

Lower Thames Crossing DCO – Deadline 5 - Response to REP4-179

Trevor Thacker
20034911

A13/A1089 junction

I am very concerned about this junction for many reasons. I agree totally with the all points raised by Thurrock Council, Thames Crossing Action Group and Port of Tilbury in Issue Specific Hearing 3 (ISH3) on Project Design and elsewhere. Since I cannot improve upon the various concerns about this junction raised by the aforementioned parties, I would simply like to voice my support for their arguments and highlight my particular areas of concern. I strongly disagree with the comments made by National Highways about this junction in REP4-179 (9.83 Post-event submissions, including written submission of oral comments, for ISH3).

Location of the Junction

My major concern is the location of a junction of this size so close to residential areas, especially that of Baker St in Orsett.

Thurrock already has terrible air pollution ratings; the 4th worst in the UK. Air quality standards will not be met in the residential areas around this junction.

There will also be a huge amount of noise and light pollution from this junction.

This level of pollution will obviously have a huge negative effect on the health and lives of the residents of this part of Orsett. Is this acceptable? I would say most definitely not.

If the junction must be located in this area, surely its negative effects on the residents of Orsett should be mitigated by moving it further to the west, so that it is at least not right next to the back gardens of the residents of Baker St.

The best solution, if the LTC must go ahead, would obviously to choose one of the many alternative proposed routes which would not require a huge junction next to residential areas.

Size of the Junction

The area of this junction has been equated to 6 Spaghetti Junctions (Birmingham). How can that possibly be justified?

Ineffectiveness of Connections

Again this has been covered in detail by the aforementioned parties. I am totally incredulous that National Highways have designed such an ineffective and dangerous junction. How can a junction this huge have such ineffective connections? Even worse is the fact that local residents whose lives will so negatively impacted by this junction don't even have the benefit of any decent connections!

Construction of the Junction

Anyone who has lived or worked near a construction site will be familiar with the inconvenience, disruption and various types of pollution this brings to neighbouring areas. The knowledge that the construction is normally of a limited duration and that once completed the disruption to quality of life will cease, is what enables one to endure the process. Can you imagine living next to the construction of this huge junction for 7 years, with the knowledge that even when it is completed the disruption will continue for the rest of your life as the junction becomes operational.

As stated above moving this junction to the west will mitigate these negative effects to a certain extent. However to ideal solution remains to reroute the LTC so that it has minimal impact residential areas.

My objections to the LTC Stifford Clays Road Compound East have been raised in the following documents, so I won't go over them again. REP1-427, REP1-428, REP2-120, REP3-216. However the relocation of this junction will also solve the problems of this construction compound.

I will also take the opportunity to provide a map for the possible alternative locations for this compound.

There are a number of possible alternative locations to which the Construction Compound could be moved. This would keep the compound away from any residential areas seemingly without undue consequence to the compound itself.

Suggested alternative locations are:

1. Further to the west, on the other side of the LTC.
2. Further down the field (north) beyond Green Lane.

See attached map for suggested alternative locations (Blue Rectangles)

A third alternative may be to simply increase the size of other Construction Compounds located in the area.

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