

Customer ref: CON1000244

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Dear Mr Padfield

Lower Thames Crossing – proposed Brentwood Enterprise Park

I write to you further to ongoing engagement the Lower Thames Crossing (LTC) project team have had with you and your advisors regarding the land that you own around junction 29 of the M25.

The LTC will form a vital new part of the UK's transport infrastructure, transforming the regional and national road network. Building a reliable, modern new road that is fit for the future will help businesses to grow, and bring people and communities closer to jobs, education and leisure opportunities.

It is acknowledged that your land to the south of the A127 has been identified for strategic employment development in the emerging Brentwood Borough Local Plan to form a new Brentwood Enterprise Park (BEP). It is proposed to form the largest employment allocation within the emerging Local Plan and will be central to provide jobs and delivering economic growth.

One of LTC's aims is to support sustainable local development and regional economic growth in the medium to long term. I am therefore keen that we work together on the interface between the LTC and the BEP proposals.

As you are aware the current LTC design at junction 29 proposes a dedicated lane from the westbound A127 to the southbound M25. The proposed access to the BEP site is from the south east corner of the junction directly on to the roundabout. As these two arrangements conflict with one another our aim is to establish a potential solution that could see both projects move forward.

Subject to non-disclosure agreements we will be able to share data on the forecast traffic movements and the detailed design of the junction to enable cooperation on the

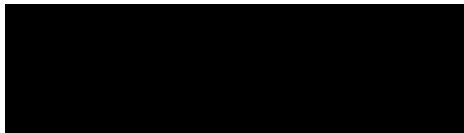
design of potential solutions. The aim of this would be to minimise the impact of the LTC design at J29 on BEP proposals and identify potential design solutions for the BEP site.

I therefore propose that, further to previous engagement with the project, regular meetings are held to enable progress to be made towards an agreement between the parties in relation to the proposals. We envisage any such agreement would seek to:

- Resolve issues regarding the relevant schemes
- Establish what land may be required for LTC and BEP (temporarily and permanently) and when that land may be required;
- Identify rights that may be required for the construction and operation of each scheme, including access for utilities and ongoing maintenance;
- Phase the relevant works to minimise disruption and disturbance to each scheme and allow for appropriate access to be provided;
- Agree responsibility for design and professional costs of accommodating the requirements of the relevant projects; and

I trust that the above provides comfort that Highways England is committed to working with you and your advisors to identify solutions to the issues that have arisen to date.

Yours sincerely,



David Manning
Head of Technical Development
Lower Thames Crossing