

Submission ID: 19240

Your Ref: TR010032

Dear Sirs

BP Oil UK Limited " Orsett South SF Connect, A13 Westbound, Grays, Essex RM16 3BJ and Orsett North SF Connect, A13 Eastbound, Grays, Essex RM16 3BJ " Lower Thames Crossing Development Consent Order ("the DCO") " Written Representations under Deadline 1

I confirm that I am instructed by BP Oil UK Limited which owns and operates the twin petrol fillings station sites, known as Orsett North and South Services, adjoining the east and westbound carriageways of the A13 in Grays, Essex.

My client's properties are strategically located adjoining both directional carriageways of the A13 and provide key services to support the welfare and safety of passing motorists. Both of these facilities qualify for the provision of advance warning signs in accordance with Circular 02/2013, the relevant policy document for the signage of roadside services.

Having reviewed the consultation documentation and in particular Sheet 31 of the Land Plans and the Book of Reference, it appears that there are areas of land being permanently acquired in the immediate vicinity of the freehold title boundaries of my client's properties.

To provide some background in relation to these filling stations, they were both subject to compulsory purchase of frontage land by Thurrock Borough Council to facilitate the A13 Road Widening Scheme. As part of the negotiations, it was agreed between my client and Thurrock Borough Council that the freehold interest in some of the vested frontage land that was not ultimately required for the scheme will be returned to my client following the completion of scheme works. Additionally, some land lying outside the boundary of the DCO, which has now been found to be required for the A13 scheme, will be transferred to Thurrock Borough Council as part of a land exchange. It would appear therefore that some of this frontage land, when returned to my client, may lie within the DCO as currently formulated for the proposed Lower Thames Crossing scheme. Following publication of the Applicants DCO application documentation, I have raised this issue with Thurrock Borough Council so that the matter can be properly evaluated.

In the meantime although my client does not oppose the principle of the scheme, it is concerned to ensure that any disruption to the operation of these strategic service area sites is kept to an absolute minimum. This is particularly the case when it is considered that the implementation of the present A13 Road Widening Scheme has been protracted, with significant delays due in part to the effects of the pandemic.

In view of these issues, my client would welcome an early dialogue to properly understand the potential effects of the scheme on its freehold properties and the subsidiary impact on its leasehold tenant, McDonalds, who occupy the restaurant premises within the westbound service area site and have the benefit of rights of way over the site accesses.

In the meantime, please accept this letter as a representation against the potential adverse effects the scheme may have on these service areas, both in relation to direct affects on the accesses, signage and services and the adverse effects on the trading performance, both temporary during the scheme and permanently following its completion.

For present purposes, my client's position including the right to submit further representations in relation to the scheme is fully reserved.

I would be grateful if you would kindly acknowledge receipt of these representations.

Yours sincerely

Tim Hancock