

Lower Thames Crossing

9.111 Actions from the Accompanied Site Inspections

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1 Introduction

1.1 Introduction

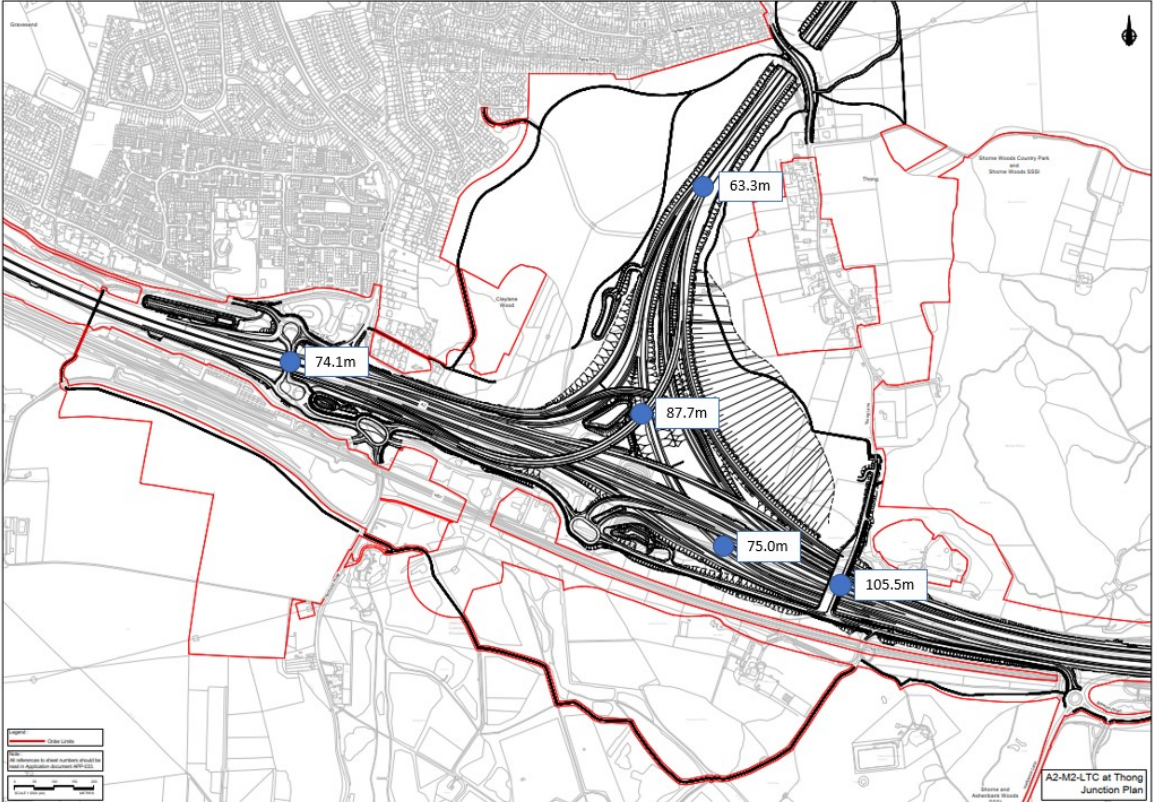
- 1.1.1 Between the 12 and 14 September 2023, Accompanied Site Inspections (ASIs) were undertaken by the Applicant, Examining Authority and Interested Parties who registered to attend.
- 1.1.2 The Accompanied Site Inspection Information Pack [[AS-097](#)] provides more information on the ASI.
- 1.1.3 While on the ASIs, the Applicant recorded a number of actions requested by the Examining Authority (ExA). This document outlines those actions and the Applicant's response.
- 1.1.4 The structure of this document is as follows:
- a. Section 2: Actions from Day 1
 - b. Section 3: Actions from Day 2
 - c. Section 4: Actions from Day 3

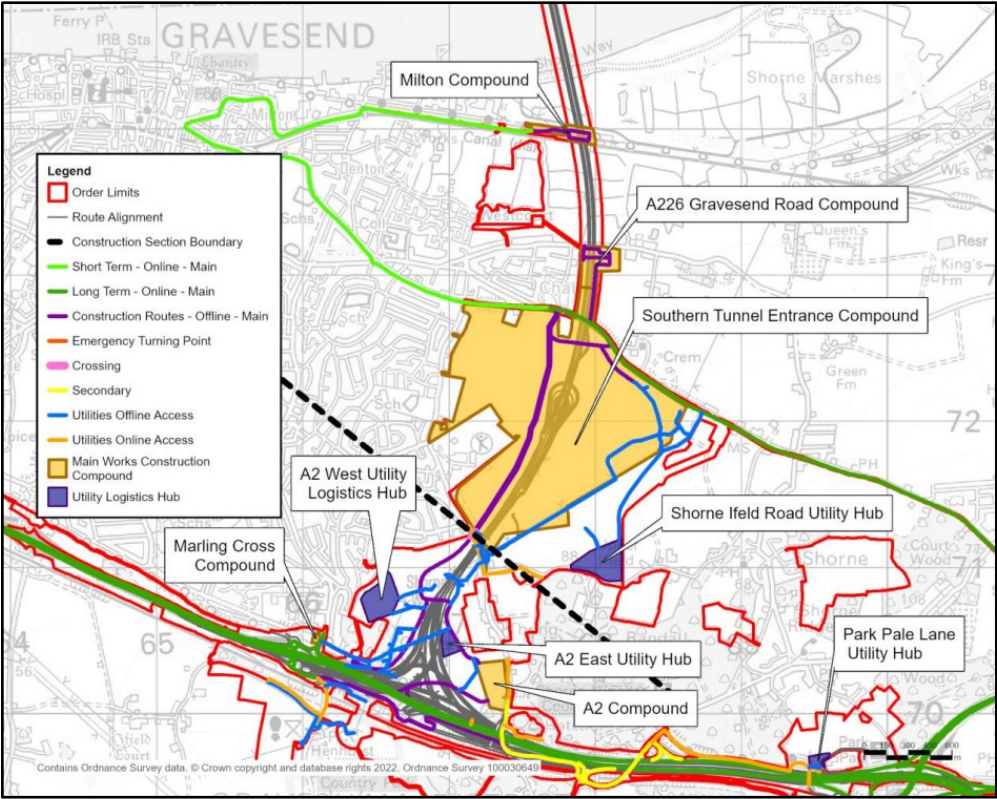
2 Day 1 Actions

- 2.1.1 On Tuesday 12 September, the Accompanied Site Inspection took place south of the River Thames, in Kent.
- 2.1.2 Table 2.1 below identifies the Actions requested of the Applicant and the Applicant's response.

Table 2.1 Day 1 Actions and responses

No.	Requested of the Applicant	Applicant's response
1A	Provide details (position and levels) of surface water drainage attenuation pond east of Harlex Haulage.	Full details of this surface water drainage attenuation pond were provided in the Applicant's response to Written Question ExQ 10.2.4 provided at Deadline 4 in Responses to the Examining Authority's ExQ1 Appx F - 10. Road Drainage, Water Environment & Flooding [REP4-193] .
1B	Confirm the height of the highest part of the A2/M2/LTC junction (LTC southbound to A2 westbound viaduct) relative to existing adjacent features.	<p>Plate 2.1 below shows the finished road spot levels extracted from the plan and profile drawings - Engineering Drawings and Sections Volume D (A122 LTC/A2 Junction Plan and Profiles [APP-033] superimposed on the A2/M2/LTC junction layout plan. All levels shown are metres above ordnance datum (mAOD).</p> <p>The maximum height of the LTC southbound to A2 westbound viaduct shown on these plans is approximately 17m above the existing ground level (in the vicinity of the former petrol filling station site). For reference, the existing ground level adjacent to the former petrol filling station on the A2 eastbound carriageway is approximately 70.3mAOD 3mAOD with the viaduct finished road level at 87.7mAOD at this location.66.9mAOD.</p> <p>In addition, two cross sections have been provided in the A2/ M2/ LTC junction area – see Enhanced Cross Sections [REP2-069] and Engineering Cross Sections [REP2-070] which show the height of the junction in relation to the surrounding features (including existing ground levels and proposed landscaping).</p> <p>The height of the LTC southbound to A2 westbound viaduct is also shown in Engineering Drawings and Sections Volume D (A122 LTC/A2 Junction Plan and Profiles) [APP-033] and photomontages of the viaduct are shown on Figure 7.19 (Sheets 1 of 4 viewpoint S-22 and 2 of 4 viewpoint S-28) [APP-244] and [APP-245].</p>

No.	Requested of the Applicant	Applicant's response
		<p style="text-align: center;">Plate 2.1 Finished road levels around A2/M2/LTC junction</p> 
1C	Provide figure and references for location of the Shorne Ifield Road Utility Logistics Hub (ULH)	<p>Shorne Ifield Road Utility Logistics Hub (ULH) is Work No. ULH13. Work No. ULH13 – as shown on sheet 11 of the Works Plans [REP4-084], is the establishment of a ULH, located east of the realigned Thong Lane, of approximately 60,765 square metres. For its setting in the wider Project, reference should be made to Plate 4.6 'Illustrative Compounds, ULH and HGV construction traffic routes including utilities (South Portal to North Portal)' in the Outline Traffic Management Plan for Construction (oTMPfC) [REP4-160].</p>

No.	Requested of the Applicant	Applicant's response
		<p style="text-align: center;">Plate 2.2 Extract from Plate 4.6 of the oTMPfC [REP4-160]</p> 
1D	<p>With regards to the identified severance locations, please provide traffic figures for do minimum and do something scenarios.</p>	<p>The table below sets out the forecast change in traffic flow (expressed as Passenger Car Units (PCUs) at each of the severance locations identified in Environmental Statement Chapter 13 Population and Human Health [APP-151]. For each location, the traffic flows are provided for the Do-Minimum scenario and the Do-Something scenario for the modelled time period where the greatest change as a result of the Project is forecast. The traffic flows are those forecast by the Project's transport model, the Lower Thames Area Model (LTAM). The percentage change reflects the difference between the Do-Minimum and Do-Something scenarios at each location.</p>

No.	Requested of the Applicant	Applicant's response			
		Changes in traffic flow in PCUs (2030) at severance locations			
		Location	Do-Minimum (without the Project)	Do-Something (with the Project)	% Change
		Elaine Avenue, Strood	171 (AM peak)	580 (AM peak)	239%
		Valley Drive, Gravesend	1,339 (inter-peak)	1,536 (inter-peak)	15%
		Brennan Road, Tilbury	407 (AM peak)	608 (AM peak)	49%

3 Day 2 Actions

- 3.1.1 On Wednesday 13 September, the Accompanied Site Inspection took place north of the River Thames, in and around Thurrock.
- 3.1.2 Table 3.1 below identifies the actions requested of the Applicant and the Applicant's response.

Table 3.1 Day 2 Actions and responses

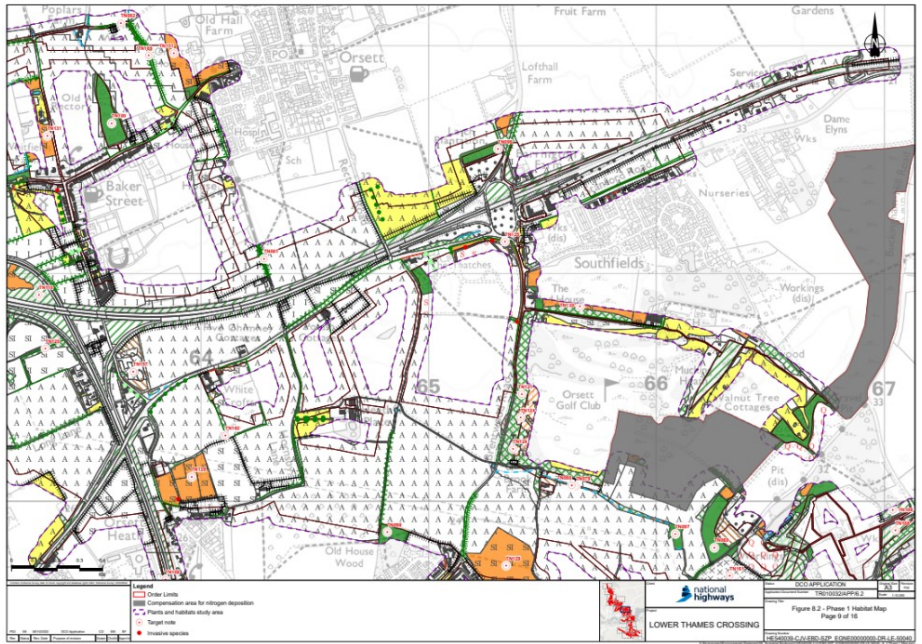
No.	Requested of the Applicant	Applicant's response
2A	<p>In respect of 'The Wilderness', can the Applicant confirm that the 'purple flags' set out by the Thames Crossing Action Group (TCAG) within the woodland align with the Applicant's proposed Order Limit Boundary?</p> <p>Point of clarification regarding TCAG reference to 'Long Established Woodland'</p>	<p>The Applicant can confirm that the land identified on site (denoted by purple flags) approximately correlates to Applicant's proposed Order Limits.</p> <p>The Applicant also notes the reference to 'Long Established Woodland' status referred to by TCAG which we believe is a reference to the Keepers of Time: ancient and native woodland and trees policy in England (May 2022)¹ which includes this designation. The Applicant has not yet seen any formal, or otherwise, designation of the Wilderness as Long Established Woodland but would welcome the sharing of any such information. The Applicant also notes that there is not currently any guidance on how such a designation should be valued within any assessment.</p>
2B	<p>Clarification sought as to the configuration of Mr Mee's drainage and irrigation system</p>	<p>Through discussions with Mr Mee's advisory team, it is jointly agreed that details of the existing and proposed Manor Farm drainage and irrigation systems will be shared with the ExA once both parties have had time to properly consider the findings of the '<i>Water Options Report</i>' (discussed on site) that was commissioned by Mr Mee.</p>

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1079036/Keepers_of_time_woodlands_and_trees_policy_England.pdf

4 Day 3 Actions

- 4.1.1 On Wednesday 14 September, the Accompanied Site Inspection took place north of the River Thames, in Thurrock, the London Borough of Havering and Brentwood in Essex.
- 4.1.2 Table 4.1 below identifies the Actions requested of the Applicant and the Applicant’s response.

Table 4.1 Day 3 Actions and responses

No.	Requested of the Applicant	Applicant’s response
3A	Applicant to confirm if they have undertaken any ecological surveys to the land east of the Whitecroft Care Home.	<p>The Applicant can confirm that a number of ecological surveys were undertaken on the land east of Whitecroft Care Home. These included habitat surveys (contained within Environmental Statement Figure 8.2 Phase 1 Habitat Map [APP-263], but also shown in Plate 4.1 below for ease), and surveys for species including reptiles, birds and bats.</p> <p style="text-align: center;">Plate 4.1 Copy of ES Figure 8.2</p> 

No.	Requested of the Applicant	Applicant's response
3B	Applicant to confirm if the traffic on the A1013 next to Whitecroft Care Home increases or decreases during the operational phase of the Project	The Applicant's transport model forecasts that on the A1013 (between the Orsett Cock junction and where the road crosses the A1089), in 2030 (the modelled opening year) traffic flows would decrease in both directions in the AM peak. In the inter-peak and PM peak, traffic flows are forecast to decrease, with the exception of the westbound carriageway, west of the junction with Rectory Road, where flows are forecast to increase by up to 20 PCUs. This increase would represent an increase of up to 3%, well within the likely daily variation in traffic. The forecast changes in flow can be seen in Plates 5.1 to 5.6 of Traffic Forecasts Non-Technical Summary [APP-528].
3C	Provide a cross-section for the proposed earthworks bund to the west of Whitecroft Care Home – this must include horizontal and vertical scales	The Applicant refers the Examining Authority to Whitecroft Care Home Cross-Sections [Document Reference 9.123].
3D	The Applicant to provide clarification on a number of matters in relation to Franks Farm	The Applicant refers the Examining Authority to CAH2 action point 3 Franks Farm Response [Document Reference 9.109] submitted at Deadline 5

Glossary

Term	Abbreviation	Explanation
A122		The new A122 trunk road to be constructed as part of the Lower Thames Crossing project, including links, as defined in Part 2, Schedule 5 (Classification of Roads) in the draft DCO (Application Document 3.1)
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.
A122 Lower Thames Crossing/M25 junction		New junction with north-facing slip roads on the M25 between M25 junctions 29 and 30, near North Ockendon.
A13/A1089/A122 Lower Thames Crossing junction		Alteration of the existing junction between the A13 and the A1089, and construction of a new junction between the A122 Lower Thames Crossing and the A13 and A1089, comprising the following link roads: <ul style="list-style-type: none"> • Improved A13 westbound to A122 Lower Thames Crossing southbound • Improved A13 westbound to A122 Lower Thames Crossing northbound • Improved A13 westbound to A1089 southbound • A122 Lower Thames Crossing southbound to improved A13 eastbound and Orsett Cock roundabout • A122 Lower Thames Crossing northbound to improved A13 eastbound and Orsett Cock roundabout • Orsett Cock roundabout to the improved A13 westbound • Improved A13 eastbound to Orsett Cock roundabout • Improved A1089 northbound to A122 Lower Thames Crossing northbound • Improved A1089 northbound to A122 Lower Thames Crossing southbound
A2		A major road in south-east England, connecting London with the English Channel port of Dover in Kent.
Environmental Statement	ES	A document produced to support an application for development consent that is subject to Environmental Impact Assessment (EIA), which sets out the likely impacts on the environment arising from the proposed development.
M2/A2/Lower Thames Crossing junction		New junction proposed as part of the Project to the east of Gravesend between the A2 and the new A122 Lower Thames Crossing with connections to the M2.

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