



Application by National Highways for an Order Granting Development Consent for the Lower Thames Crossing

Agenda for Issue Specific Hearing 3 (ISH 3): Project Design

Hearing	Date and Time	Location
Issue Specific Hearing 3 on Project Design	Tuesday 5 September 2023 Hearing Starts at 10am Blended event Venue Registration Process from 9:15am Virtual Registration Process from 9:15am	Orsett Hall Hotel Prince Charles Ave, Orsett, Grays RM16 3HS By virtual means using Microsoft Teams

Agenda

- 1. Welcome, introductions, arrangements for the Hearing**
- 2. Purpose of the Issue Specific Hearing**
- 3. A2/ M2/ LTC Intersection**

The ExA will ask questions of the Applicant relating to

a)	Review of Function and Traffic Movements
i	The ExA will ask the Applicant to explain the function of the proposed junction and the route paths through it that can be taken by traffic.
ii	The ExA will ask the Applicant to explain the function and design of the proposed frontage roads and proposed treatments of intersections and traffic movements including the accommodation of traffic using the current intersection at: <ul style="list-style-type: none">• M2 junction 2• M2 junction 1/ A289/ A2• Brewers Road• Darnley Lodge Lane/ Thong Lane• Henhurst Road/ Valley Drive• Wrotham Road
b)	Siting and Land Take
i	The Applicant is asked to explain the rationale for the siting and land take for this intersection.

ii	How did the relationship between this intersection and the settlements of Thong, Riverview Park and Shorne come about?
c)	Design mitigations
i	Have sufficient measures been taken to “meet the principal objectives of the scheme by eliminating or substantially mitigating the identified problems by improving operational conditions and simultaneously minimising adverse impacts” in this location? (NNNPS paragraph 4.31)

Other IPs will be welcome to participate.

The Applicant will be provided with a right of reply.

4. A13/ A1089/ LTC Intersection

The ExA will ask questions of the Applicant relating to

a)	Review of Function and Traffic Movements
i	The ExA will ask the Applicant to explain the function of the proposed junction and the route paths through it that can be taken by traffic.
ii	The ExA will ask the Applicant to explain the function and design of the intersection in relation to the local road network.
iii	The ExA will ask the Applicant and the Ports for observations on the function and design of the intersection in terms of providing access to the Port of Tilbury, Tilbury 2 and London Gateway Port.
b)	Siting and Land Take
i	The Applicant is asked to explain the rationale for the siting and land take for this intersection.
ii	How did the relationship between this intersection and the settlements of Orsett and Baker Street come about?
iii	Are there any measures that could be taken to limit the effect of the proposed siting and design on the settlement of Baker Street, paying particular regard to the proposed loss of residential property and the proposed proximity of alignments and structures to residential and care home properties that are proposed to remain in situ?
c)	Structures and Design Mitigations
i	Have sufficient measures been taken to “meet the principal objectives of the scheme by eliminating or substantially mitigating the identified problems by improving operational conditions and simultaneously minimising adverse impacts” in this location? (NNNPS paragraph 4.31)
ii	Is there sufficient design resolution for the structures proposed in this location?

Other IPs will be welcome to participate.

The Applicant will be provided with a right of reply.

5. M25/ LTC Intersection

The ExA will ask questions of the Applicant relating to the siting, design and proposed performance of the M25/ LTC intersection.

a)	Review of Function and Traffic Movements
i	The ExA will ask the Applicant to explain the function of the proposed junction and the route paths through it that can be taken by traffic.

b)	Siting and Land Take
i	The Applicant is asked to explain the rationale for the siting and land take for this intersection.
ii	How did the relationship between this intersection and the village of North Ockendon come about?
iii	How did the relationship between this intersection and the Thames Chase Forest Park come about?
iv	Are there any measures that could be taken to limit the effect of the proposed siting and design on the Forest Park and on the settlement of North Ockendon, paying particular regard to the use of the Forest Park and the proposed relationship of alignments and structures to residential property?
c)	Structures and Design Mitigations
i	Have sufficient measures been taken to “meet the principal objectives of the scheme by eliminating or substantially mitigating the identified problems by improving operational conditions and simultaneously minimising adverse impacts” in this location? (NNNPS paragraph 4.31)
ii	Is there sufficient design resolution for the structures proposed in this location?

Other IPs will be welcome to participate.

The Applicant will be provided with a right of reply.

6. Alignment Choices

The ExA will ask questions of the Applicant relating to

a)	For each of the routes between: <ul style="list-style-type: none"> • the A2 / M2 and the southern tunnel portal at Thong • the northern portal at Tilbury and Baker Street / the A13 • the A13 via Stifford, the Mardyke Valley, South and North Ockenden to the M25?
i	Have sufficient measures been taken to “meet the principal objectives of the scheme by eliminating or substantially mitigating the identified problems by improving operational conditions and simultaneously minimising adverse impacts” in this location? (NNNPS paragraph 4.31)
ii	Is there sufficient design resolution for the structures proposed in these locations?
b)	The proposed M25 improvements
i	Have sufficient measures been taken to “meet the principal objectives of the scheme by eliminating or substantially mitigating the identified problems by improving operational conditions and simultaneously minimising adverse impacts” in this location? (NNNPS paragraph 4.31)
ii	Is there sufficient design resolution for the structures proposed in these locations?

Other IPs will be welcome to participate.

The Applicant will be provided with a right of reply.

7. Design Resolution and Discharge

The ExA will ask questions of the Applicant relating to

a)	The role of the Design Principles Document
i	Do the references to the Design Principles Document [APP-516] in Requirements 3 (Detailed design), 5 (Landscaping & ecology), 13 ('Travellers' site in Thurrock) provide sufficient security for the delivery of good design?
ii	Is there a case for securing a design review process to assist the assessment of design outcomes during the discharge of requirements? If so, how should that be provided for? Or is it sufficient to reference the design review process in the certified Design Principles Document.

Other IPs will be welcome to participate.

The Applicant will be provided with a right of reply.

8. Next Steps

9. Closing

Purpose of this ISH

The purpose of this ISH is to inquire into the design approach to the proposed Lower Thames Crossing and to key components of it, the main intersections, route alignments and relationships between the proposed design and its setting. Consideration will be given to paragraphs 4.28 to 4.35 of the National Networks National Policy Statement (NNNPS), seeking views about the extent to which design policy has been met. The degree to which the proposed alignments and structures affect surrounding landscapes and communities; and the degree to which there is sufficient information before the ExA and the Secretary of State to ensure that the design of alignments and structure complies with NNNPS design policies will also be considered.

Attendees

The ExA would find it helpful if the following parties could attend this Hearing.

- The Applicant
- The host local authorities (in their functions as local planning authorities and local highway authorities).
- Any other public authority affected by the proposed development
- Any utility service provider or statutory undertaker with land, infrastructure, alignments or apparatus affected by the proposed development
- Any port authority, port operator or other major employer and road network user affected by the proposed development
- The Thames Crossing Action Group (TCAG)
- The owners and occupiers of land proposed to be acquired or directly adjacent to the proposed LTC alignment

However, this does not indicate that other parties will not be able to contribute. All Interested Parties (IP) are invited to attend and make oral representations on the matters set out in the Agenda, subject to the ExA's ability to control the Hearing.

The Applicant is requested to have people with the following expertise available to assist the hearing:

- Highway alignment selection
- Route design
- Structures design
- Operational acoustic effects
- Operational air quality effects
- Landscape mitigations, landscape design

This list may also assist other IPs who are able to draw on staff or advisors to support them.

The ExA has sought to provide sufficient detail to assist the parties to prepare for the Hearing. The details set out above are indicative and the ExA may find it necessary to include additional Agenda items or to amend the order in which the items are dealt with.

The event will be livestreamed and a link for watching the livestream will be posted on the [project webpage of the National Infrastructure Planning website](#) closer to the Hearing date. IPs and members of the public who wish to observe the Hearing can view and listen to the Hearing using the livestream, or view and listen to the recording, after it has concluded. For the avoidance of doubt, you are advised that the recordings that we make are retained and

published and form a public record that can contain your personal information and to which the UK General Data Protection Regulation applies.

Registration Process

Registering as a speaker

The speakers invited to this hearing are listed above. If you are invited, please register at **9-15am**. This enables arrangements to be explained and hearings to make a prompt start.

You can register in person at the venue. If you are attending virtually though, you will receive joining and registration instructions in a separate email, shortly in advance of the event. This email will also explain what to do if you have difficulties getting connected.

Observing the hearing

Hearings are held in public. If you are not speaking, public seating at the venue will be open from **9-15am**. If you are observing on-line, please go to the [project landing page](#) on the National Infrastructure Planning website where you will find:

- on the day - a link to a livestream to watch the hearing in real time; and
- after the event has closed - a link to the recordings of the hearing

All Interested Parties (IPs) are welcome to submit observations in writing by the deadline following the hearing.

Procedure at an ISH

Guidance under the Planning Act 2008 and the Infrastructure Planning (Examination Procedure) Rules 2010 provides that it is for the ExA to probe, test and assess the evidence through direct questions of persons making oral representations at Hearings. Questioning at the Hearing will be led by the ExA. Cross questioning of a person giving evidence by another person will only be permitted if the ExA decides it is necessary to ensure representations are adequately tested or that an IP has had a fair chance to put its case.

Parties attending an ISH for the first time are encouraged to view parts of previous ISH1 held at the start of this Examination, using the recordings held online. Whilst the matters to be examined in this hearing – identified in this Agenda – will be different, the approaches taken to hearing management and involvement by parties will be similar. Introductory and advisory material included in the opening stages of that hearing will not be set out in full in later hearings and so the ISH1 recording of the opening session on Day 1 will assist those who are not familiar with this type of hearing.

- ISH1 Recordings ([Day 1 – 21 June 2023](#))
- ISH1 Recordings ([Day 2 – 23 June 2023](#))

Participants at the hearing are reminded of the importance of respecting all other participants and allowing everyone here to have their say. Please do not interrupt the other speakers. If the ExA needs to clarify something that is being said, then the ExA will intervene.

Unnecessary interruptions that disrupt the hearing can be viewed as unreasonable behaviour for which awards of costs can be sought by other interested parties; they can also lead to a party being removed from the hearing.

Every effort will be made to ensure that the issues will be discussed on the day that they are scheduled for. The hearing will finish as soon as the ExA deems that all those present have had their say and that all matters have been covered. If there are additional matters to be

dealt with or there are submissions that take a considerable amount of time at any hearing, it may be necessary to prioritise matters and defer others to written responses to actions, to written questions or to a subsequent hearing.

Please contact the Case Team if you have any questions regarding the arrangements for the hearing or how to participate.

Email: Lowerthamescrossing@planninginspectorate.gov.uk

Tel: 0303 444 5000

Contingencies

If this hearing is unable to proceed or continue, then the ExA will adjourn incomplete business to hearing times in October or November 2023 that have been reserved in the Examination Timetable. Notice of any adjournments will be provided in the banner on the National Infrastructure Planning Website.