



National Infrastructure Planning
Temple Quay House
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Bristol
BS1 6PN

26 October 2021

Dear Mr Shrigley

APPLICATION BY HIGHWAYS ENGLAND FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR A47/A11 THICKTHORN JUNCTION (TR010037)

EXAMINATION DEADLINE 2

In response to Deadline 2 in the Rule 8 letter, dated 23 September 2021, please find enclosed the following documents requested by the Examining Authority:

- 9.3 Applicant's Response to the Examining Authority's First Written Questions (ExQ1) (**TR010037/EXAM/9.3**)
- 9.4 Applicant's Response to the Written Representations (**TR010037/EXAM/9.4**)
- 9.6 Applicant's Comments on Local Impact Reports (**TR010037/EXAM/9.6**)
- 9.7 Schedule of Changes to the draft DCO for Deadline 2 (**TR010037/EXAM/9.7**)
- 9.8 Geoarchaeological monitoring report (**TR010037/EXAM/9.8**)
- 9.9 Compulsory Acquisition Schedule (**TR010037/EXAM/9.9**)
- The Applicant's revised draft Development Consent Order (draft DCO) (**APP-017**) - tracked and clean pdf versions, plus a clean Word version.

An updated draft DCO Validation Confirmation (APP-016) has been requested but not yet received. It will follow on receipt.

[We have also enclosed an updated 9.1 Guide to the Application – Revision [1] (**REP1-003**) in tracked and clean versions, to track the DCO application documents revision changes.]

At Deadline 1, Common Response E contained within the 'Applicants Response to Relevant Representations (TR010037/EXAM/9.2) stated that a further traffic modelling exercise was to be undertaken. The updated response incorporating the result of this exercise is set out below (new/amended text highlighted in bold):

The 2019 NATS model has not yet been approved by the Department for Transport. On that basis, NATS 2015 remains the approved model and so was used in the Applicant's assessment.

However, the Applicant has undertaken a comparison between the NATS 2015 and 2019 traffic models based on the total annual average daily traffic (AADTs) summed

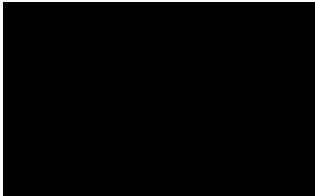
across the major links around the Thickthorn Junction. In summary, the comparison indicates that there is a difference of 3.4% AADTs between the NATS 2015 model and the NATS 2019 model.

The 30% variation cited in the representation relates to a comparison of traffic models used by the NWL scheme at different stages of its development. That model uses a different combination of road network links, which explains the difference compared to the change identified by the Applicant.

An increase in traffic of 3.4% is broadly in line with the expected traffic growth over a four-year period (2015-2019). It follows that the comparison shows a good degree of consistency between the two models at an aggregate level.

If you have any queries on any of these matters please do not hesitate to contact me.

Yours sincerely



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