

Lower Thames Crossing **Landowner engagement and minor refinements**

May 2022

National Highways

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Introduction

Following the community impacts consultation held in summer 2021, we have continued to refine and improve our proposals. We have made a number of minor, localised changes to the project, after receiving feedback from affected landowners and others with an interest in land, ongoing design work and a greater understanding of technical constraints.

These minor changes, which now form part of our proposals, are presented in this document.

Due to the minor nature and extent of these changes, and that we have engaged, or are currently engaging, with landowners and others with an interest in land in relation to these changes, we are presenting them for information only. If you would like to read about changes to the project which are being consulted on as part of our local refinement consultation, please see our consultation materials here

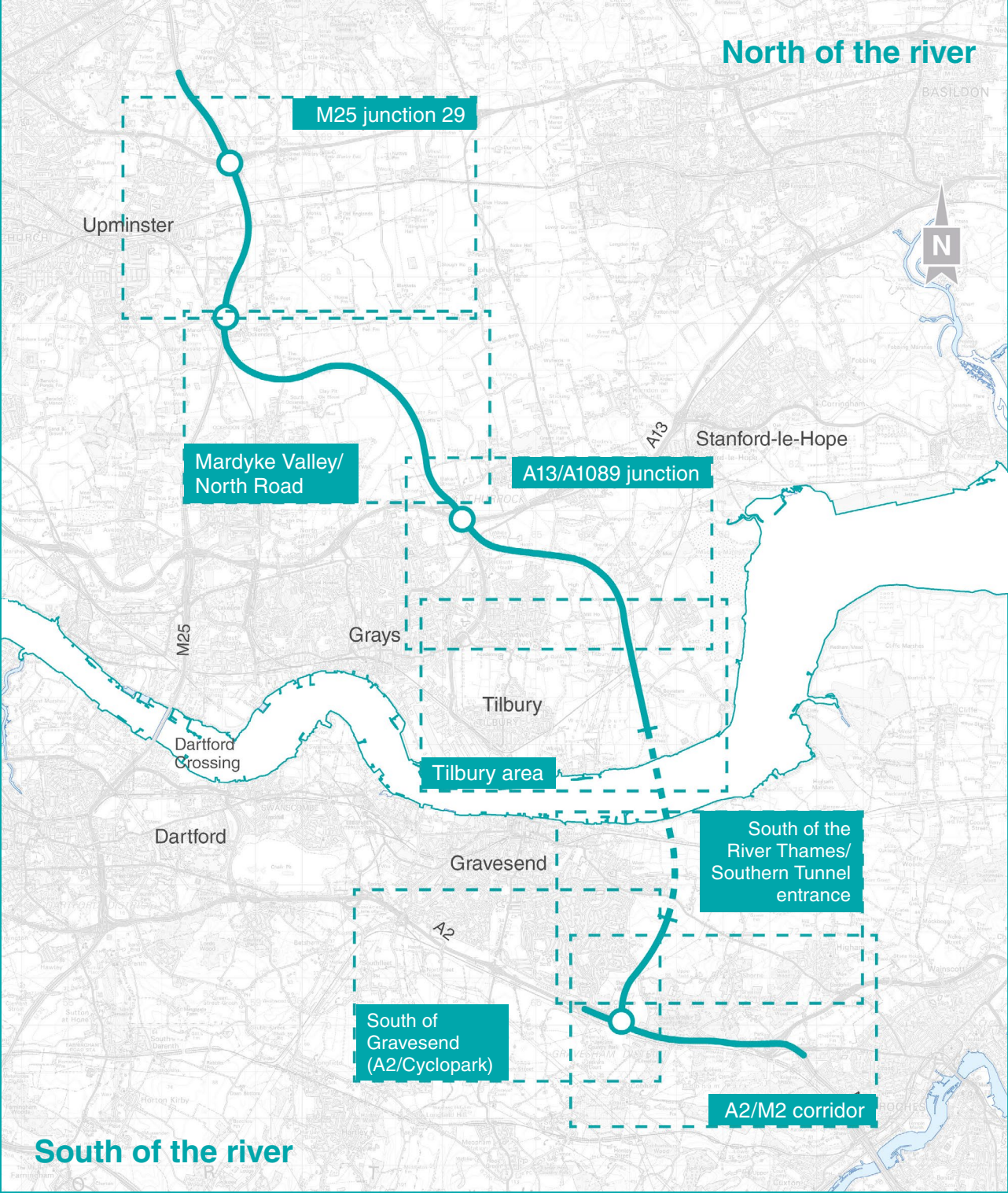
<https://ltcconsultation2022.nationalhighways.co.uk/>

Project route

To describe the changes in this document in more detail, we have divided the route into two main sections:

- South of the river in Kent: A2/M2 corridor, south of Gravesend (A2/Cyclopark), south of the River Thames/southern tunnel entrance.
- North of the river: Tilbury area, A13/A1089 junction, Mardyke Valley/North Road, M25 junction 29.

Overview map of the Lower Thames Crossing



Engagement on proposed changes to the project with persons with an interest in land

Following the community impacts consultation, we have engaged with affected landowners and others with an interest in land in relation to a small number of minor, localised changes to the project, which are listed below. These changes now form part of our proposals. The locations of these changes can be found on the route section maps towards the end of this document.

Gravesham

Map showing section of the route	Map reference	Change title	Change description
A2/M2 corridor (Figure 1) and South of the River Thames/ southern tunnel entrance (Figure 3)	E	Relocation of proposed southern drainage ponds	The three drainage ponds at the southern tunnel entrance need to be relocated to avoid overhead power lines and sites identified during our archaeological trial trenching work.

Thurrock

Map showing section of the route	Map reference	Change title	Change description
Tilbury area (Figure 4)	G	Linford borehole pipeline realignment and land use change	Following engagement with Essex and Suffolk Water, we have changed the alignment of the Linford borehole pipeline. This would result in a change in the land use to acquire the necessary rights.
A13/A1089 junction (Figure 5)	I	Revised alignment of electricity pylons, east of Hoford Road, west of the Tarmac site	Following ongoing discussions with UK Power Networks and further site investigations, we have made a minor revision to the location of electricity pylons.
A13/A1089 junction (Figure 5)	J	Reduction to the Order Limits to reduce the impact on a local business	After discussions with UK Power Networks and a local business, we have reduced the Order Limits around two pylons within the operational site of Tarmac, west of Buckingham Hill Road. We have increased the Order Limits slightly elsewhere within the site so the utility company can complete its works following this refinement.
A13/A1089 junction (Figure 5)	L	Adjustment to Hornsby Lane area provided for turning	A minor adjustment is required to the location of the area provided for vehicle turning on Hornsby Lane. This is to ensure that it is a safe distance from an electricity pylon.
A13/A1089 junction (Figure 5)	O	Relocation of Stanford Road construction compound	We have relocated the Stanford Road construction compound to reduce the impact on agricultural land and move it further away from Whitecroft Care Home. It would be relocated approximately 230 metres south of the current proposed location.
A13/A1089 junction (Figure 5)	S	Realignment of Brentwood Road gas pipeline	Following a request from Cadent Gas, the proposed route of a gas pipeline has been changed from the western side of Brentwood Road to the eastern side.
Mardyke Valley/North Road (Figure 6)	T	Land use change at Green Lane to accommodate rights to operate and maintain utility assets	Following ongoing discussions with National Grid, there would be a minor change in land use so that rights can be acquired for the operation and maintenance of the utility company's infrastructure on completion of the project.

Havering

Map showing section of the route	Map reference	Change title	Change description
M25/ junction 29 (Figure 7)	AF	Relocation and extension of Folkes Lane working area Order Limits	Following discussions with UK Power Networks regarding the diversion of part of its network, we have made a minor modification to the Order Limits at Folkes Lane. This would reduce the impact on existing vegetation within Folkes Lane woodland.

In addition to the minor changes described above, we are engaging with affected landowners and others with an interest in land in relation to a small number of further minor changes, alongside the local refinement consultation. These are listed below.

Thurrock

Map showing section of the route	Map reference	Change title	Change description
A13/A1089 junction (Figure 5)	M	Extension to the Order Limits south of Hornsby Lane	We propose to extend the Order Limits south of Hornsby Lane by approximately 30 metres into agricultural land. This is to provide space for utility networks and would avoid a nearby residential property.
A13/A1089 junction (Figure 5)	N	Extension to the Order Limits at Orsett Cock	We propose a minor change to the Order Limits to undertake works to existing Cadent Gas infrastructure and ensure continued supply to Chadwell St Mary.
Mardyke Valley/North Road (Figure 6)	U	Provision of alternative construction access route to the Medebridge Road construction compound	We propose to provide an alternative construction access route to the Medebridge Road construction compound. This is to allow construction vehicles to bypass an existing weighbridge, mitigating concerns raised by a business operator.
Mardyke Valley/North Road (Figure 6)	W	Relocation of the Mardyke construction compound	We propose to relocate the Mardyke construction compound slightly to the north of its previous location to reduce the severance of agricultural land.

Map showing section of the route	Map reference	Change title	Change description
Mardyke Valley/ North Road (Figure 6)	Z	Relocation of the Medebridge construction compound	Following the removal of a proposed gas pipeline diversion, we propose to move the Medebridge construction compound to the south, adjacent to the route of the new road. This change would reduce the impact on the farmland and facilitate the removal of approximately 23 hectares of land from the Order Limits.
Mardyke Valley/North Road (Figure 6)	AC	Extension to the Order Limits west of North Road	We propose a minor increase to the Order Limits to allow a sufficient working area to construct a new walking, cycling and horse riding route along North Road.

Haivering

Map showing section of the route	Map reference	Change title	Change description
Mardyke Valley/North Road (Figure 6)	AD	Relocation of the M25 construction compound	We are proposing to move and consolidate part of the M25 compound to an area of land to the west of its previous location to significantly reduce the impact on the Site of Importance for Nature Conservation (SINC). This has also resulted in the removal of an environmental mitigation area from the Order Limits to the west of the M25.

Brentwood

Map showing section of the route	Map reference	Change title	Change description
M25/ junction 29 (Figure 7)	AE	Relocation of the Warley Street construction compound	Following discussions with the utility company (Cadent Gas), an engineering solution has been identified to avoid diverting a high-pressure gas pipeline to the southeast of M25 junction 29. This change would require the relocation of the Warley Street construction compound to the east of its previously proposed location, due to its proximity to the retained pipeline.



Minor design refinements

Following the community impacts consultation, we have also made some further minor refinements to the project, which are listed below. We have notified landowners about these changes. The locations of these can be found on the route section maps towards the end of this document.

NOTE: Throughout this section, we refer to the Lower Thames Crossing as 'LTC'.

Gravesham

Map showing section of the route	Map reference	Change description
A2/M2 Corridor (Figure 1)	A	A minor reduction in the Order Limits at the M2 junction 1 to avoid a small parcel of Ancient Woodland to construct a gantry.
A2/M2 Corridor (Figure 1)	B	Removal of the acoustic and visual barrier at Park Pale, following feedback from Kent Downs Area of Outstanding Natural Beauty Unit about the visual impact of the barrier.
A2/M2 Corridor (Figure 1) and South of Gravesend (A2/ Cyclopark) (Figure 2)	C	Relocation of environmental mitigation north of Jeskyns Community Woodland in response to concerns raised by the landowner about the impact of the former mitigation proposals on their ability to farm the land.
A2/M2 Corridor (Figure 1) and South of Gravesend (A2/ Cyclopark) (Figure 2)	D	We are widening the replacement green bridge at Thong Lane over the M2/A2 by a further 10 metres to improve habitats and connectivity for wildlife, increase landscape planting and provide additional screening of the M2/A2 junction.
South of Gravesend (A2/ Cyclopark) (Figure 2)	N/A	A reduction in the Order Limits surrounding the High Speed 1 railway line.
South of the River Thames/southern tunnel entrance (Figure 3)	N/A	We have further refined the location of emergency service rendezvous points, which are located near the tunnel entrances.

Thurrock

Map showing section of the route	Map reference	Change description
Tilbury area (Figure 4)	N/A	We have further refined the location of emergency service rendezvous points, which are located near the tunnel entrances.
Tilbury area (Figure 4)	F	We have realigned the utility diversions near Station Road to avoid an impact on great crested newts.
A13/A1089 junction (Figure 5)	H	Change to the alignment of a private access in Muckingford Road to reduce the amount of land required permanently.
A13/A1089 junction (Figure 5)	K	We no longer need to construct a proposed substation or associated cable routes near Hornsby Lane, Gowers Lane and Farm Road. This has resulted in a reduction in the Order Limits in this area.
A13/A1089 junction (Figure 5)	P	The false cutting has been raised by 2 metres (now 29 metres above ordnance datum level) to provide additional screening from the A13 junction to the Gammonfields Way travellers site.
A13/A1089 junction (Figure 5)	Q	Minor realignment of Stifford Clays Road to remove the impact on Sugarloaf Riding School for the Disabled.
A13/A1089 junction (Figure 5)	R	Provision of a new electricity substation to the west of Rectory Road to ensure that power supply to Orsett Showground is maintained.
Mardyke Valley/ North Road (Figure 6)	V	Proposed area of open mosaic habitat to the west of the LTC in the Orsett Fen would now also be designated as land accessible to the public.
Mardyke Valley/ North Road (Figure 6)	X	Removal of the proposed substation at North Road, resulting in a reduction to the Order Limits.
Mardyke Valley/ North Road (Figure 6)	Y	The diversion of the former Barking Power Station gas pipeline we were previously proposing to the east and west of North Road is no longer required as the pipeline is unused. This has enabled a 23 hectare reduction to the Order Limits.
Mardyke Valley/ North Road (Figure 6)	AA	Amendments to the Emergency Access points at North Road.

HaVering

Map showing section of the route	Map reference	Change description
Mardyke Valley/ North Road (Figure 6)	AB	We are extending the new bridleway designation FP254 to the highway so horse riders and cyclists can make the connection not just pedestrians.
North of the M25/junction 29 (Figure 7)	N/A	We have reduced the Order Limits west of the M25 near Jermaines Wood to avoid impacts on a Site of Importance for Nature Conservation (SINC).

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Route section maps

As noted at the start of this document, the route has been divided into two main sections. In total, there are seven subsections, and maps showing each of the following subsections can be viewed below. These are the same seven subsections as used in the local refinement consultation.

- A2/M2 corridor
- South of Gravesend (A2/Cyclopark)
- South of the River Thames/southern tunnel entrance
- Tilbury area
- A13/A1089 junction
- Mardyke Valley/North Road
- M25 junction 29

The route section map figures on the following pages show the location of existing special category land and, in addition, any replacement special category land that has changed since the community impacts consultation.

Figure 1: A2/M2 Corridor

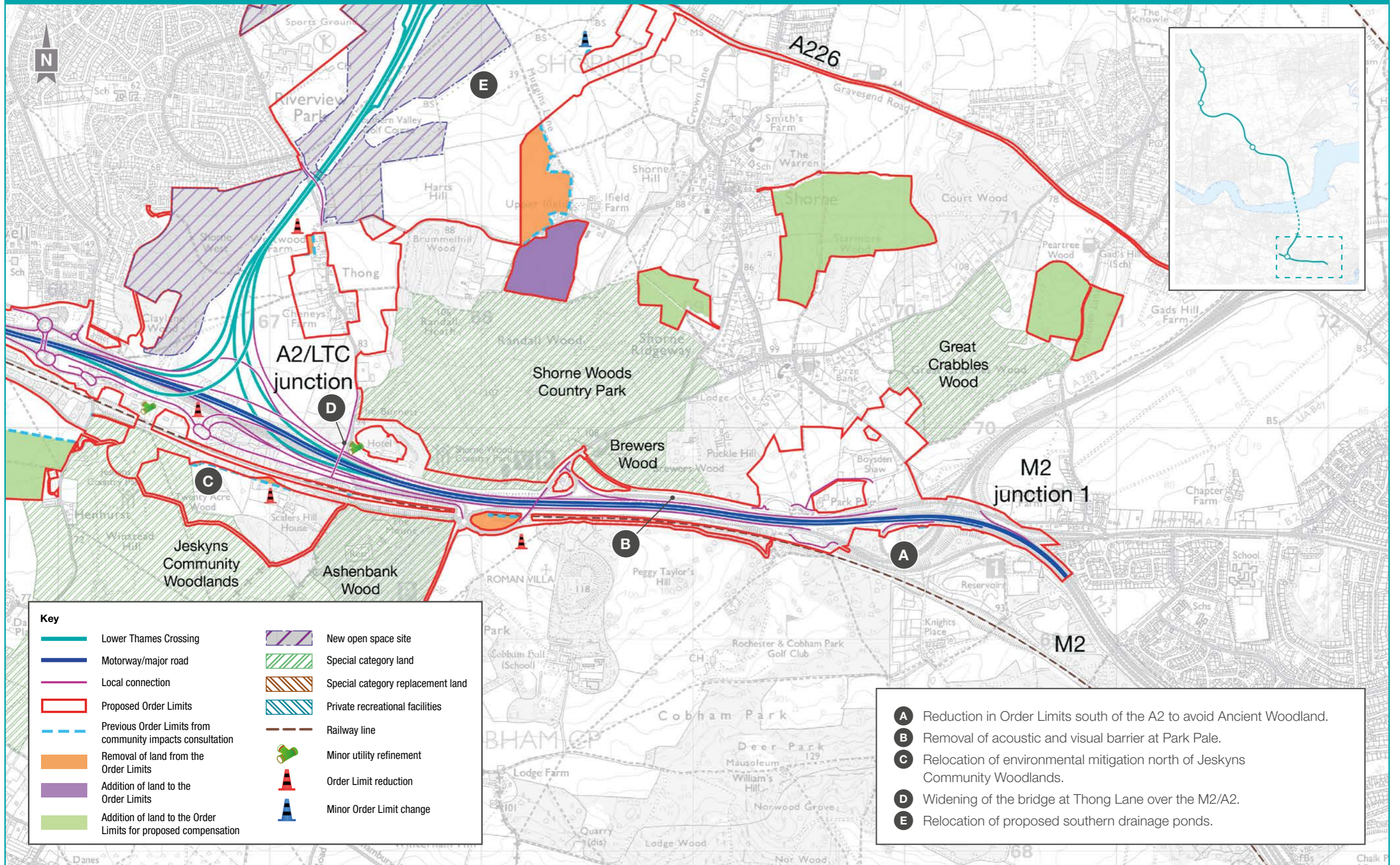


Figure 2: South of Gravesend (A2/Cyclopark)

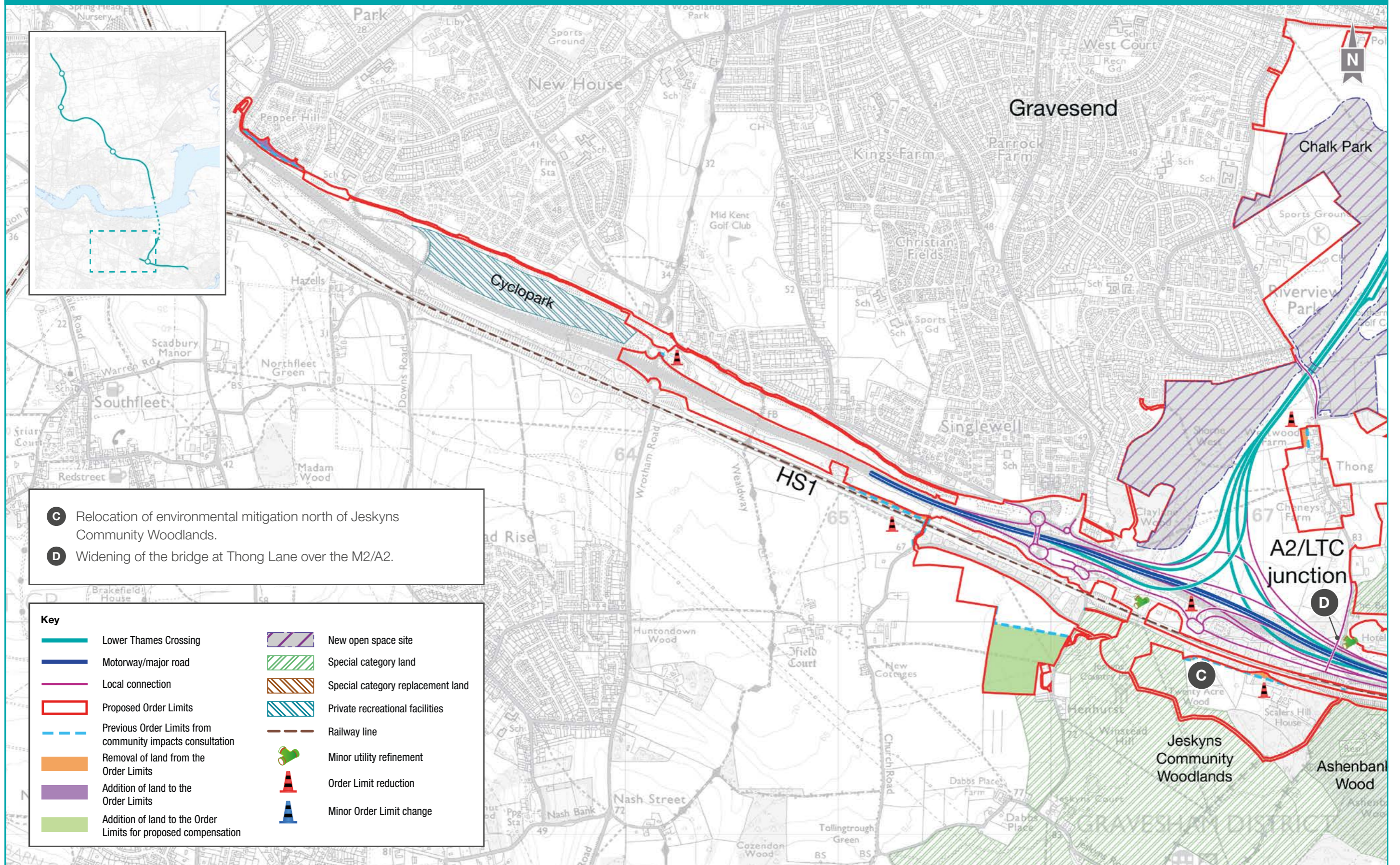


Figure 3: South of the River Thames/southern tunnel entrance

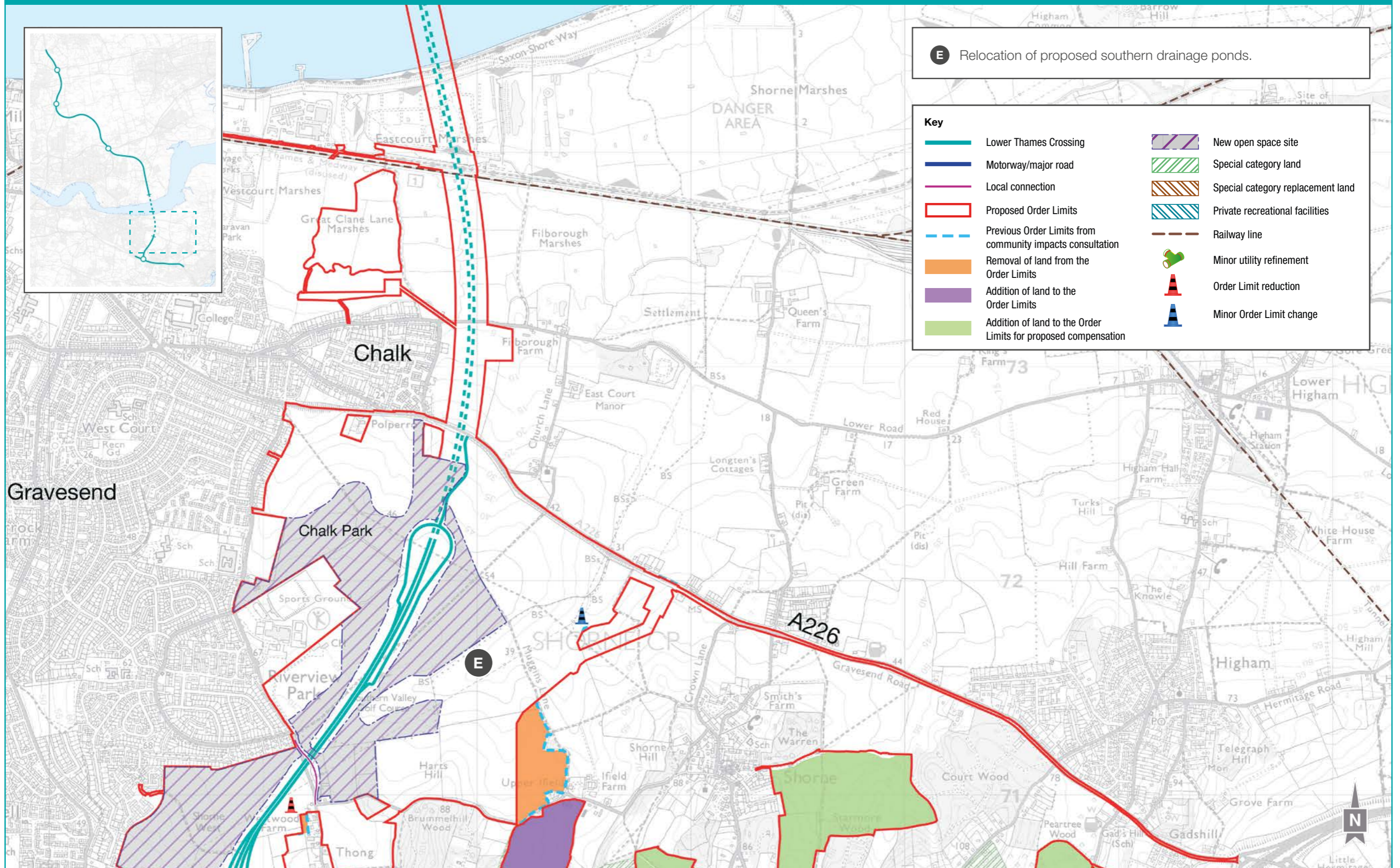


Figure 4: Tilbury area

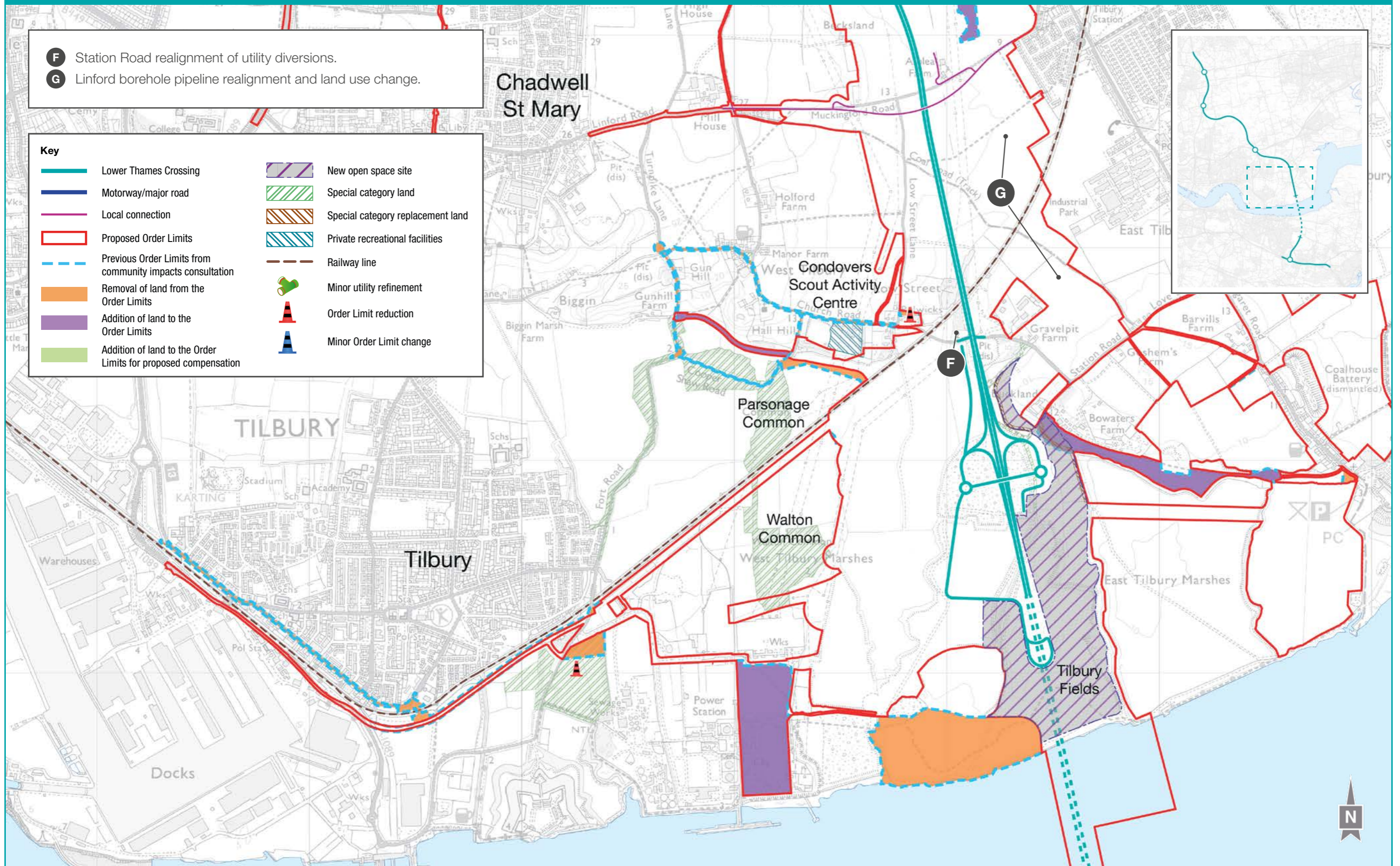


Figure 5: A13/A1089 junction

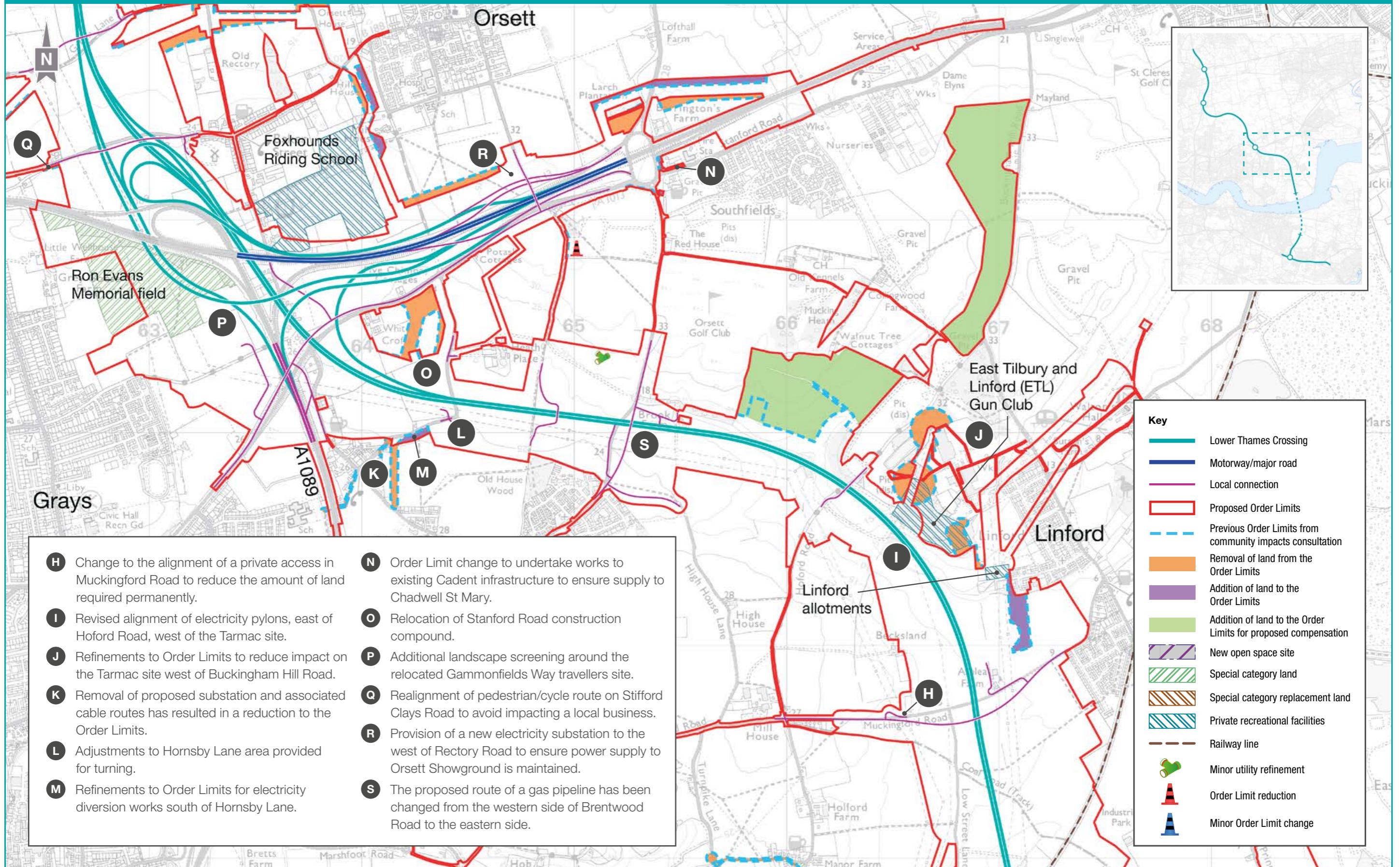


Figure 6 : Mardyke Valley/North Road

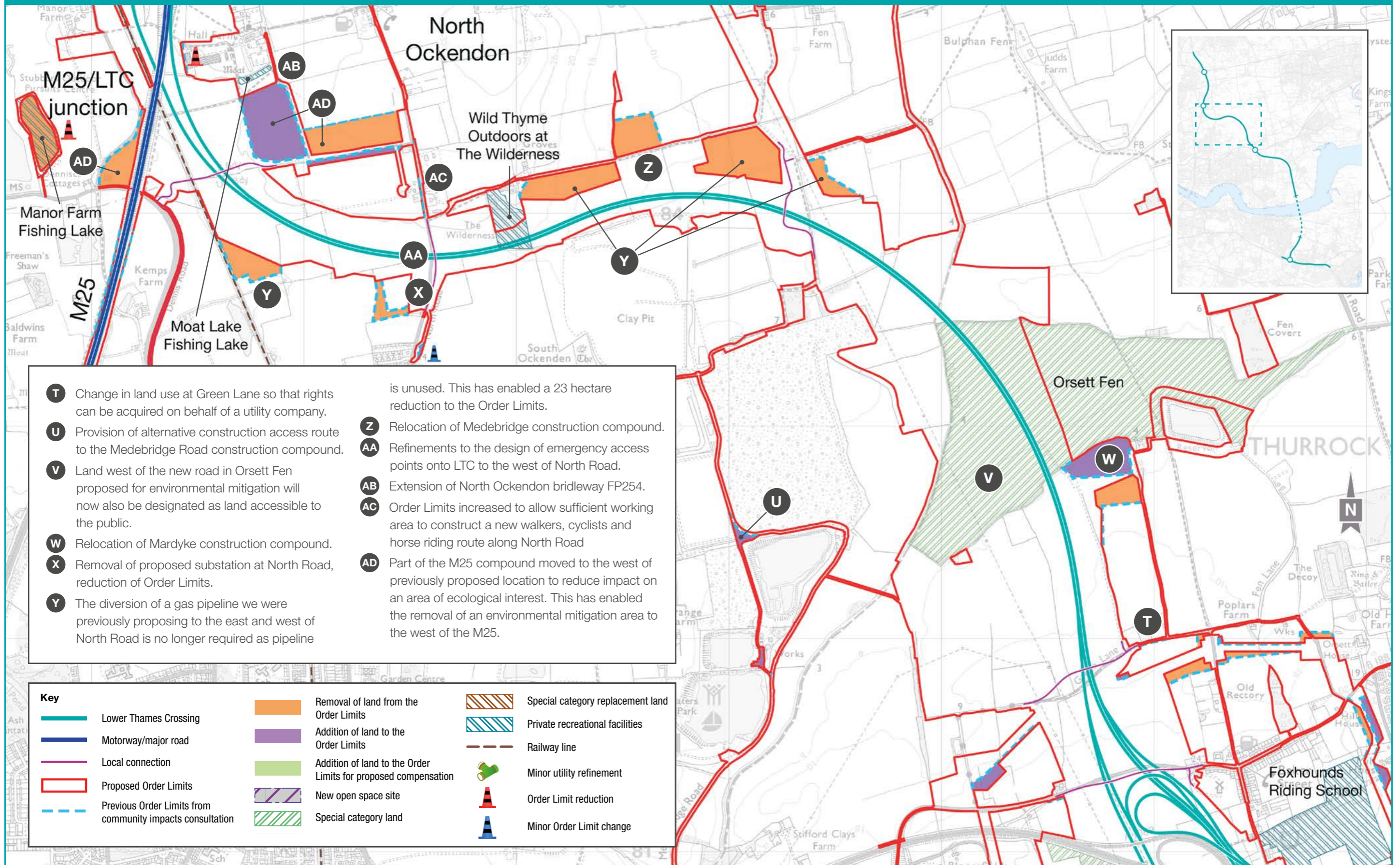
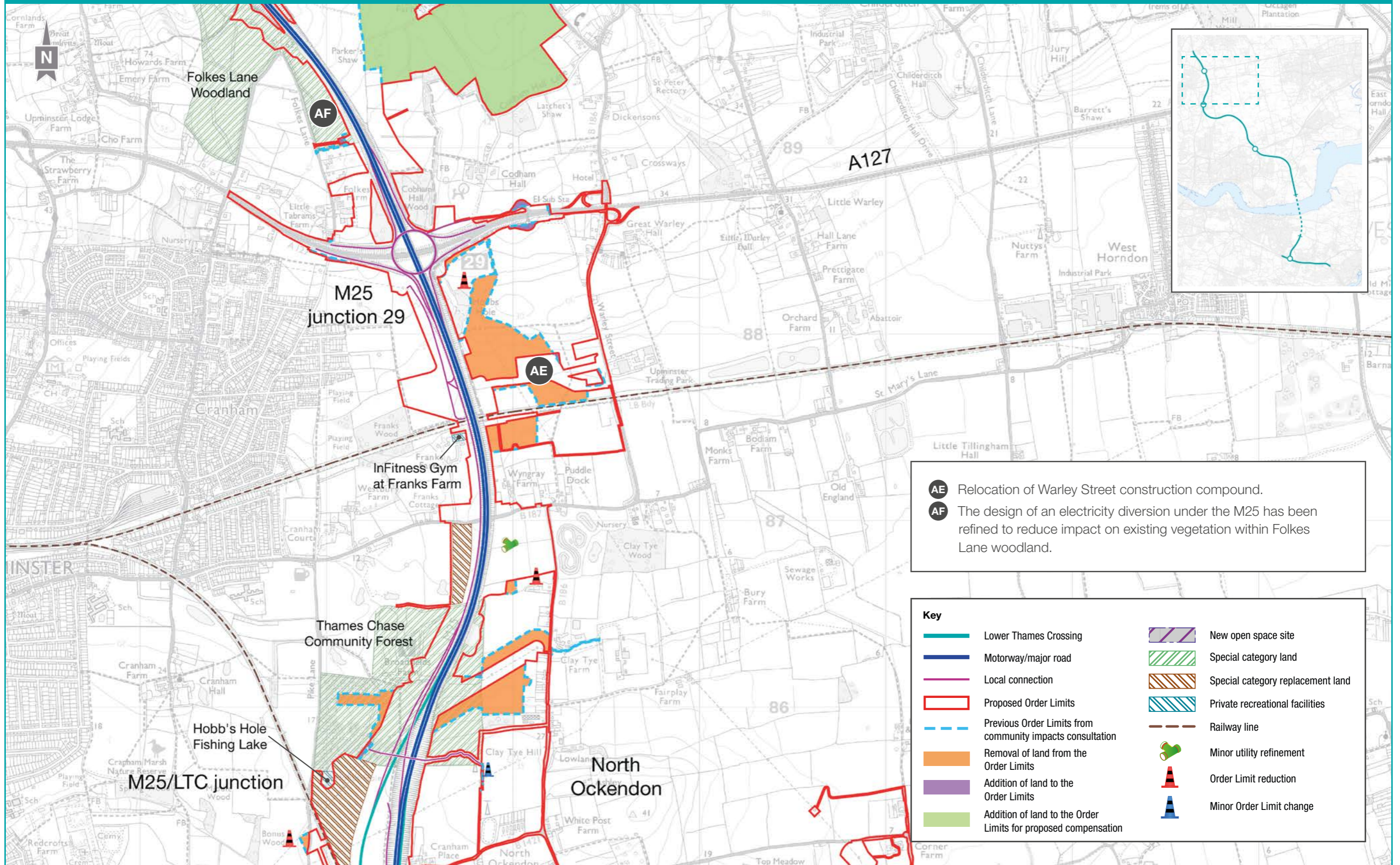


Figure 7: M25 junction 29





Find out more

It is vital we get all aspects of the design right to ensure we maximise the benefits of the Lower Thames Crossing while also minimising the impacts. We continue to work with landowners to shape the design and understand the local impact of our project.

If you're interested in reading about the proposals in our local refinement consultation, visit <https://ltcconsultation2022.nationalhighways.co.uk/> from Thursday 12 May 2022. The consultation ends on 20 June 2022.

If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

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