



## Application by National Highways for the Lower Thames Crossing

Case reference: TR010032

### Examining Authority's Note of an Unaccompanied Site Inspection (USI) undertaken on 13, 14 and 15 February 2023 (USI-02)

#### Background to Site Inspections

Information about the background to and purposes of unaccompanied inspections by the Examining Authority (ExA) is provided in its note for USI-01 [\[SI-001\]](#). That note describes the inspections undertaken so far. A summary key plan showing the routes of all unaccompanied inspections carried out to date is in **Annex A** to this note.

#### Particulars of the Inspection

The ExA undertook its second unaccompanied site inspection (USI-02) on 13, 14 and 15 February 2023 to support examination of an application for development consent for the proposed Lower Thames Crossing (LTC) (the application).

The inspections were undertaken by all members of the ExA: Rynd Smith (Panel Lead), Janine Laver, Ken Pratt, Ken Taylor and Dominic Young, though not all members attended all elements of the inspections at the same time. The ExA was supported on site by Alice Humphries (Planning Officer to the ExA) and Ted Blackmore (Case Manager).

The purposes of the inspections were to enable the ExA to continue to familiarise itself with the site and surrounds of the proposed development both north and south of the River Thames, for new members of the ExA to attend site for the first time (necessitating some second inspections at locations inspected first in USI-01) and to check the location and accessibility of possible hearing venues. The inspection was carried out over three days, with the first day, 13 February 2023 (**Day 1**) held in the local authority areas of Thurrock Council and the London Borough of Havering; the second day, 14 February 2023 (**Day 2**) held in the local authority area of Thurrock Council and the third day 15 February 2023 (**Day 3**) held in the local authority areas of Thurrock Council, Dartford Council and Gravesham Council (Kent).

#### Day 1

Day 1 inspections were undertaken by car and on foot, commencing at 9-30am and concluding at 5pm. The following routes were taken:

##### Morning

- Route 1: A13 to A1013, Buckingham Hill Road and Princess Margaret Road by car;
- Route 1.1: East Tilbury towards Bowaters Farm on foot;
- Route 2: Coalhouse Fort to West Tilbury and Linford by car;
- Route 2.1: environs of Bowaters Farm on foot;

- Route 2.2: environs of Low Street on foot; and
- Route 2.3: environs of Hoford Road on foot.
- Route 3: Linford to Tilbury Docks (A1089), Tilbury 2 and Tilbury Fort by car; and
- Route 3.1: environs of Tilbury Fort on foot.

### **Afternoon**

- Route 4: Tilbury Docks to (A1089) to Stifford (A13), South Ockendon (B186) and views into the Mardyke<sup>1</sup> Valley by car;
- Route 4.1: Hall Lane, South Ockendon on foot;
- Route 5: South Ockendon to North Ockendon by car;
- Route 5.1: North Ockendon village and views to the south on foot;
- Route 5.2: North Ockendon village, Church, Hall Farm and M25 on foot;
- Car route 6: North Ockendon to Thames Chase Forest Park by car;
- Walking route 6.1: Thames Chase Forest Centre and M25 on foot; and
- Car route 7: Thames Chase Forest Park to South Ockendon (Pea Lane) by car.

The weather was sunny and clear, with excellent long-range visibility throughout.

### **Day 2**

Having met in the morning to review matters arising from the first day of inspections, Day 2 inspections were undertaken by car and on foot, commencing at 2:45pm and concluding at 5pm. The following routes were taken:

### **Afternoon**

- Route 8: A13 Stifford Interchange, Stifford Clays Road (B188) to Baker Street by car;
- Route 8.1: Baker Street and existing A13-A1089 intersection on foot;
- Route 9: Baker Street (B188), Heath Road, Gowers and Hornsby Lanes, Stanford Road (A1013), Brentwood Road and northern outlooks from Chadwell St Mary by car.

The weather was sunny and clear, with excellent long-range visibility throughout.

### **Day 3**

Day 3 inspections were undertaken by car and on foot, commencing at 9am and concluding at 4:00pm. The following routes were taken:

### **Morning**

- Route 10: A13 Stifford Interchange, Stifford Clays Road (B188) to Orsett;
- Potential venue inspection; Orsett.
- Route 11: A13 to M25 Junction 30 southbound, A282 QEII Bridge, A2 eastbound, to Thong Lane by car; and
- Route 11.1: Footpaths between Chalk, Thong and Riverview Park on foot.

### **Afternoon**

- Route 12: Chalk to Shorne, Shorne Woods, A2 Brewers Road intersection, Thong and Ifield by car;
- Route 12.1: footpaths in Shorne Woods Country Park, Randall Heath; and

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<sup>1</sup> Certain place names recorded in this note have several available spellings or usages. The ExA is not expressing any preference between these, but adopts one of the several usages available, whilst acknowledging others of which we are aware. The Applicant has prepared a Place Name Gazetteer [\[AS-005\]](#) identifying the alternatives of which it is aware. References to 'Mardyke' in the Mardyke Valley are alternatively to the Mar Dyke or to the river of both of those names [AS-005].

- Potential venue inspection, Dartford.

The weather was cool with frost and morning mist north of the Thames, becoming mainly sunny and clear south of the Thames, with good long-range visibility throughout.

All routes are itemised in the following tables and maps can be found in **Annex B**.

**Day 1: 13 February 2023: Morning**

**Route 1** (A13 to A1013, Buckingham Hill Road and Princess Margaret Road) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at A13 Stifford interchange on Map 1, Annex B	Proceeded eastbound, observing the A1012 intersection at North Stifford.
A13 Orsett	The A1089 intersection at Orsett and the location of the proposed A13-LTC intersection and LTC alignment.
A13 Southfields, A1013	Exited eastbound A13 at Southfields, taking the A1013 to Buckingham Hill Road.
Buckingham Hill Road	Views to the LTC alignment south westwards from Buckingham Hill Road, Tarmac Linford and Princess Margaret Road, Linford village.
Parked at St Catherine's Church	Commenced walking route 1.1 from parish church of St Catherine, Princess Margaret Road.
Parked at Coalhouse Fort car park	Commenced walking route 1.2 from Coalhouse Fort.
Returned to Coalhouse Fort at point	Route 1 ended.

**Route 1.1** (Towards Bowaters Farm) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at St Catherine's Church on Map 1, Annex B	Proceeded west along public right of way (PRoW), observing views towards Bowaters Farm and the proposed tunnel portal work site.
Viewpoint towards the south, west and north	Observed views towards Bowaters Farm and the proposed tunnel portal work site. Turned round and observed views towards dwellings in Linton and East Tilbury. Returned to vehicles.

**Route 1.2** (Coalhouse Fort and Coalhouse Point) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at Coalhouse Fort car park on Map 1, Annex B	Observed western elevations of Coalhouse Fort. Proceeded south on the England Coast Path towards Coalhouse Point on the River Thames foreshore.

Location(s)	Relevant Observations
Coalhouse Point	Observed views along and across the River Thames, towards Tilbury Docks (west) and London Gateway Port (northeast) and towards works site in Kent (south).
Coalhouse Fort moat	Observed eastern (river-facing) elevations and moat of Coalhouse Fort with associated defence structures and River Thames views.
Route 1 ended at Coalhouse Fort car park on Map 1, Annex B	Returned to vehicles.

**Route 2** (Coalhouse Fort to West Tilbury and Linford) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at Coalhouse Fort Car Park on Map 1, Annex B	Returned to Princess Margaret Road East Tilbury and proceeded northbound, turning west onto Station Road.
Station Road	Proceeded along Station Road obtaining views of land within proposed alignment to north and south. Commenced walking route 2.1 to environs of Bowater Farm.
Low Street Lane	Proceeded north westwards crossing rail line to Low Street Lane. Obtained views of proposed LTC alignment. Commenced walking route 2.2 at Low Street Lane.
West Tilbury	Proceeded westwards via Church Road to West Tilbury. Obtained views of village centre and green.
Blue Anchor Lane and Hoford Road	Proceeded north on Blue Anchor Lane. Obtained views to east towards proposed LTC alignment. Commenced walking route 2.3 at Hoford Road.
Muckingford Road	Proceeded eastwards via Muckingford Road. Obtained views of proposed LTC alignment to the north and south of the road.
Route 2 ended at the George and Dragon, Linford on Map 1 Annex B.	Route 2 ended.

**Route 2.1** (Environs of Bowaters Farm) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at Station Road East Tilbury on Map 1, Annex B	Proceeded southwest along PRow in woodland towards Buckland before turning to the southeast along PRow, observing views towards Bowaters Farm and the proposed tunnel portal work site
Viewpoint towards the south, west and north	Observed views towards Bowaters Farm and the proposed tunnel portal work site. Turned round and observed views towards dwellings in Linton and East Tilbury. Returned to vehicles

**Route 2.2** (Environs of Low Street) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at the junction of Church Road and Low Street Lane West Tilbury, on Map 1, Annex B	Walked northwards along Low Street Lane and observed proposed alignment to north and east.
Low Street Lane	Turned and walked southwards, observing proposed alignment to north and east. Returned to vehicles.



**Route 2.3** (Environs of Hoford Road<sup>2</sup>) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at the junction of Muckingford Road and Hoford Road, on Map 1, Annex B	Walked northwards along Hoford Road and observed proposed alignment to north and east.
Hoford Road	Turned and walked southwards, observing proposed alignment to north and east. Returned to vehicles.

**Route 3** (Linford to Tilbury Docks (A1089), Tilbury 2 and Tilbury Fort) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at the George and Dragon, Linford, on Map 1, Annex B	The inspection took Princess Margaret Road, Linford village then Buckingham Hill Road northwards, followed by the A1013 to the Orsett roundabout with the A13.
Baker Street/ A13-A1089 intersection	The existing A13-A1089 intersection was driven heading southwards towards Tilbury. The location of the proposed A13-LTC intersection and LTC alignment were observed.
A1089 southbound to Tilbury Docks	The A1089 was driven southbound to observe the arrangement for approaching the Port of Tilbury and Tilbury 2 from the proposed LTC by road.
Tilbury 2 access road	The Tilbury 2 access road was driven to the junction with Fort Road.
Fort Road to Worlds End public house	Fort Road was driven to the Worlds End public house for route 3.1.
Route 3 ended at Worlds End public house point	Route 3 ended.

**Route 3.1** (Environs of Tilbury Fort) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at the Worlds End public house, on Map 1, Annex B	Ascended the flood protection embankment and walked eastwards along the Thames foreshore, obtaining views to the east towards Tilbury 2 and the LTC tunnel portal work site.
Tilbury Fort and Thames Foreshore	Observed Tilbury Fort, its setting and views to the east, before returning to vehicles.

## **Day 1: 13 February 2023: Afternoon**

**Route 4** (Tilbury Docks to (A1089) to Stifford (A13), South Ockendon (B186) and views into the Mardyke Valley) viewed the following:

<sup>2</sup> Hoford Road is alternatively known as Horford Road and Holford Road [[AS-005](#)].



<b>Location(s)</b>	<b>Relevant Observations</b>
Inspections commenced at the Worlds End public house, on Map 2, Annex B	Fort Road was driven westbound to the London International Cruise Terminal (LICT). The A1089 was driven northbound, observing access arrangements for port and logistics facilities, to the Dock Road/ Thurrock Park Way intersection. Thurrock Park Way was observed.
Thurrock Park Way and A1089 northbound	The inspection returned to the A1089 northbound from Thurrock Park Way. The A1089 was driven and observed to the intersection with the A13 at Baker Street, site of the proposed A13-LTC intersection.
A13 westbound	The westbound slip of the Baker Street intersection was driven, accessing the A13 westbound, which was observed to the Stifford intersection.
North Stifford Village	High Road and Stifford Hill were driven westbound to the B186 junction and the village was observed.
B186 Stifford Hill and South Road, South Ockendon	The B186 was driven northwards, crossing the Mardyke River towards South Ockendon. Observations were made of residential areas in the east of South Ockendon, considering whether there could be views to the east to the proposed LTC alignment and the possible effects of construction or operation.
South Ockendon – views to and from the Mardyke Valley	Buckles Lane was driven to its eastward extent (the entrance to Grangewaters Outdoor Education Centre). Mollands Lane was then driven to its eastern extent as a public highway.
South Ockendon – The Green and Hall Lane	Route 4 ended.

**Route 4.1** (Hall Lane, South Ockendon) viewed the following:

<b>Location(s)</b>	<b>Relevant Observations</b>
Inspections commenced at The Green, South Ockendon, on Map 2, Annex B	The Hall Lane PRoW was taken to the east to observe the possible effect of the LTC alignment in construction or operation on South Ockendon, on the setting of historic buildings or on the landscape of the Mardyke valley.
South Ockendon Hall	South Ockendon Hall was observed. Views were obtained towards the proposed alignment to the north.
Moated site/ farm buildings	A complex of farm buildings within a moated site located to the east of South Ockendon Hall was observed.
Views to and from the Mardyke Valley	Walked eastwards on the PRoW, observing woodland, landfill / land raising activities on a former clay pit and the proposed LTC alignment to the north and east.

Location(s)	Relevant Observations
The Green, South Ockendon	Returned to vehicles via the PRoW.

**Route 5** (South Ockendon to North Ockendon) viewed the following:

Location(s)	Relevant Observations
The Green, South Ockendon, on Map 2, Annex B	The B186 was driven northwards through the remaining built-up area of South Ockendon
North Road/ B186	The undeveloped farmland between Cheelson Road and Helipad Road observing the proposed LTC alignment crossing between North and South Ockendon.
Fen Lane	Properties around the entrance to Fen Lane, North Ockendon were observed.
Ockendon Road B1421	The B1421 was driven westwards towards North Ockendon village.
Church Lane	Church Lane was driven southwards, observing the village, before parking at the furthest trafficable extent of the lane. Route 5 ended.

**Route 5.1** (North Ockendon village and views to the south) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at the southernmost trafficable extent of Church Lane on Map 2, Annex B	A PRoW was taken to the south towards South Ockendon. The proposed alignment of the LTC was observed passing between North and South Ockendon and curving northwards towards the intersection with the existing M25.
Church Lane	The PRoW was taken to the north, returning to North Ockendon.

**Route 5.2** (North Ockendon village, Church, Hall Farm and M25) viewed the following:

Location(s)	Relevant Observations
Inspections commenced St Mary's Church, North Ockendon on Map 2, Annex B	A PRoW was taken westwards through the churchyard of St Mary's Church, North Ockendon, observing Hall Farm.
Hall Farm Nursery	The PRoW passed westwards through an open field with views towards the M25 and then dipped south to Hall Farm Nursery, where land proposed to form part of the M25 southbound slip to the LTC was observed.
M25	Turning northwards on the ProW towards Ockendon Road, the inspection viewed open land, proposed to be the location of the LTC southbound sliproad junction with the M25.

Location(s)	Relevant Observations
St Mary's Church, North Ockendon	The inspection returned south and then east to the parked vehicles at St Mary's Church.

**Route 6** (North Ockendon to Thames Chase Forest Park) viewed the following:

Location(s)	Relevant Observations
Inspections commenced St Mary's Church, North Ockendon on Map 2, Annex B	Church Lane was driven northwards to Ockendon Road/ B1421
M25 overbridge	The location of the proposed southbound slip from the M25 to the LTC was observed from the M25 overbridge
Railway overbridge and Manor Farm, Ockendon Road	Crossing the railway, the location of the proposed northbound slip from LTC to the M25 and the nearby Manor Farm and Railway Sidings caravan park were viewed.
Pike Lane	The inspection proceeded northwards, with views of the proposed LTC M25 intersection to the east over open land, before crossing the railway and entering wooded landscape leading to the entrance to Thames Chase Forest Centre.
Thames Chase Forest Centre.	Route 6 ended at the Thames Chase Forest Centre car park

**Route 6.1** (Thames Chase Forest Centre and M25) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at the Thames Chase Forest Centre on Map 2, Annex B	The visit commenced at the visitor centre, observing purpose built and converted historic farm buildings (Broadfields Farm)
M25	The inspection proceeded southwards through open land and planted woodland towards the west side of the M25 alignment, observing land proposed to be taken for the proposed northbound slip from the LTC.
Thames Chase Forest Centre	The inspection proceeded northwards, returning to vehicles at the visitor centre.

**Route 7** (Thames Chase Forest Park to South Ockendon (Pea Lane)) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at the Thames Chase Forest Visitor Centre on Map 2, Annex B	The inspection proceeded westwards via the Thames Chase Forest Visitor Centre entrance drive to Pike Lane.
Pike Lane	The inspection proceeded southwards, crossing the railway to the junction with Ockendon Road.

Location(s)	Relevant Observations
Manor Farm Ockendon Road	Viewed the location of the proposed northbound slip from LTC to the M25 and the nearby Manor Farm and Railway Sidings caravan park.
Pea Lane	
Dennises Lane	The route proceeded from Dennises Lane to view the existing M25 alignment, then proceeded via Dennis Road and West Road to the Green in the centre of South Ockendon.
B186 South Road	The B186 South Road was driven southbound to the A13 and Route 7 ended.

## Day 2: 14 February 2023: Morning

On the morning of Day 2: 14 February 2023 the ExA discussed its observations on Day 1 and finalised its programme of inspections for the afternoon of Day 2 and for Day 3.

## Day 2: 14 February 2023: Afternoon

**Route 8** (A13 Stifford Interchange, Stifford Clays Road (B188) to Baker Street) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at the A13 Stifford Interchange on Map 3, Annex B	The inspection proceeded eastwards, north of Little Thurrock, along the Stifford Clays Road. Initially south of the A13 alignment, the road runs north through an underpass and then eastwards again, towards Baker Street
Springfield Farm	Land between Springfield Farm and Whitfields Cottage on Stifford Clays Road was observed. Views to the north of the proposed LTC alignment and views to the south and east into land proposed to be taken for the A13 – A1089 – LTC intersection were obtained. Proposed levels were reviewed.
Baker Street	A right hand turn was taken by the Kings Arms public house into the village of Baker Street (B188) running southwards. The vehicles were parked outside Foxhounds Riding School and Route 8 ended.

**Route 8.1** (Baker Street and existing A13-A1089 intersection) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at Foxhounds Riding School, Baker Street on Map 3, Annex B	A walking route was taken to observe the village of Baker Street and the location of the proposed A13 – A1089 – LTC intersection close by.

Location(s)	Relevant Observations
Baker Street walking southwards Woolings Close	Land and dwellings proposed to be taken for the construction of the A13 – A1089 – LTC intersection north of the existing A13 alignment was observed.
Existing A13 – A1089 intersection	Passing south beneath the existing A13 overbridge, dwellings to the west side of Baker Street were observed, noting the effect of the proposed LTC works in this location.
A1013 B188 intersection	Passing south beneath the existing A1089 slip road overbridge, approaching the B188 intersection with Stanford Road A1013 in the existing A13 – A1089 intersection area, dwellings to the east and west side of the original alignment of Baker Street were observed, noting the effect of the proposed LTC works in this location.
Baker Street walking northwards	Passing north from the A1013, observations were made to the west, approach and passing through the existing A13 – A1089 intersection area, again noting the effect of the proposed LTC alignment and works. Land proposed to be taken to the west of Baker Street and to the south of Stifford Clays Road was observed, as was the environs of the Baker Street Mill
The Kings Arms Stifford Clays Road walking westwards	The central area of the village was observed from Baker Street at the junction with High Road and Fen Lane. Stifford Clays Road was walked to the west to Whitfields Cottage, enabling views of the proposed LTC alignment to the north and to the south to be obtained. The inspection then returned to the vehicles via Baker Street.

**Route 9** (Baker Street (B188), Heath Road, Gowers and Hornsby Lanes, Stanford Road (A1013), Brentwood Road and northern outlooks from Chadwell St Mary) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at Foxhounds Riding School, Baker Street on Map 3, Annex B	The inspection proceeded southwards along Baker Street to the intersection with Stanford Road ((A1013)
Heath Road	Crossing Stanford Road, the inspection proceeded to the south via Heath Road, observing the proposed LTC alignment to the east over open land.
Gowers Lane and Hornsby Lane	The inspection turned east into Gowers Lane, observing housing to the south-east of The Fox Inn in Orsett and clustered around the two Lanes. Beyond the junction of Gowers Lane with Hornsby Lane the inspection remained within the proposed Order land and continued eastwards and then

Location(s)	Relevant Observations
	northwards on Hornsby Lane, locating the proposed LTC alignment crossing point.
Stanford Road (A1013)	Remaining within the proposed Order land, the inspection proceeded eastwards on Stanford Road (A1013) to the Orsett Roundabout, observing land proposed to be required for improvements to the A13 – A1089 – LTC Intersection from the south.
Brentwood Road	At the Orsett Roundabout, the inspection turned south and proceeded towards Chadwell St Mary on Brentwood Road. The proposed location of the LTC alignment was crossed in open land (between High House Lane and the northern edge of the residential area of Chadwell St Mary).
Chadwell St Mary – outlooks to the north	Godman Road, Cedar Road and two un-named rear closes in Chadwell St Mary were taken to consider possible views from residential development northwards to the proposed LTC alignment. The inspection returned to Heath Road which was driven northbound to the Stanford Road (A1013) intersection.
Baker Street	The inspection passed north through Baker Street, passing beneath the existing A13 – A1089 Intersection and then westwards via Stifford Clays Road.
A13 Stifford Interchange	The inspection returned to the A13 Stifford Interchange and Route 9 ended.

### Day 3: 15 February 2023: Morning

**Route 10** (A13 Stifford Interchange, Stifford Clays Road (B188) to Orsett) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at the A13 Stifford Interchange on Map 3, Annex B	The inspection proceeded eastwards, north of Little Thurrock, along the Stifford Clays Road. Initially south of the A13 alignment, the road runs north through an underpass and then eastwards again, towards Baker Street. High Road was taken, observing the rest of the villages of Baker Street and Orsett,
Orsett Hall	Orsett Hall was inspected as a possible hearing venue and Route 10 ended.

**Route 11** (A13 to M25 Junction 30 southbound, A282 QEII Bridge, A2 eastbound, to St Mary the Virgin Church, Chalk) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at Orsett Hall on Map 3, Annex B	<p>The ExA drove a route from Orsett Hall via the A13 to Chalk near Gravesham to observe the existing M25 southbound from Junction 29 to the commencement of the A282 Dartford Crossing. The route passed southwards over the Queen Elizabeth II bridge, exiting the A282 to the eastbound A2. Exiting the A2 at Singlewell, a suburban route to Chalk via Valley Drive Singlewell, Riverview Park and Thong Lane was taken. The A226 Gravesham Road eastbound and Church Lane, Chalk were taken to the Church of St Mary the Virgin, Chalk.</p> <p>As the majority of this route consists of motorway and dual carriageway roads, no stops were made, and no observation points are recorded. The ExA remained alive to issues and features of relevance to the examination of the LTC application throughout the journey.</p>
St Mary the Virgin, Chalk	Commenced inspections on foot of the proposed LTC southern route and portal from St Mary the Virgin, Chalk, near Gravesham.

**Route 11.1** (Footpaths between Chalk, Thong and Riverview Park) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at St Mary the Virgin, Chalk on Map 4, Annex B	The inspections on foot commenced at the Church of St Mary the Virgin, Chalk. A public right of way (PRoW) to the east of the church returned the ExA to the A226 Gravesham Road. Crossing the road, agricultural land proposed as the works site for the LTC southern portal was inspected. The relationship between the works proposals and the surrounding landscape, use and development were noted.
PRoW – Chalk	A junction between several PRoWs identifies the general location of the proposed southern portal.
PRoW – Southern Valley Golf Course	The inspection continued south-westwards along the proposed LTC alignment towards Riverview Park, observing the Southern Valley Golf Course, the wooded ridge above Shorne to the south and residential areas and community facilities (leisure centre and schools) to the north.
Thong Lane southwards	The inspection turned to the south along Thong lane, crossing the proposed LTC alignment. Observations of the relationship between the proposed alignment and existing residential properties in Riverview Park and the hamlet of Thong were made.

Location(s)	Relevant Observations
PRoW – Thong towards A13 Cobham	A PRoW was taken across open land from Thong south westwards towards Cobham, Claylane Wood and the existing A2 alignment. This enabled the proposed LTC alignment between Thong and Riverview Park and the northern elements of the proposed A2 – M2 – LTC intersection to be observed, before returning to Thong Lane.
Thong Lane northwards	The inspection returned to Riverside Park northwards via Thong Lane, and then descended the hill towards the A226 Gravesham Road. The relationship between existing residential areas and community facilities and the proposed LTC alignment and southern portal were noted.
PRoW – Chalk	A PRoW within the proposed LTC work site was taken, returning the inspection to the PRoW junction marking the southern portal site. Relationships between residential areas and community facilities and the proposed works site were again noted.
St Mary the Virgin, Chalk	The inspection concluded at St Mary the Virgin, Chalk.

### Day 3: 15 February 2023: Afternoon

**Route 12** (Chalk to Shorne, Shorne Woods, A2 Brewers Road intersection, Thong and Ifield) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at St Mary the Virgin, Chalk on Map 4, Annex B	Church Lane and the A226 Gravesham Road were taken eastwards towards Shorne.
Shorne	The village of Shorne was accessed via Crown Lane. The Street was driven to access Tanyard Hill and the Ridgway
Brewers Road	From the Ridgway the inspection moved west along Brewers Rad through Shorne Woods to the A2 Brewers Road intersection.
Darnley Lodge Lane	Darnley Lodge Lane was taken from the intersection to return to Thong Lane.
Thong Lane and Thong	Thong Lane was driven from south to north to provide additional views of the hamlet of Thong.
Ifield Road	The Shorne – Ifield Road was driven from Thong to Shorne, observing the relationship between the landform and woodland and the extent to which there might be views from Shorne and Shorne Woods towards the LTC southern portal work site.
Shorne	Route 12 ended in the centre of the village of Shorne, adjacent to the village hall.







**Route 12.1** (Footpaths in Shorne Woods Country Park, Randall Heath) viewed the following:

Location(s)	Relevant Observations
Inspections commenced at Shorne Village Hall, the Street, Shorne on Map 4, Annex B	Tanyard Hill and Woodlands Lane were driven to return to Brewers Road.
Shorne Woods Country Park	The vehicles were parked in the car park, A circular walk was taken to and from Cardiac Hill, aiming to determine the extent to which views could be obtained from Shorne Woods and ridge towards the proposed LTC alignment and southern portal work site. The inspection concluded at Shorne Woods Country Park carpark.

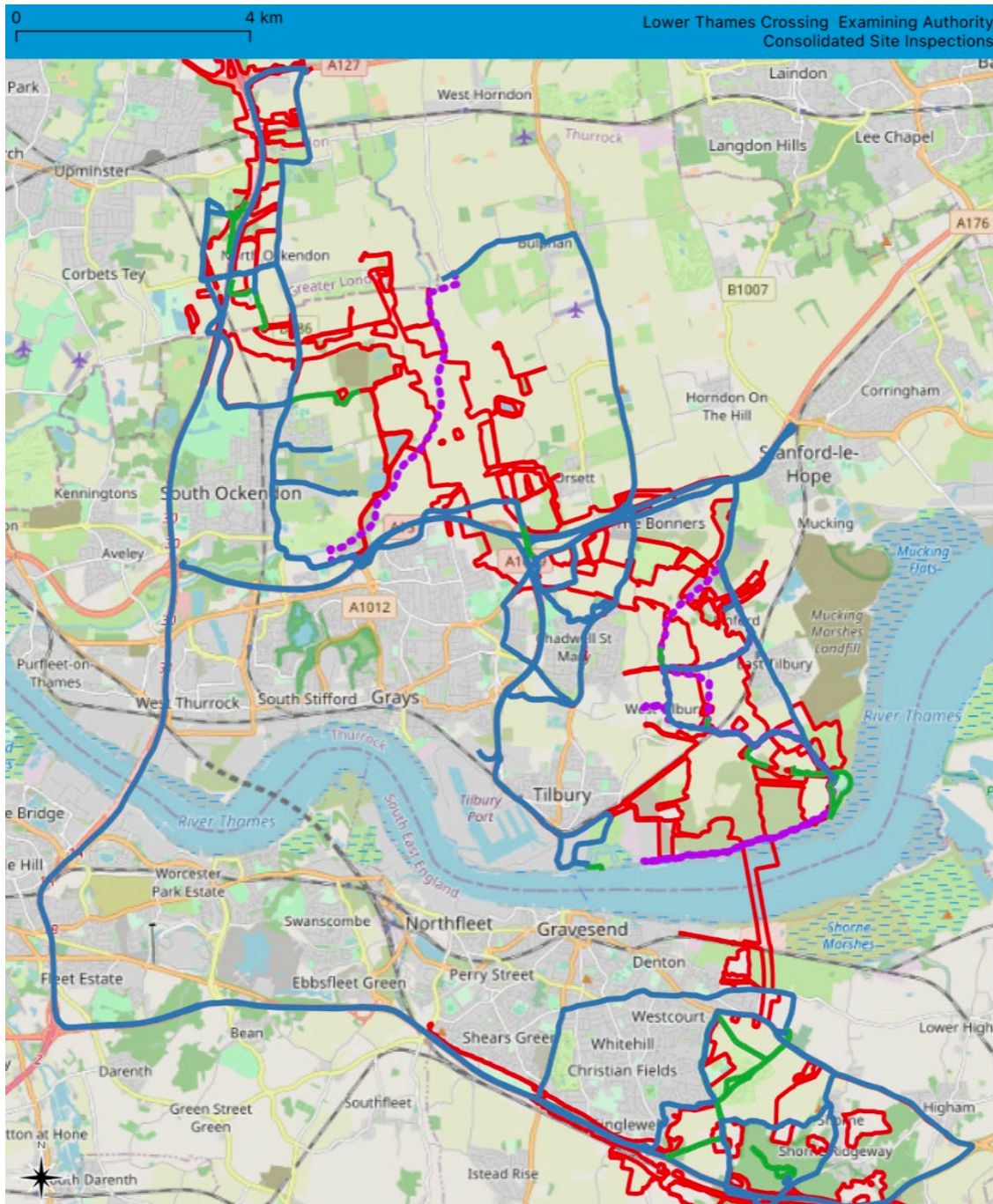
The Dartford Hilton, a potential hearing venue, was then inspected.

## Annex A

### Key

Draft DCO Boundary	
Car-based inspections	
Inspections on foot	
Inspections on bike	




### Consolidated Site Inspections Summary Plan



All maps - Base Map Source: © [Open Street Map](#) Contributors (EPSG: 3857 – WGS 84) via QGIS (February 2023)  
Do not scale.

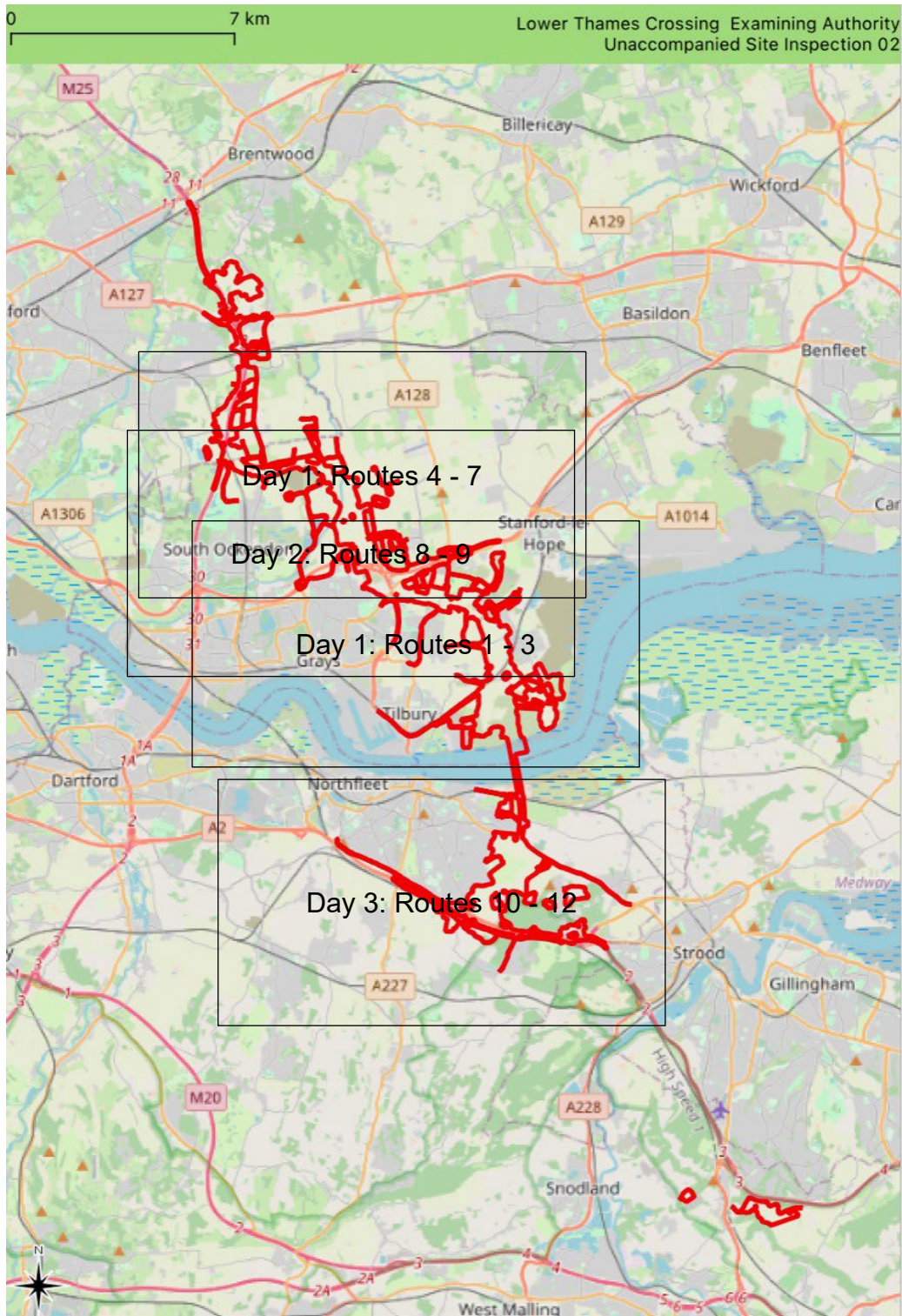
**Annex B**

**Key**

- Draft DCO Boundary 
- Car-based inspections 
- Inspections on foot 

**Site Inspections (USI-02): Key Plan**





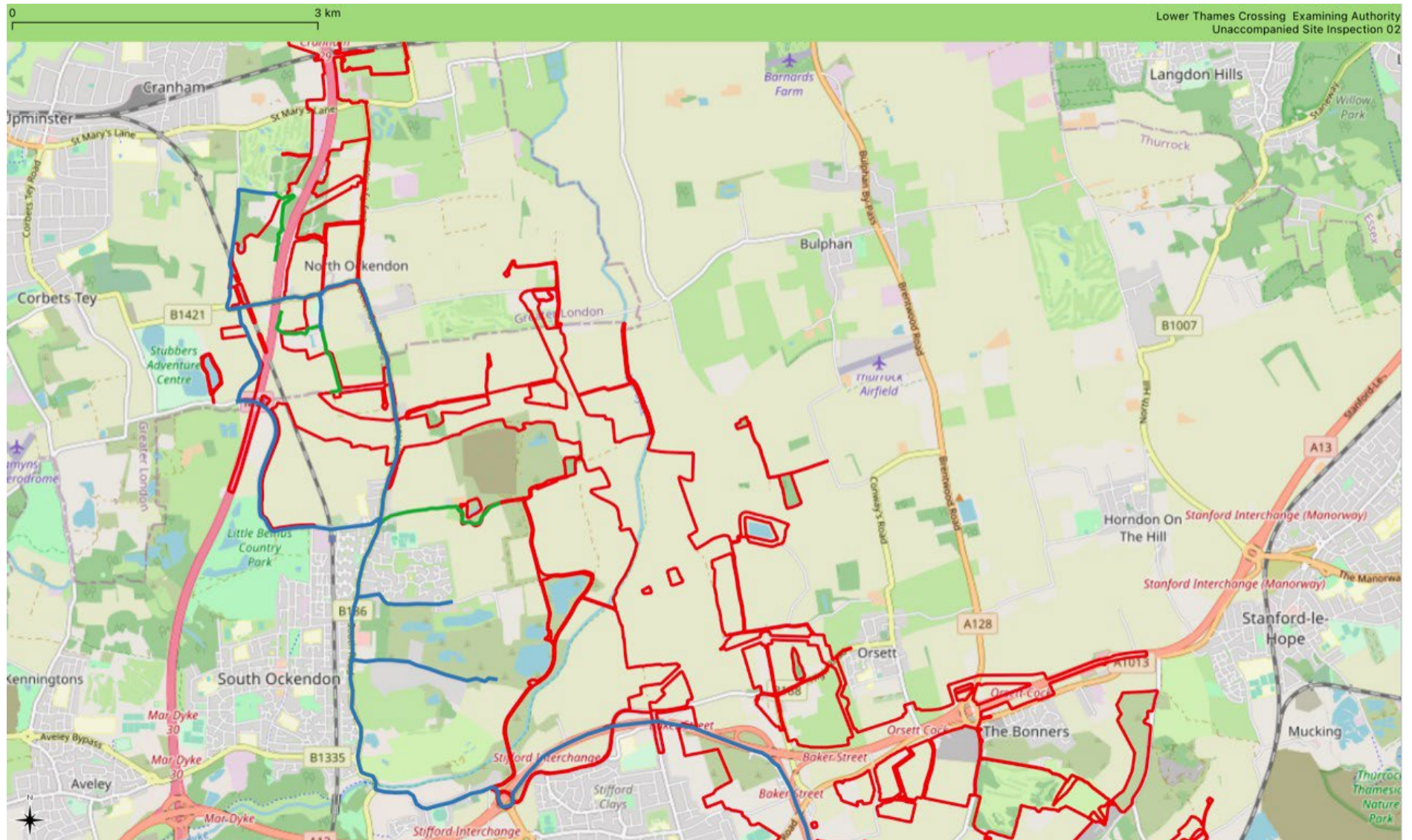


Map of the Tilbury area showing the River Thames, major roads (A128, A1012, A1013, A126, A189, A226, B1335, B186), and various locations including South Ockendon, Stifford, Grays, Tilbury, and West Tilbury. The map highlights the proposed crossing route with a blue line and the existing crossing route with a red line.



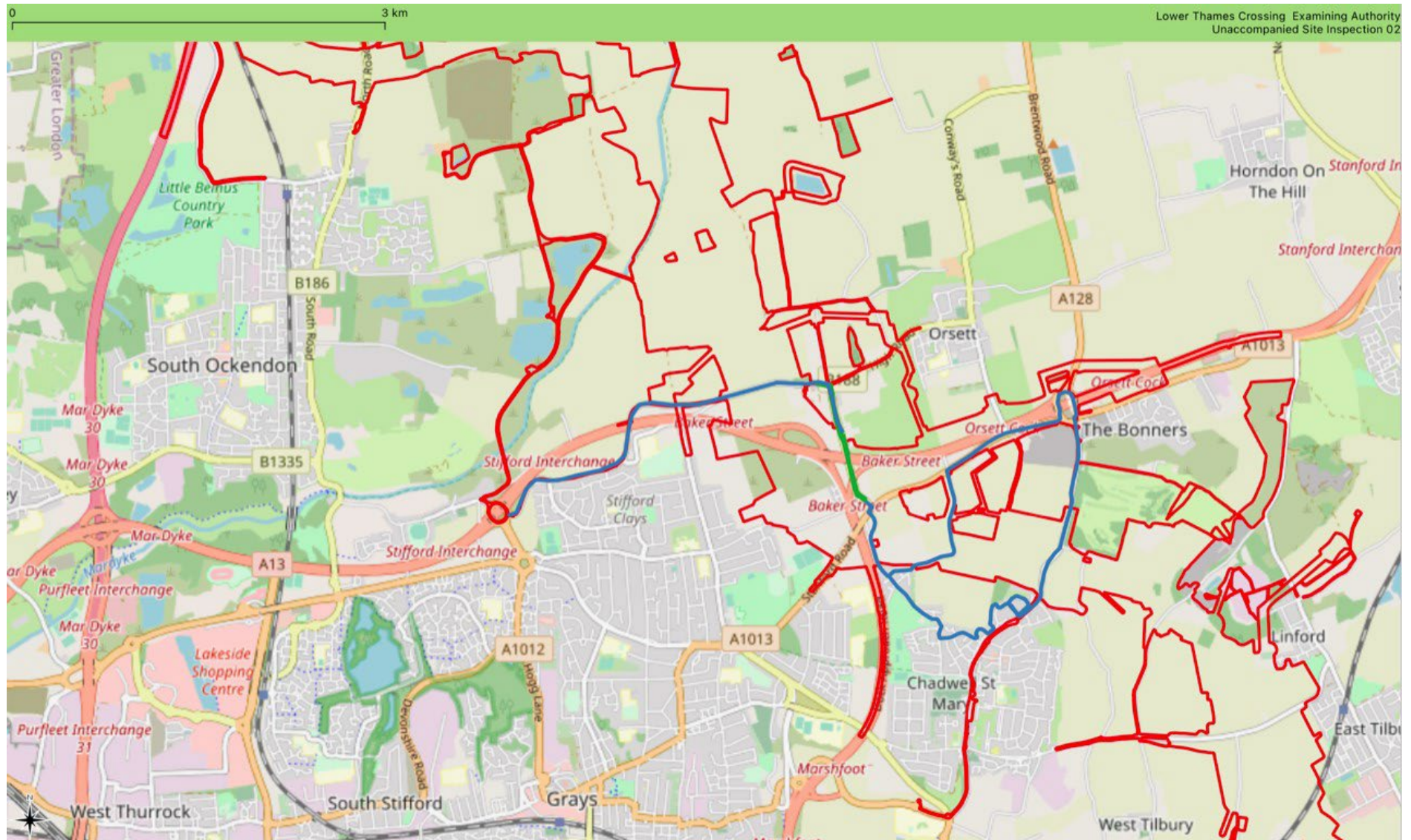
## Map 2

### Day 1: Routes 4 – 7





Map 3  
Day 2: Routes 8 – 9





**Map 4**  
**Day 3: Route 10 – 12**

