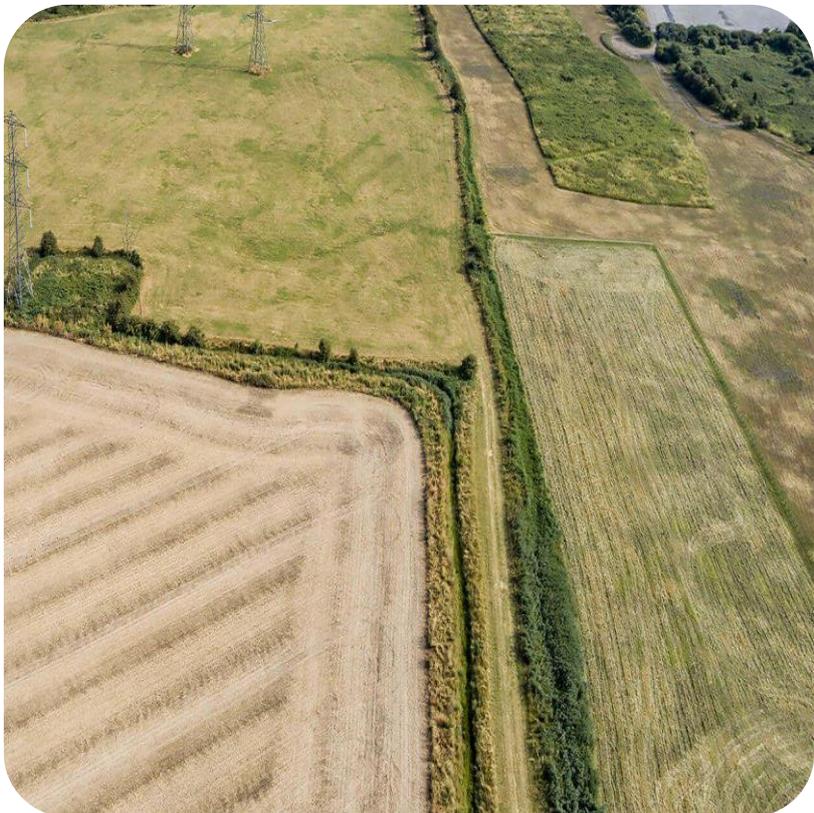


Thurrock Power Ltd Comments on Highways England Deadline 4 Submission

Deadline 5



1 THURROCK POWER LTD COMMENTS

- 1.1.1 This document provides the applicant's comments on matters raised in relation to traffic and transport in Highways England's Written Representation at Deadline Four (REP4-025).
- 1.1.2 The Applicant notes and welcomes Highways England's confirmation that their initial safety concerns regarding the use of the Asda Roundabout had been addressed by changes to Construction Traffic Management Plan [APP-144, as updated by AS-033].
- 1.1.3 The Applicant also notes and welcomes Highways England's confirmation that they have no other outstanding issues in connection with the ASDA roundabout.
- 1.1.4 With regards to Highways England's comments on the assessment of traffic movements and details of where the Applicant expects the construction workers on the scheme to travel to work from, the Applicant responded to this during the Issue Specific Hearing, as recorded in the Written Summary of Oral Submissions for Issue Specific Hearing 1 - Traffic and Transport [REP4-020].
- 1.1.5 In relation to the temporary off-site car park at the Arena Raceway, the Applicant continues to liaise with Highways England and Thurrock Council and on 9th June 2021 submitted a new Technical Note as part of its planning application for that car park. The new Technical Note builds upon and expands the transport work undertaken as part of previous transport Technical Notes with its planning application.
- 1.1.6 With reference to Highways England's comments in their Summary of Oral Submissions at Traffic and Transport Issue Specific Hearing and to update the Examining Authority in terms of the relationship with the DCO application, the key elements of the new transport Technical Note for the Arena Raceway car park planning application are:
- The proposal to use minibuses to collect construction workers for onward transportation to the construction site has evolved. The new Technical Note estimates that 40% of all construction workers would be specialist workers not local to the area who would stay in local hotels for the duration of the construction works. These specialist workers would be collected from their hotels by minibus and transported directly to the construction site without any requirement to visit the temporary off-site car park.
 - Thus, the remaining 60% of construction workers would be local to the area and would travel to the temporary off-site car park from where they would be transported to the construction site via coach.
 - The new Technical Note calculates the car parking demand at the temporary off-site car park would be comfortably within its capacity.
 - The new Technical Note calculates that the vehicle movements generated by construction workers within the transport study area of the Transport Assessment submitted in support of the DCO application [document reference APP-095] remain within its assumptions and assessments.
 - Thus, there is no requirement to update the Transport Assessment submitted in support of the DCO application [document reference APP-095] on account of the evolution of the proposals at the temporary off-site car park.
- 1.1.7 Given the evolution of the proposals for use of the minibuses, the new Technical Note sets out that the Construction Worker Travel Plan submitted in support of the DCO application [APP-145] will be updated accordingly.
- 1.1.8 The Applicant is seeking to agree the content of the new Technical Note with Highways England and Thurrock Council. Upon such agreement the Applicant will update the

Construction Worker Travel Plan accordingly and submit this to the DCO Examination, envisaged to be at Deadline 6.