

**Lower Thames Crossing**  
**Application by National Highways for an Order Granting**  
**Development Consent for the Lower Thames Crossing**  
**(Ref. No. TR010032)**

**Submission for Procedural Deadline D (PDD)**

**Thurrock Council**

**18 July 2023**

 **thurrock.gov.uk**

On behalf of **Thurrock Council**

## Introduction

- 1 This is the submission of Thurrock Council ('the Council') pursuant to Procedural Deadline D (PDD). It focuses upon the following two matters, in accordance with the Rule 8 Letter Annex A Page A4) for Procedural Deadline D (18 July) ([PD-020](#)):
  - a. Request by Affected Persons to be heard at Compulsory Purchase Hearing (CAH); and,
  - b. Request to attend the ASI.
- 2 The Council requests to be heard orally at the CAH and attend the ASI to answer any queries of the ExA and identify key sites, areas and local impacts and all Council attendees/representatives will submit a completed 'Lower Thames Crossing Event Participation Form' if requested by the Examining Authority (ExA) by the specified deadline.
- 3 Perhaps the ExA can advise the Council and other IP's of the specific dates for both the CAH and ASIs, so that the correct representatives can be made available to attend. Furthermore, can the Council be advised if Council-owned land will be considered within the CAH and details of such land, in order for suitable preparations to be made.

## The ASI and its Itinerary

- 4 The Council made a number of comments within its PDC Submission on 13 June 2023 ([PDC-008](#)) and these are reproduced below for convenience. This is to account for these additional locations when assessed against the latest USI of the ExA on 5 and 6 July 2023.
- 5 The Council requests that additional locations as set out below, within the Thurrock Council administrative boundary, be considered for the ASI's to be held in the weeks commencing 4 and 11 September 2023.
- 6 The additional 18 locations requested are set out below, but in no geographical sequence or order of importance as such. The Council is willing to provide further justification for the recommended locations if required, although at this stage it should be noted that all locations relate to points made within the Council's ExA submissions or are areas where the Council considers that the impacts need to be assessed, including by visiting the locations as part of the ASI.
  - a) A13 Orsett Cock Roundabout and the A13 Manorway Roundabout along with the A13 local road connection between at peak periods
  - b) A1014 Manorway local road to the DPW/London Gateway (DPWLG) Port and Logistics sites
  - c) A13 to A1089 route and the key Daneholes and Asda roundabouts that connect with it at peak periods
  - d) Villages of Orsett and Horndon-on-the-Hill and all their approaches
  - e) The potential route of the possible Tilbury Link Road and contrast with the proposed haul road through the Port of Tilbury to Compound 5/5A
  - f) Footpath routes through the Mardyke Valley and Orsett Fen areas
  - g) Medebridge Road and the area around the Ockendon Landfill site and 'The Wilderness'
  - h) North of Coalhouse Fort to understand the setting of both Scheduled Monuments in that vicinity (East Tilbury Battery and Bowaters Farm Battery)
  - i) Potential crossing area for the National Grid 'East Anglia Green' project
  - j) Linford Road and Muckingford Road from Chadwell St Mary to East Tilbury Station
  - k) Linford village to understand the proximity of the works
  - l) East Tilbury Landfill area and surrounding viewpoints

- m) Green Lane to Fen Lane route
  - n) A13/A126 partially completed junction (still awaiting upgrade following opening of QE2 bridge in 1991)
  - o) M25 Junction 30 route via local roads (A1306), A1012/A13 Stifford Clays junction, Lodge Lane /Stanford Road A1013 to Orsett Cock as local roads affected by substantial increases in traffic at t peak periods
  - p) A13 Five Bells junction and the routes through Corringham to the A1014 Manorway shown to be affected by significant increases in local traffic
  - q) A12/A130 junction in Essex and A130 route to A13 shown to be affected by significant increases in local traffic
  - r) Kent Fastrack Bus network operating south of the river and for which there is a shared ambition to provide cross-river infrastructure to connect the Port of Tilbury and Grays, via similar priority measures north of the river.
- 7 In addition, further to the submission of DPWLG (PDB-011) and the oral submission of the Port of Tilbury Ltd at the Preliminary Meeting Part 1, the Council concurs that site inspections of both ports and their approach roads would be valuable, along with the Logistics Park referred to by DPWLG.
- 8 The Applicant's draft proposed ASI Itinerary (PDB-001) does not include any mapping of the proposed routes either by vehicle or by foot and the Council considers that such mapping should be provided and would be helpful and add considerable clarity to the proposed ASI routing and sequence.
- 9 It is noted that the ExA have completed a further unaccompanied site inspection (USI) on 5 and 7 June and have published on 12 June 2023 their Note of that USI ([SI-004](#)); and, have undertaken a further USI on 5 and 6 July 2023 and have published on 10 July 2023 their Note of that USI ([SI-005](#)). The Council has briefly reviewed these two Notes and does not need to change its above requested additional locations.