

# Lower Thames Crossing 9.144 Applicant's Response to Comments Made by Kent County Council at D5

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## Lower Thames Crossing

# 9.144 Applicant’s Response to Comments Made by Kent County Council at D5

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# 1 Introduction

## 1.1 Applicant's response to comments made by Kent County Council at Deadline 5

- 1.1.1 At Deadline 5 Kent County Council (KCC) submitted 'Comments on any information requested by the Examining Authority received by Deadline 4, Comments on Applicant's submissions at Deadline 4 and further information requested by the ExA by Deadline 5' [[REP5-100](#)].
- 1.1.2 In this submission KCC provided 'comments on any information requested by the ExA and received by D4' and 'further information requested by the ExA by D5 – Action points for Issue Specific Hearing 7.
- 1.1.3 KCC also requested further clarification from the Applicant in respect of;
- a. Changes in the volume to capacity information for the A228 and A229.
  - b. Additional information regarding vehicle speeds and flows on A2 eastbound frontage road between the intersections of Gravesend East (A2 / Valley Drive) and the Three Crutches (A2 / M2 / A289).
- 1.1.4 The Applicant has responded to these two requests in Table 2.1 below.

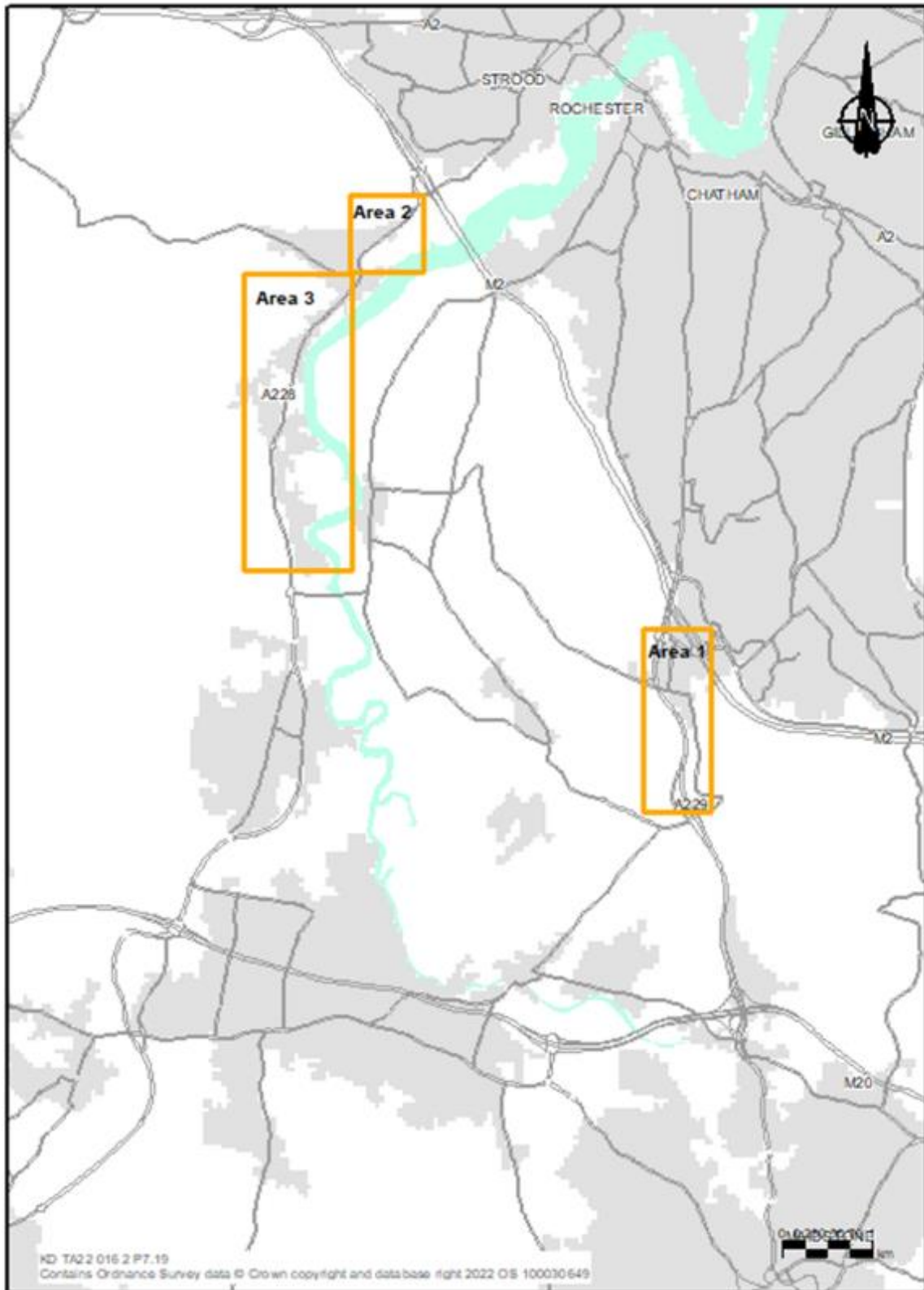
## 2 Applicant’s response to comments made by KCC at Deadline 5

**Table 2.1 Applicant’s response to comments made by KCC at Deadline 5 [REP5-100]**

Page no.	KCC's comments	Applicant’s response
3	<p>In addition to the action points above, KCC’s Deadline 4 Submission [REP4-308] also provided comments on National Highway’s submissions at Deadline 3. KCC has since had an opportunity to review in detail the revised Transport Assessment documents, in particular the Deadline 3 submission 7.9 Transport Assessment (Part 1 of 3) [REP3-112] and sought clarity from the Applicant regarding the changes displayed in some of the graphics.</p> <p>The Applicant has provided KCC with additional detail regarding the changes made. Previously, some of the graphics incorrectly showed the volume to capacity information for the do-minimum scenario instead of the do-something scenario; and some had not applied a filter to only show the volume to capacity information where there was a change in flow of 50 trips or more.</p> <p>Whilst KCC accept the explanation provided, further clarification is required in respect to changes in the volume to capacity information for the A228 and A229. Both corridors are now presented with a significant reduction in congestion. However, KCC understands the flow changes on these corridors to exceed 50 trips, as such we are unclear on why the presented results substantially differ from The Applicant’s first submission of the Transport Assessment. This remains a Matter Under Discussion.</p>	<p>Further to KCC’s query in relation to the changes in the volume to capacity information for the A228 and A229 corridors (between the DCO application version of the Transport Assessment and that submitted at Deadline 3), the Applicant has checked and can confirm that the revised plates (which applied the +/- 50 Passenger Car Unit (PCU) filter) are correct.</p> <p>Plate 2.1 (beneath this table) shows three areas where links changed from coloured yellow/orange/red to grey as a result of the update to plates 7.19 – 7.24 inclusive (which present the volume to capacity for the AM, inter-peak and PM peak in the do-minimum and do-something scenarios for the Lower Thames area) in the Transport Assessment [REP4-148, REP4-150, REP4-152].</p> <p>In area 1, on the A229, in both the Do Minimum (DM) and Do Something (DS) scenarios in the AM peak the southbound link changed from red (95+%) to grey. This link is forecast to be at capacity in both scenarios in the AM peak. This means at this location that no increase in flow is forecast on the road. In the inter-peak and PM peak the link is not forecast to be at capacity, the increase in flows is above the 50 PCU threshold and the links are shown in the applicable colour to reflect the forecast v/c ratio.</p>

Page no.	KCC's comments	Applicant’s response
		<p>In areas 2 and 3, on the A228, there was no change to the mapping in the AM peak and inter-peak. In the PM peak in the DM and DS the southbound link has changed from yellow (75%&lt;85%) to grey and the northbound from red (95+%) to grey.</p> <p>This is because the links in the DM and DS PM peak are forecast to see an increase in flow of less than 50 PCUs.</p> <p>In summary the changes detailed above provide an overview as to how the presented results have changed from the first submission of the Transport Assessment to the Deadline 3 submission. The reasoning for these changes are unchanged from that already provided to KCC; to correctly display volume capacity for the do-something scenario rather than the do-minimum and adjust the filter to correctly account for the relevant volume capacity information.</p>
3	<p>Further to this, whilst KCC’s previous Deadline 4 <a href="#">[REP4-308]</a> position regarding main line traffic stands, in The Applicant’s Deadline 3 revised Transport Assessment <a href="#">[REP3-112]</a> Plate 7.3 for the PM peak 2045 now shows a significant increase in volume / capacity ratios along the A2 eastbound frontage road between the intersections of Gravesend East (A2 / Valley Drive) and the Three Crutches (A2 / M2 / A289). KCC would appreciate if The Applicant could provide additional information regarding vehicle speeds and flows on this corridor. This remains a Matter Under Discussion.</p>	<p>The Applicant has provided KCC with additional information on vehicle speeds and flows on the corridor, as requested.</p> <p>The Applicant will continue to engage with KCC relating to this matter if further discussion is required.</p>

**Plate 2.1 Areas of consideration requested by KCC**



## Glossary

Term	Abbreviation	Explanation
<b>A122</b>		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)
<b>A122 Lower Thames Crossing</b>	<b>Project</b>	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.
<b>A122 Lower Thames Crossing/M25 junction</b>		New junction with north-facing slip roads on the M25 between M25 junctions 29 and 30, near North Ockendon.
<b>A13/A1089/A122 Lower Thames Crossing junction</b>		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"> <li>• Improved A13 westbound to A122 Lower Thames Crossing southbound</li> <li>• Improved A13 westbound to A122 Lower Thames Crossing northbound</li> <li>• Improved A13 westbound to A1089 southbound</li> <li>• A122 Lower Thames Crossing southbound to improved A13 eastbound and Orsett Cock roundabout</li> <li>• A122 Lower Thames Crossing northbound to improved A13 eastbound and Orsett Cock roundabout</li> <li>• Orsett Cock roundabout to the improved A13 westbound</li> <li>• Improved A13 eastbound to Orsett Cock roundabout</li> <li>• Improved A1089 northbound to A122 Lower Thames Crossing northbound</li> <li>• Improved A1089 northbound to A122 Lower Thames Crossing southbound</li> </ul>
<b>A2</b>		A major road in south-east England, connecting London with the English Channel port of Dover in Kent.
<b>Application Document</b>		In the context of the Project, a document submitted to the Planning Inspectorate as part of the application for development consent.
<b>Construction</b>		Activity on and/or offsite required to implement the Project. The construction phase is considered to commence with the first activity on site (e.g. creation of site access), and ends with demobilisation.
<b>Design Manual for Roads and Bridges</b>	<b>DMRB</b>	A comprehensive manual containing requirements, advice and other published documents relating to works on motorway and all-purpose trunk roads for which one of the Overseeing Organisations (National Highways, Transport Scotland, the Welsh Government or the Department for Regional Development (Northern Ireland)) is highway authority. For the A122 Lower Thames Crossing the Overseeing Organisation is National Highways.
<b>Development Consent Order</b>	<b>DCO</b>	Means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008.



Term	Abbreviation	Explanation
<b>Development Consent Order application</b>	<b>DCO application</b>	The Project Application Documents, collectively known as the 'DCO application'.
<b>Environmental Statement</b>	<b>ES</b>	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.
<b>Highways England</b>		Former name of National Highways.
<b>M2 junction 1</b>		The M2 will be widened from three lanes to four in both directions through M2 junction 1.
<b>M2/A2/Lower Thames Crossing junction</b>		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.
<b>M25 junction 29</b>		Improvement works to M25 junction 29 and to the M25 north of junction 29. The M25 through junction 29 will be widened from three lanes to four in both directions with hard shoulders.
<b>National Highways</b>		A UK government-owned company with responsibility for managing the motorways and major roads in England. Formerly known as Highways England.
<b>National Planning Policy Framework</b>	<b>NPPF</b>	A framework published in March 2012 by the UK's Department of Communities and Local Government, consolidating previously issued documents called Planning Policy Statements (PPS) and Planning Practice Guidance Notes (PPG) for use in England. The NPPF was updated in February 2019 and again in July 2021 by the Ministry of Housing, Communities and Local Government.
<b>National Policy Statement</b>	<b>NPS</b>	Set out UK government policy on different types of national infrastructure development, including energy, transport, water and waste. There are 12 NPS, providing the framework within which Examining Authorities make their recommendations to the Secretary of State.
<b>National Policy Statement for National Networks</b>	<b>NPSNN</b>	Sets out the need for, and Government's policies to deliver, development of Nationally Significant Infrastructure Projects (NSIPs) on the national road and rail networks in England. It provides planning guidance for promoters of NSIPs on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State.
<b>Nationally Significant Infrastructure Project</b>	<b>NSIP</b>	Major infrastructure developments in England and Wales, such as proposals for power plants, large renewable energy projects, new airports and airport extensions, major road projects etc that require a development consent under the Planning Act 2008.
<b>North Portal</b>		The North Portal (northern tunnel entrance) would be located to the west of East Tilbury. Emergency access and vehicle turn-around facilities would be provided at the tunnel portal. The tunnel portal structures would accommodate service buildings for control operations, mechanical and electrical equipment, drainage and maintenance operations.
<b>Operation</b>		Describes the operational phase of a completed development and is considered to commence at the end of the construction phase, after demobilisation.

Term	Abbreviation	Explanation
<b>Order Limits</b>		The outermost extent of the Project, indicated on the Plans by a red line. This is the Limit of Land to be Acquired or Used (LLAU) by the Project. This is the area in which the DCO would apply.
<b>Planning Act 2008</b>		The primary legislation that establishes the legal framework for applying for, examining and determining Development Consent Order applications for Nationally Significant Infrastructure Projects.
<b>Project road</b>		The new A122 trunk road, the improved A2 trunk road, and the improved M25 and M2 special roads, as defined in Parts 1 and 2, Schedule 5 (Classification of Roads) in the draft DCO (Application Document 3.1).
<b>Project route</b>		The horizontal and vertical alignment taken by the Project road.
<b>South Portal</b>		The South Portal of the Project (southern tunnel entrance) would be located to the south-east of the village of Chalk. Emergency access and vehicle turn-around facilities would be provided at the tunnel portal. The tunnel portal structures would accommodate service buildings for control operations, mechanical and electrical equipment, drainage and maintenance operations.
<b>The tunnel</b>		Proposed 4.25km (2.5 miles) road tunnel beneath the River Thames, comprising two bores, one for northbound traffic and one for southbound traffic. Cross-passages connecting each bore would be provided for emergency incident response and tunnel user evacuation. Tunnel portal structures would accommodate service buildings for control operations, mechanical and electrical equipment, drainage and maintenance operations. Emergency access and vehicle turn-around facilities would also be provided at the tunnel portals.

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