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UNITED KINGDOM

17 July 2023

Project/File:

**Mr Rynd Smith**

Lead Member of the Examining Authority  
The Planning Inspectorate  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

*By project webpage submission*

Dear Mr Rynd Smith,

**Lower Thames Crossing Development Consent Order**

**PINS Reference Number: TR010032**

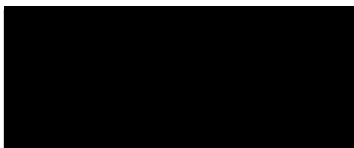
**IP Reference Number: 20035558**

The National Highways' response to planning applications on the Hoo peninsula has shown that they believe that junction 1 of the M2 is very sensitive to additional traffic. The layouts of the merges and diverges on the slip roads are not compliant with DMRB for the existing traffic and NH have limited the additional traffic generated by the Meadway One development to 60 trips in the peak hours in order to protect the operation and safety of the junction. However, the LTC proposals are putting a substantial amount of increased traffic on both the mainline carriageways through the interchange without any modification to the merge/diverge layouts; this will have a direct impact on the safe operation of the slip roads at that junction. This puts a further throttle on development within the Hoo peninsula.

Our written representation submitted at Deadline 1 will provide further detail and analysis.

Yours sincerely,

**STANTEC UK LIMITED**



**Margaret Theobald**,

Director, Transport Planning

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**Design with community in mind**

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