Where land is not required post-construction, this will be returned to the landowner in line with its condition at the time of compulsory acquisition. In many cases this will be a return to farmland.	N/A	Matter Not Agreed

Topic	Item No.	Higham Parish Council Comment	The Applicant's Response	Application Document Reference	Status
Mitigation Chalk Park	2.1.39	The shape of 'Chalk Park' is somewhat haphazard, leaving areas which will be difficult to farm with modern machinery and thought should be given to regularising the boundaries and returning areas to farmland.	The shape of Chalk Park is defined by the existing contour pattern. Areas returned to farmland retain existing gradients that are currently being farmed at (albeit raised by a few metres). Regularising the boundary would probably lose areas of land to be returned to farmland, and the Applicant's intention was to maximise the area returned.	N/A	Matter Not Agreed
Material assets and waste					
Assessment methodology Material assets and waste	2.1.40 RRE	Higham Parish Council would like to see more consideration given to managing the noise and pollution during the construction phase. The amount of spoil produced during construction will be huge – it is not clear how this will be removed from the site. Higham Parish Council would like to see this clarified and guarantees given that local roads will NOT be used to remove the spoil. Higham Parish Council ask whether spoil could be removed by rail or river? There is insufficient detail of how some aspects of the construction will be managed e.g. removal of the spoil. The impact on the whole area will be massive for up to 7 years so Higham Parish Council urge National Highways to consider ways to reduce noise and pollution during the construction phase.	ES Chapter 12: Noise and Vibration includes noise and visual assessments from construction activities, and the CoCP and Register of Environmental Actions and Commitments (REAC) provide mitigation measures on how noise and pollution will be managed during construction. The oTMPfC details how construction traffic will be managed to mitigate effects on the local community. The Applicant has 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) will provide detail on committed mitigation such as location of	ES Chapter 12: Noise and Vibration [APP-150] ES Chapter 11: Material Assets and Waste [APP-149] ES Appendix 2.2: CoCP [Document Reference 6.3 ES Appendix 2.2 (8)] oTMPfC [Document Reference 7.14 (8)] ES Appendix 2.2 Annex B:	Matter Not Agreed

Topic	Item No.	Higham Parish Council Comment	The Applicant's Response	Application Document Reference	Status
		<p>It is essential that the villages and urban communities are protected from construction traffic.</p> <p>Higham Parish Council ask if some of the spoil could be used for improvements to local roads?</p>	<p>stockpiles to act as noise and visual barriers.</p> <p>The Applicant 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 (oMHP).</p>	<p>oMHP [REP7-127]</p>	
Noise and Vibration					
<p>Assessment of likely significant effects</p> <p>Noise assessment for the A226</p>	2.1.41	<p>Higham Parish Council pointed out that there is no assessment as to increased noise levels on the A226 during construction.</p> <p>HPC acknowledge and note the response from National Highways, in the event these levels are not exceeded then they are acceptable and on this basis the matter is agreed.</p>	<p>The construction road traffic noise assessment is presented within Section 12.6 (paragraphs 12.6.41 to 12.6.49) of ES Chapter 12: Noise and Vibration and ES Figure 12.2: Construction Traffic Noise - Affected Links.</p> <p>ES Figure 12.2 (page 1) indicates the change in road traffic noise level along the A226 within Higham is predicted to be less than 1dB(A), which is below the threshold of human hearing. The significance of road traffic noise during construction within these areas would be considered to be negligible.</p>	<p>ES Chapter 12: Noise and Vibration [APP-150]</p> <p>ES Figure 12.2: Construction Traffic Noise – Affected Links [APP-310]</p>	Matter Agreed
<p>Assessment of likely significant effects</p> <p>Noise and vibration</p>	2.1.42	<p>Higham Parish Council believe that Figure 2.16 within the Ward Impact Summaries is too simplistic. If there is going to be the predicted increase in traffic along the A226 and other roads as shown in Figures 2.4–2.9 of this</p>	<p>Noted. The intention was to make the ward summary information less technical to enable better public understanding of the local impacts.</p> <p>Traffic Figures 2.4 to 2.9 also show the morning peak, interpeak and evening</p>	<p>ES Chapter 12: Noise and Vibration [APP-150]</p> <p>ES Figure 12.1: Construction</p>	Matter Agreed

Topic	Item No.	Higham Parish Council Comment	The Applicant's Response	Application Document Reference	Status
		<p>document, then there will be an increase in noise related to the increase in traffic which will adversely affect those living and working on these roads, as well as the schools.</p> <p>HPC acknowledge and note the response from National Highways, in the event these levels are not exceeded then they are acceptable and on this basis the matter is agreed.</p>	<p>peak, whilst noise Figure 2.16 is based on 18-hour annual average weekday traffic (AAWT).</p> <p>The construction road traffic noise assessment is presented within Section 12.6 (paragraphs 12.6.41 to 12.6.49) of ES Chapter 12: Noise and Vibration and ES Figure 12.2: Construction Traffic Noise - Affected Links.</p> <p>ES Figure 12.2 (page 1) indicates the change in road traffic noise level along the A226 within Higham is predicted to be less than 1dB(A), which is below the threshold of human hearing. The significance of road traffic noise during construction within these areas would be considered to be negligible.</p>	<p>Noise and Vibration Study Area [APP-309]</p> <p>ES Figure 12.2: Construction Traffic Noise - Affected Links [APP-310]</p> <p>ES Appendix 2.2: CoCP [Document Reference 6.3 ES Appendix 2.2 (8)]</p>	
<p>Assessment of likely significant effects</p> <p>Impacts near Strood and the A226 close to Higham</p>	<p>2.1.50 DL2</p>	<p>Having reviewed ES Chapter 12, HPC can see no reference in the reviewed documents as to Noise and Vibration impact either at the M2 Jn 1 approaching Strood for the Three Crutches area or the A226 along any of its length, but particularly at Forge Lane/Gads Hill School Junction. Nor for Pear Tree Lane, approaching A226.</p> <p>HPC acknowledge and note the response from National Highways, in the event these levels are not exceeded</p>	<p>The construction road traffic noise assessment is presented within Section 12.6 (paragraphs 12.6.41 to 12.6.49) of ES Chapter 12: Noise and Vibration. The study area for the construction road traffic assessment considers noise changes in the form of Basic Noise Levels (BNLs) along any road/route identified as experiencing temporary increases in road traffic noise level of 1dB(A) or greater as a result of the construction of the Project, in line with DMRB LA 111 (Highways England, 2020) requirements. These roads would be classified as presenting a</p>	<p>ES Chapter 12: Noise and Vibration [APP-150]</p> <p>ES Figure 12.2: Construction Traffic Noise - Affected Links [APP-310]</p>	<p>Matter Agreed</p>

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		<p>then they are acceptable and on this basis the matter is agreed.</p>	<p>minor impact or greater and as such would be assessed and are presented in ES Figure 12.2: Construction Traffic Noise - Affected Links.</p> <p>ES Figure 12.2 (page 1) indicates the change in road traffic noise level at the M2 Jn 1 approaching Strood for the Three Crutches area, Forge Lane/Gads Hill School Junction, and along the A226 within Higham is predicted to be less than 1dB(A), which is classified as negligible and as such under the methodology would not be presented as an affected route. As such M2 Jn 1 approaching Strood for the Three Crutches area, Forge Lane/Gads Hill School Junction, and along the A226 within Higham would not experience any significant adverse effects as a result of construction traffic in any construction year.</p> <p>ES Figure 12.2 (page 1) indicates Pear Tree Lane approaching the A226 within Shorne is predicted to see an increase in road traffic noise of greater than 1dB(A) only occurring in construction year 5, meaning it is identified on ES Figure 12.2: Construction Traffic Noise - Affected Links as an affected link for this year. Further consideration of the impacts along this route in year 5 concludes a minor impact, with changes in the BNL due to</p>		

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			construction traffic being no greater than 1.2dB(A). As such Pear Tree Lane would not experience any significant adverse effects as a result of construction traffic in any construction year.		
Assessment of likely significant effects Percussive piling and vibration close to Higham	2.1.51 DL2	<p>Having reviewed ES Chapter 12, APP 150 Pg 193 "Percussive Piling activities within 65m of receptors secured through the CoCP", We are concerned that any percussive piling can be heard much further than 65m due to the shape of the landscape. Current piling at DP World on the north side of River is intermittently affecting Higham Village up to the A226.</p> <p>Page 199 references 3 sites that will be impacted by more than 10 days of vibration. The sites are not detailed. Further information required.</p> <p>HPC acknowledge and note the response from National Highways, in the event these levels are not exceeded then they are acceptable and on this basis the matter is agreed.</p>	<p>Relating to the first issue raised, the distance of 65m is not related to noise and is purely a parameter considered in the ground born vibration assessment. Noise from piling activities is predicted within the study area as specified in paragraphs 12.3.28 to 12.3.32 (page 10) of Section 12.3 of ES Chapter 12: Noise and Vibration.</p> <p>Paragraphs 12.6.59 to 12.6.63 and associated table 12.40 (pages 131 to 132) of ES Chapter 12 considers vibration effects in locations South of the River Thames, including where appropriate, impacts in the Higham Parish Council Area. It can be seen from reference to Table 12.40 that there are reported to be no significant adverse effects relating to vibration south of the river, or in the Higham Parish Council area. All predicted ground borne vibration effects occur relating to structures located North of the River Thames.</p> <p>Additionally, through the measures secured in the CoCP and REAC, specifically REAC commitment NV017</p>	<p>ES Chapter 12: Noise and Vibration [APP-150] ES Appendix 2.2: CoCP [Document Reference 6.3 ES Appendix 2.2 (8)]</p>	Matter Agreed

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			(Vibration from piling), ground borne vibration from piling will be controlled by best practice mitigation measures in all cases.		
Climate					
Assessment methodology Loss of agricultural land	2.1.43 RRE	Higham Parish Council object to the increasing land take from previous consultations, especially prime grade 1 and 2 agricultural land. The total land take appears to have increased by about 10% or 215 hectares over the last 12 months. This dramatic increase seems mainly to be because of sites for “ancient woodland compensation”, “receptor site[s] for protected species” and “Ecology compensation planting”. The country, as set out in the Governments Food Strategy, needs to produce at least as much food as it does at present and to increase production of certain foods. Taking land out of production for reasons associated with the scheme will lead to increased imports of food, more food miles, and potentially more lorries importing food travelling on roads through Kent. All of this will work against the government’s stated aim of achieving ‘Net Zero’. Land is a finite resource and not just there for the taking. As current global events show, combined with the shortage of	The Applicant has carried out Agricultural Land Classification surveys, the results of which are described in ES Chapter 10: Geology and Soils. These surveys assess the Project’s impact on the Best and Most Versatile land (Grades 1, 2 and 3a) and explain how impacts would be minimised.	ES Chapter 10 Geology and Soil [APP-148]	Matter Not Agreed

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		HGV drivers both in the UK and Europe, the more food we can produce in the UK the more robust the supply of foodstuffs will be.			
Nitrogen deposition					
General methodology/ modelling/ alternatives Speed limit on M2, junctions 3 and 4	2.1.44	Higham Parish Council do not understand why National Highways consider a speed limit between junctions 3 and 4 is potentially needed as traffic will not be increased in this area. Higham Parish Council note that speed limit enforcement is proposed to reduce the current speed limit exceedances that are causing nitrogen deposit exceedances and accept this item.	The Applicant is proposing speed limit enforcement measures (not a speed limit) to reduce the current exceedances of the speed limit which will reduce emissions, therefore reducing nitrogen deposition. Traffic data shows that the speed limit is exceeded by some motorists on some sections of the road network. Driving at faster speeds increases nitrogen emissions, so by enforcing the speed limit on certain sections of road, average vehicle speeds can be brought down, reducing nitrogen deposition on nearby designated sites. Following the Applicant's assessment of nitrogen deposition, it proposes installing speed cameras on the M2 between junctions 3 and 4 (once the Project is open) on top of existing enforcement measures, which would be effective in encouraging road users to drive at the legal speed limit. This location has been chosen because the Applicant's traffic modelling shows that some motorists are currently exceeding the speed limit. There would be no change to the speed limit,	ES Appendix 5.6: Project Air Quality Action Plan [APP-350]	Matter Agreed

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			having considered that option in the assessments (see ES Appendix 5.6: Project Air Quality Action Plan), as that option would have led to unacceptable rerouting of traffic onto the local road network and subsequent safety issues.		

Appendix A Engagement activity

Table A.1 Engagement activities between the Applicant and Higham Parish Council since the DCO Application was submitted on the 31 October 2022

Date	Overview of Engagement Activities
1 February 2023	Microsoft Teams meeting to discuss SoCG and PADS Tracker. Following the meeting, the Applicant sent some information to help with navigating the DCO application, a document with signposting for some of Higham Parish Council's SoCG items and the presentation slides for the benefit of new members.
28 February 2023	Higham Parish Council contacted the Applicant requesting the template for the PADS Tracker. The Applicant shared the email from the Planning Inspectorate with the template.
4 March 2023	Higham Parish Council shared a draft PADS Tracker with the Applicant. The Applicant responded with some advice and comments.
23 March 2023	The Applicant contacted Higham Parish Council to offer a Microsoft Teams meeting to discuss SoCGs, PADS Tracker and next steps and timescales.
6 April 2023	The Applicant contacted Higham Parish Council with a suggestion of two dates for a meeting. Higham Parish Council responded and a meeting was set for 14 April.
14 April 2023	Meeting to discuss various SoCG matters and agree some next steps on particular items. Following the meeting, the Applicant shared links to various documents requested by Higham Parish Council and a list of SoCG items with notes and actions for both parties. A follow-up meeting was set for 26 April.
26 April 2023	Meeting to discuss SoCG matters. The Applicant and Higham Parish Council agreed on some text updates to 13 SoCG items. Some matters were agreed. A follow-up meeting was set for 11 May.
11 May 2023	Meeting to discuss and review SoCG matters, including agreeing text updated to the SoCG document. Three items were agreed in principle, subject to committee approval. Next meeting agreed for June and Higham Parish Council's request for discussions with other parties on Forge Lane/Crutches Lane junction and reviewing construction routes.
15 June 2023	Meeting to discuss construction related SoCG matters with a construction team representative present. No changes to the status of matters were made. Discussion about finalising the SoCG for Examination Deadline 1. A further meeting was agreed for 3 July to review changes for Examination Deadline 2.
19 June 2023	Meeting to review SoCG ahead of Examination Deadline 1.
3 July 2023	Meeting to review SoCG to discuss updates required for Examination Deadline 2.

Date	Overview of Engagement Activities
10 July 2023	The Applicant and Higham Parish Council met to undertake a site visit of the area around Gads Hill School and the Forge Lane/Crutches Lane junction.
17 July 2023	Meeting to discuss various design and traffic queries raised by Higham Parish Council.
25 September 2023	Meeting to review outstanding matters in SoCG.
28 September 2023	Meeting with Higham Parish Council to review design related queries.
7 November 2023	Meeting to review outstanding matters in SoCG.
13 November 2023	Meeting to review updates to SoCG in preparation of final document.

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.
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.
Environmental Impact Assessment	EIA	A process by which information about environmental effects of a proposed development is collected, assessed and used to inform decision making. For certain projects, EIA is a statutory requirement, reported an Environmental Statement.
Heavy Goods Vehicle	HGV	A large, heavy motor vehicle used for transporting cargo.
Local Residents' Discount Scheme	LRDS	Accounts that offer discounts on road user charges but are subject to location-based eligibility criteria.
National Highways		A UK government-owned company with responsibility for managing the motorways and major roads in England. Formerly known as Highways England.
National Policy Statement for National Networks	NPSNN	The NPSNN sets out the need for, and Government's policies to deliver, development of Nationally Significant Infrastructure Projects on the national road and rail networks in England. It provides planning guidance for promoters of Nationally Significant Infrastructure Projects on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State.
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 Materials Handling Plan	oMHP	Sets out the approach and high-level principles for handling construction materials and waste on the Lower Thames Crossing project, both inside and outside the Order Limits.
outline Traffic Management Plan for Construction	oTMPfC	A plan setting out the strategy and measures to be adopted with respect to highway and transportation issues for the Project. The TMP supports the DCO application and would be embedded within the eventual construction contractor documentation and will form an overarching and

Term	Abbreviation	Explanation
		comprehensive management procedure for the Contractor to adhere to.
Public Right of Way	PRoW Network	A right possessed by the public to pass along routes over land at all times. Although the land may be owned by a private individual, the public may still gain access across that land along a specific route. The mode of transport allowed differs according to the type of Public Right of Way, which can consist of footpaths, bridleways and open and restricted byways.
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).
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.
Wider Network Impacts Monitoring and Management Plan	WNIMMP	Plan setting out a traffic impact monitoring scheme to be carried out a year prior to opening and one and five years after the road opens.

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