

Rynd Smith and ExA
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Date 12 June 2023

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Inc: Rynd Smith and the other members of the ExA Janine Laver, Ken Pratt, Ken Taylor and Dominic Young.

Submitted by ExA Portal and email to
LowerThamesCrossing@planninginspectorate.gov.uk

Dear All

Our references: 20035860 and 20035861
Your reference: the Lower Thames Crossing Development Consent Order

These are our comments in response to National Highways – Lower Thames Crossing – 8.6 Applicant's Proposed Site Inspection Itinerary.

We do not think that the ASI programme properly captures our client's landholdings both at Codham Hall and South Codham.

At present the programme seems to suggest a "drive through" observing M25 Junction 29 and does not indicate a "stop" at these sites. My client: Christopher Padfield has advised me that he would facilitate any access to the land and would make himself available on Days 2 and 3 to assist as required.

As noted in our Relevant Representations (and those of Pinsents on behalf of St Modwen), the Lower Thames Crossing affects the above parcels and the future delivery of an important employment use at South Codham. Both sites have been through a very recent local plan process as part of the Brentwood Local plan and are key employment sites for Brentwood Borough; Brentwood Enterprise being the largest employment site and central to Brentwood Council's strategy for job growth on the north side of the proposed crossing and which will support a successful local economy.

We would respectfully request the Inspectors allow time in the programme to stop and view these sites; in particular the land that is proposed for the Brentwood Enterprise Site which is currently in use for employment purposes and is the subject of a substantial, current planning application. We would also be grateful if the Inspectors note the scope of the existing uses at South Codham, so the Examination Authority have a clear understanding of how valuable these uses are to the area and the delivery of employment.

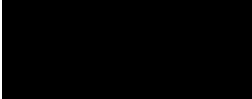
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We would also like the Examination Authority to have clear understanding of the local road network and uses surrounding Junction 29 and would also request noting our client's landholding to the West of the M25 Junction 29 which will be land locked because of the scheme.

As far as our client's land holdings in South Ockenden are concerned we also assume that the Inspectors will carry out inspections in this area.

We assume that the Programme Officers will revert to us on this matter on behalf of the Inspectors so arrangements and dates can be confirmed.

Yours faithfully



Gateley Legal