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UNITED KINGDOM

18th September 2023

Project/File:

Mr Rynd Smith

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

Lower Thames Crossing Development Consent Order

PINS Reference Number: TR010032

IP Reference Number: 20035558

Question: Q4.2.7

Deadline: 4

Dear Mr Rynd Smith,

I trust this letter finds you well. I am writing to you on behalf of Uniper, about the Examining Authority's (ExA's) first written questions, relating specifically to Question 4.2.7 for in response to the Lower Thames Crossing Development Consent Order (DCO). This submission relates to Deadline 4 (Tuesday 19th September 2023).

As part of the examination process for this significant infrastructure project, the Examining Authority issued written questions, including Question 4.2.7, which pertains to the monitoring approach for wider impacts and its compliance with the National Policy Statement for National Networks (NPSNN). Uniper has engaged Stantec to provide a detailed response to this question, and I am pleased to share our findings and recommendations with you attached.

Our attached response highlights several critical aspects related to the proposed monitoring strategy:

Existing Adverse Impacts at Junction 1 of the M2 (M2 J1): Several junctions including M2 J1 are already known to be over capacity and expected to worsen due to LTC.

Compliance with NPSNN: We draw attention to the National Policy Statement for National Networks, which places a clear emphasis on identifying, mitigating, and addressing adverse impacts associated with major infrastructure projects. The WNIMMP, as currently presented, does not align with these requirements, particularly in terms of baseline reassessment, localised modelling, and funding allocation for pre-opening measures.

Silvertown Tunnel as a Comparative Example: Our response utilises the Silvertown Tunnel project as a comparative example to illustrate a more proactive and comprehensive approach to monitoring and mitigation. This approach encompasses baseline reassessment, localised modelling, and a commitment to delivering necessary mitigation measures before the project's opening for public use. We suggest that similar principles be applied to the Lower Thames Crossing, especially in addressing the severe impact at M2 J1.

Design with community in mind

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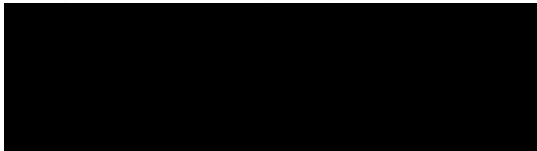
In conclusion, we respectfully urge you to consider the unique circumstances surrounding M2 J1

We believe that our response provides valuable insights into the challenges posed by the proposed monitoring strategy and offers a clear path toward a more effective and responsible approach. Uniper remains committed to working collaboratively to address these concerns.

The deadline for this response is Tuesday, 19th September 2023 and we kindly request that it be given due consideration within the examination process.

Yours sincerely,

STANTEC UK LIMITED



Margaret Theobald,
Director, Transport Planning



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