

# Lower Thames Crossing

## 5.4.2.1 Statement of Common Ground between (1) National Highways and (2) DP World London Gateway

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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 Company Limited (National Highways) to the Secretary of State for Transport (Secretary of State) under section 37 of the Planning Act 2008.
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application Documents. All documents may be available on the Planning Inspectorate website.
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties named below, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific matters that may need to be addressed during the examination.

## 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) DP World London Gateway.
- 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 DP World Ltd is the ultimate entity that indirectly owns and operates the Port and Logistics Park, and is collectively referred to in this document as DP World London Gateway (DPWLG). This document is submitted on behalf of the various DP World London Gateway legal entities by London Gateway Park Leasehold Limited. DPWLG are the owners and operators of DP World London Gateway Port (the Port) and DP World London Gateway Logistics Park (the Logistics Park) on the north bank of the Thames Estuary in Stanford-le Hope, Essex. Once fully developed, the Port will comprise six shipping berths providing additional deep sea shipping and container handling facilities with an annual throughput of 3.5 million TEU (twenty foot equivalent units), and approximately 1,900 directly employed staff. The adjacent Logistics Park will provide up to 830,000sq.m of commercial floorspace, including storage and distribution, research and development, and general and light industrial facilities. In total, the Logistics Park is anticipated to generate approximately 13,400 direct employment opportunities, and a further 24,000 indirect employment opportunities are anticipated to arise as a result of the combined Port and Logistics Park development.

## 1.3 Terminology

- 1.3.1 In the matters table in section 2 of this SoCG, “Matter not agreed” indicates agreement on the matter could not be reached, and “Matter under discussion” where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. “Matter agreed” indicates where the issue has been resolved.
- 1.3.2 It is agreed that any matters not specifically referred to in Section 2 of this SoCG are not currently of material interest or relevance to DP World London Gateway. However, if new matters arise DP World London Gateway reserves the right to comment on those matters as it considers appropriate.

## 1.4 Overview of previous engagement

- 1.4.1 A summary of the meetings and correspondence undertaken between the two parties in relation to the Project is outlined in Appendix C.

## 1.5 Status of the Statement of Common Ground

- 1.5.1 It is agreed that this statement is an accurate description of the matters raised by DPWLG, and the current status of each matter. Discussions are still ongoing between DPWLG and the Project, and an updated position statement is expected from DPWLG during the course of the examination process.
- 1.5.2 It is agreed that Appendix C is an accurate record of the key meetings and consultation undertaken between (1) National Highways and (2) DPWLG in relation to the matters addressed in this Statement of Common Ground.

## 2 Matters

### 2.1 Matters agreed, not agreed or under discussion

2.1.1 Table 2.1 details the matters which have been agreed, not agreed, or are under discussion between (1) National Highways and (2) DPWLG.

2.1.2 It is acknowledged there are some matters where further discussion may take place during the detailed design stage of the Project to finalise detail, but the matter is agreed in principle. Matters to which this applies have an asterisk (\*) next to them.

**Table 2.1 Matters**

Topic	Item number	DP World London Gateway comment	National Highways comment	Document Reference	Status
<b>Traffic and Economics</b>					
Overall traffic modelling	2.1.1	DP WLG have concerns that the Project modelling underestimates the impact at Manorway Interchange and believe the Orsett Cock junction and A13 (east of Orsett) have not been modelled in detail and the local road validation is very limited in the Lower Thames Area Model (LTAM). DPWLG have requested that traffic modelling is carried out to inform the resilience of the utilised assumptions (i.e. how wrong can they be before the junctions experience material impacts) and also to test the scenario whereby there is an emergency incident (e.g. high winds closes QE2 bridge) at Dartford Crossing.	National Highways shared detailed modelling results with DP World London Gateway between 2020-2022 to enable better understanding of the changes in traffic resulting from the Project. The Department for Transport has issued guidelines on how transport models should be built, and the extent to which the predictions of traffic flows and times produced by the model compare with real life. National Highways consider that the model is suitable for assessing the Project and its impacts along the A13, and at the Orsett Cock and Manorway junctions.	Combined Modelling and Appraisal Report (Application Document 7.7); Traffic Assessment (Application Document 7.9); Traffic Forecasts Non-Technical Summary (Application Document 7.8)	Matter Under Discussion

Topic	Item number	DP World London Gateway comment	National Highways comment	Document Reference	Status
			National Highways continue to carry out ongoing modelling works, including modelling for incidents on various parts of the network. The results of this will be shared with stakeholders, including DPWLG, in due course as part of continued engagement.		
Congestion at Manorway Junction	2.1.2	DPWLG is concerned that the Manorway Junction and/or A13 is expected to experience serious delays and congestion as a result of the Project. This is a critical route to DPWLG.	<p>The Manorway junction is forecast to experience delays and congestion without the Project. National Highways forecasts indicate there would be additional traffic on the A13 as more people cross the Thames for business, leisure, or to access services.</p> <p>At the Manorway junction the A13 reduces from three lanes to two lanes and this causes some delay to traffic wishing to join the A13 eastbound at this junction. The impact of the Project is indirect, as it would lead to increased flows on the A13 mainline.</p> <p>The Project is forecast to have an impact on the wider road network. The Project consulted on the Wider Network Impacts Management and Monitoring Plan as part of the Community Impacts Consultation in July 2021. This</p>	Wider network impacts management and monitoring plan (Application Document 7.13); Combined Modelling and Appraisal Report (Application Document 7.7); Transport Assessment (Application Document 7.9)	Matter Under Discussion

Topic	Item number	DP World London Gateway comment	National Highways comment	Document Reference	Status
			document sets out how National Highways would work with local authorities and the DfT, and the role of National Highways and other organisations in the future management of the road network.		
Congestion and rat-running at Orsett Cock Junction	2.1.3	<p>DPWLG is concerned that the A13 (east of Orsett) and Manorway Interchange junction could be used as an alternative route, to avoid Orsett Cock junction, to reach Port of Tilbury by u-turning at Manorway junction to access the A1089. This would adversely impact the performance of these routes.</p> <p>DPWLG is concerned that the A1013 is not suitable for Port HGV traffic and is unlikely to accommodate the modelled levels of traffic.</p> <p>DPWLG considers that the VISSIM modelling demonstrates that the Orsett Cock junction will operate significantly over capacity in future years in the Do Something scenario.</p>	<p>Traffic modelling does not indicate that the Manorway junction would be used in this way. The modelling also shows that the Orsett Cock junction would operate acceptably in future years with the Lower Thames Crossing. The Orsett Cock VISSIM model results have now been shared with DPWLG and will be discussed in follow-up meetings.</p> <p>Modifications to the design of the Project presented at Local Refinement Consultation led to changes in traffic routing. The revised design does not lead to an increase in the use of the A1013 by Port of Tilbury HGV traffic as it would be able to join the A1089 via the Orsett Cock junction from the A13 or the Project depending on the direction of travel of these vehicles.</p>	Transport Assessment (Application Document 7.9)	Matter Under Discussion
Traffic modelling results on the A13	2.1.4	DPWLG raised concerns regarding higher levels of traffic on the A13 and potential impacts on the performance	National Highways shared detailed modelling results with DPWLG to enable better understanding of the	Wider network impacts management	Matter Under Discussion

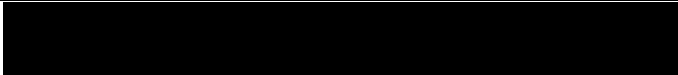


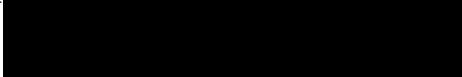
Topic	Item number	DP World London Gateway comment	National Highways comment	Document Reference	Status
		<p>of the merge and diverge lanes at the A13 Manorway junction, as well as indirect impacts from traffic at Orsett Cock and Five Bells.</p>	<p>changes in traffic resulting from the Project.</p> <p>In addition, National Highways consulted on the WNIMMP as part of the Community Impacts Consultation in July 2021. Through the WNIMMP, National Highways has identified a number of areas where the increased traffic flows create conditions that could be suitable for interventions.</p> <p>For example, on the A13, National Highways is continuing to work with the DfT and Thurrock Council to agree trunking orders for the remaining non trunked sections of the road. (NB this work is not part of the Project and thus will not be included in the DCO application).</p>	<p>and monitoring plan (Application Document 7.13)</p>	

### 3 Agreement on this Statement of Common Ground

#### STATEMENT OF COMMON GROUND

**This Statement of Common Ground has been prepared and agreed by (1) National Highways Company Limited and (2) DP World London Gateway.**

Name	Alan Shaoul
Position	Director
Organisation	London Gateway Park Leasehold Limited
Signature	

Name	Charlie Waller
Position	Environment & Industry Stakeholder Engagement Coordinator
Organisation	National Highways
Signature	

## Appendix A Documents considered within this Statement of Common Ground

- A.1.1 A summary of the documents which have been considered in the development on this SoCG outside of the DCO application documents are provided below, such as emails, meeting notes, etc.
- a. DP World London Gateway Statutory Consultation Response:  
December 2018
  - b. DP World London Gateway Supplementary Consultation Response:  
March 2020
  - c. DP World London Gateway Design Refinement Consultation Response:  
August 2020
  - d. DP World London Gateway Design Refinement Consultation Response:  
September 2021
  - e. DP World London Gateway Community Impacts Consultation Response:  
June 2022

## 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.
Department for Transport	DfT	The government department responsible for the English transport network and a limited number of transport matters in Scotland, Wales and Northern Ireland that have not been devolved.
DP World London Gateway	DPWLG	Owners and operators of DP World London Gateway Port and DP World London Gateway Logistics Park.
Heavy goods vehicle	HGV	A large, heavy motor vehicle used for transporting cargo.
Lower Thames Area Model	LTAM	Transport model designed to forecast impacts of providing additional road-based capacity across the River Thames at locations at or east of the existing Dartford Crossing.
Lower Thames Crossing	LTC	Lower Thames Crossing
Thames Enterprise Park	TEP	A brownfield site in the east of Thurrock, proposed for redevelopment into a new enterprise and industrial park.
VISSIM (derived from German for <i>traffic in cities simulation model</i> ).	VISSIM	Micro-simulation traffic modelling software.
Wider Network Impacts Management and Monitoring Plan	WNIMMP	Wider Network Impacts Management and Monitoring Plan

## Appendix C List of engagement activities

- C.1.1 A summary of the meetings and correspondence undertaken between the two parties in relation to the Project is outlined in Table C.1 below.
- C.1.2 It is agreed that this is an accurate record of the key meetings and correspondence undertaken between (1) National Highways and (2) DP World London Gateway in relation to the matters addressed in this SoCG.

**Table C.1 Summary of engagement activities between National Highways and DP World London Gateway**

<b>Date</b>	<b>Form of contact/ correspondence</b>	<b>Key topics discussed and key outcomes</b>
August 2018- June 2022	Telephone calls, teleconferences and progress meetings	Regular technical meetings to discuss the programme, SoCG topics, and traffic modelling. Held as required, typically quarterly to monthly.
Oct 2018-Sept 2021	Public consultations	DP World London Gateway has been consulted on all of the Project's public consultations.

## Appendix D Detailed record of all engagement

**Table D.1 Detailed record engagement of activities between National Highways and DP World London Gateway**

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
8/11/2018	Meeting	<p>Meeting to discuss new A13 Junction and impacts on DP World. Key actions:</p> <ul style="list-style-type: none"> <li>• Set up a meeting with National Highways' and DPWLG's traffic teams to look in further detail at the A1014 / A13 Junction and point towards information released that is most relevant to this.</li> <li>• Set up a meeting with DPWLG's environment team and National Highways re Jetty and broader environmental issues.</li> <li>• Check published stats and assumptions re DPWLG's growth.</li> </ul>
26/11/2018	Meeting	<p>Information sharing and consultation-based discussion with Head of Planning at DPWLG. Primary concerns around removal of the Tilbury Link Road and how this affects and increases trips on the Manorway.</p>
18/04/2019	Meeting	<p>DPWLG set out key concerns in respect to LTC impacts. These include:</p> <p>Development Peak hour (lunchtime impacts) Accuracy / appropriateness of the DPWLG flows in model. Impact at Manorway interchange of the scheme including u turning traffic and queuing, The need for more detailed traffic modelling of those impacts.</p> <p>It was agreed that the inputs to the strategic model needed to be finalised first.</p> <p>Key actions:</p> <ul style="list-style-type: none"> <li>• DPWLG to share current traffic assessment data (public available data for full build of the port/park), with a breakdown of the different types of traffic, eg HGVs, OGVs, LGVs and cars</li> <li>• DPWLG to also share 2016 traffic data, since LTC model is based on 2016. DPWLG team need to develop worst case scenario numbers, in line with current levels of development – this can be submitted as private data in DCO examination. This will be needed in two months, after mid-June</li> <li>• Both teams to go through the data over a call, for any questions</li> </ul>

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
		<ul style="list-style-type: none"> <li>• National Highways to test DPWLG’s data, including peak/interpeak</li> <li>• National Highways to check if DPWLG’s commitment to upgrade a section of the A282 is in the Project model, and/or the Lakeside east facing slips commitment</li> <li>• National Highways to get more info on these upgrades</li> <li>• National Highways to think about the volatility of junction 30.</li> <li>• National Highways to come back with some testing to run with the stat con model</li> <li>• National Highways to determine how to update the strategic model with the lunchtime spike in traffic.</li> </ul>
09/01/2020	Meeting	Traffic modelling meeting to discuss approach to modelling requested by DPWLG. Key action from the meeting was for DP World London Gateway team to meet with the National Highways Wider Network impacts team (on 20 January).
20/01/2020	Meeting	<p>Wider Impacts Study Meeting with DP World.</p> <ol style="list-style-type: none"> <li>1) Update on modelling work generally</li> <li>2) Confirmation of input parameters adopted at this stage.</li> <li>3) A13 / Manorway <ol style="list-style-type: none"> <li>a. Changes in modelled flows from previous scheme</li> <li>b. Impact of new road</li> <li>c. Impact of U turners – how many forecast and what is maximum potential demand.</li> <li>d. Overall capacity constraints and spare capacity</li> <li>e. Resilience / sensitivity testing</li> <li>f. Emergency scenario (i.e. effects of incident at Dartford Crossing (e.g. high winds closes bridge) testing</li> </ol> </li> <li>4) Use of J30 vs LTC <ol style="list-style-type: none"> <li>a. Sense check – overall numbers and diversion</li> <li>b. Network resilience and impact arising</li> </ol> </li> <li>5) Scope and timing of sensitivity tests</li> </ol> <p>It was agreed that National Highways would review modelling in detail to cover these issues, albeit it was noted further discussion required to agree figures.</p>
28/02/2020	Meeting	A follow up from the meeting of 20 January 2020 to undertake a site tour to better understand wider network impacts as well as local impacts. Modelling is still under discussion (see below).
16/03/2020	Teams Meeting	DPWLG fed back on issues from previous meeting and discussed their consultation response. The response would be in principle support with reservations around unresolved modelling issues.

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
10/06/2020	Phone call	DP World asked when they might have updated traffic forecasts through to them based on modelling of numbers they provided for the Port and Thames Enterprise Park (TEP).
15/09/2020	Meeting	<p>Meeting to introduce National Highways Executive Director to DP World and to discuss DP World's concerns about availability of modelling data and project impacts on port access at Manorway. Actions included:</p> <ul style="list-style-type: none"> <li>• National Highways to share modelling data with DPWLG asap with meeting in next 7 days. Consideration to be given to face to face meeting at DPWLG offices.</li> <li>• Working group to follow DPWLG's analysis of modelling.</li> <li>• National Highways to run incident modelling to share with DPWLG.</li> <li>• Further senior meeting to be held at DPWLG in 8 weeks.</li> <li>• The National Highways Executive Director to visit DPWLG for site visit if diary allows.</li> </ul>
23/09/2020	Conference call	<p>Traffic modelling progress meeting. Scope of modelling required confirmed in email of 23rd September 2020. Modelling is still under discussion (see below).</p> <p>Key actions:</p> <ul style="list-style-type: none"> <li>• DPWLG to send through a list of the information and model runs they would need to see</li> <li>• National Highways to send DPWLG a copy of the uncertainty log</li> <li>• National Highways to develop 'do minimum' scenario modelling at Manorway, model 2027 in VISSIM, and work with the team on DPWLG's other data requests</li> <li>• Organise another meeting with National Highways to go through specific numbers</li> <li>• Next senior leadership meeting to be set up for approx. 8 weeks' time (an action from previous senior leadership meeting)</li> <li>• National Highways to keep DPWLG updated re DCO timings</li> </ul>
07/10/2020	Conference Call	<p>Follow on from previous meeting. National Highways confirmed that we are happy that the public test (as provided in GIS files) accurately reflected DPWLG published traffic generation data (from the LDO) at the port access road. Actions include:</p> <ul style="list-style-type: none"> <li>• National Highways to review Manorway traffic flows following DPWLG concerns.</li> <li>• National Highways to seek to resolve concerns regarding the Uncertainty Log which appears to miss off some significant developments.</li> </ul>



Date	Form of contact/ correspondence	Key topics discussed and key outcomes
		<ul style="list-style-type: none"> <li>• In terms of sensitivity tests, it was confirmed that flows for DPWLG and TEP are per DPWLG email of 24th March 2020. National Highways to organise model run based on these for Do Minimum and Do Something 2027 and 2041.</li> <li>• DPWLG to send National Highways masterplan for TEP</li> <li>• National Highways noted that a pro-forma could be produced to summarise findings. National Highways to propose format to include at least junction turning movements and information on links and junction nodes.</li> <li>• DPWLG awaiting actions / outputs from microsimulation modelling.</li> </ul>
24/11/2021	Meeting	National Highways presented on the current situation at Orsett Cock, the CS40 Design and CS58 design.
31/05/2022	Meeting	Meeting to discuss the updated DCO model.
28/06/2022	Meeting	The National Highways Executive Director met with DPWLG to provide a project update and discuss traffic concerns. National Highways to provide updated traffic modelling as soon as possible and arrange regular meetings to discuss traffic concerns.
23/08/2022	Meeting	<p>National Highways presented the VISSIM Manorway model. Key actions included:</p> <ul style="list-style-type: none"> <li>• National Highways to put together a short technical note on the numbers included in the relevant zones</li> <li>• National Highways to share Local Junction Modelling Report when available</li> <li>• DPWLG to provide baseline numbers (2-3pm) for National Highways to then run model</li> <li>• National Highways to provide a proposal of how to deal with the increased numbers</li> <li>• National Highways to provide updated Emergency Scenario Information.</li> <li>• National Highways to provide timelines on when the above is expected.</li> </ul>
21/09/2022	Meeting	<p>National Highways presented the VISSIM Manorway model including 2030 and 2040 results. Key actions included:</p> <ul style="list-style-type: none"> <li>• National Highways to send Orsett Cock Junction Modelling Report and Presentation (23<sup>rd</sup> September)</li> <li>• National Highways to send Manorway VISSIM Modelling presentation (23<sup>rd</sup> September)</li> <li>• National Highways to share Manorway VISSIM Modelling Report once finalised (2-3 weeks)</li> <li>• National Highways to send report on DP World Planned Development Flows (w/c 26 September)</li> </ul>

<b>Date</b>	<b>Form of contact/ correspondence</b>	<b>Key topics discussed and key outcomes</b>
		<ul style="list-style-type: none"><li data-bbox="639 286 1362 353">• National Highways to share VISSIM model showing peak flows 2-3pm (3-4 weeks)</li></ul>

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