

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

DEADLINE 6

Comments on Applicant's
Submissions at D5

on behalf of DPWLG

Interested Party Ref: 20035309

OCTOBER 2023

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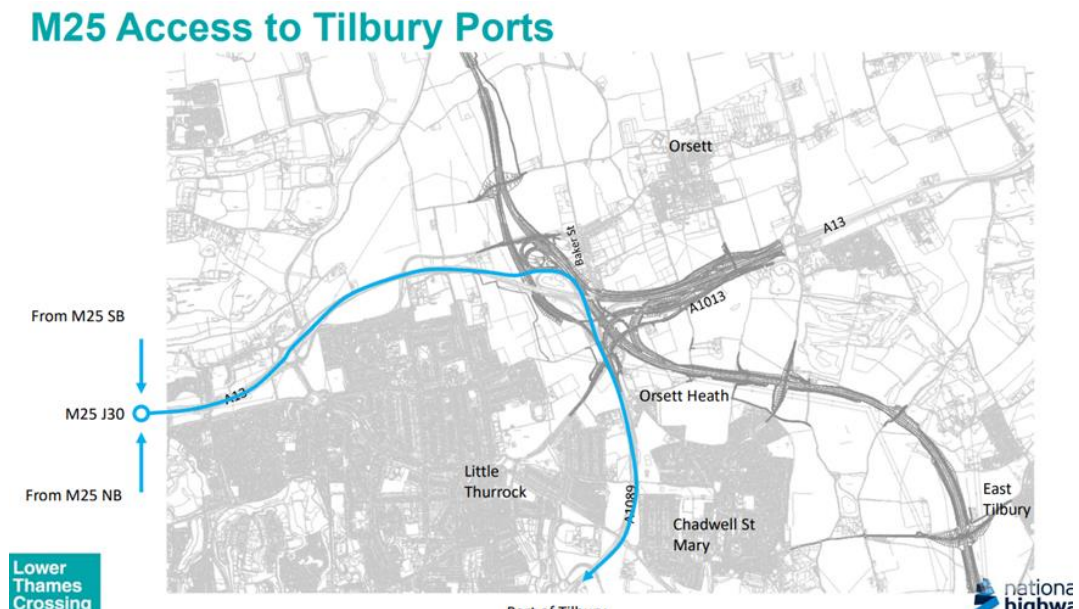
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1.0 Comments on Applicant's Submissions at D5

1.1 9.105 - Applicant's Comments on IP Responses to ExQ1 at Deadline 4

1.1.1 At Deadline 4, DPWLG responded to ExQ1 Q4.3.3 regarding U-turning Vehicles at Orsett Cock - 'Can the Applicant quantify the number and type of U-turning vehicles at Orsett Cock roundabout in the various assessment scenarios?'

1.1.2 DPWLG's response noted that Slide 31 of 9.96 Visual Representation of A13- A1089-LTC [REP4-207] was misleading in terms of movements to Tilbury. For ease of reference, an extract of Slide 31 is provided below:



1.1.3 In relation to the Tilbury movements, DPWLG's response noted:

1.1.4 'it is wrong to say (as suggested on Slide 31) that movements will use the M25 J30 to reach Tilbury. As shown at Table 8.29 – 8.31 of the TA Appendix C (Transport Forecasting Package), shows that 9% of all movements on the LTC will be routing to A1089'.

1.1.5 The Applicant provided the following response at Deadline 5 within 9.105 Applicant's Comments on IP Responses to ExQ1 at Deadline 4 (REP5-077):

'The Applicant would make the following comments on the response provided by DPWLG to this question. Slide 31 of 9.96 Visual Representation of A13-A1089-LTC [REP4-207] does not suggest that movements will use M25 junction 30 to reach Tilbury. The slide simply provides the route by which traffic from M25 junction 30 can reach Tilbury once the Project opens'.

- 1.1.6 DPWLG wish to highlight that the Applicant's comments at Deadline 5 regarding Tilbury movements (as shown on Slide 31) are not reflective of their oral submissions made at ISH3. In this respect, the transcript of ISH3 records that Dr Wright (on behalf of the Applicant) stated the following:

'In terms of routes into Port of Tilbury, obviously there is this route that could use Orsett Cock roundabout, but our traffic modelling indicates that actually, it's not a preferred route and the preferred route would continue to be to use the M25 and junction 30 and the A13, taking advantage of the reduced traffic on those routes'. (ISH3 Transcript, Page 59)

- 1.1.7 Whilst the Applicant's oral representations at ISH3 are not in direct conflict with their D5 response, they indicate that the response (or the visual representation it refers to) is misleading. DPWLG, therefore, wish to flag this to the ExA.