

PLANNING ACT 2008
INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE)
RULES 2010

PROPOSED PORT TERMINAL AT
FORMER TILBURY POWER STATION

TILBURY2

TR030003

HIGHWAYS ENGLAND PAPER ADDENDUM

TILBURY2 DOCUMENT REF: PoTLL/T2/EX/167



TECHNICAL NOTE

Project No:	ITL11323
Project Title:	Tilbury2
Title:	Highways England Paper Addendum
Ref:	PH/PR/ITL11323-038A TN
Date:	5 July 2018

SECTION 1 INTRODUCTION

- 1.1 The Highways England Paper [PoTLL/T2/EX/116] submitted at Deadline 4.5 set out the status of discussions with Highways England on the key remaining issues. This Addendum provides an update of discussions with Highways England. It follows the same format as the Highways England Paper [PoTLL/T2/EX/116].
- 1.2 This Addendum confirms that there remain some detailed matters for discussion between the Applicant and HE which are programmed to be completed well in advance of the close of the examination. However, the Addendum confirms that all matters are in principle agreed between the Applicant and HE and this will be confirmed in the next update of the SoCG.

SECTION 2 TIMING

- 2.1 Details are provided in the remainder of this Note on the updated status of individual discussions. There is a clear and achievable programme to enable all detailed matters to be concluded prior to the close of the examination. Progress in accordance with the programme is on schedule.
- 2.2 HE's previous assertions have proved unfounded. For example on the ASDA roundabout HE considered (at Deadline 4, 22 May 2018) that there was "little prospect of reaching agreement" by the end of the examination. Agreement has now been reached as noted in the SoCG submitted at Deadline 4.5 [PoTLL/T2/EX/120].
- 2.3 Accordingly, the Applicant continues to refute HE's assertion that there is insufficient time to reach an agreed position prior to the close of the examination, even when seeking to deal with the post application and new examination matters raised by HE.

SECTION 3 M25 JUNCTION 30

- 3.1 Modelling beyond the scope of that agreed with HE during the pre-application stage has been undertaken. The ‘base year’ modelling was completed and submitted to HE on 15 June and was confirmed as acceptable on 25 June. The ‘future year’ modelling was submitted on 25 June. Comments were received on 4 July.
- 3.2 The modelling demonstrates that Tilbury 2 would result in small increases in queuing on both the A13 westbound and M25 northbound approaches to Junction 30 during the weekday peak hour periods. However, the increase in queues could be accommodated within the existing approach lanes and would not extend onto the mainline carriageway of either the A13 or M25. Accordingly, there would be no adverse impact on the safe free flow of traffic on these links.
- 3.3 At a meeting on the 5 July 2018 between the Applicant and HE the traffic modelling was agreed. It was also agreed that the traffic modelling accurately represented the the impact of Tilbury2 development on M25 Junction 30. This will be reflected in the next issue of the SoCG.
- 3.4 It was agreed that the Applicant would undertake additional detailed analysis with a meeting arranged for 17 July 2018 to discuss the results of this work and to confirm each party’s position as to whether this should be considered and reflected in the DCO.

SECTION 4 ASDA ROUNDABOUT

4.1 Statement of Common Ground

- 4.1.1 As set out in the SoCG submitted at Deadline 4.5:

It is agreed that the traffic modelling of the ASDA roundabout accurately represents the impact of Tilbury2 development traffic and a scheme of measures to mitigate the impact has been agreed in principle.

- 4.1.2 Now that the modelling and the mitigation scheme are agreed the following matters are in progress:

- Design Audit of mitigation scheme by HE (6 July);
- Audit of mitigation modelling by HE (6 July);

- Road Safety Audit of mitigation scheme (20 July);

4.1.3 These detailed matters will be completed, as noted above, well in advance of the end of the examination.

4.2 Amazon

4.2.1 Traffic associated with the Amazon operation has always been included in modelling submitted throughout the pre-application stage, within the Transport Assessment and during post application stage.

4.2.2 Additional peak periods (07.15-08.15 and 18.00-19.00) were included in the additional modelling of ASDA roundabout, which have been audited and agreed with HE as noted in the latest SoCG.

4.2.3 These further periods are those which have been queried by Amazon. However, Amazon have confirmed that the impact in evening peak hour (18.00-19.00) is acceptable [Letter dated 25 June].

4.2.4 Amazon in their submission (dated 25 June) state that in the morning peak period (07.00-08.00) there would be significant increases in queues on the basis of their own modelling of the ASDA roundabout. This is not consistent with the modelling the Applicant has undertaken, which is agreed with HE and Thurrock Council.

4.2.5 The Applicant has requested the modelling undertaken by Amazon, but has yet to receive it.

4.2.6 In the absence of evidence from Amazon, the modelling, impacts and mitigation proposed by the Applicant have been agreed with HE (and TC) and therefore provide an agreed evidence based position between the highway authorities and the Applicant which the Examining Authority must rely on.

SECTION 5 TRAFFIC LIMITS

5.1 HE's assertion that the alternative to concluding discussions is the imposition of a Requirement restricting traffic movements at Tilbury2 is wholly unnecessary and contrary to timely engagement within the examination process, behaving in an acceptable way and following good practice and the planning tests for the acceptability of requirements and NPS for Ports.

SECTION 6 CONCLUSION

- 6.1 This Addendum confirms that there remain some detailed matters for discussion between the Applicant and HE which are programmed to be completed well in advance of the close of the examination. However, the Addendum confirms that all matters are in principle agreed between the Applicant and HE and this will be confirmed in the next update of the SoCG.