

Lower Thames Crossing

5.4.4.7 Statement of Common Ground between (1) National Highways and (2) Kent County Council

APFP Regulation 5(2)(q)

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This is a draft Statement of Common Ground with matters outstanding and is unsigned. The draft Statement of Common Ground has been drafted by the Applicant but the stakeholder has not yet been able to complete their review in line with their governance process. The Applicant considers that this Statement of Common Ground presents an accurate description of the matters raised and the status of each matter, based on the engagement that has taken place to date.

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5.4.4.7 Statement of Common Ground between (1) National Highways and (2) Kent County Council

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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 (National Highways) to the Secretary of State for Transport (Secretary of State) under section 37 of the Planning Act 2008.
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application Documents. All documents may be available on the Planning Inspectorate website.
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties named below, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific matters that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared in respect of the Project by (1) National Highways, and (2) Kent County Council.
- 1.2.2 National Highways became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing National Highways made provision for all legal rights and obligations of the Highways Agency, including in respect of the Project, to be conferred upon or assumed by National Highways.
- 1.2.3 Kent County Council is a host authority in respect of the application and as such is a category 'C' local authority under section 43 of the Planning Act 2008. As a county council, it is the highway authority for non-strategic roads and holds responsibilities including strategic planning, transport planning, waste management, environment and public health within its boundary. Kent County Council works with other highway authorities to manage interfaces between their highway networks and liaises closely with district and borough councils on planning issues.

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, and "Matter under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Matter agreed" indicates where the issue has been resolved.

1.4 Overview of previous engagement

- 1.4.1 A summary of the meetings and correspondence undertaken between the two parties in relation to the Project is outlined in Appendix C.

1.5 Status of the Statement of Common Ground

- 1.5.1 Kent County Council has not yet been able to complete their review of this Statement of Common Ground in line with their governance process. This Statement of Common Ground is therefore presented as an 'unsigned' Statement of Common Ground.
- 1.5.2 National Highways considers that this Statement of Common Ground is an accurate description of the matters raised by Kent County Council and the status of each matter, based on the engagement that has taken place to date, as set out in Appendix C.

2 Matters

2.1 Matters agreed, not agreed or under discussion

- 2.1.1 Table 2.1 details the matters which have been agreed, not agreed, or are under discussion between (1) National Highways and (2) Kent County Council.
- 2.1.2 It is acknowledged there are some matters where further discussion may take place during the detailed design stage of the Project to finalise detail, but the matter is agreed in principle.
- 2.1.3 The numbers in [x] in the 'Item Number' column below correspond with the numbering of the matters as they were recorded in an issues tracker developed between National Highways and Kent County Council during the Project's various pre-application phase, and these matters have either been paraphrased or amalgamated, and in most occurrences, both. This was done for the purposes of clarity and brevity. The reference remains to help relate these matters back to their original source.

Table 2.1 Matters

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
Need for the Project					
Strategic need	2.1.1	Kent County Council supports the need for the Project. Kent County Council considers that there is an urgent need for a new Lower Thames Crossing (LTC) that will cater for current and future demand as well as relieving the significant, daily congestion experienced at Dartford and provide greater connectivity north and south of the Thames Estuary to boost both local and national economic productivity.	National Highways welcomes Kent County Council's consideration of the strategic need for the Project and its role in catering for current and future demand and facilitating local and national economic productivity.	N/A	Matter Agreed
Consultation and Engagement					
Adequacy of Consultation Materials	2.1.2 [KENT-#0273] [KENT-#0274] [KENT-#0275] [KENT-#0316] [KENT-#0768]	Throughout LTC public consultations, Kent County Council has provided feedback regarding its consideration of the quality, content and timescales for the consultations. While Kent County Council has had some reservations about these elements of consultation, overall Kent County Council is satisfied with the adequacy of consultation on the Project	Since the previous DCO submission was withdrawn, National Highways has undertaken further consultation (Summer 2021; Spring 2022) and detailed engagement. National Highways is satisfied that it has provided enough detailed information about environmental and traffic impacts for consultees to understand the proposals and their impacts, allowing them to provide meaningful feedback during the consultation period. This remains a matter under discussion, though subject to Kent County Council's	N/A	Matter Under Discussion

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
			updated position following production of its Adequacy of Consultation Response (AoCR), National Highways consider this likely to be a matter agreed.		
Route selection, modal alternatives & assessment of reasonable alternatives					
Route Alignment	2.1.3	Kent County Council agrees that the proposed route alignment is appropriate	Noted. Subject to Kent County Council's approval, National Highways consider this likely to be a matter agreed.	N/A	Matter Under Discussion
Design – Road, Tunnels, Utilities					
Reduction of lanes along M2/A2	2.1.4 [KENT-#0163]	Kent County Council is concerned that reducing the A2/M2 eastbound carriageway from four to two lanes from the Gravesend East junction to just past the LTC junction could cause capacity issues for both users of the LTC and M2/A2 corridor and require re-assessment of the traffic model to determine the impact.	National Highways consider that it is normal practice to reduce the number of lanes through a junction to cater for traffic leaving before and re-joining after the interchange. The section of the M2/A2 where this happens has two new additional parallel lanes in both direction which takes some of the existing local traffic. This section has fewer requirements for vehicles to change lanes which also helps with providing a free flow experience. While this remains a matter under discussion, National Highways consider that the approach to design of the eastbound carriageway is appropriate; subject to further comments from Kent County Council, Kent County Council to advise if this can be a matter agreed.	N/A	Matter Under Discussion
Thong Lane Car Park - Principle	2.1.5	Kent County Council supports the principle of the proposed new car	It is agreed that the use of CA2 as an operational car park is appropriate, and has been designed to appropriate standards for	N/A	Matter Agreed

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
		<p>park at Thong Lane, following use of compound CA2.</p> <p>Kent County Council considers that that the location of the CA2 compound lends itself to being left as an additional car park facility as a legacy of the project, noting that current car parks are at capacity, and a car park situated here would be ideal for basing cyclists and equestrian visitors and should contain facilities for horse boxes.</p> <p>Kent County Council note that this should include a shared user route that is tied into Shorne Woods Country Park in order to be effective.</p>	<p>the benefit of its users, Kent County Council, and Shorne Woods Country Park.</p> <p>Walking, Cycling and Horseriding (WCH) routes have been connected to and from the car park as far as technically possible (within the site constraints).</p> <p>A new bridleway leads into the proposed car park from the west and a new direct entrance (bridleway) to Shorne Woods Country Park has been provided via a pegasus crossing on Thong Lane.</p>		
Thong Land Car Park - Detail	2.1.6	Kent County Council considers that further discussion should be undertaken to agree on the detailed design, facilities, access and setting for the proposed car park.	<p>National Highways notes that the outline design of the new car park has been developed in close co-ordination with Kent County Council to ensure it will provide an adequate revenue stream.</p> <p>National Highways and Kent County Council will continue discussions on the approach to detailed design of the proposed car park.</p>	N/A	Matter Under Discussion
Construction					
Use of the River Thames for Construction Transport	2.1.7 [KENT-#0374]	Kent County Council consider that use of the river to transport construction materials / waste would reduce the construction	National Highways agrees with the principle that importing and exporting materials via the river could reduce the number of trips on some of the network.	Outline Materials Handling Plan (oMHP) (6.3)	Matter Under Discussion

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
		impact of the site on the highway network.	<p>However, National Highways considers that in this case, to import materials to the construction compounds south of the River Thames via existing ports is not favourable, due to the reliance of the local road network and no direct access to construction compounds. The construction of direct access between the river to construction compounds is constrained by the Thames Estuary and Marshes Ramsar.</p> <p>The Project's earthwork balance estimate indicates little demand to transport excavated material offsite south of the river. This is detailed in the outline Materials Handling Plan (oMHP) which will be shared as part of the DCO application.</p> <p>While this remains under discussion, National Highways consider that the principle is agreed, subject to Kent County Council's view of the oMHP</p>		
Road Asset Maintenance	2.1.8 [KENT-#0346] [KENT-#0438] [KENT-#0439] [KENT-#0440] [KENT-#0522]	<p>Kent County Council is concerned about damage to the local road network as a result of HGV construction traffic (and higher volume of general use during operation) and suggests that the Project should support the strengthening of certain roads before construction.</p> <p>Kent County Council has identified the necessary works required, and suggests that this work is</p>	<p>National Highways continues to engage with Kent County Council to agree an appropriate approach to monitoring and mitigating potential effects.</p> <p>National Highways agrees with the principle of mitigating significant adverse effects related to the Project, and considers that joint inspections are a good way forward.</p> <p>The details of the approach will be agreed subject to Kent County Council's programme / plan of capital works. Kent County Council</p>	Outline Traffic Management Plan for Construction (oTMPfC) (7.14)	Matter Under Discussion

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
	[KENT-#0523] [KENT-#0340] [KENT-#0264] [KENT-#0342] [KENT-#0465]	undertaken prior to construction, rather than relying on pre- and post-construction surveys to inform the condition. Kent County Council consider that improved signage that routes strategic traffic onto more suitable routes and, more importantly, improvements to those other routes, would mitigate this.	and National Highways are collaborating on an approach to identifying where routes that the project will use for its construction logistics may be known to require short to medium term asset maintenance activity, and to bring forward a method to deliver works where practicable. Kent County Council have agreed to a review of routes that may be impacted (following on from the presentation provided March 2022). A meeting was held on 19/07/2022 and National Highways are to produce a schedule of logistics, secondary, impacted, and diversion routes for Kent County Council to review and compare against their asset maintenance schedules. The outline Traffic Management Plan for Construction (oTMPfC) also addresses this issue of HGV movements and local roads. Access routes are outlined in the oTMPfC. National Highways consider that the principle is agreed, subject to agreeing detail of approach as above with Kent County Council (forward plan has been discussed).		
Construction Site Traffic Management	2.1.9 [KENT-#0400]	Kent County Council is concerned about the about the location of the egress onto the A226 in proximity to the Chalk Road junction and also how this accounts for the existing right turn bay, and about whether signals are suitable in this location	National Highways confirms that access to compound CA3 would be from the A226 with a left in, right out to minimise the impact of construction vehicles travelling through Gravesend town centre and more congested and populated areas. The precise traffic management measures would be discussed with Kent County	Outline Traffic Management Plan for Construction (oTMPfC) (7.14) Register of Environmental	Matter Under Discussion

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		on a high-speed road and bend where visibility may be limited. Kent County Council supports National Highways proposals to ban HGV left turns in this egress, but considers that HGVs should also be required to travel to/from the strategic road network using only the A226 and A289, to prevent rat running through Shorne and along Pear Tree Lane.	Council and detailed and designed following appointment of the main contractor as part of the development of the Traffic Management Plans (TMPs) and in line with the controls and commitments in the oTMPfC. Any modifications to road layout would be to Kent County Council standards. National Highways consider that the principle is agreed, as are some of the details, subject to Kent County Council's review of the oTMPfC and any subsequent commitments to governance processes via the Register of Environmental Actions and Commitments (REAC) (6.3) and/or which may be agreed via a S 106 Agreement.	Actions and Commitments (REAC) (6.3)	
Construction Traffic Impacts ('rat running')	2.1.10 [KENT-#0520] [KENT-#0521]	Kent County Council is concerned about impacts of construction on the wider highway network in terms of traffic displacement, for example: <ul style="list-style-type: none"> Increased demand on the A20/M20 and the local road network by drivers diverting to avoid roadworks HGVs using local roads to divert away from roadworks 	The oTMPfC addresses the issue of HGV movements and local roads and provides details of access routes and banned routes. The oTMPfC proposes a Traffic Management Forum (TMF) which would intend to resolve traffic displacement through consultation and exploring Kent County Council's local knowledge which would be incorporated into Traffic Management Plans (TMPs). National Highways consider that the principle is agreed, subject to Kent County Council's view of the detail within the oTMPfC and commitment to TMPs (i.e. scope, implementation, monitoring/review and governance).	Outline Traffic Management Plan for Construction (oTMPfC) (7.14)	Matter Under Discussion

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
Definition of Green Bridges	2.1.11 [KENT-#0634]	<p>Kent County Council has concerns relating to descriptions of Thong Lane and Brewers Road Green Bridges given in the draft Framework Construction Travel Plan (FCTP) and outline Landscape and Ecology Management Plan (oLEMP) at Community Impacts Consultation in 2021.</p> <p>Kent County Council considers that there is a need for bridges that can provide the ecological connectivity across the road and is concerned about the definition of 'lightweight' green bridges with regard to the ability of the habitat to become established and mitigate for the loss of vegetation from the scheme.</p>	<p>National Highways agrees that there is a need for bridges that can provide the ecological connectivity across the road. The term 'lightweight' (see outline Landscape and Ecology Management Plan (oLEMP)) refers to Green Bridges that include hedgerows, scrub and grassland as minimum (rather than including tree planting and being wooded in nature). Green bridges over the A2 are to be constructed over live traffic which constrains the bridge design. National Highways considers that this level of planting is appropriate to balance ecological and landscape elements of the bridges. Sufficient widths for ecological connectivity have been consulted on with Natural England.</p> <p>A number of Design Principles (7.5) are secured to ensure that the Green Bridges are implemented with both landscape and ecological considerations, to ensure sufficient soil depth and management will be in place to ensure the required planting types will establish and thrive on the bridge. National Highways considers this to be a matter under discussion subject to Kent County Council's review of the oLEMP (6.7) and Design Principles (7.5) as part of the DCO application.</p>	Outline Landscape and Ecology Management Plan (oLEMP) (6.7) Design Principles (7.5)	Matter Under Discussion

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
Maintenance of Green Bridges and Transfer of Assets	2.1.12 [KENT-#0532] [KENT-#0727]	Kent County Council consider that clarification is required on maintenance roles and responsibilities, and potential for transfer of assets, for Green Bridges and Public Rights of Way (PRoW) and Walking, Cycling and Horse-riding (WCH) routes	National Highways will maintain the structure (up to and including the waterproof layer), as well as bridge parapets and the green element (via third party at National Highways cost); the remainder being the responsibility of the Local Highway Authority. National Highways will continue to work with Kent County Council to discuss the transfer of assets and maintenance agreements in relation to WCH routes. Maintenance is in-line with existing approaches in terms of roles and responsibilities, and so subject to Kent County Council confirmation (and further discussion on transfer of WCH assets), National Highways considers that this is likely to be a matter agreed in subsequent drafts.	N/A	Matter Under Discussion
Working Hours / Impact on LRN	2.1.13 [KENT-#0535]	Kent County Council consider construction workforce travel (based on shift assumptions) could risk having a significant impact on the local road network during peak periods and requires careful management of movements to and from construction compounds.	National Highways does not consider that – with mitigation in-place – workforce travel would lead to a significant impact on the road network. It is agreed that careful management of movements to and from construction compounds is required. National Highways notes that the Code of Construction Practice (CoCP) (6.3) sets out an aim to keep majority of works to core hours with the exception of certain works (e.g. tunnelling).	Code of Construction Practice (CoCP) (6.3) Outline Traffic Management Plan for Construction (OTMPfC) (7.14) Framework Construction	Matter Under Discussion

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			<p>Management of arrival and departure times will form part of the TMP, which will be developed post-consent in consultation with Kent County Council, and in line with the controls and commitments in the oTMPfC (7.14).</p> <p>National Highways considers that the FCTP (7.13) provides a framework for planning the movement of construction personnel to minimise local traffic disruption by reducing the number of single-occupancy vehicle trips and encouraging sustainable and active modes of travel.</p> <p>While this remains Under Discussion pending Kent County Council's review of relevant application documents, National Highways considers that mitigation is appropriate and this matter is likely to be agreed or not agreed in subsequent drafts depending on Kent County Council's review of the application materials.</p>	Travel Plan (FCTP) (7.13)	
Temporary Road Widening	2.1.14 [KENT-#0572]	Kent County Council note that temporary road widening on the A226 may be required during construction and is concerned about exactly where this would be, and suggest that the impacts and benefits of retaining it afterwards should be considered.	<p>National Highways agrees that temporary traffic management measures may be required during construction, including road widening.</p> <p>National Highways confirm that the length, nature and duration of temporary traffic management measures will be discussed as part of the development of the TMP, which will be developed in consultation with Kent County Council.</p>	Outline Traffic Management Plan for Construction (oTMPfC) (7.14)	Matter Under Discussion

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			<p>National Highways agrees that the impacts and benefits of retaining temporary measures should be considered.</p> <p>As part of this process, the permanent status of works following completion can be discussed using actual experience of its benefits and impacts. Kent County Council would be a member of the TMF which would discuss such detailed matters regularly.</p> <p>National Highways consider that this matter is likely to be agreed, though remains Under Discussion subject to Kent County Council's review of the oTMPfC (7.14) and relevant commitments and requirements.</p>		
Operation & Maintenance					
Rest and Service Area (RASA) Provision	2.1.15 [KENT-#0186] [KENT-#0161] [KENT-#0539]	Kent County Council consider that Kent has a lack of official lorry parking facilities and the loss of the Cobham/Watling Street RASA will increase the deficit of lorry parking spaces within the area.	National Highways agrees with Kent County Council that the lack of lorry parking is a pre-existing, regional and national issue and that the loss of the RASA will result in the removal of a small number of lorry parking spaces from the network.	N/A	Matter Agreed
Enhanced Lorry Park as part of the Project	2.1.16 [KENT-#0539]	Kent County Council consider that an enhanced lorry park provided as part of the Project would be a legacy benefit, and that alternative locations for a replacement / additional provision of spaces should have been considered as part of the Project.	National Highways does not itself deliver roadside facilities, though it is agreed that enhanced lorry parking would provide a benefit and has reviewed the suitability of its own land holdings for lorry parking and carried out an exercise in January 2022 to explore the appetite in industry to locate a new lorry park at Chigwell.	N/A	Matter Not Agreed

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
			<p>Recognising that lorry parking is a multi-agency issue, National Highways' Operational Directorate will be setting out its position across the Strategic Road Network through its Route Strategies and in considerations for Road Investment Strategies 3 (RIS3) (see Vision for Route Strategies (National Highways, 2021)). This will be informed by a consultation exercise looking into why there has not been more roadside facilities and lorry parks developed in the north east quadrant of the M25.</p> <p>As such, it is not agreed that additional provision should be considered as part of the Project, but will be considered by National Highways Operational Directorate across the Strategic Road Network.</p> <p>National Highways recently conducted a consultation exercise looking into why there has not been more roadside facilities and lorry parks developed in the north east quadrant of the M25. The findings are still being evaluated.</p>		
HGV Parking	2.1.17 [KENT-#0162] [KENT-#0615]	Kent County Council is concerned about potential HGV parking on the widened Thong Lane and Henhurst Road areas as well as others in the vicinity, and consider a that clear strategy (legislation, enforcement powers and physical restrictions) for dealing with HGV parking is needed to avoid anti-social behaviour	<p>National Highways recognises Kent County Council's concerns about HGV parking on the widened Thong Lane and Henhurst Road and other local roads.</p> <p>This is a wider issue occurring on roads within and outside of the Project area, and will be considered by National Highways Operational Directorate across the Strategic Road Network.</p>	N/A	Matter Under Discussion

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
Traffic and Economics					
Public Transport use During Construction	2.1.18 [KENT-#0536]	Kent County Council consider that the Project's construction would disadvantage the public transport network (mainly services on the A226). Kent County Council consider that all delays to buses should be minimised and avoided where at all possible. Kent County Council consider that incentives should therefore be provided to users to increase the attractiveness of public transport for both employees and existing local residents to reduce the overall number of vehicles on the network during construction.	National Highways does not agree that the Project's construction would disadvantage the public transport network or that area-wide incentives to change the travel patterns of the existing local residents is necessary. However, the Project is committed (via the FCTP (7.13)) to producing Site Specific Travel Plans (SSTPs) for construction compounds with measures to reduce the impact of the Project's workforce on the highway network. If the SSTPs do not meet their targets, further measures would be considered and implemented, and this could include measures to incentivise worker behaviour.	Framework Construction Travel Plan (FCTP) (7.13)	Matter Not Agreed
Uncertainty Log	2.1.19 [KENT-#0055] [KENT-#0057]	Throughout the process of development of the Traffic Modelling, Kent County Council has reviewed Uncertainty Logs (2018, 2022) and suggested a list of committed and likely developments that should be included in the modelling and base model.	National Highways has reviewed the list provided by Kent County Council and can confirm that some are included within the transport model. Others may be included under a different name to that provided by Kent County Council, may be included in future baseline, or not included as they are not of the correct level of certainty or do not meet the minimum size thresholds (as set out in the Transport Forecasting Package, as Appendix C of the Combined Monitoring and Appraisal Report (ComMA) (7.7) – a copy of	Appendix C of the Combined Modelling Appraisal Report (7.7)	Matter Not Agreed

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
			<p>which was provided to the authority dated October 2020).</p> <p>As such, given not all developments provided by Kent County Council are included, this remains a matter not agreed.</p>		
Local Growth Assumptions	<p>2.1.20</p> <p>[KENT-#0006]</p> <p>[KENT-#0056]</p> <p>[KENT-#0382]</p>	<p>Kent County Council understands that local uncertainty modelling needs to include only those developments that are already under construction; have planning permission; or those for which the development application is within the consent process or planning consent is imminent.</p> <p>However, Kent County Council consider that pressures on local authorities to provide housing have increased - Kent County Council has identified the following growth assumptions that it believes should be included:</p> <ul style="list-style-type: none"> • Growth in Dartford post-2041 • Eastern Quarry in Ebbsfleet Development Corporation area – (2,650 seems like a low figure) • 8,000 additional homes in Gravesham (as per updated local plan) • Hoo peninsula development (when confirmed) 	<p>National Highways does not agree that the assumptions provided by Kent County Council should be included.</p> <p>The Project's transport model was built following the principles and processes set out in the Department for Transport's (DfT) Transport Analysis Guidance (TAG), and growth is capped in line with DfT traffic forecasts (TEMPPro 7.2) and adjusted locally to account for developments close to the Project that are under construction, have a planning application or have planning permission granted.</p> <p>The developments set out by Kent County Council do not meet the guidance for inclusion into the traffic model.</p> <p>National Highways note that a high-growth scenario has also been reported within the Transport Forecasting Package (Appendix C of the ComMA), (7.7) a copy of which was provided to Kent County Council in October 2020.</p>	Appendix C of the Combined Modelling Appraisal Report (7.7)	Matter Not Agreed

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
		<ul style="list-style-type: none"> Higher housing requirements in specific zones Significant developments like the London Resort 			
Peak Period Assumptions	2.1.21 [KENT-#0006] [KENT-#0062] [KENT-#0258] [KENT-#0269]	<p>Kent County Council considered (at Statutory Consultation in 2018) that peak periods for the A228 and A229 are not the same as peak periods in the Project traffic model and Kent County Council consider that this needs to be corrected. Although this allows the impact on the Dartford Crossing to be reviewed and the Strategic Road Network (SRN) within the wider area, Kent County Council consider that it does not correspond with the peak hours on the Local Road Network.</p>	<p>It is not agreed that the Project traffic model needs to be corrected.</p> <p>National Highways note that the hour for each peak period was chosen following analysis of traffic flows on major roads in the Lower Thames area, particularly around the Dartford Crossing.</p> <p>This is set out in more detail in the Transport Model Package (Appendix B of the ComMA) (7.7), a copy of which was provided to Kent County Council in October 2020.</p>	Appendix B of the Combined Modelling Appraisal Report (7.7)	Matter Not Agreed
Baseline Data	2.1.22 [KENT-#0357]	<p>Kent County Council note that 2016 baseline data is used in the Transport Assessment which is now 6 years old and may reduce reliability of the model.</p>	<p>National Highways does not agree that the age of the baseline data would reduce the reliability of the model – 2016 is within the guidance of an acceptable model duration (validity period of the model).</p> <p>National Highways notes that the last ‘pre-Covid’ year is 2019 which is only three years after the model’s Base Year.</p> <p>Revised model data was issued earlier this year (2022) allowing Kent County Council to review. However, the findings are unlikely to change materially the areas of concern.</p>	N/A	Matter Not Agreed

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Modelling – A226	2.1.23 [KENT- #0340]	Kent County Council is concerned that Base Year modelled traffic appears low to the east of Gravesend (A226), compared with DfT counts, so the Lower Thames Area Model (LTAM) may not highlight some impacts of the Project in this area in terms of road maintenance and construction traffic.	National Highways notes that the LTAM is a strategic transport model and covers a vast area; and has been calibrated and validated in line with DMRB guidance. As such it is not agreed that the model may not highlight some impacts of the Project in this area in terms of road maintenance and construction traffic. Details of this are contained within the Transport Model Package (Appendix B of the ComMA) (7.7).	Appendix B of the Combined Modelling Appraisal Report (7.7)	Matter Not Agreed
Alternative Scenarios	2.1.24 [KENT- #0382] [KENT- #0383]	Kent County Council is concerned that the effects of regular, predictable incidents are not modelled in the Core Scenario, or the associated High / Low Growth forecasts Kent County Council has identified a series of alternative scenarios that it considers should be included within modelling relating to operational traffic sensitivity tests: <ul style="list-style-type: none"> • Closure of the Dartford Crossing or the Lower Thames Crossing • Incidents related to disruptions of cross channel services • A viable rail link for freight movements from the Channel Tunnel to the rest of England 	It is not agreed that specific sensitivity tests identified by Kent County Council are necessary, though noted that some are included within the model. The Project's traffic modelling forecasts are intended to provide indicative predictions for how the proposed route design would perform under normal circumstances, including at peak and inter-peak hours. Forecasts include predictions for several future years to show how it would perform over time. The impact of incidents or road closures, including both crossings being closed simultaneously, has not been modelled because traffic modelling is not typically effective at predicting the outcomes of scenarios of this type. This is because of the multiple variables that make up any single incident, or set of incidents, that can affect	Appendix C of the Combined Modelling Appraisal Report (7.7)	Matter Not Agreed

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
		<ul style="list-style-type: none"> Traffic management during construction 	<p>the operation of the road network. Variables include the severity of the incident, its precise location, the length of carriageway and number of lanes affected, the time of day and the duration of the incident. Scenarios of this type do not lend themselves to being modelled to provide reliable data that can be used to reduce or avoid disruption to the network.</p> <p>It is expected that the number of incidents and collisions at the Dartford Crossing would fall as a result of the reduced traffic flows, which would improve resilience at both crossings.</p> <p>For more information about the traffic modelling, see the Transport Forecasting Package, which is Appendix C of the ComMA (7.7).</p>		
Wider Network Impacts					
Principle of Approach to Significant Effects and Mitigation	2.1.25 [KENT-#0156] [KENT-#0379] [KENT-#0256] [KENT-#0356] [KENT-#0574]	Kent County Council does not agree with National Highways position as set out in the draft Transport Assessment (10.2.8) that: “The Project would not be able to resolve all of these wider network impacts within the funding constraints of the Project. Highways England would monitor the impacts of the Project on the network and actively work with the local and highway authorities on any	National Highways recognises that as a result of the Lower Thames Crossing opening, people will choose to make different journeys. In many places on the network, and within Kent, this will lead to beneficial transport impacts on the network, and in some cases will lead to adverse impacts. Overall, the benefits on the road network outweigh the adverse transport impacts, and this is reflected in the positive economic benefit of the project within Kent.	Wider Network Impacts Management and Monitoring Plan (WNIMMP) (7.12) Transport Assessment (7.9)	Matter Not Agreed

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	[KENT-#0576] [KENT-#0619]	<p>schemes or other measures to address these impacts should they arise”.</p> <p>Kent County Council consider that modelling shows that the Project would result in increased congestion on some local junctions and the LRN which are already at or over capacity, and that schemes which result in the local highway network operating above capacity or increase congestion at a junction already operating above capacity are required to implement appropriate mitigation (improved signage, any necessary traffic restrictions, in-vehicle technology, and junction upgrades).</p> <p>Kent County Council consider that these effects must be identified and as much mitigation as possible should be delivered up-front prior to the Project opening, utilising traffic modelling.</p> <p>Kent County Council is concerned that mitigation would not be guaranteed within the DCO and would need to be implemented through a separate consenting route which has less certainty of delivery.</p>	<p>National Highways has identified the adverse impacts on traffic flows across the local road network, and this assessment will be set out in the Transport Assessment (7.9).</p> <p>National Highways has assessed the wider network impacts of the Project and has considered these against the requirements set out in the National Policy Statement for National Networks (DfT, 2014), and based on this does not agree that the adverse impacts are unacceptable under this policy. National Highways is obligated to work with local highway authorities and others to align national and local plans and investments, balance national and local needs and support better end to end journeys for road users (National Highways License from DfT para 5.1.9) and will continue to deliver against this obligation in its collaborative work with local authorities.</p> <p>National Highways is producing a Wider Network Impacts Management and Monitoring Plan (WNIMMP) (7.12), which is currently being updated to take on board comments received to date - If the monitoring outputs from the monitoring plan identify issues/opportunities related to the road network as a result of traffic growth or new third party developments, local authorities will be able to use this as</p>		

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			evidence within their intervention case making. The WNIMMP will provide clarity on the proposition, including the expectations on funding streams.		
Specific Links and Junctions	2.1.26 [KENT-#0001] [KENT-#0022] [KENT-#0023] [KENT-#0024] [KENT-#0025] [KENT-#0026] [KENT-#0063] [KENT-#0263] [KENT-#0613] [KENT-#0021] [KENT-#0157] [KENT-#0314]	Kent County Council has identified a list of junctions and routes that it specifically considers would be adversely affected across its LRN as a result of the Lower Thames Crossing, and considers that mitigation via upgrades should be provided for those effects in order to successfully make use of the scheme's benefits should the Project be implemented.	National Highways agrees that there are some likely increases in traffic across the network, which will in part be caused by the Project, but not wholly, and this is set out within the Transport Assessment (7.9) and traffic modelling data issued to Kent County Council. While National Highways does not consider that there any transport impacts requiring mitigation by the project, nor any subsequent intervention options needed, it notes that: <ul style="list-style-type: none"> National Highways is considering the need for enhancements along the A2/M2 corridor which are within the RIS3 pipeline; National Highways is continuing to progress the M2 junction 5 project separately to the Lower Thames Crossing; the A2 Brenley Corner scheme, and A2 Dover Access scheme are currently being considered under RIS2 as part of the RIS3 pipeline; National Highways maintains a route strategy for the M25 south of the 	Transport Assessment (7.9)	Matter Not Agreed

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	[KENT-#0548] [KENT-#0268] [KENT-#0020] [KENT-#0269] [KENT-#0341]		<p>proposed connection with the Lower Thames Crossing, the M20, A2 west of the junction with the LTC, and to the M2 east of junction 1</p> <p>In addition, National Highways has agreed a scope of work and funded this through a Planning Performance Agreement for Kent County Council to undertake a Strategic Outline Business Case (SOBC) study to identify the impacts of the Project on the Kent road network and to assess the business case of potential interventions to optimise the network.</p> <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>		
Constraint to economic growth	2.1.27 [KENT-#0156] [KENT-#0547]	Kent County Council is concerned that traffic resulting from the Project would constrain economic growth in Kent unless wider network improvements are committed.	<p>It is not agreed that traffic resulting from the Project would constrain economic growth in Kent unless wider network improvements are committed through the Project.</p> <p>National Highways recognises that as a result of the Lower Thames Crossing opening, people will choose to make</p>	Wider Network Impacts Management and Monitoring Plan (WNIMMP) (7.12)	Matter Not Agreed

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			<p>different journeys. In many places on the network, and within Kent, this will lead to beneficial transport impacts on the network, and in some cases will lead to adverse transport impacts. Overall, the benefits on the road network outweigh the adverse impacts, and this is reflected in the positive economic benefit of the project within Kent. National Highways is working with Kent County Council to conduct a series of modelling exercises to interrogate the impacts of the project on the wider road network in more detail, led by the outputs from the main scheme modelling which has been shared with authorities.</p> <p>In line with the WNIMMP (7.12), these outputs will be discussed with Kent County Council, and National Highways will continue to engage in accordance with the license obligations to work with others to align national and local plans and investments, balance national and local needs and support better end-to-end journeys for road users.</p>		
Mitigation (Principle): Policy Compliance	2.1.28 [KENT-#0356] [KENT-#0380]	Kent County Council is concerned that policies identified in the Transport Assessment (e.g. Circular 02/13; National Planning Policy Framework (NPPF) Para 103 and 108) relating to mitigation being implemented have not been met by National Highways.	<p>It is not agreed that policies referred to by Kent County Council have not been met by National Highways regarding the Project, and this will be set out within the Transport Assessment.</p> <p>National Highways note that paragraph 5 of the NPPF makes clear that the NPPF itself 'does not contain specific policies for</p>	Combined Modelling Appraisal Report (7.7)Transport Assessment (7.9)	Matter Not Agreed

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			<p>nationally significant infrastructure projects'. In accordance with section 104 of the Planning Act 2008, the Secretary of State will be deciding the application in accordance with the relevant national policy statements.</p> <p>Nonetheless, National Highways is satisfied that it has had due regard to the NPPF in terms of the provision and promotion of active travel and facilitation of public transport, and road safety.</p> <p>With regard to the wider network impacts, the Project is forecast to have substantial overall traffic benefits as set out in the Transport Assessment (7.9), ComMA (7.7) and in traffic modelling data issued by National Highways to Kent County Council.</p>		
Tilbury Link Road / Junction	<p>2.1.29 [KENT-#0171] [KENT-#0172] [KENT-#0173] [KENT-#0174]</p>	<p>Kent County Council considers that the Project should include the previously proposed Tilbury junction to deliver local connections and wider economic and regeneration benefits and allow drivers crossing the river by accident the opportunity to turn around.</p> <p>Kent County Council considers that the connection from the south with the A13 eastbound is vital to support flows and divert traffic from the existing Dartford crossing.</p>	<p>National Highways note that the Tilbury Link Road has never been part of the Project. The Tilbury Link Road has been identified in the RIS2 as part of the RIS3 pipeline of projects.</p> <p>National Highways note that the design at Tilbury Fields provides an operational access which could potentially accommodate further development in the future, and modifications to connectivity in Thurrock presented in the Local Refinement Consultation would improve connections between the Lower Thames Crossing and the Thurrock road network.</p>	N/A	Matter Not Agreed

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			Clear signage will be in place to indicate to drivers the correct routing. As such, it is not agreed that the Tilbury Link Road should be part of the Project to deliver local connections and wider economic and regeneration benefits or support flows and divert traffic from the existing Dartford crossing, but National Highways consider that this will be delivered through RIS3.		
Socio-economics					
Local workforce and supply chains - Principle	2.1.30 [KENT-#0012]	Kent County Council is keen for the Project to use the local workforce and supply chains, with apprenticeships and training provided in principle.	It is agreed that the Project will use the local workforce and chains, with apprenticeships and training provided. National Highways has (in July 2022) shared a Skills, Employment and Education (SEE) Strategy (appended to the Section 106 Heads of Terms) (7.3) which sets out the Project's ambition to support local labour progression, skills attainment, and pathways to sustainable employment along with measures to support local supply chains become involved in the Project. The SEE Strategy (7.3) includes a number of obligations on the Project and its contractors to promote apprenticeships, and generally achieve estimates for local recruitment. National Highways considers that this is a matter agreed but notes that further agreements may be subject to details on monitoring, governance and review of	Skills, Employment and Education Strategy (7.3)	Matter Agreed

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			obligations to be secured by the S 106 Agreement, and upon Kent County Council's review of the SEE Strategy (7.3).		
Local workforce and supply chains – Detail and further engagement	2.1.31	Kent County Council considers that bi-lateral engagement is now required to scope the approach to employment, skills, training and supply chain activities and interventions, which may include a construction skills hub, subject to further development of detail.	National Highways acknowledges Kent County Council's proposed approach to bi-lateral engagement and will work with Kent County Council to develop and agree detailed measures for employment, skills, training and supply chain through discussions around the subsequent Section 106 Agreement.	N/A	Matter Under Discussion
SWCP Access	2.1.32	Kent County Council is concerned that closure of Brewers Road Bridge for 19 months would reduce access to Shorne Woods Country Park (SWCP) and therefore impact on its visitor numbers and income.	<p>National Highways 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.</p> <p>More information is provided in the oTMPfC (7.14) on the justification for this closure. The oTMPfC (7.14) 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>	Outline Traffic Management Plan for Construction (oTMPfC) (7.14) ES (6)	Matter Not Agreed

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			The main access to the Country Park would not be impacted, and direct access to the site from the central carpark within the Country Park would be retained. It is considered that the proposals for replacement open space and additional links between isolated parcels of woodland would add benefits to the wider community and Shorne Wood Country Park users, with re-provided land being more accessible by Public Rights of Way (PRoW).		
Southern Valley Golf Course	2.1.33 [KENT-#0149]	Kent County Council recognise that the loss of Southern Valley Golf club is unavoidable for the route and environmental mitigation around the new road, but should be compensated with new facilities provided nearby.	It is agreed that recreational facilities should be provided as mitigation for the loss of open space, and National Highways proposes to replace the area with equivalent scale of space in the form of public open space (Chalk Park which will be accessible and improve connectivity across the area and provide a recreational asset that is currently deficient in the area). National Highways notes that Southern Valley Golf Course has ceased operations in August 2022. National Highways will provide further information as part of the updated Planning Statement (7.2) and this remains a matter under discussion until this is shared with Kent County Council.	Planning Statement (7.2)	Matter Under Discussion
Effects on community assets/facilities	2.1.34 [KENT-#0149]	Kent County Council consider that where community assets/facilities are affected then suitable	It is agreed that where community assets/facilities are affected then suitable compensation should be arranged to offset the impact, and National Highways note that	ES Chapter 13 (6.1)	Matter Under Discussion

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		compensation should be arranged to offset the impact.	the dDCO (3.1) obliges National Highways to comply with the Compensation Code. Compensation arrangements for affected landowners and businesses including community facilities are noted in Environmental Statement (ES) Chapter 13 (6.1). The ES will also consider – in-line with methodology for assessing cumulative effects – any likely significant effects on community facilities and the measures to be secured to avoid or reduce them. For public assets, National Highways anticipates that this will remain a matter under discussion prior to Kent County Council's review of the updated ES.	Draft Development Consent Order (3.1)	
Air Quality					
Methodology: Air Quality Monitoring	2.1.35 [KENT-#0070]	Kent County Council consider that National Highways should carry out air quality monitoring before and after the delivery of the Project, to establish background/current concentration and for the assessment of actual air quality impacts arising, to allow for validation of the modelling methodology.	National Highways will carry out Post Opening Project Evaluation (POPE) to evaluate how assessments have determined the actual Project impacts. It is not agreed that monitoring is an appropriate approach to validate air quality modelling set out in the ES Chapter 5 (6.1), due to the significant variability. As directed by LA 105, National Highways would only propose to undertake operational monitoring if the ES Chapter 5 (6.1) assessment predicted significant air quality effects which triggered the requirement for mitigation. The purpose of the monitoring	ES Chapter 5 (6.1) Register of Environmental Actions and Commitments (REAC) (6.3)	Matter Not Agreed

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			would be used to determine when and if the mitigation (for example speed restrictions) can be removed. Air quality monitoring would be undertaken throughout the construction period as secured in the REAC (6.3).		
Impacts: Air Quality at SWCP	2.1.36 [KENT-#0512]	Kent County Council consider that an increase in emissions in areas of Shorne Woods Country Park (SWCP) previously buffered from the road could have an impacts on vulnerable species of fungi, lichens and bryophytes. Kent County Council consider that detailed surveys on these – and invertebrates associated with the veteran trees – should be carried out.	The Project's air quality assessment (Chapter 5 in the ES) (6.1) includes consideration of air quality effects on designated sites and habitats, including veteran trees in line with National Highways assessment standards, and guidance from Natural England. National Highways' assessment also includes the potential effect of the Project on lichens and invertebrates, both aquatic and terrestrial based on survey information. This remains a matter under discussion pending Kent County Council's review of the ES following submission of the DCO application.	ES Chapter 5 (6.1)	Matter Under Discussion
Impacts: Air Quality and 'Net Zero'	2.1.37 [KENT-#0158]	Kent County Council considers that the Project should not disbenefit the efforts of local authorities and central government to improve air quality and achieve net-zero carbon.	National Highways agree that the Project should not disbenefit the efforts of local authorities and central government to improve air quality and achieve net-zero carbon. National Highways considers that the Project is being designed and procured in such a way to limit construction emissions as far as practicably possible and with the intention of being aligned with National	ES Chapters 5 and 15 (6.1)	Matter Under Discussion

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			Highways' Net Zero Highways: 2030 / 2040 / 2050 Plan (National Highways, 2021). National Highways considers that the Government's long-term commitments to reduce traffic emissions and improve air quality, by phasing out petrol and diesel vehicles, will not be impacted significantly by the building of the Project. This remains a matter under discussion pending Kent County Council's review of the DCO Application documents including ES Chapters 5 and 15 (6.1).		
Mitigation: Air Quality Mitigation during Construction (Vulnerable People)	2.1.38 [KENT-#0526]	Kent County Council consider that the impact of construction-related air pollution on schools and other sensitive locations and vulnerable people should be investigated in detail and appropriate mitigation should be implemented.	National Highways agree with Kent County Council's position and consider that the air quality assessment for the Project (Chapter 5 in the ES) (6.1) includes 'worst-case' receptor locations where total pollutant concentrations are expected to be greatest (typically closest receptors to roads and junctions) and where the largest change in air quality is anticipated based on the Project traffic impacts. The receptors considered include residential uses, educational facilities, hospitals, care homes and hotels. Related health impacts are covered in ES Chapter 13: Population and Human Health (6.1) and within the HEqIA where there may be differential or disproportionate effects as a result of Protected Characteristics as defined by the Equality Act (2010).	ES Chapter 5 (6.1) ES Chapter 13 (6.1) Health and Equalities Impact Assessment (7.10)	Matter Under Discussion

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			This remains a matter under discussion. On receipt of the ES and HEqIA, Kent County Council will consider whether the approach to assessment and mitigation adequately addresses concerns.		
Mitigation: Air Quality Mitigation during Construction (Other)	2.1.39 [KENT-#0538]	Kent County Council consider that displacement of traffic should be carefully managed and mitigated, particularly related to a deterioration in air quality along the M20 during years 2026 and 2027 of the construction period.	<p>It is agreed that air quality effects related to traffic should be carefully assessed, managed and mitigated.</p> <p>National Highways' air quality assessment for the Project (Chapter 5 in the ES) determines (in accordance with the standard LA105) whether the Project would have a significant air quality effects during construction and operation.</p> <p>The assessment concludes that the Project does not lead to a significant air quality effect when considering human health and compliance risk, but does lead to a significant air quality effect on designated habitats, and as such an Air Quality Action Plan (AQAP) (6.3) has been appended to the ES chapter which sets out measures to identify and assess the feasibility of air quality mitigation measures and quantify the change in pollutant concentrations associated with the measures.</p> <p>This remains a matter under discussion. On receipt of the ES, Kent County Council to consider whether the approach to assessment adequately addresses concerns and the approach to mitigation via AQAP (6.3) is appropriate.</p>	Air Quality Action Plan (6.3 Appendix 5.6)	Matter Under Discussion

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Cultural Heritage					
Methodology: Assessment of undesignated assets	2.1.40 [KENT-#0307]	Kent County Council has been concerned that the assessment of undesignated heritage assets (particularly those with archaeological interest which require evaluation before a consideration of significance and impacts can be made) lacks detail.	National Highways notes that since January 2020, a significant amount of archaeological work has taken place and the assessment has been developed using best practice for assessing heritage assets with unknown archaeological potential (i.e. through a combination of desk-based assessment, non-intrusive field assessment such as geophysical survey and archaeological trial trenching). Across the Project 4,086 archaeological trial trenches were excavated between November 2019 and November 2021. Those within Kent were monitored by Kent County Council and the reports on the fieldwork have been submitted to Kent County Council for comment. This remains a matter under discussion, subject to Kent County Council's review of the ES Chapter 6 (6.1) on submission of the DCO application.	ES Chapter 6 (6.1)	Matter Under Discussion
Mitigation: Impacts on Cultural Heritage inc. Below-ground	2.1.41 [KENT-#0524]	Kent County Council supports the work done to date to seek to identify heritage assets and set out alternatives for further evaluation and mitigation of impacts. However, Kent County Council is concerned about whether there will be sufficient flexibility in the process of design and build, and resources,	National Highways welcomes Kent County Council's support for work undertaken to-date and notes that a programme of archaeological trial trenching has been completed and the reports shared with Kent County Council. National Highways notes that in some areas a phased approach to mitigation will be required which is being developed with Kent	Draft Archaeological Mitigation and Outline Written Scheme of Investigation (6.3 Appendix 6.9)	Matter Under Discussion

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		to provide for meaningful preservation in situ.	<p>County Council's archaeological advisors and the full details will be set out in the Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation (6.3).</p> <p>The vast majority of buried archaeological remains will be accessible at some stage during construction and a programme of archaeological mitigation will ensure a proper record is made in line with policy and best practice.</p> <p>There are on-going discussions to discuss what further initiatives can be developed around archive storage and accessibility to the results of the programme of archaeological mitigation.</p> <p>This matter remains under discussion subject to further development of archive storage and accessibility to the results of the programme of archaeological mitigation.</p>		
Impact on Heritage Assets	2.1.42 [KENT-#0524]	Kent County Council is concerned about the lack of detailed recognition and explanation of the impact of the Project on the historic landscape and the wider setting of heritage assets such as Cobham Hall and Thong village Conservation Area.	<p>National Highways has not identified any direct impacts on historic buildings identified within Kent and any impact on setting during construction and operation will be mitigated by appropriate fencing or through the landscape design, taking into account historic landscapes.</p> <p>It is appreciated that Kent County Council will need to review the ES Chapter 6 (6.1) in order to be satisfied of this position, and as such this remains a matter under discussion, subject to Kent County Council's review of</p>	ES Chapter 6 (6.1)	Matter Under Discussion

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			the ES on submission of the DCO application.		
Archaeological Impacts of Proposed Mitigation	2.1.43 [KENT-#0524]	Kent County Council is concerned about consideration of proposed mitigation, such as landscaping, creation of ponds and woodlands which will have its own archaeological impacts.	<p>It is agreed that proposed mitigation, such as landscaping, creation of ponds and woodlands which have their own potential archaeological impacts, should consider those impacts and mitigate them.</p> <p>National Highways note that the design of proposed environmental mitigation has had regard to the historic character of the landscape and that this is ensured by the Design Principles (7.5) (e.g. Design Principle LSP.07).</p> <p>National Highways has assessed the full impact of the Project included that caused by other potential mitigation, and within Kent this has led to two design changes where an area of planting and an set of infiltration basins have been moved to avoid damage to below ground archaeological remains.</p> <p>This matter remains under discussion subject to Kent County Council's review of the Design Principles and any relevant assessment and mitigation within the application materials.</p>	Design Principles (7.5)	Matter Under Discussion
Off-site mitigation	2.1.44 [KENT-#0524]	Kent County Council is concerned about consideration of compensation off-site for impacts to the historic environment where mitigation is not possible or sufficient within the Order Limits.	It is agreed that compensation off-site for impacts to the historic environment where mitigation is not possible or sufficient within the Order Limits should be considered.	ES Chapter 6 (6.1)	Matter Under Discussion

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			<p>However, National Highways consider that mitigation within the Order Limits is possible and sufficient.</p> <p>It is appreciated that Kent County Council will need to review the ES Chapter 6 (6.1) in order to be satisfied of this position, and as such this remains a matter under discussion, subject to Kent County Council's review of the ES on submission of the DCO application.</p>		
Terrestrial Biodiversity					
Loss of Ancient Woodland and Demand for Natural Gas	2.1.45 [KENT-#0578]	Kent County Council is concerned that before the Project is open the importance of gas will have already started to diminish, and yet the loss of ancient woodland to maintain this supply of fuel of diminishing importance, would have already happened.	<p>It is not agreed National Highways consider that that before the Project is open the importance of gas will have already started to diminish.</p> <p>Even though natural gas is being phased out of new build homes, the gas main along the A2 is a strategic main into SE London, feeds upwards of 250k domestic properties, and is not anticipated to reduce in demand in the next 10 years.</p> <p>National Highways notes that Southern Gas Networks (SGN) are trialling Hydrogen as a potential replacement, but one that would still require existing infrastructure to transport it across the network.</p>	N/A	Matter Not Agreed
Impacts: A2 Widening and Impacts on woodland, habitats and resources	2.1.46 [KENT-#0016] [KENT-#0039]	Kent County Council consider that widening of the A2 (or construction activity related to it) in any form (e.g. for diversion of utilities) should not impact on Shorne Woods	<p>National Highways has altered the design to minimise the footprint of the road itself through the AONB.</p> <p>The lanes of the A2 previously shown as widening the corridor would now be within</p>	N/A	Matter Under Discussion

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	[KENT-#0050] [KENT-#0148] [KENT-#0315] [KENT-#0700] [KENT-#0614] [KENT-#0328]	Country Park, Brewers Wood (which includes tree species of international importance), Ashenbank Wood and other areas of ancient woodland adjacent to the A2. Kent County Council consider that this should not result in the loss of woodland in the Site of Special Scientific Interest (SSSI) and Area of Outstanding Natural Beauty (AONB), or result in significant impacts on habitats or biodiversity. Kent County Council note that as the proposal will result in a direct loss of SSSI, Kent County Council would expect that the effect on the SSSI will be greater than first anticipated within the Preliminary Environmental Information Report (PEIR) (National Highways, 2018).	the existing highway boundary and would not impact Shorne Woods Country Park, and revisions to the requirements of construction and utility diversions have further reduced the requirements for loss of ancient woodland. In terms of land-take for utilities, the diversion design has been developed and the easement width – previously estimated at 60m – has been reduced to around 15m (subject to discussions with utility companies). The route would be largely aligned with an existing access track, in order to limit the impact on the woods. Impacts remain between the Inn on the Lake and the Brewers Road overbridge. National Highways has provided a detailed response to these concerns which sets out the evolution of the proposals in an effort to mitigate likely adverse effects on SSSIs as far as possible, reducing the overall area of land take and developing sensitive mitigation and compensation measures. The matter remains under discussion pending Kent County Council's review of various application documents, which set out the detail of the iterative project design summarised here.		
Impacts: Effects on Darnley Trail (SWCP)	2.1.47 [KENT-#0106]	Kent County Council is concerned that movement of the road alignment north towards the existing development line boundary	It is agreed that effects on the Darnley Trail should be avoided where possible, and mitigated where not.	N/A	Matter Under Discussion

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		and Shorne Woods Country Park should be avoided if possible, as this risks severing the 10km Darnley Trail, the blue multiuser route within the park.	National Highways can confirm that the Darnley Trail is not severed as a result of the Project. There may be temporary impacts for users of the Darnley Trail as a result of construction works and activities. Sections of the Luddesdown Trek, which follows similar route through SWCP to the Darnley Trail would include upgraded as part of the proposals. This matter remains under discussion subject to Kent County Council's review of relevant documents within the planning application.		
Impacts: Effects on Hornbeam Maidens (SWCP)	2.1.48 [KENT-#0106]	Kent County Council consider that movement of the road alignment north towards the existing development line boundary and Shorne Woods Country Park should be avoided if possible, considering that construction on this land has the potential to impact on dormouse which are immediately adjacent to the existing A2 and an area of Hornbeam Maidens which are veteran trees and rare for the area.	It is agreed that movement of the road alignment north towards the existing development line boundary and Shorne Woods Country Park should be avoided if possible. National Highways can confirm that due to the refinement of the utilities working areas there are no predicted impacts on the Hornbeam Maidens, which are within an area of SWCP included within the Project's Order Limits only to provide mitigation for effects on dormice, together with enhancements for dormouse in the wider country park through agreement with Natural England and SWCP. This matter remains under discussion subject to Kent County Council's review of	N/A	Matter Under Discussion

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			relevant documents within the planning application.		
Impacts: Effects on WW2 Bunkers (Dormice and Bats)	2.1.49 [KENT-#0106]	Kent County Council consider that the Project should avoid potential effects on an old WW2 camp/bunker identified at SWCP, where the shelters are bat roosts and are known to have brown long eared bats roosting in them every year.	It is agreed that the Project should avoid potential effects on this sensitive receptor and provide mitigation where effects are unavoidable. One of the bunkers identified by Kent County Council is within the Project's Order Limits, and here National Highways is seeking to avoid through micro-siting of the utilities diversion. A replacement bunker is included in the mitigation strategy, to address possible disturbance impacts to bats. This matter remains under discussion subject to Kent County Council's review of relevant documents within the planning application.	N/A	Matter Under Discussion
Impacts: Effects on Ancient Woodland and Veteran Trees	2.1.50 [KENT-#0106] [KENT-#0184]	Kent County Council consider that movement of the road alignment north towards the existing development line boundary and Shorne Woods Country Park should be avoided if possible, with impacts on ancient woodland and veteran trees avoided.	It is agreed that where possible, the loss of veteran trees and ancient woodland should be avoided. National Highways has worked to avoid impacts, but where they are unavoidable, has sought to design a compensatory package of planting and other measures, in discussion with the Kent Downs Area of Outstanding Natural Beauty (AONB) unit, Kent County Council, the Forestry Commission and Natural England. Where the loss of veteran trees this is unavoidable, the hulks of those trees would	Environmental Masterplan (6.2 Figure 2.4)	Matter Under Discussion

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			be translocated. Other trees will be 'veteranised' as further compensation. This matter remains under discussion subject to detailed development of plans for compensatory planting and other measures via the Environmental Masterplan (6.2).		
Impacts: Effects on Ancient Woodland Archaeology	2.1.51 [KENT-#0331]	<p>Kent County Council considers that effects on archaeology have not been considered in several areas, despite archaeological field evaluation demonstrating that there are below-ground archaeological remains:</p> <ul style="list-style-type: none"> • Ancient woodland compensation between Claylane Wood and Shorne Wood • Ancient woodland planting near the edge of Gravesend • Ancient woodland compensation between Brewers Wood and Great Crabbles Wood, and south of HS1 	<p>National Highways notes that effects on archaeology of all areas of woodland planting have been considered within the Chapter 6: Cultural Heritage within the ES (6.1). Effects on ecology and woodlands themselves are considered in ES Chapter 8: Terrestrial Biodiversity (6.1)</p> <p>Where appropriate, planting proposals have been reduced/adapted to accommodate undisturbed archaeological remains. This matter remains under discussion subject to Kent County Council's review of the approach to assessment and mitigation as set out in the ES.</p>	ES Chapters 6 and 8 (6.1)	Matter Under Discussion
Mitigation: Management of Effects / Ecology Working Group	2.1.52 [KENT-#0140]	Kent County Council consider that an Ecology Working Group should be established, to keep relevant/key consultees abreast of developments as survey data are collated, provide local knowledge where appropriate, and have early	National Highways agrees with Kent County Council's position and although an Ecology Working Group has not yet been established, there has been ongoing consultation and engagement with all relevant statutory environmental bodies and	N/A	Matter Under Discussion

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		sight of developing mitigation and compensation strategies. Kent County Council consider that this group would be concerned with effects of the Project on vegetation clearance, landscape severance and loss of ancient woodland and Kent County Council suggest that the proposed Group meets every six months to consider potential effects on the AONB and protected landscapes, helps to inform the scheme design with the intention to ensure that issues are considered at the earliest opportunity	non-statutory environmental bodies throughout the pre-application phase. Kent County Council has been provided with a Terms of Reference for the proposed group (April, 2022). National Highways has been consulting with the Kent Downs AONB Unit throughout the pre-application phase and has negotiated measures of compensation for the works proposed that directly and indirectly effect the Kent Downs AONB. This remains a matter under discussion, though National Highways consider that this matter is likely to be agreed, subject to Kent County Council's review of the Terms of Reference of the proposed group sent to Kent County Council on 5/4/22.		
Mitigation: Ancient Woodland Compensation	2.1.53 [KENT-#0184] [KENT-#0214] [KENT-#0614]	Kent County Council note National Highways' proposals for temporary use and permanent acquisition of rights over land for the diversion of utilities impacts on ancient woodland within Claylane Wood. Kent County Council consider that this cannot be mitigated, and so must be minimised and habitat compensation must be provided. Kent County Council does not consider that information provided by National Highways allows stakeholders to fully assess and	National Highways agree that loss of ancient woodland cannot be mitigated, and acknowledge the impact on irreplaceable habitats, and is proposing compensatory habitat. Ancient woodland soils will be salvaged where possible for use in new areas of compensatory planting. In terms of adequacy of information provided, National Highways consider that – in light of materials presented at Community Impact Consultation and through subsequent engagement – information provided now allows stakeholders to fully	Environmental Masterplan (6.2) Design Principles (7.5) Register of Environmental Actions and Commitments (REAC) (6.3)	Matter Under Discussion

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		comment on the proposed impacts and mitigation measures.	<p>assess and comment on the proposed impacts and mitigation measures (subject to detail that cannot be shared until DCO submission).</p> <p>This remains a matter under discussion, with Kent County Council to advise whether this is now a matter agreed or matter not agreed on receipt of various application documents including the Environmental Masterplan (6.2), Design Principles (7.5) and REAC (6.3).</p>		
Mitigation: Replacement Open Space at SWCP	2.1.54	<p>Kent County Council, as owners and operators of SWCP, agree that the replacement land as included in the DCO application, measuring approximately 19,125.57 (or ~4.72 acres in the attached plan outlined purple) is no less advantageous and no less in area, in accordance with s.131 & s.132 of the Planning Act 2008.</p> <p>Kent County Council requests that the replacement land is directly vested in them (and National Highways agrees to do so should the relevant compulsory acquisition powers be granted)</p>	National Highways welcome this agreement and it is agreed that the replacement land would be directly vested in Kent County Council should the relevant compulsory acquisition powers be granted.	N/A	Matter Agreed
Mitigation: Chalk Park / Environmental Mitigation	2.1.55 [KENT-#0149]	Kent County Council note that provision of environmental mitigation land around Thong, and also the Riverview Park area of Gravesend, is welcomed provided	National Highways note that the ES Design Principles (Application Document 7.5) Sections 4.2 & 4.3 contain area specific design principles of relevance to land	ES Chapter 7 (6.1) Design Principles (7.5)	Matter Under Discussion

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		that it is appropriate to the character of the landscape.	<p>around Thong and the eastern edge of Gravesend.</p> <p>The open rural setting of the village of Thong will be maintained, using species-rich grassland and wildflower meadow planting, and open views across the landscape north of Thong Lane shall also be maintained as far as reasonably practicable.</p> <p>Although a matter under discussion subject to Kent County Council's review of the assessment (within ES Chapter 7 (6.1) and Design Principles (7.5), National Highways consider that the above provides comfort that the environmental mitigation land will be appropriate to the character of the landscape and as such consider this likely to be a matter agreed subject to Kent County Council confirmation on review of application materials.</p>		
Noise and Vibration					
Mitigation: Noise mitigation (SWCP)	2.1.56 [KENT-#0002]	Kent County Council consider that noise reducing fencing and appropriate landscaping should be put in place to mitigate significant impacts on Shorne Woods Country Park, developed and implemented with Kent County Council and other organisations.	<p>Following environmental workshops held with relevant stakeholders in April and June 2020, acoustic barriers have been incorporated into the design of the Project where National Highways considers appropriate utilising LA111 of the Design Manual for Roads and Bridges (DMRB).</p> <p>However, it is not agreed that this type of mitigation is required to mitigate significant impacts on Shorne Woods Country Park.</p>	ES Chapter 12 (6.1)	Matter Under Discussion

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			Justification for the approach to impact assessment and mitigation is set out within the Noise and Vibration Chapter of the ES (Chapter 12) (6.1) and this matter remains under discussion subject to Kent County Council's review once the DCO application is submitted.		
Population and Human Health					
Cross-river provision for walking and cycling	2.1.57 [KENT-#0008] [KENT-#0073] [KENT-#0076] [KENT-#0159] [KENT-#0764] [KENT-#0765] [KENT-#0767]	Kent County Council consider that cross-river cycling and walking provision should be appropriately considered and included in the scheme where supported by policy and effective in reducing congestion and emissions and promoting health and active travel.	National Highways has considered various options during the development of the Project to provide improved river crossings for walkers and cyclists. The options investigated included using the tunnel, upgrading the existing ferry, relocating the ferry, building a separate bridge or cable car, and providing a shuttle service through the tunnel. All of these options have been rejected for reasons including lack of technical feasibility, operational issues, lack of commercial viability, cost and poor safety. Latent demand for walking and cycling across the River Thames at the Project crossing point is low and therefore unlikely to unlock enough trips to make the required infrastructure for a shuttle service economically viable. In addition, journey times and distances for a shuttle would be excessive because the most suitable collection and drop-off points would be at the proposed M2/A2 junction and as far north as the proposed A13/A1089 junction.	Project Design Report (7.4) Rights of Way & Access Plans (2.7) Schedule 5 of the draft DCO (3.1)	Matter Under Discussion

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			<p>For more information about the proposed walking, cycling and horse riding routes, see the Project Design Report (7.4).</p> <p>The WCH provision in the scheme is set out in application documents, specifically the Rights of Way & Access Plans (2.7) and Schedule 5 of the draft DCO (3.1). Further information on the provision is set out in the Project Design Report (7.4).</p> <p>This matter remains under discussion subject to Kent County Council's review of these application materials.</p>		
Cross-river provision for public transport	<p>2.1.58 [KENT-#0008]</p> <p>[KENT-#0073]</p> <p>[KENT-#0076]</p> <p>[KENT-#0159]</p> <p>[KENT-#0764]</p> <p>[KENT-#0765]</p> <p>[KENT-#0767]</p>	<p>Kent County Council consider that cross-river public transport services should be appropriately considered and included in the scheme where supported by policy and effective in reducing congestion and emissions and promoting health and active travel.</p> <p>Kent County Council consider that public transport solutions – such as public transport segregated junctions or alteration of emergency accesses to allow public transport vehicles – would help to reduce congestion and air quality effects, and unlock economic growth.</p>	<p>National Highways has considered the approach to public transport within the Project.</p> <p>A number of constraints prevent segregated public transport access to the crossing, notably using the emergency accesses. The emergency access roads/merges/diverges have been specifically designed to optimise emergency service accessibility and response times. However, the emergency access roads and LTC merges/diverges have not been designed to a DMRB standard for public use. The operation of the emergency access (as designed) is to be supported by the National Highways Regional Operations Centre (ROC) and appropriate interventions. This introduces incompatibility between emergency service operation and bus operations. The principles</p>	N/A	Matter Not Agreed

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			<p>apply to the access points at the Northern and Southern Tunnel Portals.</p> <p>As such, while it is agreed that public transport use can help to reduce congestion and air quality effects, and unlock economic growth, National Highways considers that it has assessed options for inclusion within the scheme appropriately and concluded that this will not be possible, and has provided alternative means that facilitate and support public transport schemes outside of the DCO application (via the Sustainable Transport Working Group).</p>		
WCH Re-designation of NG8	2.1.59 [KENT-#0717]	<p>Kent County Council supports the proposed re-designation of footpath NG8 set out in the Local Refinement Consultation, however consider that this should include improvements to the crossing point (of the A226) as currently this part of the route is unsuitable for horse riders, and an extension of improvement works slightly south to the bus stop to improve this part for pedestrians.</p>	<p>National Highways confirms that Footpath NG8 is to be upgraded and redesignated as a bridleway, and where the new bridleway will connect to the A226, a new Pegasus crossing will be provided.</p> <p>In addition, a new bridleway has been proposed to the east, connecting Footpath NG9, which will be resurfaced and redesignated as bridleway, to the A226.</p> <p>A footway is already provided on the northern side of the A226 which can be accessed by using the crossing facilities.</p> <p>National Highways recognises that this will remain a matter under discussion subject to Kent County Council's review of the detail set out in the Rights of Way & Access Plans (2.7).</p>	Rights of Way & Access Plans (2.7)	Matter Under Discussion

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HEqIA - Assessment	2.1.60 [KENT-#0687]	Kent County Council is concerned that the Project could increase health inequalities particularly around physical activity, access to open space and air quality.	National Highways recognises the concerns raised by Kent County Council and has considered factors relating to health inequality within the Health and Equality Impact Assessment (HEqIA) (7.10), following a briefing to Local Authorities (via CIPHAG) on the Project's approach to considering baseline, effects and mitigation related to health inequalities in May 2022. A full assessment will be presented within the HEqIA (7.10) considering all sensitive receptors and communities, their pre-existing health inequalities and their indicators, and any likely significant differential or disproportionate effects. This is a matter under discussion subject to Kent County Council's review of the HEqIA (7.10) to consider whether the approach to assessment adequately addresses concerns.	Health and Equalities Impact Assessment (7.10)	Matter Under Discussion
HEqIA - Air Quality and Health Inequalities	2.1.61 [KENT-#0690] [KENT-#0691]	Kent County Council understands that overall, the scheme will lead to improvements in air quality. However, Kent County Council is concerned that at the local level, there may be areas where air quality is likely to reduce, and these may include residents with greater vulnerability to health problems caused by NO2 concentrations.	It is agreed that overall, the Project will lead to improvements in air quality, but that at the local level, there may be areas where air quality is likely to reduce and these may include residents with greater vulnerability to health problems caused by NO2 concentrations, as set out within the HEqIA (7.10) with a comprehensive baseline which clearly identifies vulnerable populations across the study area.	Health and Equalities Impact Assessment (7.10)	Matter Under Discussion

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			However, effects are not anticipated to be significant or in most cases even perceptible in relation to effects on human health. Subject to further information being provided to Kent County Council via the HEqIA (7.10) on National Highways' proposed approach to assessment and monitoring this remains a matter under discussion.		
HIA recommendation from independent review - Health Priorities	2.1.62 [HEqIA-61]	Links between local health priorities and the assessment should be made clear. Where the local priorities identify topics or sensitive groups, these should be considered in the assessment (including in consideration of enhancement measures).	The links between local health priorities and the assessment has been made clear in the Health and Equalities Impact Assessment (HEqIA) (7.10). Where the local priorities identify topics or sensitive groups, these have been considered in the assessment (including in consideration of enhancement measures). Further discussions will be carried out with Kent County Council once this document has been shared.	Health and Equalities Impact Assessment (7.10)	Matter Under Discussion
HIA Recommendations from Independent review - Construction Phasing	2.1.63 [HEqIA-62]	Further information should be provided on construction phasing as part of HEqIA (when available) and indication of how this may influence assessment and an explanation of how HEqIA has been planned and timed to inform decision making.	Further information on construction phasing has been included in the HEqIA. The HEqIA (7.10) includes a table showing how consultation responses have influenced decision making. Further discussions will be carried out with Kent County Council once this document has been shared.	Health and Equalities Impact Assessment (7.10)	Matter Under Discussion
HIA Recommendations from Independent review - Scope	2.1.64 [HEqIA-63]	Further commentary and evidence should be provided to understand how the scope of the HIA was identified and agreed. This could	Further commentary and evidence has been provided to describe how the scope of the Health Impact Assessment has been developed. This includes the outcomes of	Health and Equalities Impact	Matter Under Discussion

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		include provision of further information on the outcomes of discussions on scoping that were undertaken with the Community Impacts and Public Health (CIPH) advisory group.	discussions on scoping that were undertaken with the Community Impacts and Public Health Advisory Group (CIPHAG). Further discussions will be carried out with Kent County Council once this document has been shared.	Assessment (7.10)	
HIA Recommendations from Independent review – Stakeholder Engagement	2.1.65 [HEqIA-64]	<p>Further information should be provided on the outcomes of stakeholder engagement exercises and how this has meaningfully informed the HEqIA and the Project.</p> <p>1. This includes providing further details of what was agreed at the CIPH advisory group and methods of engagement and issues raised at the focus groups and how these comments were addressed.</p> <p>2. Information should also be included on measures used to reach hard to reach groups. Wider concerns have also been raised regarding the consultation activities which should be addressed as part of the wider consultation strategy.</p>	<p>Following the Independent Review of the HEqIA included within the DCOv1 application, and subsequent discussions with stakeholders at the CIPHAG meetings, it was agreed that the revised HEqIA would incorporate sections evidencing how engagement with stakeholders has informed the Project. This is informed by the 'You Said, We Did' documents shared with stakeholders as part of previous consultations and a summary will be presented in the revised HEqIA (7.10) on a topic by topic basis.</p> <p>Further discussions will be carried out with Kent County Council once this document has been shared.</p>	Health and Equalities Impact Assessment (7.10)	Matter Under Discussion
HIA Recommendations from Independent review - Ward sensitivity	2.1.66 [HEqIA-65]	NH should clarify how ward sensitivity has been determined through clear links to the baseline.	This was discussed at CIPHAG meeting held on 29th September 2021. At this meeting, the process for attributing sensitivity on a ward by ward basis was presented to stakeholders using a series of metrics (people aged 60+, children, income	ES Chapter 13 - Population and Human Health (6.1)	Matter Under Discussion

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			<p>deprivation, health metrics (long term illness, disability, expectancy, hospital emissions (COPD etc), deaths from respiratory diseases) to attribute low, medium or high sensitivity to individual wards.</p> <p>National Highways acknowledged that there are some data limitations as 2011 census data is used for a couple of metrics, however most is much more recent (e.g. Public Health England data). This information was subsequently shared with CIPHAG members who were asked to provide feedback as appropriate.</p> <p>This remains a matter under discussion pending Kent County Council's review of application documents – the HEqIA (7.10) and ES Chapter 13 (6.1).</p>		
HIA Recommendations from Independent review - Methodology for aggregating impacts	2.1.67 [HEqIA-66]	Justification / methodology for aggregating impacts at general population / ward level should be provided. Use of GIS mapping for baseline and assessment information would enable a clearer understanding of specific impacts including effects on health inequalities.	<p>In each case, the scale of data that can be presented is informed by the approach to baseline data availability, monitoring data, modelling, and assessment of significant effects in-line with each relevant chapter of the Environmental Statement (6.1). The location, scale and sensitivity of sensitive receptors and concentration of effects in spatial and temporal terms has been considered, along with the health metrics. Where appropriate, mapping has been used to present baseline and assessment information. Where impacts have been aggregated at Ward level, justification has been provided. More detailed geographic</p>	Health and Equalities Impact Assessment (7.10) Environmental Statement (6.1)	Matter Under Discussion

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			assessments have been included where appropriate. Effects on health inequalities have been strengthened throughout the HEqIA (7.10). Further discussions will be carried out with Kent County Council once this document has been shared.		
HIA Recommendations from Independent review - Duration of effects	2.1.68 [HEqIA-67]	Further information should be included about the duration of effects anticipated beyond if they are temporary or permanent. This is particularly relevant to the health outcomes identified during the construction phase as this phase is anticipated to last six years. Further information should be included on if effects are considered to be short term, medium term or long term and a definition provided which outlines what each of these terms mean (e.g. short term = 1-2 years).	Further information has been included in the HEqIA (7.10) about the duration of effects anticipated beyond if they are temporary or permanent. These durations are taken from the individual EIA assessments and considered in the context of each other, the sensitivity of receptors, and their relation to health effects. Further discussions will be carried out with Kent County Council once this document has been shared.	Health and Equalities Impact Assessment (7.10)	Matter Under Discussion
HIA Recommendations from Independent review - Severity and Likelihood of health outcomes	2.1.69 [HEqIA-68]	The assessment should provide information on the severity and likelihood of the health outcomes. At present it is just stated whether a health outcome is considered to be positive, negative or neutral, however the assessment would benefit from further information being provided on the severity of the effect (e.g. minor, moderate or major positive/ negative) to help	The assessment of health impacts is currently in line with that set out in the Design Manual for Roads and Bridges (DMRB) LA112 Population and Human Health, which outlines that health impacts should be described as positive, negative, neutral or uncertain, with supporting evidence provided to support as necessary. This is the approach undertaken for DCO submission.	Health and Equalities Impact Assessment (7.10)	Matter Under Discussion

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		provide a more balanced assessment and increase understand of the level of health outcomes anticipated.	This is a matter under discussion pending Kent County Council's review of the full methodology for the HEqIA (7.10).		
HIA Recommendations from Independent review - Data Sources	2.1.70 [HEqIA-69]	There are some concerns identified with the technical data sources used to inform the HEqIA (e.g. transport, air quality and noise assessments). Technical concerns should be addressed and updated accordingly in the HEqIA as these may have implications for the health outcomes identified. Clarification should also be provided on how the level of effect identified in the source assessment has been translated into the effect identified in the HEqIA (including how this has been aggregated to general population / ward level).	The HEqIA (7.10) uses the findings of each of the topic-specific assessments within the EIA and relies on the technical data sources developed for those assessments. Further discussions will be carried out with Kent County Council once this document has been shared.	Health and Equalities Impact Assessment (7.10)	Matter Under Discussion
HIA Recommendations from Independent review - Effectiveness of mitigation	2.1.71 [HEqIA-70]	The HEqIA should provide further information regarding effectiveness of mitigation / enhancement measures. This could include providing a conclusion on the residual health outcome anticipated after mitigation measures is implemented.	The assessment of health impacts is currently in line with that set out in the DMRB LA112 Population and Human Health, which outlines that health impacts should be described as positive, negative, neutral or uncertain, with supporting evidence provided to support as necessary. More information has been included within the assessments, around the effectiveness of mitigation where appropriate.	Health and Equalities Impact Assessment (7.10)	Matter Under Discussion

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			Further discussions will be carried out with Kent County Council once this document has been shared.		
HIA Recommendations from Independent review - Monitoring	2.1.72 [HEqIA-71]	Further information to be included on monitoring (impacts, mitigation, and enhancement – to be clearly specified), how this will be secured and anticipated timelines.	Monitoring has been discussed within the CIPHAG meetings. Where monitoring has been agreed for individual topics, this has been highlighted in the HEqIA (7.10). The monitoring of health specifically or as an aggregated indicator is not proposed. This is a matter under discussion pending Kent County Council's review of the full HEqIA (7.10) included as part of the DCO application.	Health and Equalities Impact Assessment (7.10)	Matter Under Discussion
HIA Recommendations from Independent review - Cumulative Effects	2.1.73 [HEqIA-72]	An assessment of cumulative effects (in relation to inter project effects) should be included in the HEqIA instead of cross referencing the ES to see that cumulative effects on vulnerable groups are appropriately considered.	The HEqIA (7.10) includes a cumulative effects section and this has been revised for the DCO application. Further discussions will be carried out with Kent County Council once this document has been shared.	Health and Equalities Impact Assessment (7.10)	Matter Under Discussion
HIA Recommendations from Independent review - Limitations	2.1.74 [HEqIA-73]	The HEqIA should include a limitations sections to clearly outline any limitation or constraints of the assessment.	The HEqIA (7.10) includes a limitations sections to clearly outline any limitation or constraints of the assessment. This is a matter under discussion pending Kent County Council's review of the full HEqIA included as part of the DCO application.	Health and Equalities Impact Assessment (7.10)	Matter Under Discussion
EqIA Recommendations from Independent	2.1.75 [HEqIA-74]	The overall document lacks specificity, with individual incidences being highlighted in the tabulated analysis of the EqIA. It is	Appendix B of the HEqIA (7.10) has been expanded to respond to the concerns raised and to be specific about the rationale behind decisions when evidencing that they meet	Health and Equalities Impact Assessment	Matter Under Discussion

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Review - Lack of Specificity		important to be specific about the rationale behind decisions when evidencing that they meet the requirements of the Equality Act 2010 and the Public Sector Equality Duty. Lack of specificity in the EqlA leads to an assumption that some things have been missed, when it is possible this work has been done.	the requirements of the Equality Act 2010 and the Public Sector Equality Duty. This is a matter under discussion pending Kent County Council's review of the full HEqlA (7.10) included as part of the DCO application.	Appendix B (7.10)	
EqlA Recommendations from Independent Review - Context	2.1.76 [HEqlA-75]	The document lacks important context, such as study area demographic breakdowns. Providing this would give a clearer picture as to whether resources/consultation efforts have been correctly apportioned. Where shortfalls are identified, analysis of possible reasons for this and reasonable mitigations should be included.	Study area demographic breakdowns for all protected characteristics are included in Appendix C of the HEqlA (7.10) and this information was shared prior to and discussed with the CIPHAG at the meeting in Jan 2022. This is a matter under discussion pending Kent County Council's review of the full HEqlA (7.10) included as part of the DCO application.	Health and Equalities Impact Assessment - Appendix C - Baseline (7.10)	Matter Under Discussion
EqlA Recommendations from Independent Review - Disparity in genders	2.1.77 [HEqlA-76]	There is a large disparity between numbers of male and female consultees. This is of particular concern as gender plays an important role in travel patterns, and women may have less time to take part in consultation activities than men.	This is noted as an issue, and the literature reviews have identified the importance that gender plays in travel patterns. National Highways produced a Hard-to-reach Strategy prior to the Community Impacts Consultation in 2021, which sets out what has been done to enable engagement by different protected characteristics, including gender. This strategy was presented and discussed at a CIPHAG meeting in 2021. This is a matter under discussion pending Kent County Council's review of the full	Health and Equalities Impact Assessment (7.10)	Matter Under Discussion

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			HEqIA (7.10) included as part of the DCO application.		
EqIA Recommendations from Independent Review - Specific Characteristic Groups	2.1.78 [HEqIA-77]	Additionally, the scheme has been recorded as having a 'neutral' impact on Sex and Religion or Belief characteristic groups. It is recommended this is reviewed and consultation with representatives of these groups evidenced and reconsidered.	The Equalities Impact Assessment (EQIA) has been updated and this comment has been reviewed in line with the updates prepared. Various community groups, including those representing community facilities such as places of worship have been engaged with as part of the wider programme of community engagement for the Project. Relevant findings have been reported on as appropriate in the EqIA (7.10). This is a matter under discussion pending Kent County Council's review of the full HEqIA (7.10) included as part of the DCO application.	Health and Equalities Impact Assessment (7.10)	Matter Under Discussion
EqIA Recommendations from Independent Review - Consideration of Covid 19	2.1.79 [HEqIA-78]	Covid-19 should be considered more comprehensively in the EqIA as it effects groups differently and is impacting upon and shaping travel habits and consultation efforts.	Undertaking consultation and engagement to develop a DCO application during the Covid-19 pandemic (and the legislation and advice that limited usual consultation and engagement measures) has had implications, particularly for those with protected characteristics that may have found it differentially or disproportionately more difficult to contribute and engage. This clearly has implications for the approach to HEqIA (7.10), and as such the Project has adapted it's approach with this in mind to remove barriers to engagement and consultation. A hard-to-reach strategy was prepared in advance of the Community	Health and Equalities Impact Assessment (7.10) Consultation Report (5.1)	Matter Under Discussion

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			<p>Impacts Consultation, and the National Highways stakeholder team has worked to reach such groups. A summary of how such groups have been engaged has been included in the HEqIA report.</p> <p>National Highways has complied with its duty to have regard to views expressed by consultees in developing the Project, as is demonstrated in the Consultation Report, which is part of the DCO application.</p> <p>This is a matter under discussion pending Kent County Council's review of the full HEqIA (7.10) included as part of the DCO application.</p>		
EqlA Recommendations from Independent Review - Intersectional Characteristics	2.1.80 [HEqIA-79]	Intersectional characteristics (i.e., Religion and Gender, Age and Disability) appear not to have been considered. This can be of specific use in identifying hard-to-reach groups who may have more complex considerations, and in providing important context.	<p>The cumulative assessment within the HEqIA has been revisited and strengthened as part of DCO submission, including intra-project effects. Appendix B of the HEqIA (7.10) makes reference to intersectional characteristics where this is considered to be relevant.</p> <p>This is a matter under discussion pending Kent County Council's review of the full HEqIA (7.10) included as part of the DCO application.</p>	Health and Equalities Impact Assessment - Appendix B - Highways England EqlA Screening Template (7.10)	Matter Under Discussion
Community Fund (Principle)	2.1.81 [KENT-#0068] [KENT-#0154]	Kent County Council consider that a Community Fund should be provided and secured by S 106 Agreement.	It is agreed that a Community Fund will be provided and secured by a S 106 Agreement and this has been included within the Draft S 106 Heads of Terms (7.3) within the DCO Application.	Draft S 106 Heads of Terms (7.3)	Matter Agreed

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
Community Fund (Criteria)	2.1.82 [KENT-#0068] [KENT-#0154]	Kent County Council consider that the Community Fund should fund and facilitate community and environmental enhancement projects within a certain distance of the scheme, and include criteria for environmental enhancement projects should include historic landscapes and heritage assets as well as the natural environment.	National Highways has provided draft Terms of Reference for the Community Fund within draft Heads of Terms for the Section 106 Agreement (7.3) and await Kent County Council comments in order to reach agreement on the proposed criteria for the Community Fund, which does not exclude those suggested by Kent County Council but sets out additional parameters for the Funds.	Draft S 106 Heads of Terms (7.3)	Matter Under Discussion
Community Fund (Scale)	2.1.83	Kent County Council and National Highways are undertaking discussions to agree the scale of proposed Community Funds.	National Highways has provided draft Heads of Terms for the Section 106 Agreement (7.3) and await Kent County Council comments in order to reach agreement.	Draft S 106 Heads of Terms (7.3)	Matter Under Discussion
Community Fund (Implementation and Governance)	2.1.84	Kent County Council and National Highways are undertaking discussions to agree the implementation and governance of proposed Community Funds.	National Highways has provided draft Heads of Terms for the Section 106 Agreement (7.3) and await Kent County Council comments in order to reach agreement.	Draft S 106 Heads of Terms (7.3)	Matter Under Discussion
Nitrogen Deposition					
Principle of Approach to Nitrogen Deposition	2.1.85 [KENT-#0755]	In principle Kent County Council supports National Highways' proposals for compensating for the effects of Nitrogen Deposition	It is agreed that the principle of National Highways' proposals for compensating for the effects of Nitrogen Deposition is appropriate, subject to Kent County Council's detailed review of the approach to consideration of alternative options set out within the planning application materials.	N/A	Matter Under Discussion
Methodology relating to	2.1.86 [KENT-#0755]	Kent County Council notes that the lack of detail around the methodology and the rationale for	Further detail on the site selection methodology (Nitrogen Deposition compensation Site Selection Methodology	N/A	Matter Under Discussion

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
Nitrogen Deposition		why these particular compensatory sites were chosen means that Kent County Council is unable to advise on whether the approach is appropriate.	Note) was shared with Kent County Council in July 2022. This remains a matter under discussion pending Kent County Council's review of this additional information, which is also set out within the DCO application documents.		
Nitrogen Deposition and Cultural Heritage	2.1.87 [KENT-#0735] [KENT-#0750] [KENT-#0757] [KENT-#0759]	Kent County Council consider that National Highways need to undertake a thorough historic landscape assessment and archaeological field investigation of each potential Nitrogen Deposition compensation site in order to finalise the choice of each site.	It is generally agreed that historic landscape assessment and archaeological field investigation of each potential Nitrogen Deposition compensation site is appropriate in considering the choice of each site. However, this matter remains Under Discussion subject to Kent County Council's review of the application materials referenced here. The Nitrogen Deposition compensation Site Selection Methodology Note shared with Kent County Council in July 2022 describes that screening was carried out which has avoided potential impacts to designated sites such as scheduled monuments, listed buildings and conservation areas. The remaining sites were subject to a desk-based assessment on archaeological remains, built heritage and historic landscapes, and incorporated into the cultural heritage ES chapter (Chapter 6) (6.1). Further archaeological assessment will take place prior to detailed design as the design of the habitats will include both woodland	ES Chapter 6 (6.1)	Matter Under Discussion

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
			and grassland planting, which will seek to avoid impacts to buried archaeological remains. The detailed design will reflect the existing landscape character and opportunities will be explored to potentially reinstate historic landscape features.		
Nitrogen Deposition and Traffic Modelling	2.1.88 [KENT-#0738] [KENT-#0739] [KENT-#0746] [KENT-#0745]	Kent County Council is concerned that the increase in traffic that warrants mitigation for Nitrogen Deposition effects should also result in mitigation for traffic congestion on the routes themselves particularly Bluebell Hill (A229) and M2 J3.	National Highways wish to clarify that the additional compensatory land proposed to address nitrogen deposition impacts is not the result of an increase in predicted traffic over previously modelled levels. This is instead due to the Project implementing new best practice in consultation with Natural England to model and compensate for the effects of nitrogen deposition that were not required to be considered in this way in the past. The assessment work presented in the Local Refinement Consultation utilised traffic modelling information that was consulted on at the Community Impacts Consultation and has already been released to the authority.	N/A	Matter Not Agreed
Nitrogen Deposition and LVIA	2.1.89 [KENT-#0750]	Kent County Council consider that any designs for Nitrogen Deposition compensation areas reflect the existing landscape as much as possible.	National Highways agrees that designs for Nitrogen Deposition compensation areas should reflect the existing landscape as much as possible. Screening was carried out as part of the site selection methodology. This has avoided impacts to designated sites such as scheduled monuments, listed buildings and	ES Chapter 6 (6.1)	Matter Under Discussion

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
			<p>conservation areas. The remaining sites were subject to a desk-based assessment on all three topics, archaeological remains, built heritage and historic landscapes, and incorporated into the cultural heritage ES chapter (Chapter 6) (6.1). Further archaeological assessment will take place prior to detailed design as the design of the habitats will include both woodland and grassland planting, which will seek to avoid impacts to buried archaeological remains. The detailed design will reflect the existing landscape character and opportunities will be explored to potentially reinstate historic landscape features.</p> <p>This matter remains under discussion subject to Kent County Council's review of the ES (Chapter 6) (6.1).</p>		
Nitrogen Deposition and Air Quality	2.1.90 [KENT-#0742] [KENT-#0743]	Kent County Council would like to see more detail on the nitrogen level increase in traffic around the A229 Blue Bell Hill and other local roads, and understand what the impacts are for other pollutants/particulates, and consideration in terms of the M20/Maidstone Air Quality Management Area (AQMA).	<p>National Highways provided a cordon of the Project's transport model to enable Kent County Council to examine in more detail National Highways' forecast impact on local roads.</p> <p>National Highways is currently updating the air quality assessments within the EIA, and further information on impacts and mitigation will be shared prior to submission, with the full assessment to be presented in the ES Chapter 5 (6.1) as part of the DCO submission.</p> <p>This will include impacts on the M20 both within the AQMA and outside of the</p>	ES Chapter 5 (6.1)	Matter Under Discussion

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
			Maidstone AQMA, including changes in pollutants as a result of the project. National Highways consider this matter to remain under discussion subject to Kent County Council's review of the application documents.		
Nitrogen Deposition and De-carbonisation options	2.1.91 [KENT- #0732] [KENT- #0744]	Kent County Council is concerned about whether the decarbonisation rate assumptions used to identify mitigation for Nitrogen Depositions are approved by DfT, and about whether promotion of electric vehicles has been considered as a form of mitigation.	An assessment of road user greenhouse gas (GHG) emissions during the operational phase will be presented in Chapter 15: Climate of the Environmental Statement (6.1). The road user GHG emissions associated with the future use of the existing road network will be estimated using the outputs from the Project's transport model and the latest TAG GHG emissions workbook and Emission Factor Toolkit version 11 (EFTv11). The current GHG emission forecast tools do not take account of the effects of the latest net zero policy for surface transport and therefore a sensitivity test will also be presented in ES Chapter 15 (6.1) to highlight the potential positive impact that policy measures set out in the Department for Transport's decarbonisation plan published in 2021, 'Decarbonising transport: a better, greener Britain' would have on road user Greenhouse Gas (GHG) emissions over the appraisal period. With respect to other traffic emissions which will reduce as a result of decarbonisation, including those with the potential to impact designated sites, they have been modelled	ES Chapter 15 (6.1)	Matter Under Discussion

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
			as part of the air quality impact assessment using the same inputs and assumptions outlined above. Further information will be included within the DCO application regarding the assumptions within the approach, and the methodology for ensuring that the approach taken to mitigation / compensation is appropriate. National Highways notes that this matter remains under discussion until Kent County Council is able to review the application materials.		
Nitrogen Deposition and Terrestrial Ecology	2.1.92 [KENT-#0731]	Kent County Council suggest that consideration should be given by National Highways to the use of Nitrogen Deposition compensation sites for conservation grazing.	National Highways agrees that consideration should be given to the use of Nitrogen Deposition compensation sites for conservation grazing, and notes that the Projects legacy and benefits projects may offer limited opportunities for conservation grazing. These will be further explored through the detailed design stage if suitable partners can be identified.	N/A	Matter Under Discussion
Nitrogen Deposition and Ecological Surveys	2.1.93 [KENT-#0756]	Kent County Council consider that there is a need for surveys to be carried out on Nitrogen Deposition compensation sites to consider the impact of the proposed planting on protected/notable species, and nesting birds (as the sites are currently arable).	National Highways agree that surveys must be undertaken, and have been, the requirements of which were determined by the Phase 1 habitat survey. National Highways can confirm that as a result, significant effects will not be introduced through the establishment of nitrogen deposition compensatory land and this is set out within the ES Chapter 8 (6.1).	ES Chapter 8 (6.1)	Matter Under Discussion

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
			This matter remains under discussion pending Kent County Council's review of ES Chapter 8 (6.1).		
Nitrogen Deposition and Ecological Surveys (PEA)	2.1.94 [KENT-#0762]	Kent County Council note that if the survey data is older than two years then there will be a need for an updated Preliminary Ecological Appraisal submitted as part of any submission.	It is not agreed that an updated Preliminary Ecological Appraisal is required. However, National Highways has undertaken a validation exercise of environmental survey data to ensure it remains current and representative throughout the application process, and further pre-construction surveys will be undertaken to validate draft protected species licensing and other consenting requirements, as agreed with statutory environmental bodies.	N/A	Matter Not Agreed
Compensatory Land Arrangement - Principle	2.1.95 [KENT-#0753]	Kent County Council considers that National Highways should seek to secure a similar arrangement south of the river to the proposals at Hole Farm – Kent County Council consider that a 50ha+ area of compensatory land should be leased through the Forestry England Woodland Partnership as mitigation measures would be more successful with a permanent base on the Kent side to manage the conservation work.	National Highways considers that a sufficient area of compensatory land across a number of sites is already planned to be provided by the Project. National Highways is seeking to identify partners for the management of sites to the south of the river, and Forestry England Woodland Partnership is one of the potential partners for these sites.	N/A	Matter Agreed
Public Access to Nitrogen Deposition	2.1.96 [KENT-#0737]	Kent County Council support the Kent Downs AONB Unit's request for carefully managed public access	National Highways has taken a landscape scale approach to nitrogen deposition	N/A	Matter Under Discussion

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
compensation sites		to be secured across large parts of the compensatory site, to connect into the North Downs Way national trail.	<p>compensation, to enable predominantly wooded enhanced ecological connectivity. Nitrogen deposition compensation sites were selected using a robust site selection methodology agreed with the Kent Downs AONB Unit and Natural England.</p> <p>The methodology included an assessment of the ecological suitability of land parcels using a proximity analysis. This considered proximity and therefore connectivity to other important existing ecological features (located both inside and outside of the AONB), planting provided by the Project as part of the landscape design and the area affected by potentially significant nitrogen deposition changes. The size of the land parcel was also considered, with larger land parcels being categorised as more suitable than smaller ones.</p> <p>The land parcels were then reviewed by a multi-disciplinary group of specialists, to assess the potential opportunities and constraints for each site to refine the site selection. Factors considered include cultural heritage, landscape (including the AONB management plan), utilities, land referencing and planning. The sites were further refined following the Local Refinement Consultation held in 2022.</p> <p>Suitable sites identified through this process which are located entirely within the AONB are the Blue Bell Hill and Burham sites.</p>		

Topic	Item number	Kent County Council comment	National Highways comment	Application Document Reference	Status
			<p>Additionally, the site to the south of Shorne lies partially within the AONB.</p> <p>It is acknowledged that Kent County Council has supported the AONB Unit's request for carefully managed public access to be secured across large parts of the compensatory site, to connect into the North Downs Way national trail. While not directly related to the purpose of the compensation, National Highways will work with all stakeholders and any third party who may be commissioned to manage the areas to investigate the potential for additional accesses.</p> <p>This matter remains under discussion subject to Kent County Council's review of this position.</p>		
Protective Provisions					
Drainage Protective Provisions	2.1.97	Kent County Council consider that the approach to Drainage Protective Provisions set out by National Highways and to be included within the DCO is acceptable, subject to a requested amendment from Kent County Council of the proposed 28-day timeframe for deemed approval (to 2 months).	National Highways consider that Kent County Council's proposed amendment acceptable, and subject to agreement of detailed wording within the DCO, consider this likely to be a matter agreed. This remains a matter under discussion until the proposed wording has been shared and agreed.	Draft Development Consent Order (3.1)	Matter Under Discussion

Appendix A Documents considered within this Statement of Common Ground

- A.1.1 A summary of the documents which have been considered in the development on this SoCG outside of the DCO application documents are provided below, such as emails, meeting notes, etc.
- a. Draft versions of Application Document 1.3, Introduction to the Application and Application Document 1.4 (September 2022)
 - b. Meeting Note, Slides and Follow-up Email regarding the Project's update on approach to Wider Network Impacts (August and September 2022)
 - c. Schedule of expected changes to the EIA (May 2022) via CIPHAG
 - d. Draft S 106 Heads of Terms for Community Fund and SEE Strategy (August 2022)
 - e. Slides setting out the Project's approach to Road Asset Maintenance (January 2022) and Traffic Displacement during Construction (September 2022)
 - f. Nitrogen Deposition Site Selection Methodology Note (July 2022)
 - g. Notes of meeting with Kent County Council providing a 'Q&A' on the Project's approach to Nitrogen Deposition (May 2022)
 - h. Employment, Skills and Education – Group 3 Technical Update Note (June 2022)
 - i. Cordon Model Technical Note (April 2022)
 - j. Technical Note for Cumulative Effects Assessment and Provisional Long List of Developments (July and August 2022)
 - k. LTC Sub-regional NMU Study (April 2022)
 - l. Draft LEMP Advisory Group Terms of Reference (April 2022)
 - m. Hatch Agreements – Project-wide and Principles (April 2022)
 - n. Slides explaining updates to NMU/WCH since Community Impact Consultation and for Local Refinement Consultation (April 2022)
 - o. Variation to the Kent County Council Planning Performance Agreement to include SOBC Study (May 2022)

- p. Kent County Council – Plans and List of Air Quality Monitoring Locations (April 2022)
- q. Draft Drainage Protective Provisions for Kent County Council comment (August 2022)
- r. Notes from Securing Mechanisms Workshop with local authorities 03/11/21
- s. Slides from Securing Mechanisms Workshop with local authorities 03/11/21
- t. Consultation materials released by the Project at the following stages of consultation and corresponding responses:
 - i. Route Consultation (Opened January 2016, closed March 2016)
 - ii. Statutory Consultation (Opened October 2018, closed December 2018)
 - iii. Supplementary Consultation (Opened January 2020, closed April 2020)
 - iv. Design Refinement Consultation (Opened July 2020, closed August 2020)
 - v. Community Impacts Consultation (Opened July 2021, closed September 2021)
 - vi. Local Refinement Consultation (Opened May 2022, closed June 2022)
- u. Scoping Opinion: Proposed Lower Thames Crossing, 2017
- v. Meeting notes of all other relevant meetings (2017-2022)

Appendix B Glossary

Term	Abbreviation	Explanation
Adequacy of Consultation Response	AoCR	-
Air Quality Action Plan	AQAP	A plan whereby local authorities, in collaboration with national agencies and others, will state their intentions for working towards the air quality objectives through the use of the powers they have available
Air Quality Management Area	AQMA	An area, declared by a local authority, where air quality monitoring does not meet Defra's national air quality objectives.
Application Document	-	A document submitted to the Planning Inspectorate as part of the application for development consent.
Area of Outstanding Natural Beauty	AONB	Statutory designation intended to conserve and enhance the ecology, natural heritage and landscape value of an area of countryside.
Chronic Obstructive Pulmonary Disease	COPD	An obstructive lung disease characterised by chronically poor airflow that typically worsens over time.
Code of Construction Practice	CoCP	Contains control measures and standards to be implemented by the Project, including those to avoid or reduce environmental effects.
Combined Modelling and Appraisal Report	ComMA	The purpose of the Combined Modelling and Appraisal Report is to inform decision makers and stakeholders on how the evidence underpinning the business case has been developed, from the initial identification of the underlying problem through the collection of data and the production of any supporting traffic models and forecast impacts of the Project on traffic to the eventual economic appraisal.
Community Impacts and Public Health	CIPH	-
Community Impacts and Public Health Advisory Group	CIPHAG	-
Compensation Code	-	Legislation, case law and established practice concerning the rights to compensation for those affected by compulsory purchase and the procedures for assessing the correct amount.
Compulsory acquisition	-	The compulsory acquisition of land or buildings for public interest purposes.

Term	Abbreviation	Explanation
Department for Transport	DfT	The government department responsible for the English transport network and a limited number of transport matters in Scotland, Wales and Northern Ireland that have not been devolved.
Design Manual for Roads and Bridges	DMRB	A comprehensive manual which contains requirements, advice and other published documents relating to works on motorway and all-purpose trunk roads for which one of the Overseeing Organisations (National Highways, Transport Scotland, the Welsh Government or the Department for Regional Development (Northern Ireland)) is the highway authority. For the A122 Lower Thames Crossing, the Overseeing Organisation is National Highways.
Detailed Archaeological Mitigation Strategy	DAMS	Detailed archaeological mitigation strategy, accompanying an Overarching Written Scheme of Investigation (OWSI). Together these set out the scope, guiding principles and methods for the planning and implementation of essential archaeological mitigation.
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
Emissions Factors Toolkit	EFT	The Emissions Factors Toolkit (EFT) is published by Defra and the Devolved Administrations to assist local authorities in carrying out review and assessment of local air quality as part of their duties under the Environment Act 1995.
Emissions Factors Toolkit	EFT	The Emissions Factors Toolkit (EFT) is published by Defra and the Devolved Administrations to assist local authorities in carrying out review and assessment of local air quality as part of their duties under the Environment Act 1995.
Environmental Impact Assessment	EIA	A report prepared for a consenting authority who, when deciding whether to grant consent for a project which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making process.
Environmental Management Plan	EMP	For the Project, a plan setting out the conclusions and actions needed to manage environmental effects as defined by the Design Manual for Roads and Bridges standard LA 120. The CoCP is the equivalent of the first iteration of the EMP (EMP1). The contractor's EMP would be EMP2 and the end of construction EMP would be EMP3.
Environmental Masterplan	-	A package of information on existing and future environmental commitments and objectives, ongoing actions and risks to be managed, handed over to those responsible for future management and operation of the asset. The Environmental Masterplan for the Project is provided as Figure 2.4 (Application Document 6.2) of the ES.
Environmental Statement	ES	A document produced to support an application for development consent that is subject to Environmental Impact

Term	Abbreviation	Explanation
		Assessment (EIA), which sets out the likely impacts on the environment arising from the proposed development.
Examining Authority	-	The Examining Authority is appointed by the Secretary of State to examine an application for a Development Consent Order and make a recommendation.
Geographic Information System	GIS	An integrated collection of computer software and data used to view and manage information about geographic places, analyse spatial relationships and model spatial processes.
Green bridges	-	Bridges over linear infrastructure projects like roads and railways, constructed to enable safe crossing by animals, reducing severance.
Greenhouse gas	GHG	Gases able to absorb infrared radiation emitted from Earth's surface and reradiate it back to Earth's surface, thus contributing to the greenhouse effect. Carbon dioxide, methane, and water vapour are the most important greenhouse gases.
Health and Equalities Impact Assessment	HEqIA	A systematic process used to identify the potential health and equalities impacts arising from policies, plans, programmes and projects, to identify the distribution of those effects amongst the population and to identify mitigation measures to address these effects, thereby minimising adverse effects on the local population
Health Impact Assessment	HIA	An assessment of potential impacts on human health. Not a legal requirement but good practice and will almost certainly be done for the Project.
Heavy Goods Vehicle	HGV	A large, heavy motor vehicle used for transporting cargo.
High Speed 1	HS1	A 109km high-speed railway between London and the UK end of the Channel Tunnel. The line carries international passenger traffic between the UK and continental Europe; it also carries domestic passenger traffic to and from stations in Kent and east London, as well as Berne gauge freight traffic.
Landscape and Ecology Management Plan	LEMP	A document which provides details on the delivery and management of the landscape and ecology elements identified in the Environmental Masterplan for the Project, including their success criteria.
Landscape and visual impact assessment	LVIA	Part of a planning application or environmental assessment that looks at the impact of development on the character of a landscape.
Local Plan	-	A Local Plan sets out local planning policies and identifies how land is used, determining what will be built where. Adopted Local Plans provide the framework for local development across England.
Local Road Network	LRN	-

Term	Abbreviation	Explanation
Lower Thames Area Model	LTAM	The strategic highway model produced by Highways England to appraise the impacts of the Lower Thames Crossing
National Planning Policy Framework	NPPF	The National Planning Policy Framework was published in March 2012 by the UK's Department of Communities and Local Government, consolidating over two dozen previously issued documents called Planning Policy Statements (PPS) and Planning Practice Guidance Notes (PPG) for use in England. The NPPF was updated in February 2019 and again in July 2021 by the Ministry of Housing, Communities and Local Government.
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.
Nitrogen dioxide	NO ₂	A reactive gas introduced into the environment by natural causes, including entry from the stratosphere, bacterial respiration, volcanos, and lightning. It is also introduced by the emissions of internal combustion engines burning fossil fuels.
Operations and Maintenance	O&M	A generic term referring to the ongoing Operations and Maintenance elements of the Project as distinct from the design and construction phases.
Order Limits	-	The Order Limits are the outermost extent of the Lower Thames Crossing indicated on the Plans by a red line. This is the Limit of Land to be Acquired or Used (LLAU) by the Lower Thames Crossing. This is the area in which the DCO would apply.
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 Site Waste Management Plan	oSWMP	A document which sets out how resources will be managed, and waste controlled during the Project. Plans usually involve recording the amount of waste that will be produced and details the proposed methods of waste disposal.
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 CTMP supports the DCO application and would be embedded within the eventual construction contractor documentation and will form an overarching and comprehensive management procedure for the contractor to adhere to.
Overarching Written Scheme of Investigation	OWSI	Sets out the scope, guiding principles and methods for the planning and implementation of essential archaeological mitigation

Term	Abbreviation	Explanation
Palaeolithic and Quaternary Deposit Model	PQDM	An Application Document for the Project that provides an assessment of Palaeolithic and geo-archaeological potential of the proposed land required for the Project.
Post Opening Project Evaluation	POPE	Checks whether investments in Major Projects are delivering the outcomes documented in the Appraisal Summary Table published prior to scheme approval. National Highways produces the reports 'one year after' and 'five years after' road opening.
Preliminary Environmental Information Report	PEIR	An early output of the EIA process, and part of the DCO application process.
Public Right of Way	PRoW	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).
Rest and Service Area	RASA	A public facility located next to a large thoroughfare such as a motorway, expressway, or highway, at which drivers and passengers can rest, eat, or refuel without exiting onto secondary roads.
Road Investment Strategy	RIS	The Government's long-term strategy to improve England's motorways and major A roads. The first RIS (known as RIS 1) was published in 2015 and covers the period 2015-2020. A second RIS (RIS 2) was published in 2020, and covers the post-2020 period.
Scoping	-	The process of identifying the issues to be addressed by the Environmental Impact Assessment process. It is a method of ensuring that an assessment focuses on the important issues and avoids those that are considered unlikely to be significant.
Secretary of State	SoS	The Secretary of State has overall responsibility for the policies of the Department for Transport.
Shorne Woods Country Park	SWCP	-
Site of Special Scientific Interest	SSSI	A conservation designation denoting an area of particular ecological or geological importance.
Site Specific Travel Plans	SSTP	-

Term	Abbreviation	Explanation
Skills, Employment and Education	SEE	-
Southern Gas Networks	SGN	British gas distribution company which manages the network that distributes natural and green gas to 5.9 million homes and businesses across Scotland and the south of England.
Statutory Consultation	-	The statutory pre-application consultation held by the Applicant on the Project proposals between October and December 2018.
Strategic Outline Business Case	SOBC	First stage of drawing together evidence pertaining to a transport scheme, focusing on the strategy or reasons why change may be required.
Strategic road network	SRN	The core road network in England managed by National Highways.
Traffic Management Plan	TMP	A plan that outlines the approach to carrying out temporary traffic management for the safe construction of the project. It also explains management measures available to the Contractor to reduce the impact on the local community.
Transport Analysis Guidance	TAG	National guidance document produced by the Department for Transport.
Transport Assessment	-	Thorough assessments of the transport implications of development
Trip End Model Presentational Program	TEMPro	DfT software for viewing data from the DfT's National Trip End Model
Walkers, cyclists and horse riders	WCH	Walkers, cyclists and horse riders.
Wider Network Impacts Management and Monitoring 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.

Appendix C List of engagement activities

- C.1.1 A summary of the meetings and correspondence undertaken between the two parties in relation to the Project is outlined in Table C.1 below.
- C.1.2 Our engagement with Kent County Council has been undertaken via various forms and these comprise of regular technical engagement meetings including; monthly procedural meetings, wider network impacts meetings, strategic discussions, monthly CIPHAG meetings, and additional technical meetings.
- C.1.3 In addition to the meetings / correspondence listed in the table, there has also been regular correspondence by email / phone call. This is not reported in the table.
- C.1.4 As set out in the Statement of Engagement, the issues in this Statement of Common Ground have been developed through a process of collating and responding to formal consultation responses and positions received from engagement with Kent County Council. National Highways and Kent County Council have been exchanging positions on these issues formally since February 2022.

Table C.1 Engagement activities between National Highways Kent County Council

October 2020 – August 2022		
Procedural Matters & Strategic Discussions		
01.10.20 – 07.07.22	Meeting 27 occurrences	Regular Catch-up sessions Fortnightly or Monthly catch-up meetings with Kent County Council and Gravesham Borough Council to provide updates and discuss ongoing work actions and tasks. These meetings form the basis for general technical discussions and include, for example, issue resolution, briefing from environmental specialists on specific issues not covered by topic-specific meetings, sharing of project information and information requests.
22/02/2022	Meeting	LTC-Kent County Council S106 Heads of Terms/Group 3 Discussion Discussion on progress on Group 3 issues; Discussion on GBC's potential S106 ask
Specific Technical Meetings		
03/09/2020	Meeting	Chalk Park Proposals Discussion with LTC to allow Gravesham Borough Council and Kent County Council understand precisely what is being proposed at Chalk Park. Purpose of the meeting to outline to Gravesham Borough Council and Kent County Council of the proposed works to ensure a consist understanding

October 2020 – August 2022		
14/01/2021	Meeting	Thong Lane Car Park LTC proposals on management and maintenance of car park.
26/01/2021	Meeting	Kent County Council Wider Network Impacts Forward Plan Discussions on plan for Wider Network work between National Highways and Kent County Council <ul style="list-style-type: none"> Proposals to trunk the A229 Mitigation proposed by Kent County Council Air Quality on A228
09/02/2021	Meeting	Utilities Design and Shorne Woods To provide Kent CC and Gravesham with an update on the utilities design at Shorne Woods and on the legacy space. <ul style="list-style-type: none"> Updated utilities model. Discussion and clarification of the new model followed. Shorne Woods Country Park car park - Kent County Council agreed with the legacy car park in principle, but location not practical at Thong Lane
17/02/2021	Meeting	Thong Lane Car Park A further discussion around the relocated car park at Shorne Woods Country Park (SWCP) including consideration of alternative options and design specifics that could be included, and how this would be secured
01/03/2021	Meeting	Wider Network Impacts Discussion on Wider Network Impacts. Options shortlist presented along with summary of work to date on schemes such as: <ul style="list-style-type: none"> A2 Dover Access A2 E/B to A289 N/B Merge A227 Vigo Hill A228 Peters Bridge A228 Cuxton Road/M2 roundabout Valley Drive/Marlin Way Valley Drive/B261 Old Road E Springhead Road/Hall Road Roundabout A229 Bluebell M2&M20 interchanges A228 Air Quality Management
16/03/2021	Meeting	A228 Air Quality Briefing
24/03/2021	Meeting	Thong Lane Car Park A further discussion around the relocated car park at Shorne Woods Country Park (SWCP)
29/03/2021	Meeting	Design and Non-Motorised Users Presentation on approach to design and quality from LTC

October 2020 – August 2022		
		Comments on: PROWs, status of some routes, width of Brewers Road bridge, construction impacts
30/03/2021	Meeting	Transport Assessment and Construction Technical Engagement Workshop with Kent County Council to discuss TA Chapter 8 and the oTMPfC – specifically: <ul style="list-style-type: none"> • Traffic Management Planning; • Illustrative traffic management measures; • Alternative eastbound route for access to the A2 or A289 from Gravesend East; • Permitting; • Closures/severances; • Asset inspection; • Local operating agreements; • Safety issues and accident data; • Bus routes; • Planning of movements; • Discussion on written responses to TA Chapter 8 and Transport Assessment
15/04/2021	Meeting	Kent County Council Wider Network Impacts Meeting Discussing the wider network impacts with Kent County Council – key objective to better understand the Kent County Council aspirations and schemes and management of Kent County Council's response to LTC DCO. Discussion on A228 Air Quality
17/05/2021	Meeting	Kent County Council Land and Property Interface Discuss Land and Property interfaces: <ul style="list-style-type: none"> • Replacement Public Open Space: LTC presented latest proposals • Future O&M of the Replacement POS & Woodland Planting • Eco enhancements within SWCP
24/05/2022	Meeting	Nitrogen Deposition Q&A
26/05/2021	Meeting	SWCP sightlines meeting Discussion around sight lines for car park at SWCP
16/06/2021	Meeting	Thong Lane Car Park Progressing outstanding design issues for car park at Thong Lane.
17/06/2021	Meeting	Construction and Public Rights of Way Introducing construction impacts on public rights of way and proposed mitigations.
09/09/2021	Meeting	Kent County Council Wider Network Impacts To discuss the scope of WNI work ahead of examination (including scope, viability and cost for each area of

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		concern) and continue discussions on A229 SOBC progress along with: <ul style="list-style-type: none"> • Bluebell Hill update • Wider network impacts • Road asset maintenance
07/10/2021	Meeting	Kent County Council Wider Network Impacts To discuss the scope of WNI work ahead of examination (including scope, viability and cost for each area of concern) and continue discussions on A229 SOBC progress.
04/11/2021	Meeting	Kent County Council Wider Network Impacts To discuss the scope of WNI work ahead of examination (including scope, viability and cost for each area of concern). <ul style="list-style-type: none"> • Scope for pre-SOBC assessments (attached scope provided and initial LTC/NH comments) • Road asset maintenance • Trunking discussion update Update on matters relating to public transport on TLR RIS3 discussions
13/01/2022	Meeting	Kent County Council Wider Network Impacts Intro and brief discussion on road maintenance Questions and initial tasks on Bluebell Hill
25/01/2022	Meeting	Road Asset Maintenance To discuss local road maintenance, during LTC construction, in response to Kent County Council's funding request
10/02/2022	Meeting	Kent County Council Wider Network Impacts Discussion around the transport model Discussion on Blue Bell Hill updates
10/03/2022	Meeting	Kent County Council Wider Network Impacts Bluebell Hill update
14/04/2022	Meeting	Kent County Council Wider Network Impacts Agreement of general WNI scope / PPA and next steps to commence works Agreement of Blue Bell Hill scope / PPA and next steps to commence works Update on TfSE Board Meeting London Resort
19/07/2022	Meeting	WNI Briefing
10/08/2022	Meeting	WNI Briefing - follow-up in context of DCO application
15/08/2022	Meeting	WNI Study Inception Meeting

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19/07/2022	Meeting	Road Asset Maintenance
26/07/2022	Meeting / Site Visit	Landscape Issues & Green Bridges Meeting and site visit at Shorne Woods Country Park to discuss outstanding and Local Refinement Consultation landscape matters, design and Green Bridges
Various	Meeting	Technical meetings not elsewhere classified including <ul style="list-style-type: none"> • Traffic modelling (3 occurrences from 06/10/2020 to 07/07/2021) • Highway design and architectural design (29/03/2021) • Construction traffic effects (12/05/2021) • Construction traffic management (12/04/2021) • Community fund (26/01/2022) • Construction traffic workshops (02/06/2021) • Construction PRow effects (17/06/2021) • Outline Materials Handling Plan (06/07/2021) • Palaeolithic workshop (06/05/2022)
Cross Local Authority Discussions		
31.03.21 – 07.07.22	Meeting 11 occurrences	Community Impacts and Public Health Advisory Group
31.03.21 – 07.07.22	Meeting 4 occurrences	Skills, Employment and Education Working Group
25/3/22	Meeting	Benefits Steering Group
15/09/2020	Meeting	Air Quality Technical Session with Tier 1 Authorities
24/11/2020 and 08/12/2020	Meeting	Update / Walkthrough on DCO application
13/01/2021 and 10/03/2021	Meeting 2 occurrences	Heritage Working Group
20/01/2021	Meeting	Community Working Group
22/01/2021 and 11/03/2021	Meeting 2 occurrences	Sustainable Transport Working Group
25/02/2021	Meeting	Tunnel Design and Safety Consultation Group
29/04/2021	Meeting	oLEMP and oSWMP Meeting
28/03/2022 to 16/06/2022	Meeting 3 occurrences	Emergency Services and Safety Partners Steering Group Specific sessions on safety and security, response times and tunnel and road design
09/02/2021	Meeting	Traffic Modelling

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		Meeting with Kent County Council, GBC and Medway Council to discuss the need for a revised Core Scenario, or an Alternative Scenario, in line with TAG Unit M4.
03/11/2021	Meeting	Securing Mechanisms Workshop
22/09/2021	Meeting	<p>LTC Local Authority Engagement / Issue Resolution Process</p> <p>A meeting with local planning authorities and TfL to set out the intended approach to engagement going forwards. The purpose of this reset was to responded to issues raised within the Collective Local Authorities Note of Issues in September 2021, and to demonstrate how that feedback had been taken on board and to propose a refreshed way of discussing and resolving issues through engagement.</p> <p>The meeting involved setting out the proposals and suggested approaches, as well as a Q&A and to answer any queries the local authorities had.</p> <p>This meeting was held following the circulation of a briefing paper to attendees, which set out the suggested approach.</p>
02/08/2022	Meeting	<p>Local Authority Carbon Update</p> <p>A briefing on the Project's approach to carbon</p>
September 2022	EIA topic specific briefings	<p>EIA Briefings</p> <p>Cross local authority briefings on changes to the Environmental Statement since the withdrawal of the previous DCO submission – topic specific workshops on e.g. Air Quality, Noise, Population & Health, LVIA, Carbon and Climate, Historic Environment etc</p>
Consultation Briefings		
12/04/2021	Meeting	<p>Kent County Council Consultation Briefing</p> <p>To discuss nature, scope and content of the Community Impacts Consultation and gain feedback on approach to:</p> <ul style="list-style-type: none"> • Ward Impact Summaries • You Said We Did document • Approach to consultation
29/06/2021	Meeting	<p>Community Impacts Consultation Materials Briefing</p> <p>For LTC to brief GBC / Kent County Council on draft consultation materials. Consultation material covered: Construction meeting, Operations update, Ward summaries, You Said We Did, Easy Read, GIS, Other</p>
30/03/2022	Meeting	<p>LTC/Kent County Council/GBC WCH Update</p> <p>Meeting for the purpose of an update on the WCH strategy development and how it relates to changes in the upcoming consultation.</p> <ul style="list-style-type: none"> a. A2 Roman Road b. WCHR Hever Court Road equestrian use c. WCHR Michael Gardens footpath NS169 Redesignation

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		d. WCHR A226 equestrian route
September 2017 – September 2020		
Procedural Matters		
01.09.2017 – 30.09.2020	Meeting 12 occurrences	Regular Catch-up sessions Fortnightly or Monthly (approx.) catch-up meetings with Gravesham Borough Council and Kent County Council to provide updates and discuss ongoing work actions and tasks. These meetings form the basis for general technical discussions and include, for example, issue resolution, briefing from environmental specialists on specific issues not covered by topic-specific meetings, sharing of project information and information requests.
Topic Specific Regular Technical Meetings		
20.11.2017 – 17.09.2020	Meeting 18 occurrences	Technical meetings under a range of topics including: <ul style="list-style-type: none"> • Traffic modelling and scenario planning • Land use, Order Limits / development boundary • PRow and walking, cycling and horse riding • Legacy, skills and benefits • Design development • Cultural heritage and Historic Environment (inc site visit) • Chalk Park • Archaeological Trial Trenching, Utilities and Ecological Mitigation • Mitigation Options • Wider Network including A229 Bluebell Hill Improvement Scheme • Construction Impacts
Cross Local Authority Discussions		
22.09.2017	Meeting	Stakeholder Advisory Briefing to further discuss traffic modelling and provide updates
15/09/2017	Meeting	LTC Surface Water Drainage & Biodiversity meeting with Environment Agency / Natural England/ Kent County Council & North Kent Marshes IDB (Medway Council)
11.2019 – 07.2020	Meeting 9 occurrences	Community Impacts and Public Health Advisory Group
11.2019 – 07.2020	Meeting 4 occurrences	Skills, Employment and Education Working Group
24/10/2017 – 10/10/2019	Meeting 5 occurrences	Tunnel Design and Safety Consultation Group

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17/01/2019 - 10/02/2020	Meeting 4 occurrences	Traffic Modelling Working Group - South
25/04/2019 and 07/11/2019	Meeting 2 occurrences	Design Development Workshop South of the River Thames
10/07/2019	Meeting	Meeting with Multi-Agency Strategic Transport Group
11/11/2019 and 06/02/2020	Meeting 2 occurrences	Construction Impacts Workshop - South
03/12/2019	Meeting	Utilities Workshop – South
22/04/2020	Meeting	Preliminary Environmental Impacts & Mitigation & CoCP Review Workshop - South
21/05/2020	Meeting	Key elements of the DCO Workshop
23/06/2020 and 25/06/2020	Meeting	Environmental Impact & Mitigation and REAC Review Workshops
15/09/2020	Meeting	Air Quality Technical Session with Tier 1 Authorities

In addition to the meetings detailed in Table C.1, information has been shared with stakeholders to assist with their understanding of the Project and its effects. The key technical information (including reports, datasets and application documents) shared with Gravesham Borough Council is outlined in Table C.2.

Table C.2 Key Technical Reports, Datasets & Application Documents Shared

Document	Date Shared with Local Authority
DCO Application Documents	
DCO Application (October 2020) Vol 1 – Vol 7	1 December 2020
Wider Network Impacts Management and Monitoring Plan (Community Impacts Consultation 2021)	July 2021
Updated Statement of Community Consultation	12 February 2021
Updated Transport Assessment Chapter 8	03 February 2021
Framework Construction Travel Plan	11 May 2021
Outline Landscape and Ecology Management Plan	19 February 2021
Outline Site Waste Management Plan	18 February 2021
Outline Traffic Management Plan for Construction	11 February 2021
Outline Materials Handling Plan	28 May 2021
Design Principles	July 2021
Wider Network Impacts Management and Monitoring Plan	July 2021
DCO Schedule 2 and Explanatory Note	July 2021
Code of Construction Practice (including the Register of Environmental Actions and Commitments)	July 2021

Document	Date Shared with Local Authority
Environmental Constraints Map	July 2021
Technical Notes	
Technical note for SoCGs	29 January 2020
Summary Open Space Study	30 January 2020
Draft Agreements Scoping Paper	11 February 2020
Draft Cumulative Assessment Methodology and Long & Short Lists	06 March 2020
Consultation on LVIA Update to Local Landscape Character Area Boundaries	24 March 2020
Palaeolithic and Geoarchaeological Assessment Report and Palaeolithic and Quaternary Deposit Model	03 April 2020
Green Belt Heritage Methodology	03 April 2020
Local Plan Policy Compliance Review	17 April 2020
Traffic modelling (revised DCO Cordon Model)	24 April 2020
Cultural Heritage Desk-Based Assessment	15 May 2020
Sub Regional Non-Motorised Users Study	27 May 2020
Code of Construction Practice (1st Draft)	03 May 2020
Worker Accommodation Summary	17 May 2020
Draft Skills, Education & Employment Strategy	23 May 2020
Permit Scheme Considerations	26 May 2020
Draft DCO + Notification of Development	29 May 2020
Draft Protective Provisions for LLDAs	03 July 2020
Draft ES Topic Chapters	02 July 2020
Draft EMP	14 July 2020
Aggregate Use/Demand Briefing Note	17 July 2020
Flood Risk Assessment (ES Chapter 14 Appendix)	03 August 2020
Revised Issues Logs/Theme Lists	29 July 2020
Draft HEqIA	03 August 2020
Hydrogeological Risk Assessment ES Chapter 14 Appendix)	17 September 2020
Draft Design Principles	25 August 2020
Key Structures Drawings	25 August 2020
Drainage Pollution Risk Assessments (Groundwater Risk Assessments) with LLFAs/LLDAs	28 August 2020
Draft Transport Assessment	October 2020

Document	Date Shared with Local Authority
Code of Construction Practice (2nd Draft) + Register of Environmental Actions and Commitments	18 August 2020
LTC Draft Archaeological Mitigation Strategy and Outline Written Scheme of Investigation	07 October 2020
Water Balance Technical Note	07 September 2020
Groundwater Modelling Note	07 September 2020
Update – Impacts to Local aggregate reserves	16 October 2020
SoCG / Issues Resolution Note	November 2021
Drainage Pollution Risk Assessments (Groundwater Risk Assessments) with LLFAs/LLDAs	August 2020 and re-sent in August 2022
LTC Technical Note for CEA and Provisional Long-list of cumulative projects	12 th July 2022
Nitrogen Deposition Site Selection Methodology Note	22 nd July 2022
Datasets and GIS	
GIS Shapefiles showing operational traffic model flow forecasts for the LTC	27.04.22
Cordon Model from the LTAM (North East Kent Cordons)	03.05.22
Cordon Model from the LTAM (Kent County Council West Kent Cordons)	03.05.22
Local Refinement Consultation Proposed Order Limits	06.05.22
LTAM DCO2 Highways Schemes Uncertainty Log	16.05.22
LTAM cordon model correspondence workbook (North East Kent Cordon zone correspondence)	24.05.22
LTAM cordon model correspondence workbook (Kent County Council West Kent Cordon zone correspondence)	24.05.22
LTAM Zone System GIS	25.05.22
LTAM DCO2 Select Link Data	04.08.22

In addition to the meetings / correspondence listed in the tables, there has also been regular correspondence by email / phone call. This is not reported in the table, but the total number of contact entries in our stakeholder database is 1,350.

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