

# Lower Thames Crossing

## 9.51 Statement of Common Ground between (1) National Highways and (2) Global Mutual (c.o Lakeside Centre Limited)

Infrastructure Planning (Examination  
Procedure) Rules 2010

Volume 9

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### Revision history

Version	Date	Submitted at
1.0	3 August 2023	Deadline 2

## Status of the Statement of Common Ground

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

National Highways and Global Mutual (c/o Lakeside Centre Limited) agree that this draft Statement of Common Ground is an accurate description of the matters raised and the current status of each matter.

Hi [REDACTED]

Please see attached updated SoCG with track changes – we are happy to submit this as ‘Draft Agreed’ with matters outstanding for deadline 2.

We have also re-included text for consistency under sections 1.2 (Parties to this Statement of Common Ground) and 1.4 (Terminology) as we note the other SoCGs submitted to the examination contain similar wording. It is also important to provide this background for Global Mutual as an interested stakeholder.

We have changed the status of five of the matters to agreed, with three remaining under discussion. Please could you come back to us with further comments on these matters and we would be happy to discuss these in a call with yourselves.

Please let me know if you require anything further at this time?

Many thanks,



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

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# 1 Introduction

## 1.1 Purpose of the Statement of Common Ground

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared in respect of the Development Consent Order (DCO) application for the proposed A122 Lower Thames Crossing (the Project) made by National Highways Limited (the Applicant) to the Secretary of State for Transport (Secretary of State) under section 37 of the Planning Act 2008 on 31 October 2022.
- 1.1.2 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the Applicant and Global Mutual (c/o Lakeside Centre Limited), and where agreement has not been reached. Where matters are yet to be agreed, the parties will continue to work proactively to reach agreement and will update the SoCG to reflect areas of further agreement.
- 1.1.3 This version of the SoCG has been submitted at Examination Deadline 2.

## 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) Global Mutual (c/o Lakeside Centre Limited).
- 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 Global Mutual (c/o Lakeside Centre Limited) have been the asset managers of Lakeside Shopping Centre since 2020 following the administration of intu Properties plc. Lakeside Shopping Centre contains 250 stores and over 40 food and beverage outlets and leisure facilities. The Centre has an annual footfall of over 20 million customers and is a major contributor to Thurrock's economy. Over 8,500 staff are directly employed at the Centre, with a further 2,500 jobs supported indirectly within the supply chain such as delivery and maintenance. Combined, this generates over £450 million GVA to the local economy. Lakeside and its tenants also generate nearly £30 million in business rates receipts.

## 1.3 Principal Areas of Disagreement

- 1.3.1 On 19 December 2022, the Examining Authority made some early Procedural Decisions to assist the Applicant, potential Interested Parties and themselves to prepare for the Examination of the DCO application.
- 1.3.2 One of these Procedural Decisions was to use a tracker recording Principal Areas of Disagreement in Summary (PADS). This tracker is known as the PADS Tracker.

- 1.3.3 The PADS Tracker would provide a record of principal matters of disagreement emerging from the SoCG and will be updated alongside the SoCG as appropriate throughout the Examination with the expectation that a revised PADS Tracker should be submitted at every Examination deadline.
- 1.3.4 The Global Mutual (c/o Lakeside Centre Limited) SoCG was a request set out in the notification of Preliminary Meeting (Rule 6 Letter) [PD-013] which came after the initial request from the ExA for PADS trackers. Given the small number of matters within this SoCG, Global Mutual (c/o Lakeside Centre Limited) elected to not produce a PADS tracker, indicating to the Applicant that they were content that the SoCG adequately addressed their matters.

## 1.4 Terminology

- 1.4.1 In the matters table in Section 2 of this SoCG, 'Matter Not Agreed' indicates agreement on the matter could not be reached following significant engagement, and 'Matter Under Discussion' where these points will be the subject of ongoing discussion wherever possible to resolve, or refine the extent of disagreement between the parties. 'Matter Agreed' indicates where the issue has now been resolved.
- 1.4.2 It is agreed that any matters not specifically referred to in Section 2 of this SoCG are not of material interest or relevance to Global Mutual. As such, those matters can be read as agreed, only to the extent that they are not of material interest or relevance to Global Mutual. However, if new matters arise Global Mutual reserves the right to comment on those matters as it considers appropriate.

## 2 Matters

### 2.1 Outstanding matters

- 2.1.1 The outcome of discussions to date are presented in Table 2.1, which details and presents the matters which have been agreed, not agreed, or are under discussion between (1) the Applicant and (2) Global Mutual (c/o Lakeside Centre Limited).
- 2.1.2 At Examination Deadline 2 there are eight matters in total, of which four are agreed and four remain under discussion.
- 2.1.3 Subsequent versions of this SoCG will outline the changes between versions.

**Table 2.1 Matters**

Topic	Item No.	Global Mutual (c/o Lakeside Centre Limited) Comment	The Applicant’s Response	Application Document Reference	Status
<b>Traffic and economics</b>					
Excluded works	2.1.1	Details required of any excluded works within the vicinity of Lakeside Basin, noting that short-term works can have significant impacts on Lakeside visitor access.	The Location Plan shows the extent of the Order Limits and the preliminary design. No works are planned near Lakeside. However, traffic management may impact routes used by Lakeside users and deliveries.	Location Plan <a href="#">[APP-005]</a> Transport Assessment <a href="#">[APP-529]</a>	Matter Under Discussion
Road closures	2.1.2	Details required of potential closures of A13 and any local roads in the vicinity of the Lakeside Basin, including number, extent, and duration.	Appendix A of the oTMPfC details illustrative traffic management measures likely to be required including the approximate extent, duration and traffic phase it would sit in, including the A13 and local roads.	Outline Traffic Management Plan for Construction <a href="#">[REP1-175]</a> Transport Assessment <a href="#">[APP-529]</a>	Matter Agreed
Construction phasing	2.1.3	Request for advance notice of any exceptional works that may occur during any phase that have not been accounted for and could affect Lakeside Basin.	Table 2.3 in the oTMPfC details stakeholder considerations the Contractor would need to follow. This includes advanced communication of information to the relevant stakeholders prior to the works taking place.	Outline Traffic Management Plan for Construction <a href="#">[REP1-175]</a>	Matter Agreed
Weekend traffic	2.1.4	Details of anticipated weekend construction vehicle traffic in the vicinity of Lakeside Basin are requested.	Section 6.4 in the Code of Construction Practice (CoCP) discusses working hours. Generally, core working hours are weekdays and Saturdays. While there is provision for extended working for specific reasons as outlined in Table 6.1 in the CoCP, it is envisaged weekend working would be limited and therefore construction traffic levels would be lower then, as compared with weekdays. The Transport Assessment assesses the impacts during construction.	Environmental Statement Appendix 2.2: Code of Construction Practice, First Iteration of Environmental Management Plan <a href="#">[REP1-157]</a> Transport Assessment <a href="#">[APP-529]</a>	Matter Agreed



Topic	Item No.	Global Mutual (c/o Lakeside Centre Limited) Comment	The Applicant's Response	Application Document Reference	Status
Road diversions	2.1.5	Details requested of potential road diversion routes for works affecting access to Lakeside, including timing, extent, and duration, most notably any A13 road closures.	Section 4.7 in the oTMPfC details proposed diversion routes for envisaged long-term closures. The A13 is not anticipated to be closed for longer than a night/weekend. The exact diversion route would be subject to engagement with the relevant authorities during the development of the Traffic Management Plan, working to mitigate the potential for the vehicles to use unofficial diversion routes. The exact diversion route would be subject to engagement with the relevant authorities during the development of the Traffic Management Plan, working to mitigate the potential for vehicles to use unofficial diversion routes.	Outline Traffic Management Plan for Construction <a href="#">[REP1-175]</a>	Matter Under Discussion
Seasonal works traffic	2.1.6	Safeguards requested regarding the programming of disruptive road network changes/closures outside of key retail peak periods including Christmas and Easter.	As part of engagement, relevant authorities may highlight seasonal peaks and events that they consider require the removal of the traffic management, traffic model phases are illustrated in Appendix A of the oTMPfC. This would be considered during the development of the Traffic Management Plan as far as reasonably possible. Where this is not possible, these points would be raised and discussed at the Traffic Management Forum.	Outline Traffic Management Plan for Construction <a href="#">[REP1-175]</a>	Matter Under Discussion
<b>Consultation and engagement</b>					
Stakeholder considerations	2.1.7	Request for wording of table 2.3 to state 'Major Shopping Centres (e.g. Lakeside Shopping Centre) and/or Superstores' and for the stakeholder	Table 2.3 in the OTMPfC has a line item 'Major Superstores' which Lakeside and other shopping centres/superstores would fall within. The constructor would need to	Outline Traffic Management Plan for Construction <a href="#">[REP1-175]</a>	Matter Under Discussion

Topic	Item No.	Global Mutual (c/o Lakeside Centre Limited) Comment	The Applicant's Response	Application Document Reference	Status
		considerations process to include a review of Lakeside requirements and clarification of how these will be addressed within the TMP.	cover these issues as a minimum when developing their Traffic Management Plan, with details discussed in the Traffic Management Forum (TMF).		
Participatory role	2.1.8	Clarification of Lakeside future role within the engagement process with regard to identified forums and liaison groups.	The CoCP gives details of a Community Liaison Group (CLG) that would be formed. Attendees of the CLG would include the local community. Through the CLG, members will have access to other forums (if not already directly listed). Plate 5.1 in the CoCP shows the connectivity between the different forums with the intention that relevant matters are dealt with in the relevant forum and ensuring relevant stakeholder issues, including Lakeside, can be discussed and addressed at the appropriate time.	Environmental Statement Appendix 2.2: Code of Construction Practice, First Iteration of Environmental Management Plan <a href="#">[REP1-157]</a>	Matter Agreed

## Appendix A Engagement activity

**Table A.1 Engagement activities between the Applicant and Global Mutual  
(c/o Lakeside Centre Limited)**

<b>Date</b>	<b>Overview of engagement activities</b>
17 March 2023	Initial meeting between the two parties to discuss the proposal and its programme, and the nature of Global Mutual's concerns.
27 March 2023	Via email correspondence, the Applicant provided links to relevant DCO documentation.
30 June 2023	Email correspondence where Caneparo Associates provided an overview of Global Mutual's thoughts on the Project including queries and clarifications to be discussed at the forthcoming engagement meeting with the Applicant.
4 July 2023	Technical meeting to discuss Global Mutual's ongoing concern with construction impacts upon Lakeside Shopping Centre. The Applicant provided an overview of the mitigation measures the Project will put in place during construction. Global Mutual asked if these could be formalised in any way, the Applicant confirmed an SoCG or other measure could be arranged. The Applicant took an action away to come back with options for a formal agreement.
15 July 2023	Email from Global Mutual providing a draft SoCG to the Applicant for comment and input.
26 July 2023	Email from the Applicant sharing draft SoCG

## Appendix B Glossary

Term	Abbreviation	Explanation
Development Consent Order	DCO	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.
Community Liaison Group	CLG	-
Code of Construction Practice	CoCP	Control measures and standards to be implemented by the Project, including those to avoid or reduce environmental effects.
Outline Traffic Management Plan for Construction	oTMPfC	Outlines the approach to carrying out temporary traffic management for the safe construction of the Project and the management measures to reduce the impact on local communities.
Transport Assessment	TA	A document that sets out assessments of the transport implications of development. Transport Assessments are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts).
Traffic Management Forum	TMF	The TMF would review planned traffic management arrangements and receive comments as to their appropriateness. The TMF would also monitor, review, and provide updates to the Traffic Management Plan when required.
Traffic Management Plan	TMP	The approach to carrying out temporary traffic management for the safe construction of the Project. It will also explain management measures available to the Contractor to reduce the impact on the local community (including journey time reliability, access, and safety).
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.

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