

National Infrastructure Planning  
Temple Quay House  
2 The Square  
Bristol BS1 6PN

Date: 5<sup>th</sup> December 2023  
Our ref: 140703.00010  
Your ref: TR010032

E-mail: [REDACTED]@gateleyhamer.com

Dear Sirs,

**THE A122 (LOWER THAMES CROSSING) DEVELOPMENT CONSENT ORDER  
DEADLINE 8 WRITTEN SUBMISSION ON BEHALF OF TARMAC BUILDING PRODUCTS LTD ('TARMAC')  
IN RESPECT OF TARMAC LINFORD BLOCKS PLANT**

**1. Instruction**

- 1.1. Since Tarmac's Deadline 7 submission we write to provide the ExA with an update on the progress of negotiations with the Applicant.
- 1.2. The ExA may recall that there are four issues in relation to the Tarmac's Site, these are:
  - 1.2.1. The Permanent Rights included in the DCO to enable the Applicant to undertake works to existing utility apparatus.
  - 1.2.2. Temporary Rights of Access included in the DCO to enable works to the utility apparatus.
  - 1.2.3. The impact of both temporary and permanent acquisitions of land on planning conditions for the landfill area.
  - 1.2.4. The impact of both temporary and permanent acquisitions of land on an Environment Agency (EA) permit for the use and remediation of the landfill site and the future surrender of the EA permit.
- 1.3. Progress has been made on addressing some of the issues, but not all, and therefore we wish to highlight to the ExA the remaining areas of dispute and areas where discussions are ongoing discussions. Whilst Tarmac remains willing to negotiate so as to avoid the need for CA and TP powers, it now appears unlikely that the Applicant will be able to provide a satisfactory resolution. Accordingly, the ExA is likely going to need to determine whether to confirm powers.

**2. Permanent Rights**

- 2.1. Based on comments in the Applicant's post-CAH3 submissions, and comments set out in recent email correspondence, there are perceived to be two issues that warrant the



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proposed Permanent Rights in order to undertake works (OH4 and OH5) to existing pylons PAB18, PAB19 and ZJ016:

#### ISSUE ONE

- 2.2. If the works are to be undertaken by the Applicant, there are no existing legal agreements that would enable the Applicant to work on the existing utilities infrastructure and therefore the Applicant needs these powers to deliver the scheme. See paragraph 3.13.3 of the Applicant's post-CAH3 submissions.
- 2.3. Tarmac recognises this issue and has offered the Applicant a temporary licence agreement (HoTs were issued 13<sup>th</sup> November) to undertake the required works to Pylons PAB18, PAB19 and ZJ016. The Applicant has stated they would be willing to enter into such an agreement, but this does not resolve the requirement for the CA and TP powers as the Applicant has agreed contractual commitments with UKPN and NGET which set out the utility operator's requirement for new modern permanent rights.
- 2.4. Tarmac have never been party to the agreement of these contractual commitments and would suggest that the imposition of CA and TP powers at the request of a third party is not appropriate justification for granting the Applicant powers, particularly where the parties for whom powers are being sought (as the Applicant has agreed that a license would be sufficient for them) has not sought to engage with Tarmac to see if CP and TP powers can be avoided either via the existing agreements or a temporary licence.
- 2.5. Tarmac do not consider that the threshold test of last resort has been achieved and there is no justification for the use of the powers. The Applicant is merely acting as a puppet for UKPN and NGET to achieve powers that are not required for the delivery of the Scheme.

#### ISSUE TWO

- 2.6. If the works are to be undertaken by UKPN and / or NGET (as is expected) the existing legal agreements are not considered to be drafted wide enough as they do not incorporate the words "replace" and "alter" – see paragraph 3.13.4 of the Applicant's post-CAH3 submissions.
- 2.7. Tarmac's legal advisors do not share this view but nevertheless Tarmac has offered (HoTs were issued 13<sup>th</sup> November) to vary the existing agreements with the inclusion of rights to replace or alter.
- 2.8. Unfortunately, the Applicant has advised that this is not acceptable as it would present a risk to the delivery of the project. This is despite it being clear in the Applicant's post-CAH3 submissions that the omission of these words was the reason why they felt the existing agreements were unsuitable.

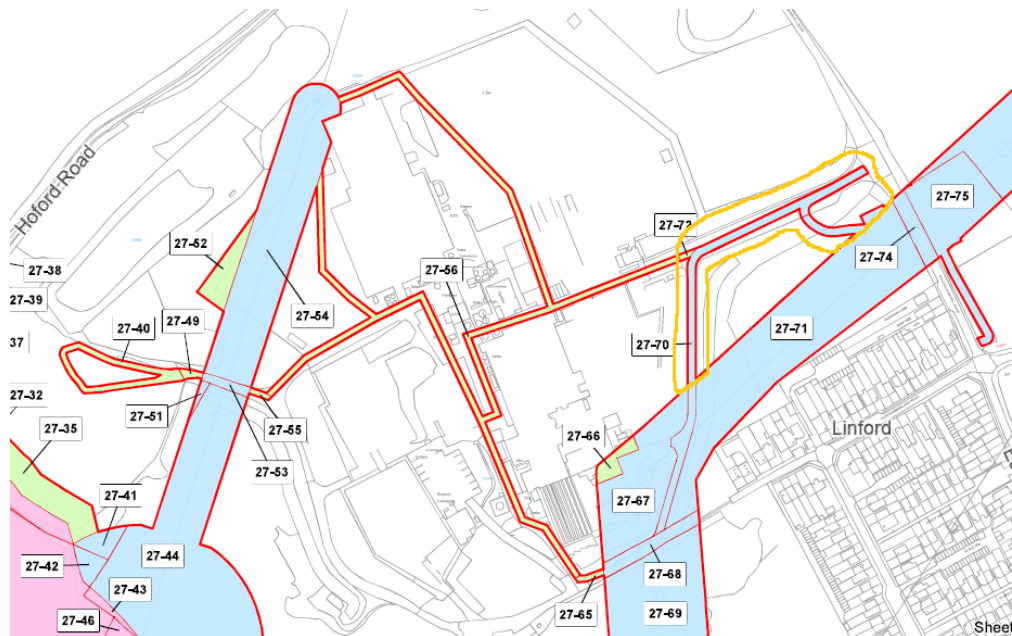
### **3. Temporary Rights of Access**

- 3.1. The ExA may recall that the parties have been trying to agree less disruptive temporary access arrangements, but which will still allow the Applicant to proceed with the scheme, and this is intended to be legal documented following agreement of HoTs.
- 3.2. Tarmac and the Applicant have continued to engage on this matter and the Applicant responded to the travelling draft terms on 29<sup>th</sup> November 2023. The response is now being considered by Tarmac. Whilst matters appear to be moving in the right direction, there are material outstanding issues to resolve before the parties seek governance approval.

3.3. The outstanding issues are:

PERMANENT RIGHTS FOR TEMPORARY ACCESS

3.4. Tarmac would like the Applicant to confirm that subject to DCO confirmation, the promotor will not exercise powers over the area edged in orange below (effectively plot 27-72).



3.5. The Applicant has provided an in-principle agreement to this but their agreement is conditional. Tarmac has asked for further clarity around the conditionality and is awaiting a response. This is therefore unresolved and outstanding.

APPLICANT COMMITMENT NOT TO EXERCISE POWERS

3.6. The Applicant is insisting on a clause that will allow the promotor (and by extension UKPN and NGET) the ability to exercise all rights set out in the DCO, subject to confirmation. Tarmac have previously raised this concern – see paragraph 2.8 of Tarmac’s Deadline 7 written submissions.

3.7. The Applicant has advised that the purpose of including this clause is so that the promotor can retain the ability to “fall back on and exercise their statutory powers” as nothing must fetter the deliverability of the scheme.

3.8. This reservation brings into question any weight any agreement may have and whether it will sufficiently safeguard Tarmac from the Applicant exercising CA / TP powers in the future.

**4. Impact of temporary and permanent land acquisitions of governed by land planning conditions and an Environment Agency (EA) permit**

4.1. Tarmac has continued to liaise constructively with the Environment Agency (EA) and Applicant over the wording of DCO Article 68 (interface with waste operation permits) seeking to adequately address the consenting and permitting issues for Tarmac’s Linford landfill arising as a result of Applicant’s scheme.

4.2. Tarmac is grateful to the EA and the Applicant for sharing with Tarmac previous drafts of Article 68. If the anticipated amended Article 68 that Tarmac understands is now agreed

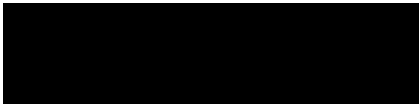
between the EA and the Applicant is submitted and included in the DCO, Tarmac considers that version of Article 68 is clearly preferable from Tarmac's perspective as a permit holder.

- 4.3. Tarmac will need to check the version that is submitted to the Examining Authority at Deadline 8.

## **5. Conclusion**

- 5.1. Subject to the anticipated amended Article 68 being submitted and included in the DCO, Tarmac is content with the drafting and the protection afforded and this is a positive step forward.
- 5.2. However, Tarmac is far less content with the direction of travel concerning the proposed permanent rights. The Applicant has stated that it is prepared to engage with voluntary terms that would allow the works to proceed, and the scheme to be delivered without recourse to powers, but we are advised that this does not negate the requirement for the CA and TP powers because we understand the Applicant has separately agreed contractual commitments with UKPN and NGET to effectively replace the existing documented rights with new modern permanent rights on the utility operators standard templates.
- 5.3. Tarmac is also displeased with the outcome of offering to vary the existing agreements with the inclusion of words which were said to be missing that would hinder the ability to undertake the works to the utility infrastructure and effectively 'moved the goal posts' when Tarmac has offered to accommodate perceived shortcomings with the existing legal agreements.
- 5.4. Negotiations regarding the permanent rights to allow the Applicant (and UKPN and NGET) appear to have run their course. The ExA is therefore likely going to need to make a decision on this matter taking into account whether confirming powers that the utility operators have asked for without any engagement with Tarmac represents appropriate justification particularly in regard to the need for the scheme and if the threshold test of last resort has been attained.
- 5.5. Finally, progress continues to be made in respect of an agreement for the temporary access rights, but an early steer from the ExA with regards to whether it considers it appropriate for the Applicant to necessitate the inclusion of provisions in a legal agreement that will effectively allow the promotor to ignore what it agrees to in favour of exercise statutory powers, is a fair and reasonable.
- 5.6. Tarmac will endeavour to update the ExA on the progress of voluntary negotiations with regards to the temporary access rights.

Yours faithfully,



For and on behalf of  
**Gateley Hamer Limited**