



## Application by National Highways for the Lower Thames Crossing

Case reference: TR010032

### Examining Authority's Note of an Unaccompanied Site Inspection (USI) undertaken on 21 and 22 March 2023 (USI-03)

#### 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 and the note for USI-02 [\[SI-002\]](#) taken together describe 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 third unaccompanied site inspection (USI-03) on 21 and 22 March 2023, to support examination of an application for development consent for the proposed Lower Thames Crossing (LTC) (the application).

The inspections were undertaken by one member of the ExA: Rynd Smith (Panel Lead), with Planning Inspectorate staff (Aamina Khan, Nick Manley & Rosamund Parker) working on the application.

The purpose of the inspection was primarily to familiarise Planning Inspectorate staff working on the application with the site and surrounds of the proposed development both north and south of the River Thames. USI-03 inspected locations already inspected in USI-01 and USI-02, in all but one instance repeating routes used in USI-02. Repeat inspections of previously inspected routes and locations are not recorded in detail in this note unless different observations were made or changed circumstances were observed.

The inspection was carried out over two days, with the first day, 21 March 2023 (**Day 1**) held in the local authority areas of Thurrock Council and the London Borough of Havering and the second day, 22 March 2023 (**Day 2**) held in the local authority areas of Dartford Council and Gravesham Council (Kent). The route numbers recorded here are the same as those used in the note for USI-02 (although the order in which some routes were taken was changed), and detailed mapping for each route can be found in Annex B to that note. Summary consolidated maps of the routes taken in USI-03 can be seen in **Annex B** to this note.

#### 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 (B186) and views into the Mardyke<sup>1</sup> Valley by car, amended en route to add;
- 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.
- Route 4.1: Hall Lane, South Ockendon on foot;
- Route 5: South 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;
- Route 6: North Ockendon to Thames Chase Forest Park by car;
- Route 6.1: Thames Chase Forest Centre and M25 on foot; and
- 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**

Day 2 inspections were undertaken by car and on foot, commencing at 10am and concluding at 3:00pm. The following routes were taken:

### **Morning**

- Route 11.1: Footpaths between Chalk, Thong and Riverview Park on foot; and
- Part of Route 12: Chalk to Shorne, Shorne Woods, finishing at A2 Brewers Road intersection.

### **Afternoon**

- Route 12.1: Shorne Woods Country Park, Randall Heath.

The weather was overcast with rain at the start, clearing by 11am. There was good long-range visibility throughout.

The route itemised in the following table is the only route in respect of which significantly different observations and changed circumstances were noted from those inspected in USI-02.

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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](#)].

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

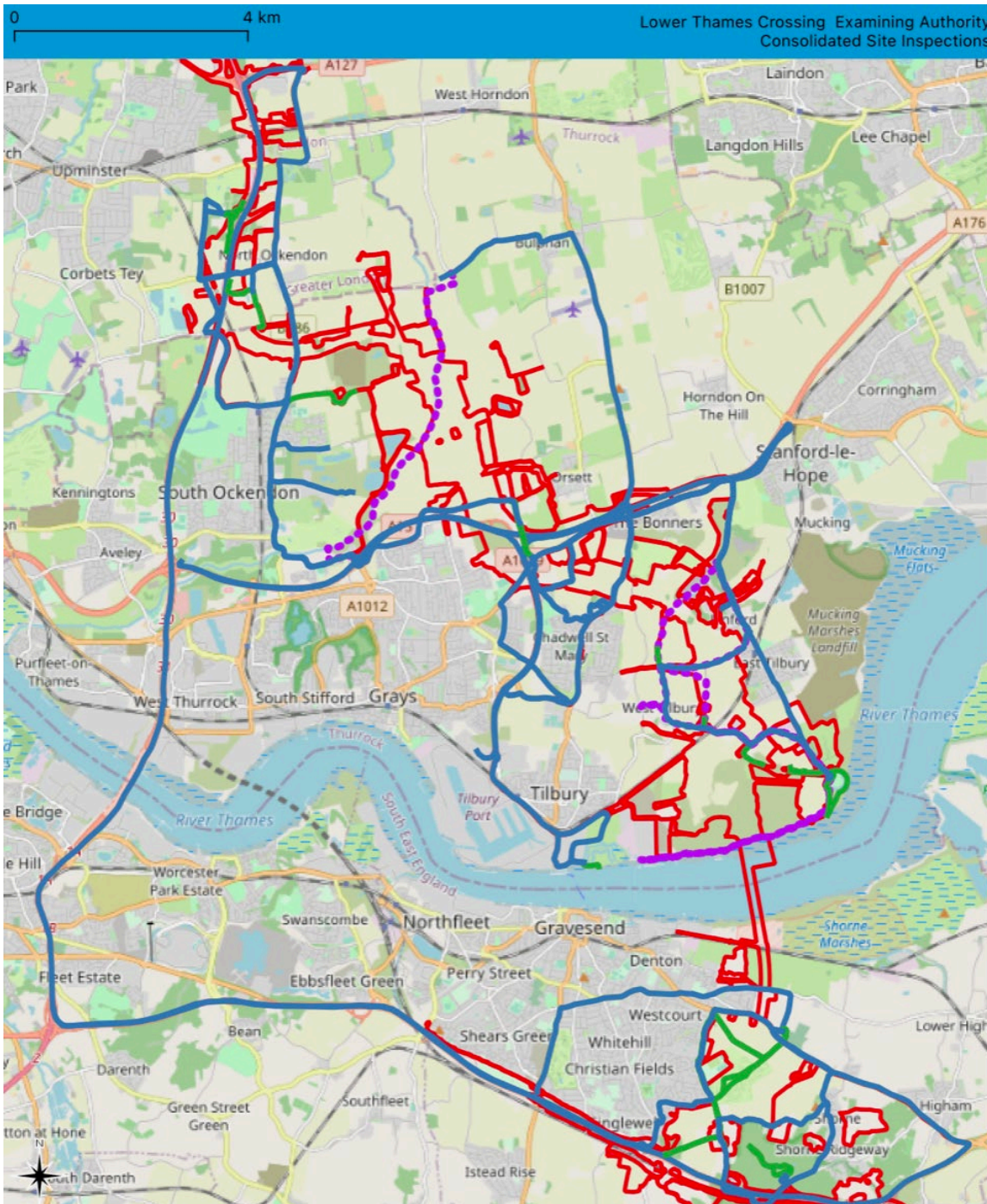
<b>Location(s)</b>	<b>Relevant Observations</b>
Inspections commenced at The Green, South Ockendon, on USI-02 <a href="#">[SI-002]</a> Map 2, Annex B	The Hall Lane PRoW was taken to the east to observe the possible effect of the LTC alignment in construction or operation on South Ockendon, on the setting of historic buildings or on the landscape of the Mardyke valley.
South Ockendon Hall	South Ockendon Hall was observed.
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. A substantial solar farm development was observed to be under construction. The PRoW was followed further to the east than in USI-02 in order to observe the location and extent of the solar farm works.
The Green, South Ockendon	Returned to vehicles via the PRoW.

# 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.

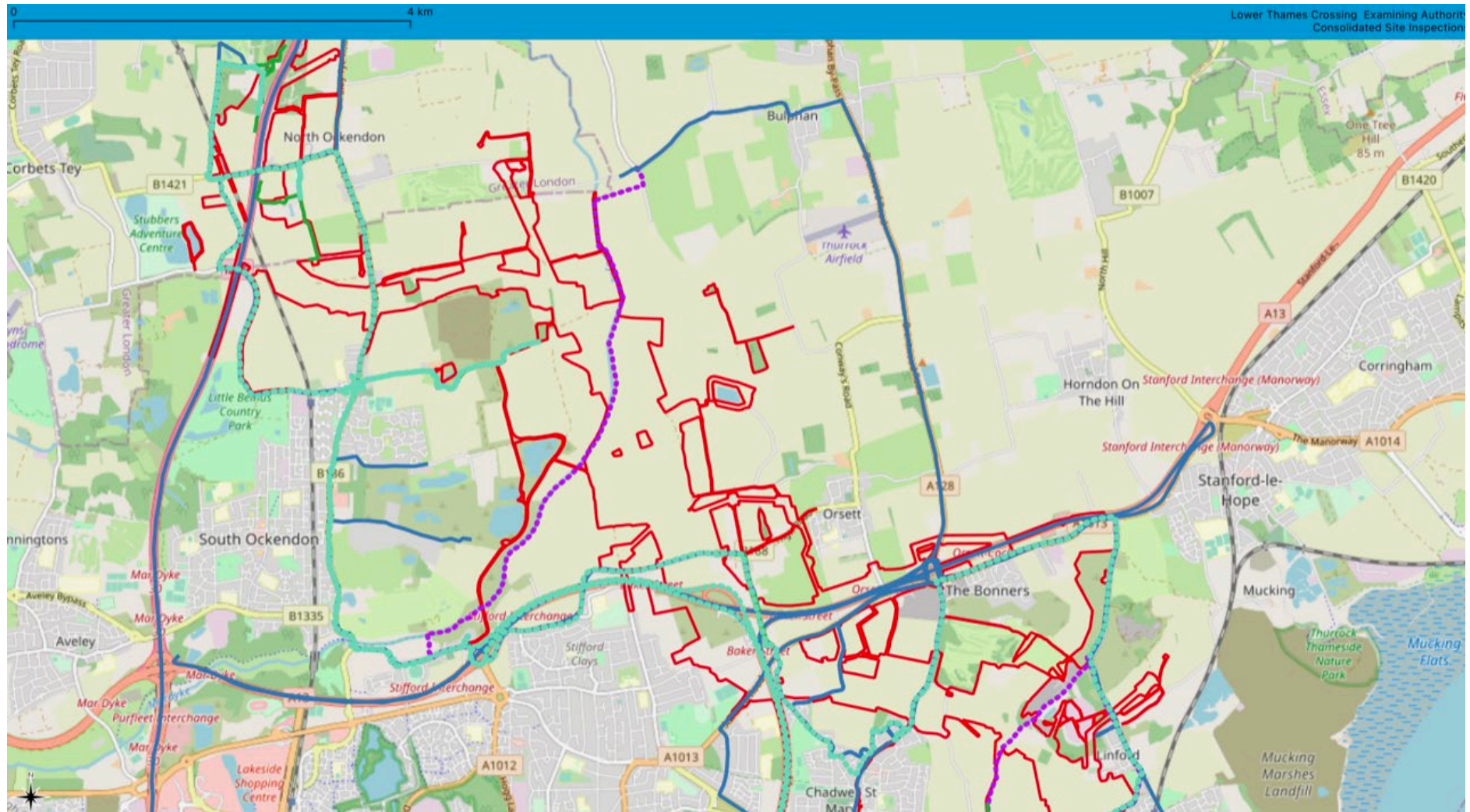
**Annex B**

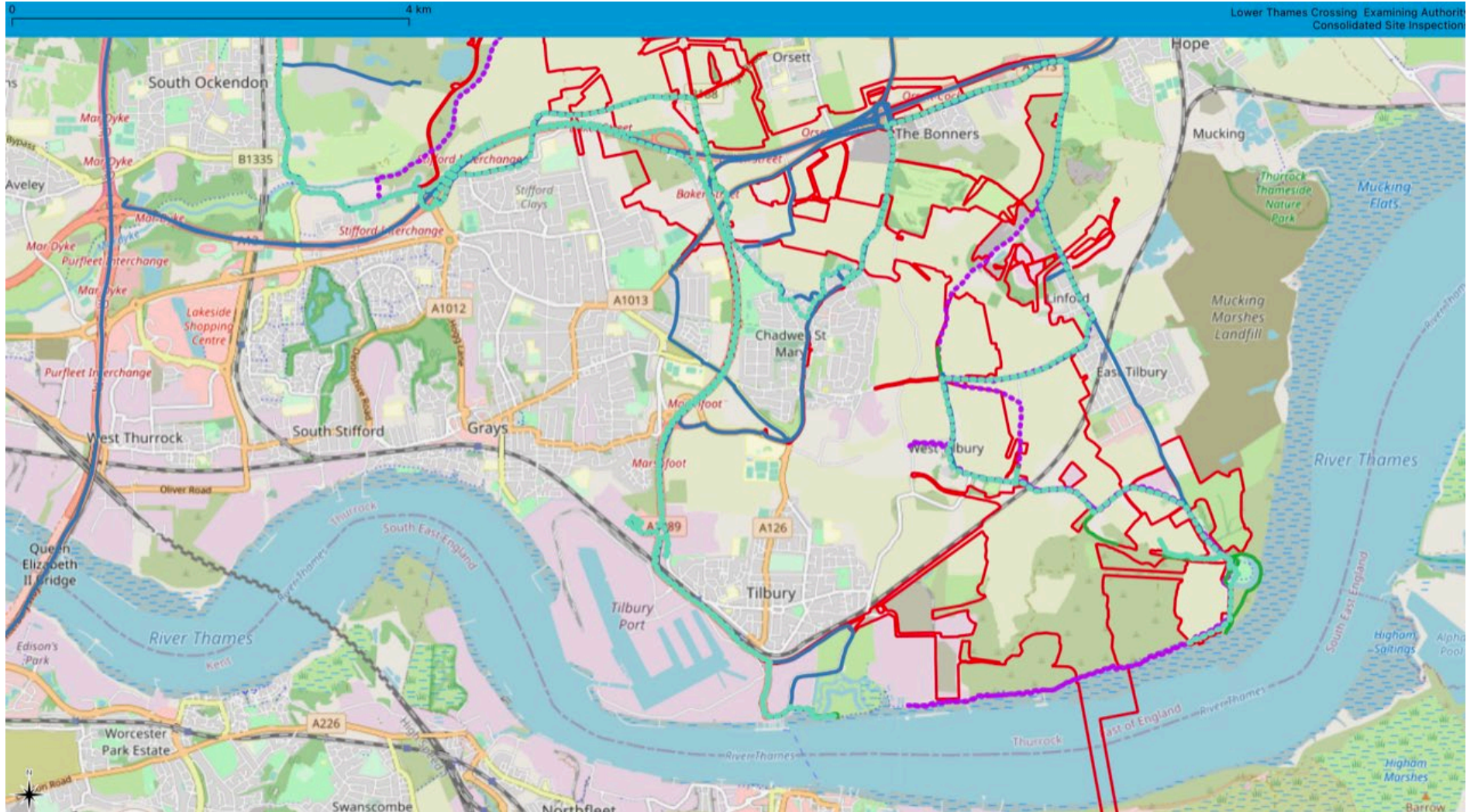
**Key**

Draft DCO Boundary 

Consolidated inspection routes for USI-03 

# Site Inspections (USI-03): Consolidated Routes (Day 1)





## Site Inspections (USI-03): Consolidated Routes (Day 2)

