

Lower Thames Crossing

5.4.2.1 Draft Agreed Statement of Common Ground between (1) National Highways and (2) DP World London Gateway (Clean version)

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1.0	31 October 2022	DCO Application
2.0	3 August 2023	Deadline 2

Status of the Statement of Common Ground

This is an Agreed Draft Statement of Common Ground with matters outstanding.

National Highways and DP World London Gateway agree that this draft Statement of Common Ground is an accurate description of the matters raised and the current status of each matter.

Hi 

The track changes are ok and agreed.

Best Wishes


Head of Planning
Legal & Compliance

A high-level overview of the engagement undertaken since the DCO application was submitted on 31 October 2022 is summarised in Table A.1 in Appendix A.

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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 Limited (the Applicant) to the Secretary of State for Transport (Secretary of State) under section 37 of the Planning Act 2008 on 31 October 2022.
- 1.1.2 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the Applicant and DP World London Gateway (DPWLG), and where agreement has not been reached. Where matters are yet to be agreed, the parties will continue to work proactively to reach agreement and will update the SoCG to reflect areas of further agreement.
- 1.1.3 This version of the SoCG has been submitted at Examination Deadline 2.

1.2 Principal Areas of Disagreement

- 1.2.1 On the 19 December 2022 the Examination Authority made some early procedural decisions to assist the Applicant, potential Interested Parties and themselves to prepare for the Examination of the DCO application.
- 1.2.2 One of these procedural decisions was to use a tracker recording Principal Areas of Disagreement in Summary (PADS).
- 1.2.3 The PADS Tracker would provide a record of those principal matters of disagreement emerging from the SoCG and should be updated alongside the SoCG as appropriate throughout the Examination with the expectation that a revised PADS Tracker should be submitted at every Examination deadline.
- 1.2.4 This SoCG should be read in conjunction with the DPWLG PADS Tracker [[AS-067](#)].

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 following significant engagement, and “Matter Under Discussion” where these points will be the subject of ongoing discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. “Matter Agreed” indicates where the issue has now been resolved.

2 Matters

2.1 Movement of outstanding matters

- 2.1.1 Following submission of the previous version of this Draft SoCG between the Applicant and DPWLG, further discussions on the outstanding matters have taken place. These discussions are summarised in Table A.1 in Appendix A and the outcome of these discussions is summarised below.
- 2.1.2 The Applicant continued to communicate with DPWLG concerning procedural matters related to the examination and to offer meetings to discuss and potentially resolve SoCG Matters Under Discussion, or any other matters raised in the SoCG. Any meetings held are summarised in Table A.1 in Appendix A.

- 2.1.3 Table 2.1 details and presents the matters which have been agreed, not agreed, or are under discussion between (1) the Applicant and (2) DPWLG.
- 2.1.4 In the column ‘Item No’ in Table 2.1 , ‘RRE’ indicates an existing SoCG matter that was also raised in the Relevant Representation.
- 2.1.5 At Examination Deadline 2 there are 5 matters in total, including 1 which is agreed and 4 which remain under discussion.

Table 2.1 Matters

Topic	Item No.	DP World London Gateway Comment	The Applicant’s Response	Application Document Reference	Status
Traffic and Economics					
Overall traffic modelling	2.1.1 RRE	<p>DP World London Gateway (DPWLG) 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).</p> <p>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.</p>	<p>The Applicant shared detailed modelling results with DPWLG between 2020–2022 to enable better understanding of the changes in traffic resulting from the Project.</p> <p>The Department for Transport (DfT) 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.</p> <p>The Applicant considers that the model is suitable for assessing the Project and its impacts along the A13, and at the Orsett Cock and Manorway junctions.</p> <p>The Applicant continues to carry out ongoing modelling works, including modelling for incidents on various parts of the network. The results of</p>	<p>Combined Modelling and Appraisal Report [APP-518]</p> <p>Transport Assessment [APP-529]</p> <p>Traffic Forecasts Non-Technical Summary [APP-528]</p>	Matter Under Discussion

Topic	Item No.	DP World London Gateway Comment	The Applicant’s Response	Application Document Reference	Status
			this will be shared with stakeholders, including DPWLG, in due course as part of continued engagement.		
Congestion at Manorway junction	2.1.2 RRE	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. The Applicant’s 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 (WNIMMP) as part of the Community Impacts Consultation in July 2021. This document sets out how the Applicant would work with local authorities and the DfT, and the role of the Applicant and other organisations in the future management of the road network.</p>	<p>Wider Network Impacts Management and Monitoring Plan [APP-545] Combined Modelling and Appraisal Report [APP-518] Transport Assessment [APP-529]</p>	Matter Under Discussion

Topic	Item No.	DP World London Gateway Comment	The Applicant's Response	Application Document Reference	Status
Congestion and rat-running at Orsett Cock junction	2.1.3 RRE	<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 Heavy Goods Vehicle (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 [APP-529]	Matter Under Discussion
Traffic modelling results on the A13	2.1.4 RRE	<p>DPWLG raised concerns regarding higher levels of traffic on the A13 and potential impacts on the performance 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>The Applicant shared detailed modelling results with DPWLG to enable better understanding of the changes in traffic resulting from the Project.</p> <p>In addition, the Applicant consulted on the WNIMMP as part of the Community Impacts Consultation in July 2021. Through the WNIMMP, the Applicant has identified a number of</p>	Wider Network Impacts Management and Monitoring Plan [APP-545]	Matter Under Discussion

Topic	Item No.	DP World London Gateway Comment	The Applicant’s Response	Application Document Reference	Status
			<p>areas where the increased traffic flows create conditions that could be suitable for interventions.</p> <p>For example, on the A13, the Applicant 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>		
Accompanied Site Inspection (ASI) to the Ports	2.1.5	DPWLG considers that it would be beneficial to hold an Accompanied Site Inspection (ASI) for the Examining Authority (ExA) to visit DP World and Port of Tilbury.	The Applicant agrees that an ASI would be valuable to both DPWLG and the ExA, and is currently working with the stakeholders to make arrangements for this.	N/A	Matter Agreed

Appendix A Engagement activity

Table A.1 Engagement activities between the Applicant and DPWLG since the DCO application was submitted on 31 October 2022

Date	Overview of engagement activities
06/12/2022	Meeting to discuss traffic concerns.
06/07/2023	Meeting to discuss Accompanied Site Inspection.

Table A.2 Record of engagement activities between the Applicant and DPWLG from 2018-present (as of Deadline 2)

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
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	DPWLG has been consulted on all of the Project's public consultations.
8/11/2018	Meeting	Meeting to discuss new A13 junction and impacts on DPWLG. Key actions: <ul style="list-style-type: none"> • Set up a meeting with the Applicant's 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. • Set up a meeting with DPWLG's environment team and the Applicant re Jetty and broader environmental issues. • Check published stats and assumptions re DPWLG's growth.
26/11/2018	Meeting	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.
18/04/2019	Meeting	DPWLG set out key concerns in respect to Lower Thames Crossing impacts. These include: <ul style="list-style-type: none"> • Development Peak hour (lunchtime impacts). • Accuracy / appropriateness of the DPWLG flows in model.

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
		<ul style="list-style-type: none"> • Impact at Manorway interchange of the Project including u-turning traffic and queuing. • The need for more detailed traffic modelling of those impacts. <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"> • 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, e.g. HGVs, OGVs, LGVs and cars. • DPWLG to also share 2016 traffic data, since Lower Thames Crossing 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. • Both teams to go through the data over a call, for any questions. • The Applicant to test DPWLG’s data, including peak/inter-peak. • The Applicant 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. • The Applicant to get more info on these upgrades. • The Applicant to think about the volatility of junction 30. • The Applicant to come back with some testing to run with the stat con model. • The Applicant to determine how to update the strategic model with the lunchtime spike in traffic.
09/01/2020	Meeting	Traffic modelling meeting to discuss approach to modelling requested by DPWLG. Key action from the meeting was for DPWLG team to meet with the Applicant’s Wider Network Impacts Team (on 20 January).
20/01/2020	Meeting	Wider Impacts Study Meeting with DP World. 1) Update on modelling work generally

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
		<p>2) Confirmation of input parameters adopted at this stage.</p> <p>3) A13 / Manorway</p> <ol style="list-style-type: none"> a. Changes in modelled flows from previous scheme b. Impact of new road c. Impact of U turners – how many forecast and what is maximum potential demand d. Overall capacity constraints and spare capacity e. Resilience / sensitivity testing f. Emergency scenario (i.e. effects of incident at Dartford Crossing (e.g. high winds closes bridge) testing <p>4) Use of J30 vs Lower Thames Crossing</p> <ol style="list-style-type: none"> a. Sense check – overall numbers and diversion b. Network resilience and impact arising <p>5) Scope and timing of sensitivity tests</p> <p>It was agreed that the Applicant 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.
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"> • The Applicant to share modelling data with DPWLG asap with meeting in next 7 days.

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
		<p>Consideration to be given to face to face meeting at DPWLG offices.</p> <ul style="list-style-type: none"> • Working group to follow DPWLG’s analysis of modelling. • The Applicant to run incident modelling to share with DPWLG. • Further senior meeting to be held at DPWLG in 8 weeks. • The National Highways Executive Director to visit DPWLG for site visit if diary allows.
23/09/2020	Conference call	<p>Traffic modelling progress meeting. Scope of modelling required confirmed in email of 23 September 2020. Modelling is still under discussion (see below).</p> <p>Key actions:</p> <ul style="list-style-type: none"> • DPWLG to send through a list of the information and model runs they would need to see. • The Applicant to send DPWLG a copy of the uncertainty log. • The Applicant to develop ‘Do Minimum’ scenario modelling at Manorway, model 2027 in VISSIM, and work with the team on DPWLG’s other data requests. • Organise another meeting with the Applicant to go through specific numbers. • Next senior leadership meeting to be set up for approx. 8 weeks’ time (an action from previous senior leadership meeting). • The Applicant to keep DPWLG updated re DCO timings.
07/10/2020	Conference Call	<p>Follow on from previous meeting. The Applicant confirmed that it is 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.</p> <p>Actions include:</p> <ul style="list-style-type: none"> • The Applicant to review Manorway traffic flows following DPWLG concerns. • The Applicant to seek to resolve concerns regarding the Uncertainty Log which appears to miss off some significant developments. • In terms of sensitivity tests, it was confirmed that flows for DPWLG and TEP are per DPWLG email of 24 March 2020. The Applicant to organise model run based

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
		<p>on these for Do Minimum and Do Something 2027 and 2041.</p> <ul style="list-style-type: none"> • DPWLG to send the Applicant masterplan for TEP. • The Applicant noted that a pro forma could be produced to summarise findings. The Applicant to propose format to include at least junction turning movements and information on links and junction nodes. • DPWLG awaiting actions/outputs from microsimulation modelling.
24/11/2021	Meeting	The Applicant 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	<p>The National Highways Executive Director met with DPWLG to provide a project update and discuss traffic concerns.</p> <p>The Applicant to provide updated traffic modelling as soon as possible and arrange regular meetings to discuss traffic concerns.</p>
23/08/2022	Meeting	<p>The Applicant presented the VISSIM Manorway model. Key actions included:</p> <ul style="list-style-type: none"> • The Applicant to put together a short technical note on the numbers included in the relevant zones. • The Applicant to share Local Junction Modelling Report when available. • DPWLG to provide baseline numbers (2-3pm) for the Applicant to then run model. • The Applicant to provide a proposal of how to deal with the increased numbers. • The Applicant to provide updated Emergency Scenario Information. • The Applicant to provide timelines on when the above is expected.
21/09/2022	Meeting	<p>The Applicant presented the VISSIM Manorway model including 2030 and 2040 results. Key actions included:</p> <ul style="list-style-type: none"> • The Applicant to send Orsett Cock Junction Modelling Report and Presentation (23 September). • The Applicant to send Manorway VISSIM Modelling presentation (23 September).

Date	Form of contact/ correspondence	Key topics discussed and key outcomes
		<ul style="list-style-type: none"> • The Applicant to share Manorway VISSIM Modelling Report once finalised (2–3 weeks). • The Applicant to send report on DP World Planned Development Flows (w/c 26 September). • The Applicant to share VISSIM model showing peak flows 2-3pm (3-4 weeks).
06/12/2022	Meeting	The Applicant met with DPWLG to discuss the stakeholder’s concerns around traffic.
06/07/2023	Meeting	The Applicant met with DPWLG and Port of Tilbury to discuss the itinerary for an Accompanied Site Inspection with the Examining Authority.

Appendix B Glossary

Term	Abbreviation	Explanation
A122 Lower Thames Crossing	Project	A proposed new crossing of the Thames Estuary linking the county of Kent with the county of Essex, at or east of the existing Dartford Crossing.
Accompanied Site Inspection	ASI	–
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.
Examining Authority	ExA	The Examining Authority is appointed by the Secretary of State to examine an application for a Development Consent Order and make a recommendation.
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.
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

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