

Lower Thames Crossing
Extract from
7.21 Stakeholder Actions and
Commitments Register
(Clean version)
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7.21 Stakeholder Actions and Commitments Register (Clean version)

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Executive summary

- 1.1.1 The purpose of this Stakeholder Actions and Commitments Register (SAC-R) is to provide a list of design, construction, and operational related commitments given to stakeholders that are secured within the Development Consent Order (DCO) but which do not naturally sit within the Register of Environmental Actions and Commitments (REAC), the outline management documents or other control documents secured under Schedule 2 of the draft 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 DCO (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.

Introduction

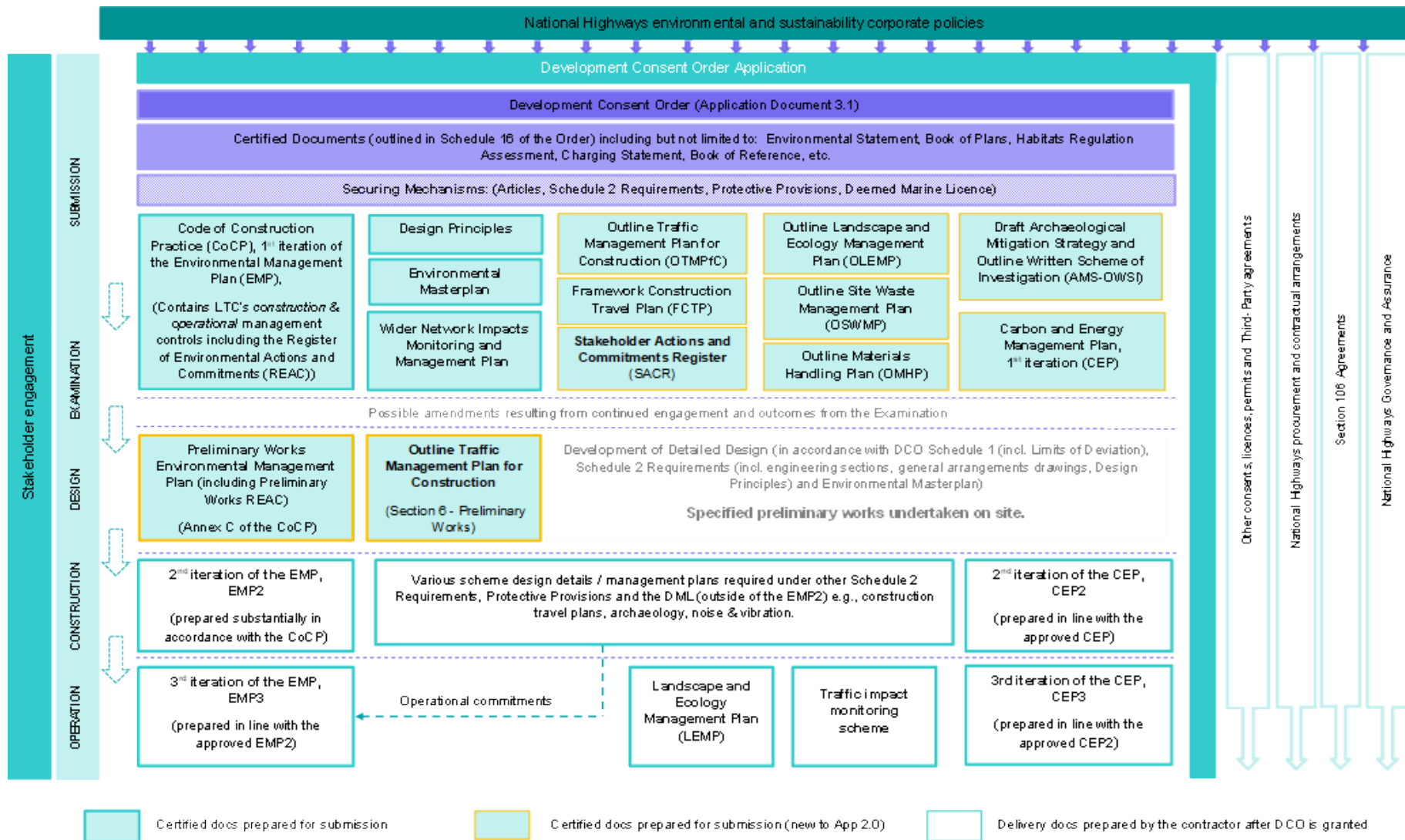
2.1 Background

- 2.1.1 National Highways (the Applicant) has developed numerous commitments to mitigate and/or minimise impacts associated with the A122 Lower Thames Crossing (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 (ES) (Application Document 6.1), which are either incorporated into the REAC within the Code of Construction Practice (CoCP) (Application Document 6.3, ES Appendix 2.2) or outline management plans which support the 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 draft 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
 - 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

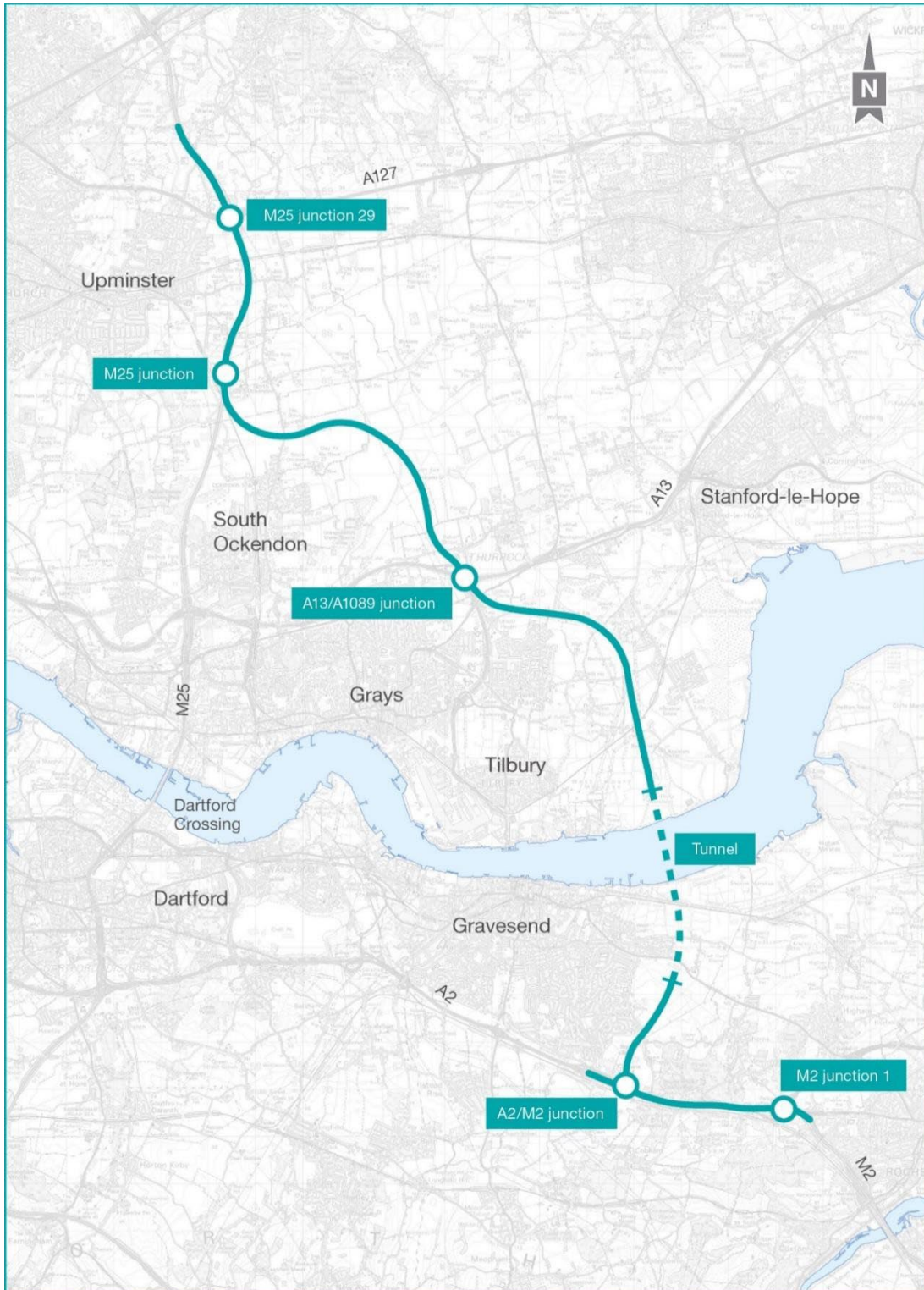


2.3 The Project

- 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



Development of the SAC-R

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 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 submission of the DCO application, and the SAC-R provides a means to identify and update actions and commitments throughout the pre-Examination and Examination stages 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 DCO (Application Document 3.1). That article requires all reasonable steps to ensure the delivery of the commitments in Appendix A. 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 stages of the Project.

Table A.1 Stakeholder Actions and Commitments Register

Topic	SAC-R ref no.	Location	Commitment	Party responsible	Beneficiary	Time period
Drainage pond (Work 9T)	SACR-010	Franks Farm	As part of detailed design, the undertaker will use reasonable endeavours to minimise the permanent land acquisition associated with the drainage pond at Franks Farm (Work 9T) including considering its location, profile and shape (provided that is consistent with the powers under the DCO). (Note awaiting NH confirmation of agreement)	Contractor	Mrs Carver	During construction
Drainage Pond (Work 9T)	SACR 010a	Franks Farm	Prior to and during the construction phase of the drainage pond (Work 9T), the undertaker will use reasonable endeavours to minimise the removal of existing trees and hedgerows on the Frank's Farm site within Plots MU44-20 and MU44-21. Any trees and hedgerow removed will be replaced with a comparable quantity of specimens to include larger stock trees as part of the planting mix.. A timber post and rail stock proof fence shall also be provided to the boundaries of the field, prior to the land being occupied by National Highways, to help compensate for the loss of established hedgerows which currently contains livestock. (Note awaiting NH confirmation of agreement)	Contractor	Mrs Carver	During and post construction
Embankment at Franks Farm	SACR-011	Franks Farm	As part of the detailed design, the undertaker will use reasonable endeavours to minimise the permanent land acquisition and removal of trees as part of the embankment works in Plot 44-32 and 44-21 at Franks Farm. Trees to be felled shall have all branches removed from the site and the trunks shall be cut into manageable lengths and	Contractor	Mrs Carver	During and post construction

Topic	SAC-R ref no.	Location	Commitment	Party responsible	Beneficiary	Time period
			<p>stacked by the contractor in a location to be agreed at Franks Farm for use by the owner of Franks Farm.</p> <p>A replacement dense semi-mature and mature woodland planting scheme, shall be implemented in accordance with Clause S14.09 of the 7.5 Design Principles document and Sheets 1 and 2 of document 6.2 Environmental Statement Figures: Figure 2.4 - Environmental Masterplan Section 14 (10 of 10) as amended, during the first planting season following the provision of the new embankment works. The woodland planting shall reflect the density of tree planting currently within and adjacent to the area to be acquired.</p> <p>A timber post and rail stock proof fence shall also be provided to the eastern boundary of the fields where they meet the extended highway land, prior to the land being occupied by National Highways, to help compensate for the loss of established hedgerows which currently contains livestock.</p> <p>(Note awaiting NH confirmation of agreement)</p>			
Retaining Wall at Franks Farm	SACR-011a	Franks Farm	<p>The proposed retaining wall to the west side of the carriageway included at Clause S14.09 of the 7.5 Design Principles document and shown on Sheet 44 of document 2.5 General Arrangement Plans Volume C (sheets 21 to 49) shall accommodate a 'Green Wall' for its entire length in accordance with the details set out in paragraph 6.6.348 of the 6.1 Environmental Statement Chapter 6 – Cultural Heritage document. The 'Green Wall' shall be completed during the first planting season following the installation of the retaining wall and thereafter maintained in accordance with the specification.</p>	Contractor	Mrs Carver	During and post construction

Topic	SAC-R ref no.	Location	Commitment	Party responsible	Beneficiary	Time period
			<p>The acquired area to the west of the proposed retaining wall shall include a scheme of dense semi mature and mature woodland planting, to be implemented in accordance with Clause S14.09 of the 7.5 Design Principles document and Sheets 1 and 2 of document 6.2 Environmental Statement Figures: Figure 2.4 - Environmental Masterplan Section 14 (10 of 10) as amended, during the first planting season following the provision of the new embankment works. The woodland planting shall reflect the density of tree planting currently within the existing area of woodland to be acquired.</p> <p>Note – providing NH confirm agreement to the provision of dense woodland planting on the acquired strip of land abutting the retaining wall to the west, this measure may be withdrawn.</p>			
Retention of vegetation at Plot 44-07	SACR-012	Franks Farm	<p>As part of the detailed design, the undertaker must use reasonable endeavours to identify the trees, hedgerows and vegetation which can be retained in Plot 44-07 at Franks Farm, specifically fronting on to St Mary’s Lane and along the eastern boundary of the field. Trees and hedgerows to be removed shall be replaced with comparable replacement planting during the first planting season following the termination of the use of area 44-07. Stock proof timber post and rail fencing to the field boundaries and severed area shall also be provided from first occupation of the land by NH.</p> <p>A license agreement for the temporary occupation of the land shall be entered into with Mrs Carver.</p> <p>Note – awaiting NH confirmation of agreement</p>	Contractor	Mrs Carver	During and post construction

Topic	SAC-R ref no.	Location	Commitment	Party responsible	Beneficiary	Time period
Franks Farm water treatment plant	SACR-013	Franks Farm	<p>As part of the detailed design, the undertaker must design and carry out Work No MU84 to ensure the protection of the existing water treatment plant in Plot 44-16 at Franks Farm so far as is reasonably practicable. Should the works affect the existing water treatment plant, National Highways will be responsible for replacing it to its current function, size and capability at National Highways' expense. Any works will be undertaken in such a way to ensure that Franks Farm retains a fully operational water treatment facility to adequately serve the property at all times.</p> <p>Note – awaiting NH confirmation of agreement</p>	Contractor	Mrs Carver	During construction
Franks Farm Acoustic Mitigation	014	Franks Farm	<p>A 2 metre high acoustic buffer fence shall be erected along the entire eastern boundary at the top of the embankment, prior to the new carriageway being brought into use, to compensate for the adverse noise impacts experienced at Franks Farm. The acoustic barrier shall thereafter be maintained by National Highways.</p> <p>In the event that an acoustic buffer fence is not considered to be warranted, for reasons of privacy and security it is requested that a 2 metre high close boarded fence is provided and maintained along the top of the embankment as an alternative, to provide some protections for privacy and security purposes.</p>	Contractor	Mrs Carver	Operational period and post construction

Topic	SAC-R ref no.	Location	Commitment	Party responsible	Beneficiary	Time period
Franks Farm Construction Phase Noise Mitigation & Temporary Accommodation	015	Franks Farm	<p>At the construction phase, a trenchless installation at work no. MU83 shall be carried out inside a temporary acoustic enclosure/building with adequate ventilation and robust implementation of BPM measures (NV007). The specification of such measures shall be provided to reduce noise levels by around 10 dB and the acoustic enclosure around 15 dB (based on BS 5228-1).</p> <p>To re-house the occupants of Franks Farm during periods of construction when the works are causing significant disruption and discomfort to amenity and quality of life. The temporary accommodation shall be of a comparable standard to Franks Farmhouse and the cost of re-housing shall be fully met by National Highways. The temporary accommodation arrangements shall have regard to the content of National Highways publication ‘Your Property and compensation or mitigation for the effects of our road proposals 6’ (2022) and BS 5228-1:2009 Noise ‘Code of practice for noise and vibration control on construction and open sites’. Details of how the noise will be monitored throughout the construction period to be confirmed by National Highways.</p> <p>(Note, NH has said that it is not necessary to include these provision as it is covered elsewhere in the DCO. However, we have not received confirmation of the relevant document and therefore, this request should still stand until written assurance has been received).</p>	National Highways	Mrs Carver	Construction period for Plots MU4-21 & MU44-32

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