

Lower Thames Crossing

7.21 Stakeholder Actions and Commitments Register

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List of contents

	Page number
1 Executive summary.....	1
2 Introduction	2
2.1 Background.....	2
2.2 Purpose of the document.....	2
2.3 The Project	4
3 Development of the SAC-R Register	6
3.1 Stakeholder consultation	6
3.2 Ongoing identification of SAC-R commitments	6
3.3 Securing the SAC-R commitments	6

List of plates

Page number

Plate 2.1 Control Plan3
Plate 2.2 Lower Thames Crossing route.....5

List of tables

Page number

Table A.1 Stakeholder Actions and Commitments Register8

1 Executive summary

- 1.1.1 The purpose of the SAC-R is to provide a list of design, construction, and operational related commitments given to stakeholders that are secured within the DCO but which do not naturally sit within the REAC, the outline management documents or other control documents secured under Schedule 2 to the DCO and are not contained within side agreements (agreed with specific stakeholders outside of the DCO). The SAC-R commitments are legally secured through article 61 of the Draft Order (Application Document 3.1). That article requires all reasonable steps to ensure the delivery of the commitments below. The Explanatory Memorandum (Application Document 3.2) provides further explanation of the legal effect of this provision.

2 Introduction

2.1 Background

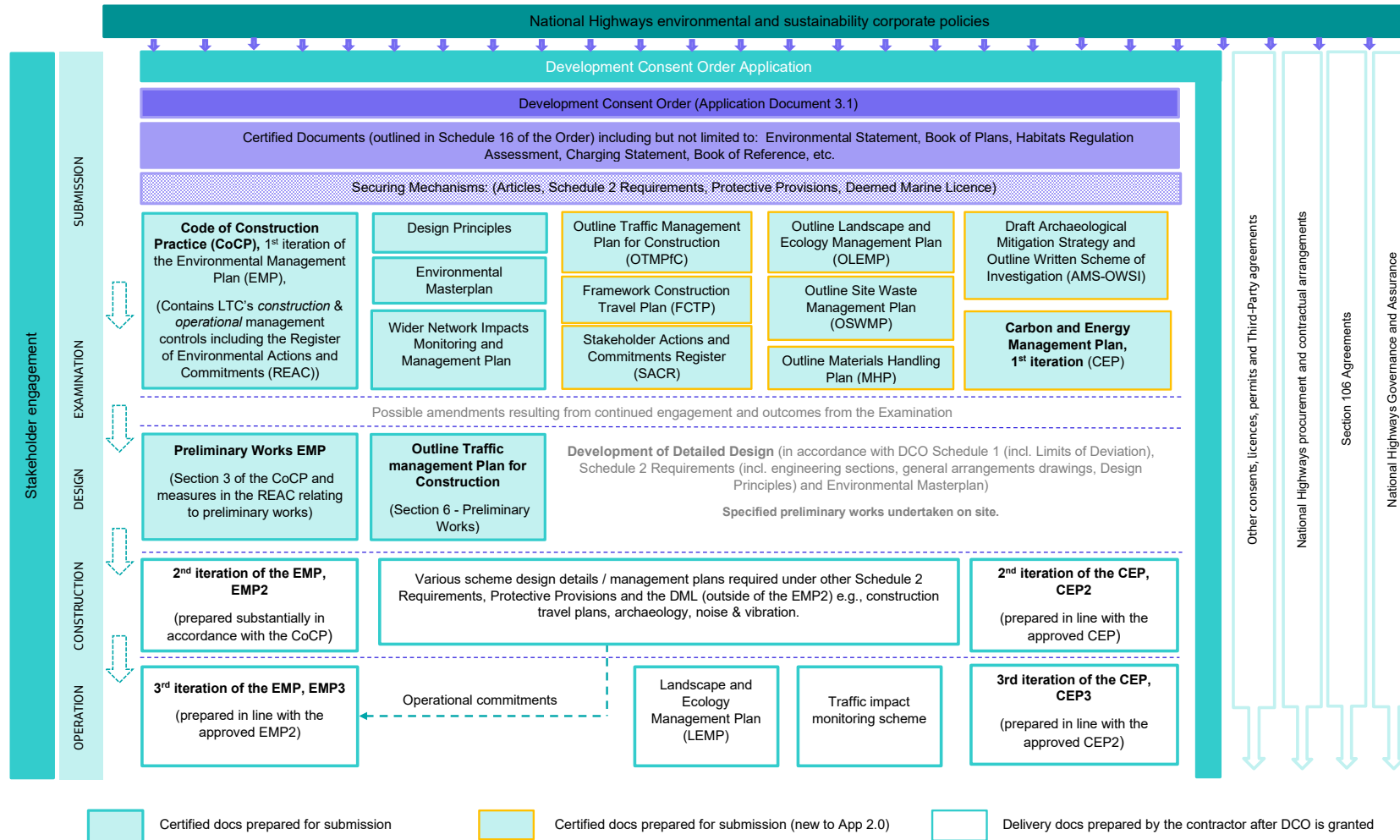
- 2.1.1 The Lower Thames Crossing (the Project) has developed numerous commitments to mitigate and/or minimise impacts associated with the Project in consultation with numerous stakeholders.
- 2.1.2 Many of these commitments relate to environmental mitigation measures identified through the environmental assessment undertaken for the Environmental Statement (Application Document 6.1), which are either incorporated into the Register of Environmental Actions and Commitments (REAC) (Application Document 6.3) or outline management plans which support the Development Consent Order (DCO) application.
- 2.1.3 Through the ongoing consultation with stakeholders, the Applicant has identified that there may be commitments which stakeholders have requested that do not fall within the scope of the commitments which are included in the REAC or outline management plans.
- 2.1.4 These commitments may be implemented either through private agreements with stakeholders or secured by the DCO, through the Stakeholder Actions and Commitments Register (SAC-R) (this document).

2.2 Purpose of the document

- 2.2.1 The purpose of the SAC-R is to provide a list of design, construction, and operational related commitments given to stakeholders that are secured within the DCO but which do not naturally sit within the REAC, the outline management documents or other control documents secured under Schedule 2 to the DCO and are not contained within side agreements (agreed with specific stakeholders outside of the DCO). Mindful that a number of issues are likely to emerge during the examination, the intention is to reduce the need for legal agreements by providing a mechanism to provide legally secured commitments (which do not fall in the scope of other management plans or control documents). The document is anticipated to have the effect of:
- a. assisting stakeholders by obviating time/expense associated with legal agreements thereby speeding up resolution of issues during examination; and
 - b. gives sight to Examining Authority and Secretary of State on how issues have been resolved without waiting for such agreements to be completed thereby reducing delays at the decision stage.

Plate 2.1 Control Plan

Control Plan

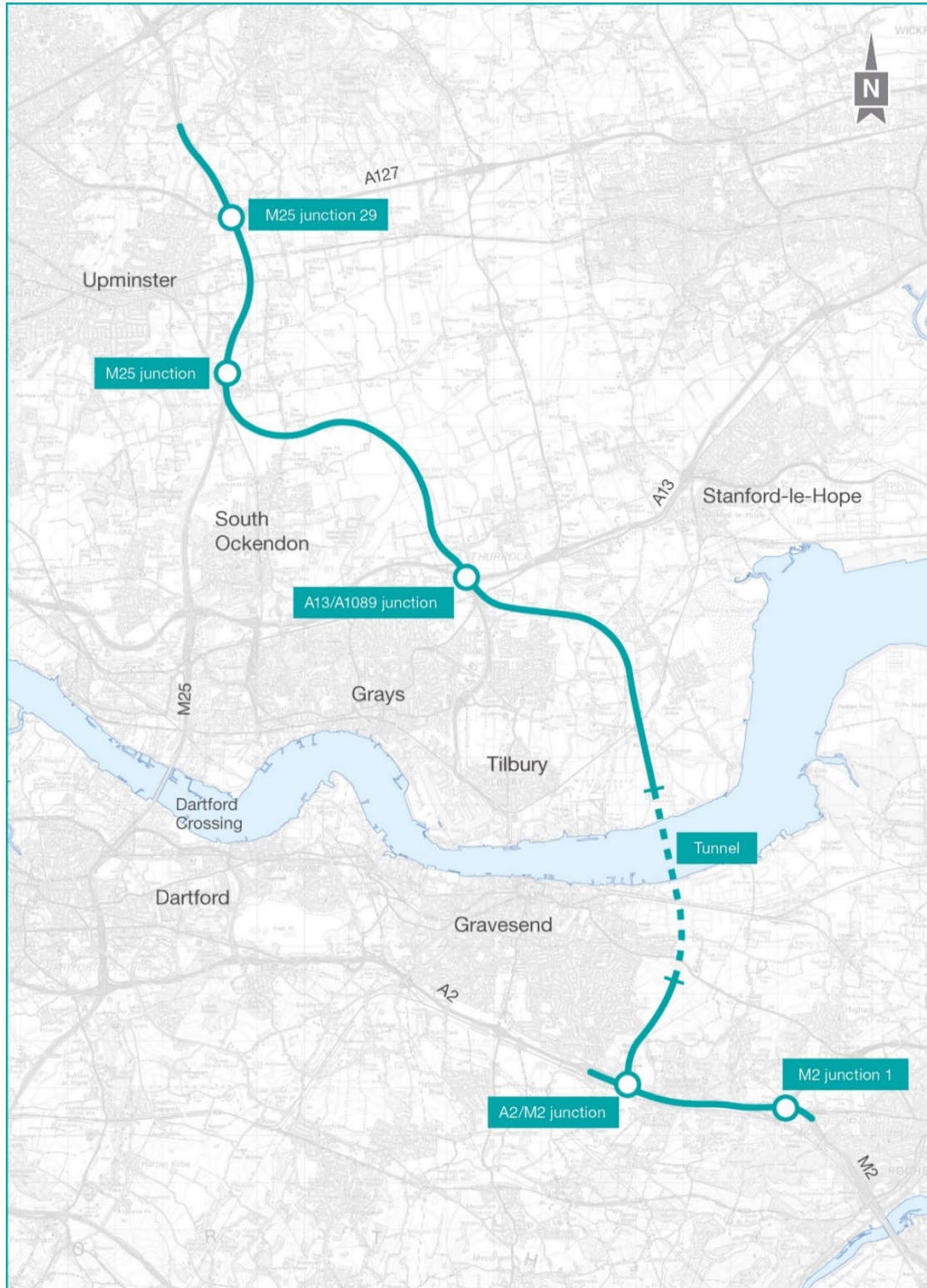


2.3 The Project

- 2.3.1 The A122 Lower Thames Crossing (the Project) would provide a connection between the A2 and M2 in Kent and the M25 south of junction 29, crossing under the River Thames through a tunnel. The Project route is presented in Plate 2.2.
- 2.3.2 The A122 would be approximately 23km long, 4.25km of which would be in tunnel. On the south side of the River Thames, the Project route would link the tunnel to the A2 and M2. On the north side, it would link to the A13, M25 junction 29 and the M25 south of junction 29. The tunnel portals would be located to the east of the village of Chalk on the south of the River Thames and to the west of East Tilbury on the north side.
- 2.3.3 Junctions are proposed at the following locations:
- a. New junction with the A2 to the south-east of Gravesend
 - b. Modified junction with the A13/A1089 in Thurrock
 - c. New junction with the M25 between junctions 29 and 30
- 2.3.4 To align with National Policy Statement for National Networks (Department for Transport, 2014) policy and to help the Project meet the Scheme Objectives, it is proposed that road user charges would be levied in line with the Dartford Crossing. Vehicles would be charged for using the new tunnel.
- 2.3.5 The Project route would be three lanes in both directions, except for:
- a. link roads
 - b. stretches of the carriageway through junctions
 - c. the southbound carriageway from the M25 to the junction with the A13/A1089, which would be two lanes
- 2.3.6 In common with most A-roads, the A122 would operate with no hard shoulder but would feature a 1m hard strip on either side of the carriageway. It would also feature technology including stopped vehicle and incident detection, lane control, variable speed limits and electronic signage and signalling. The A122 design outside the tunnel would include emergency areas. The tunnel would include a range of enhanced systems and response measures instead of emergency areas.
- 2.3.7 The A122 would be classified as an ‘all-purpose trunk road’ with green signs. For safety reasons, walkers, cyclists, horse riders and slow-moving vehicles would be prohibited from using it.
- 2.3.8 The Project would include adjustment to a number of local roads. There would also be changes to a number of Public Rights of Way, used by walkers, cyclists and horse riders. Construction of the Project would also require the installation and diversion of a number of utilities, including gas pipelines, overhead electricity powerlines and underground electricity cables, as well as water supplies and telecommunications assets and associated infrastructure.

2.3.9 The Project has been developed to avoid or minimise significant effects on the environment. The measures adopted include landscaping, noise mitigation, green bridges, floodplain compensation, new areas of ecological habitat and two new parks.

Plate 2.2 Lower Thames Crossing route



3 Development of the SAC-R Register

3.1 Stakeholder consultation

- 3.1.1 The Applicant has carried out a number of consultation events as detailed in the Consultation Report (Application Document 5.1) and the Statement of Engagement (Application Document 5.2). This has included statutory and supplementary (non-statutory) consultation and design refinement, community impacts and local refinement consultation.
- 3.1.2 In addition to the stakeholder consultation detailed in the Consultation Report (Application Document 5.1), the Applicant has carried out, and will continue to carry out stakeholder specific engagement with those individuals and organisations who both support and object to the LTC project.
- 3.1.3 The Applicant has identified and agreed actions and commitments through this consultation that are provided in the SAC-R in Appendix A.

3.2 Ongoing identification of SAC-R commitments

- 3.2.1 The Applicant will continue to engage with stakeholders beyond the DCO Submission and the SAC-R provides a means to identify and update actions and commitments throughout the pre-examination and examination phases of the project.

3.3 Securing the SAC-R commitments

- 3.3.1 The SAC-R commitments are legally secured through article 61 of the Draft Order (Application Document 3.1). That article requires all reasonable steps to ensure the delivery of the commitments below. The Explanatory Memorandum (Application Document 3.2) provides further explanation of the legal effect of this provision.

Appendix A Stakeholder Actions and Commitments Register

- A.1.1 The following register is a live document and will be updated during the pre-examination and examination stage of the Project.

Table A.1 Stakeholder Actions and Commitments Register

Topic	SAC-R ref no.	Location	Commitment	Party responsible	Beneficiary	Time Period
Public access to land	SACR-001	Orsett Fen	<p>Unless otherwise agreed with the Secretary of State following consultation with Natural England, prior to the specified date as defined in article 54 of the Order, National Highways will, during the construction period, and where it has temporary possession of the land identified as Fen land A and Fen land B in the Order or has otherwise acquired that land, not prevent public access to that land unless the prevention of public access is reasonably required for (i) construction purposes; or (ii) health and safety purposes; or (iii) to allow for the protection of any environmental mitigation.</p> <p>National Highways will inform Natural England as soon as is reasonably practicable of any prevention of public access to Fen land A and Fen land B during the construction period (and the basis on which public access is being prevented). Following a notification that public access is being prevented, Natural England may request an update on when any prevention is expected to cease and National Highways will provide a response as soon as is reasonably practicable.”</p>	National Highways / Main Works Contractor	Natural England	Prior to and during construction of so much of Works Nos. 8J, OH7, E36, FCA3 & FCA2 & 8K situated within Fen land A and Fen land B

Topic	SAC-R ref no.	Location	Commitment	Party responsible	Beneficiary	Time Period
Educational Road Safety	SACR-002	Project wide	The Main Works Contractors shall develop and provide an educational road safety programme for school aged children	Main Works Contractor	Relevant local schools	Throughout construction as required
Green Lane farm access during construction	SACR-003	Green Lane	During construction the Main Works Contractor (MWC) shall maintain controlled access for farm vehicles to access across the route of the A122 in the immediate vicinity Green Lane during construction to ensure access to retained land is not impeded. The MWC shall liaise with the landowner regarding this commitment.	Main Works Contractor	C.H. Cole & Sons	Prior to and during construction of Works No. 7M
Brentwood Road farm access during construction	SACR-004	Brentwood Road	<p>The Main Works Contractor (MWC) shall establish the farm access track from Brentwood Road to the north of the Brentwood Road compound prior to the severance of any existing access. The access track shall remain accessible to the landowner, subject to any security control that may be required, throughout construction.</p> <p>Access shall be provided for farm vehicle access to the west of Brentwood Road opposite the junction with the new High House Lane alignment prior to access to this area being severed by construction activity.</p>	Main Works Contractor	C.H. Cole & Sons	Prior to and during construction of Works No. CA6, ULH10 and 7B.

Topic	SAC-R ref no.	Location	Commitment	Party responsible	Beneficiary	Time Period
			The MWC shall liaise with the landowner regarding this commitment.			
Farm access during construction	SACR-005	Project wide	Where access to a significant area of a landowner's farmland is severed by construction works the Main Works Contractor shall ensure that the farmer is provided with controlled access to their retained land.	Main works Contractor	Relevant farm landowner	Throughout construction as required
Landowner access to retained land EX298754	SACR-006	Northern Tunnel Entrance Compound & Land registry title EX298754	During construction the Main Works Contractor shall, following receipt of no less than 7-days notice from the landowner (unless otherwise agreed and except in an emergency), provide controlled access to all of the landowner's retained land (EX298754) outside of the Order Limits. Post construction, a permanent access route shall be provided from Station Road via the portal access road (to the west of the A122) to all of the landowner's retained land (EX298754) outside of the Order Limits. The MWC shall liaise with the landowner regarding this commitment.	National Highways / Main Works Contractor	Mr Mott and any successor in title	Prior to and during construction and use of the Northern Tunnels Entrance Compound (Work No. CA5). National Highways to provide permanent access post-construction upon completion of the permanent access road (Work No. 5D)

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