



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

DEADLINE 4

Any further information
requested by the ExA under
Rule 17 of the EPR

on behalf of DPWLG

Interested Party Ref: 20035309

SEPTEMBER 2023

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1.0 Any further information requested by the ExA under Rule 17 of the EPR (Deadline 4)

1.1 Introduction

1.1.1 This Submission addresses the following Action Points, relevant to DPWLG, issued by the ExA following the Issue Specific Hearings held between 5th – 11th September 2023:

- **ISH3 Action Point 1 (Reflections on the Applicant's Additional Submissions: Visual Representations of Intersections for ISH3)** - Pursuant to Procedural Decision 37 by the ExA of 1 September 2023 [PD-033], on 5 September 2023 the Applicant introduced visual representations of the function of the three main proposed intersections A2/ M2/ LTC [AS-145], A13/ A1089/ LTC [AS-146] and M25/ LTC [AS-147]. Detailed written observations on that material is sought by Deadline 4;
- **ISH4 Action Point 3 (Local Road Network Impact Mitigation: Security)** - Consider how the DCO/ Wider Network Impacts Management and Monitoring Plan [APP-545] could be amended to secure mitigation at locations where monitoring shows that LTC traffic has caused unacceptable impacts on the local road network that were not predicted in the Transport Assessment i.e., the Orsett Cock roundabout.
- **ISH7 Action Point 5 (Orsett Cock Roundabout Without prejudice)** - Provision of draft wording for an additional DCO requirement relating specifically to the modelling, monitoring and if necessary, mitigation of the Orsett Cock roundabout.

1.2 ISH3 Action Point 1

- 1.2.1 Our observations regarding the visual representations presented by the Applicant in relation to A13/ A1089/ LTC [AS-146] is addressed in our response to Q4.3.3 of the ExA's Written Questions and Requests for Information (ExQ1).

1.3 ISH4 Action Point 3 and ISH7 Action Point 5

- 1.3.1 At ISH7, PoTLL noted their intention to submit draft DCO wording relating to the monitoring and mitigation of the Orsett Cock at Deadline 4. PoTLL have kindly provided us with their suggested apart provisions and its requirements for mitigation and management in relation to the Orsett Cock junction.
- 1.3.2 We welcome and support the constructive approach of PoTLL, in principle. However, we would also require DPWLG to be included within these provisions. The monitoring and mitigation requirements should also expressly include the Manorway Interchange so that proportionate consideration can be given to the monitoring of impacts and any necessary mitigation that may need to be carried out in respect of this important junction. Moreover, we would also require mitigation to have a stated object, which is to maintain the free flow of traffic entering and leaving the ports via the A13.
- 1.3.3 It is our intention to discuss the apart provisions in more detail with PoTLL and others, as necessary, and to provide a more comprehensive drafting response by Deadline 5.