



Mr Mee Access table prepared by Peter Cole of Ceres Property

Applicant's Plan which has been annotated by Peter Cole	Plan 1	Plan 1	Plan 1
Current Access	Mr Mee's current access to the field outlined in purple is from the arable field to the north.	Mr Mee's current access to the field outlined in purple is currently from the arable field to the north.	Mr Mee's current access to the field outlined in purple is currently from the arable field to the north.
Applicant's proposed replacement access to allow continued use of retained arable land	Point A on the above plan	Point B on the above plan	Point C on the above plan but not provided by the Applicant.
Description of Applicant's proposed replacement access	There is an existing access where the Applicant proposes to provide its replacement access which is Approx 3 metres in width	There is an existing access where the Applicant proposes to provide its replacement access which is Approx 4 metres in width	Access is barred
Effects of LTC Scheme, and comments on the suitability of replacement access	Lower Thames Crossing will sever the current access. There is an existing access to the arable land from North Road at "Point A" which the Applicant has proposed as the main access point to the arable land. A new WCH is also proposed that will interact with this access, and	Lower Thames Crossing will sever the current access. There is an existing access from North Road at "Point B" which the Applicant has proposed as the main access point to the arable land.	Lower Thames Crossing will sever the current access. There is no designed access to this retained land and access is barred

Mr Mee Access table prepared by Peter Cole of Ceres Property

	<p>it will be used as a maintenance track by the Applicant.</p> <p>Applicant’s proposed access is not suitable:</p> <ol style="list-style-type: none"> 1. For safety reasons with the interaction with vehicles using North Road. 2. The access is currently not wide enough nor suitable for modern agricultural equipment. 3. It will not prevent unauthorised access. 	<p>Applicant proposed access is not suitable:</p> <ol style="list-style-type: none"> 1. For safety reasons with the interaction with vehicles using North Road. 2. The access is currently not wide enough nor suitable for modern agricultural equipment. 3. It will not prevent unauthorised access. 	
Photo from Roadside			
Orientation of Photo	Looking east into “Point A”	Looking west into “Point B”	N/A
Result of lost access	The Applicant is trying to utilise an existing access as a replacement but what is currently there is not suitable and without improvements, Mr Mee cannot farm the land.	The Applicant is trying to utilise an existing access as a replacement but what is currently there is not suitable and without improvements, Mr Mee cannot farm the land.	There is no access provided by the Applicant. Without one Mr Mee cannot farm the land.

Mr Mee Access table prepared by Peter Cole of Ceres Property

<p>Mr Mee's need for new access</p>	<p>Access to this land is required of at least 5 metres in width and suitable for a turning circle to cater for farm vehicles and machinery (e.g. combine and tractor and trailers). This may need to be wider to comply with highway safety requirements i.e the need for visibility splays to ensure that it is safe.</p> <p>Access to the land will need to provide suitable security measures i.e. a reinforced gate with poacher blocks to prevent unauthorised access.</p> <p>It is the case in this part of south Essex, near to a large urban conurbation and easy main routes of road access that the pressure from unauthorised users is evidently of such a degree that when barriers have been used, they have been damaged.</p> <p>We are unaware of how often this access track will be used by the Applicant for maintenance and if passing bays will need to be provided if this access will be shared. It is unclear how the WCH will interact with the agricultural access as we don't know the design requirements of the WCH.</p>	<p>Access to this land is required of at least 5 metres in width and suitable for a turning circle to cater for farm vehicles and machinery (e.g. combine and tractor and trailers). This may need to be wider to comply with highway safety requirements i.e the need for visibility splays to ensure that it is safe.</p> <p>Access to the land will need to provide suitable security measures i.e. a reinforced gate with poacher blocks to prevent unauthorised access.</p> <p>It is the case in this part of south Essex, near to a large urban conurbation and easy main routes of road access that the pressure from unauthorised users is evidently of such a degree that when barriers have been used, they have been damaged.</p> <p>Any works to the Applicant's proposed access location will need to interact with the existing electricity pole and footpath adjacent to the access.</p>	<p>The Applicant needs to provide an access from "Point A" from North Road. This will need to be at least 5 metres in width and suitable for a turning circle to cater for farm vehicles and machinery (e.g. combine and tractor and trailers). This may need to be wider to comply with highway safety requirements i.e the need for visibility splays to ensure that it is safe.</p> <p>Access from North Road at "Point A" will need to provide suitable security measures i.e. a reinforced gate with poacher blocks to prevent unauthorised access.</p> <p>The access route will be over third party land. Mr Mee will need specific rights.</p> <p>The Applicant needs to provide an access track which is at least 5 metres in width from "Point A" to connect into this land. If the access track is to be shared with the Applicant we need to know how often this access track will be used for maintenance and if passing bays will need to be provided if this access will be shared.</p>
--	---	---	---




Mr Mee Access table prepared by Peter Cole of Ceres Property

Overall conclusions on Applicant Proposal for access	<p>Applicant has suggested an alternative access using an existing access from North Road.</p> <ol style="list-style-type: none">1. There is no detailed design on the specifications requested above.2. There is no detail on for a shared access between the Applicant and our Client and there should be no conflict between access for maintenance and to use the land for farming.3. There is no detailed design on the how the WCH will interact with the access and how unauthorised access can be prevented.	<p>In their current designs, the Applicant has suggested an alternative access using an existing access from North Road, but we have the following observations:</p> <ol style="list-style-type: none">1. There is no detailed design on the specifications requested above.2. There is no detail on shared access between the Applicant and our Client and there should be no conflict between access for maintenance and to use of the land for farming.	<p>In their current designs, the Applicant has not provided an access to this land. The Applicant will need to provide:</p> <ol style="list-style-type: none">1. An access to this land in line with the specifications requested above.2. Detailed design on the specification requested above3. There is no detail on a shared access between the Applicant and our Client and there should be no conflict between access for maintenance and to use the land for access to farm the arable field.
---	--	---	--

Mr Mee Access table prepared by Peter Cole of Ceres Property

Applicant's Plan which has been annotated by Peter Cole	Plan 2	Plan 3	Plan 4
Current Access	Access to the field outlined in purple is currently taken from North Road by "Redcroft Forge", further south and over the arable fields.	Access to the field outlined in purple is currently taken from North Road by "Redcroft Forge", further south and over the arable fields.	Access to the field outlined in purple is currently taken from Ockendon Road, over the arable field known has Hobbs Hole Field and over Pike Lane.
Applicant's proposed replacement access to allow continued use of retained arable land	Point D on the above plan	Point E on the above plan	Point F on the above plan but not provided by the Applicant.
Description of Applicant's proposed replacement access	There is an existing access where the Applicant proposes to provide its replacement access which is Approx 4 metres in width	There is an existing access (entrance of Church Lane) where the Applicant proposes to provide its replacement access which is Approx 14 metres in width	Access is barred
Effects of LTC Scheme, and comments on the suitability of replacement access	<p>Lower Thames Crossing will sever the current access through the arable fields.</p> <p>There is an existing access to the arable land from North Road at "Point D" which the Applicant has proposed as the main access point to the arable land. A new WCH is also</p>	<p>Lower Thames Crossing will sever the current access through the arable fields.</p> <p>There is an existing access from Ockendon Road at "Point E" which the Applicant has proposed as the main access point to the arable land.</p>	<p>Lower Thames Crossing will sever the current access.</p> <p>There is no designed access to this retained land and access is barred.</p> <p>Access up Pike Lane is not suitable for</p>

Mr Mee Access table prepared by Peter Cole of Ceres Property

	<p>proposed that will interact with this access, and it will be used as a maintenance track by the Applicant.</p> <p>Applicant’s proposed access is not suitable:</p> <ol style="list-style-type: none"> 1. For safety reasons with the interaction with vehicles using North Road and the property known as 4 Groves Farm Cottages. 2. The access is currently not wide enough nor suitable for modern agricultural equipment. 3. It will not prevent unauthorised access. 	<p>Applicant’s proposed access is not suitable:</p> <ol style="list-style-type: none"> 1. For safety reasons as Church Lane does not provide a suitable width for agricultural equipment because of residents parking their vehicles on the roadside. 	<p>agricultural equipment with the width restrictions and crossing over the Railway bridge. Access down Pike Lane is not suitable for agricultural equipment with the width restrictions and the distance from the farmstead.</p>
<p>Photo from Roadside</p>			
<p>Description of Photo</p>	<p>Looking north with “Point C” on the left-hand side</p>	<p>Looking south down Church Lane by “Point E”.</p>	<p>Looking north at existing access from Ockendon Road which is to be removed by the Applicant</p>
<p>Result of lost access</p>	<p>The Applicant is trying to utilise an existing access as a replacement but what is currently there is not suitable and without improvements, Mr Mee cannot farm the land.</p>	<p>The Applicant is trying to utilise an existing access as a replacement but what is currently there is not suitable and without improvements, Mr Mee cannot farm the land.</p>	<p>There is no access provided by the Applicant. Without one Mr Mee cannot farm the land.</p>

Mr Mee Access table prepared by Peter Cole of Ceres Property

<p>Mr Mee's need for new access</p>	<p>Access to this land is required of at least 5 metres in width and suitable for a turning circle to cater for farm vehicles and machinery (e.g. combine and tractor and trailers). This may need to be wider to comply with highway safety requirements i.e the need for visibility splays to ensure that it is safe.</p> <p>Access to the land will need to provide suitable security measures i.e. a reinforced gate with poacher blocks to prevent unauthorised access.</p> <p>It is the case in this part of south Essex, near to a large urban conurbation and easy main routes of road access that the pressure from unauthorised users is evidently of such a degree that when barriers have been used, they have been damaged.</p> <p>We are unaware of how often this access track will be used by the Applicant for maintenance and if passing bays will need to be provided if this access will be shared. It is unclear how the WCH will interact with the agricultural access as we don't know the design requirements of the WCH.</p>	<p>Should "Point E" be used, then Church lane would need to be widened to accommodate agricultural equipment and allow residents to park their vehicles on the roadside.</p> <p>The Applicant needs to provide an access from "Point D" from North Road. This will need to be at least 5 metres in width and suitable for a turning circle to cater for farm vehicles and machinery (e.g. combine and tractor and trailers). This may need to be wider to comply with highway safety requirements i.e the need for visibility splays to ensure that it is safe. Access from North Road at "Point D" will need to provide suitable security measures i.e. a reinforced gate with poacher blocks to prevent unauthorised access.</p> <p>The Applicant needs to provide an access track which is at least 5 metres in width from "Point D" to connect into this land. If the access track is to be shared with the Applicant we need to know how often this access track will be used for maintenance an construction and if passing bays will need to be provided if this access will be shared.</p>	<p>Access to this land at "Point F" is required of at least 5 metres in width and suitable for a turning circle to cater for farm vehicles and machinery (e.g. combine and tractor and trailers). This may need to be wider to comply with highway safety requirements i.e the need for visibility splays to ensure that it is safe.</p> <p>Access to the land will need to provide suitable security measures i.e. a reinforced gate with poacher blocks to prevent unauthorised access.</p> <p>It is the case in this part of south Essex, near to a large urban conurbation and easy main routes of road access that the pressure from unauthorised users is evidently of such a degree that when barriers have been used, they have been damaged.</p> <p>We are unaware of how often this access track will be used by the Applicant for maintenance and if passing bays will need to be provided if this access will be shared.</p>
<p>Overall conclusions on Applicant</p>	<p>The Applicant has suggested an alternative access using an existing access from North Road.</p>	<p>The Applicant has suggested an alternative access using an existing access from Church Lane.</p>	<p>The Applicant has not provided an access to this land. The Applicant will need to provide:</p>




Mr Mee Access table prepared by Peter Cole of Ceres Property

<p>Proposal for access</p>	<ol style="list-style-type: none"> 1. There is no detailed design on the specifications requested above. 2. There is no detail on for a shared access between the Applicant and our Client during construction and there should be no conflict with use of the track to allow the land to be farmed. 3. There is no detailed design on the how the WCH will interact with the access and how unauthorised access can be prevented. 	<ol style="list-style-type: none"> 1. There is no detailed design on the specifications requested above. 2. Mr Mee would need to use "Point D" and can not use "Point E" unless Church Lane is widened. 3. There is no detail on a shared access between the Applicant and our Client during construction and there should be no conflict between access for construction and to use the track to access the land for farming. 	<ol style="list-style-type: none"> 1. An access to this land in line with the specifications requested above. 2. Detailed design on the specification requested above 3. There is no detail on a shared access between the Applicant and our Client and there should be no conflict between access for maintenance and to use the land for access to farm the arable field.
-----------------------------------	---	---	--

Mr Mee Access table prepared by Peter Cole of Ceres Property

Applicant's Plan which has been annotated by Peter Cole	Plan 4	Plan 4	Plan 5
Current Access	Access to the field outlined in purple is currently taken from Ockendon Road, over the arable field known as Hobbs Hole Field and over Pike Lane.	Access to the pond known as Hobb Hole Pond is currently from Pike Lane.	Access to the field outlined in purple is currently from Ockendon Road. The track is owned by National Highways as part of the M25 construction and our client has an all-purpose right of way over the track to farm the land.
Applicant's proposed replacement access to allow continued use of retained arable land	Point G on the above plan	Point H on the above plan	Point I on the above plan
Description of Applicant's proposed replacement access	Access is barred	Access is barred	There is an existing access where the Applicant proposes to provide its replacement access which is Approx 7 metres in width
Effects of LTC Scheme, and comments on the suitability of	Lower Thames Crossing will sever this current access. There is no designed access to this retained land and access to the land would be severed.	Lower Thames Crossing will sever this current access. There is no designed access to this retained	The land is proposed to be permanently acquired to accommodate a WCH route.

Mr Mee Access table prepared by Peter Cole of Ceres Property

<p>replacement access</p>	<p>Access up Pike Lane is not suitable for agricultural equipment with the width restrictions and crossing over the Railway bridge. Access down Pike Lane is not suitable for agricultural equipment with the width restrictions and the distance from the farmstead.</p>	<p>pond and access to the pond would be severed.</p>	
<p>Photo from Roadside</p>			
<p>Orientation of Photo</p>	<p>Looking north west along Pike lane with "Point G" to the left hand side.</p>	<p>Looking east at Pike lane to access Hobbs Hole Pond.</p>	<p>Looking east on Ockendon road with "Point I" on the right hand side.</p>
<p>Result of lost access</p>	<p>There is no access provided by the Applicant. Without one Mr Mee cannot farm the land.</p>	<p>There is no access provided by the Applicant. Without one Mr Mee cannot let the pond out for fishing or use it.</p>	<p>The track is scheduled to be permanently acquired removing Mr Mee's access rights over this track. Without access rights, Mr Mee will not be able to farm the land.</p>

Mr Mee Access table prepared by Peter Cole of Ceres Property

<p>Mr Mee's need for new access</p>	<p>Access to this land at "Point F" is required of at least 5 metres in width and suitable for a turning circle to cater for farm vehicles and machinery (e.g. combine and tractor and trailers). This may need to be wider to comply with highway safety requirements i.e the need for visibility splays to ensure that it is safe.</p> <p>We require an access from "Point G" of at least 5 metres in width to come off the arable field known as Hobbs Hole onto Pike Lane. This may need to be wider to comply with highway safety requirements i.e the need for visibility splays to ensure that it is safe.</p>	<p>Access to this pond at "Point H" will need to be at least 4 metres in width and suitable for a turning circle to cater for domestic vehicles. This may need to be wider to comply with highway safety requirements i.e the need for visibility splays to ensure that it is safe.</p> <p>Access to the land will need to provide suitable security measures i.e. a reinforced gate with poacher blocks to prevent unauthorised access.</p> <p>It is the case in this part of south Essex, near to a large urban conurbation and easy main routes of road access that the pressure from unauthorised users is evidently of such a degree that when barriers have been used, they have been damaged.</p>	<p>The existing access and track is sufficient for agricultural equipment and needs to remain.</p> <p>It is unclear how the WCH will interact with the agricultural access as we don't know the design requirements of the WCH.</p> <p>The applicant will need to provide an all-purpose right of way on the track to ensure the track can continue to be used by Mr Mee to access his arable fields.</p> <p>Access to the land will need to provide suitable security measures i.e., a reinforced gate with poacher blocks to prevent unauthorised access.</p> <p>It is the case in this part of south Essex, near to a large urban conurbation and easy main routes of road access that the pressure from unauthorised users is evidently of such a degree that when barriers have been used, they have been damaged.</p> <p>The Applicant will need to ensure the safe passage of any WCH users onto Ockendon Road which is a busy road with blind corners.</p>
--	---	--	--

Mr Mee Access table prepared by Peter Cole of Ceres Property

<p>Overall conclusions on Applicant Proposal for access</p>	<p>The Applicant has not provided an access to this land. The Applicant will need to provide:</p> <ol style="list-style-type: none"> 1. An access to this land in line with the specifications requested above. 2. Detailed design on the specification requested above 	<p>The Applicant has not provided an access to this pond. The Applicant will need to provide:</p> <ol style="list-style-type: none"> 1. An access to the pond in line with the specifications requested above. 2. Detailed design on the specification requested above 	<p>The Applicant has not provided access rights to this land. The Applicant will need to provide:</p> <ol style="list-style-type: none"> 1. An access to the land in line with the existing specifications 2. Detailed design on the specification requested above 3. There is no detailed design on the how the WCH will interact with the access and how unauthorised access can be prevented.

Mr Mee Access table prepared by Peter Cole of Ceres Property

Applicant's Plan which has been annotated by Peter Cole	Plan 6	Plan 7	Plan 8
Current Access	Access to the fields outlined in purple is currently from North Road.	Access to the fields outlined in purple is currently from Dennises Lane. The access is approx. 7 metres in width.	Access to the fields outlined in purple is currently from Dennis Road. The access is approx. 6 metres in width.
Applicant's proposed replacement access to allow continued use of retained arable land	Point J on the above plan	Point K on the above plan	Point L on the above plan
Description of Applicant's proposed replacement access	There is an existing access where the Applicant proposes to provide its replacement access which is Approx 10 metres in width	Access is barred	Access is barred
Effects of LTC Scheme, and comments on the suitability of replacement access	<p>The Applicant will use the access and track for construction and a new WCH and will be shared with the current use of accessing the arable land.</p> <p>The track is a single track road and is not suitable for additional users.</p>	The Applicant is proposing a new WCH which will block this access.	The Applicant is proposing a new WCH which will block this access.

Mr Mee Access table prepared by Peter Cole of Ceres Property

<p>Photo from Roadside</p>			
<p>Orientation of Photo</p>	<p>Looking south on North Road with "Point J" on the left hand side.</p>	<p>Looking east along Dennises Lane with "Point K" on the right hand side</p>	<p>Looking north on Dennis Road with "Point L" on the right hand side</p>
<p>Result of lost access</p>	<p>The Applicant is trying to utilise an existing access and provide multiple users down a single-track road. This will result unpassable traffic.</p>	<p>There is no access provided by the Applicant. Without one Mr Mee cannot farm the land.</p>	<p>There is no access provided by the Applicant. Without one Mr Mee cannot farm the land.</p>
<p>Mr Mee's need for new access</p>	<p>The existing access is sufficient for agricultural equipment and needs to remain.</p> <p>It is unclear how the WCH and construction traffic will interact with the agricultural access as we don't know the design requirements of the WCH. The access and track will need to be improved to cater for both uses.</p> <p>The Applicant will need to construct passing bays if this access will be shared with construction traffic.</p> <p>Access to the land will need to provide suitable</p>	<p>The existing access is sufficient for agricultural equipment and needs to remain.</p> <p>Suitable security measures i.e. a reinforced gate with poacher blocks to prevent unauthorised access will need to be installed. It is the case in this part of south Essex, near to a large urban conurbation and easy main routes of road access that the pressure from unauthorised users is evidently of such a degree that when barriers have been used, they have been damaged.</p>	<p>The existing access is sufficient for agricultural equipment and needs to remain.</p> <p>Suitable security measures i.e. a reinforced gate with poacher blocks to prevent unauthorised access will need to be installed. It is the case in this part of south Essex, near to a large urban conurbation and easy main routes of road access that the pressure from unauthorised users is evidently of such a degree that when barriers have been used, they have been damaged.</p>



Mr Mee Access table prepared by Peter Cole of Ceres Property

	<p>security measures i.e. a reinforced gate with poacher blocks to prevent unauthorised access. It is the case in this part of south Essex, near to a large urban conurbation and easy main routes of road access that the pressure from unauthorised users is evidently of such a degree that when barriers have been used, they have been damaged.</p>		
<p>Overall conclusions on Applicant Proposal for access</p>	<p>The Applicant has not detailed any improvements to the track to accommodate additional users. The Applicant will need to provide:</p> <ol style="list-style-type: none"> 1. An access to the land in line with the specifications which is existing today. 2. Detailed design on the specification requested above 3. There is no detailed design on the how the WCH will interact with the access and how unauthorised access can be prevented. 	<p>The Applicant has not provided an access to this land. The Applicant will need to provide:</p> <ol style="list-style-type: none"> 1. An access to the land in line with the specifications which is existing today. 2. Detailed design on the specification requested above 3. There is no detailed design on how the WCH will interact with the access and how unauthorised access can be prevented. 	<p>The Applicant has not provided an access to this land. The Applicant will need to provide:</p> <ol style="list-style-type: none"> 1. An access to the land in line with the specifications which is existing today. 2. Detailed design on the specification requested above 3. There is no detailed design on the how the WCH will interact with the access and how unauthorised access can be prevented.

Mr Mee Access table prepared by Peter Cole of Ceres Property

Applicant's Plan which has been annotated by Peter Cole	Plan 8	Plan 9
Current Access	Access to the fields outlined in purple is currently from Dennis Road. The access has a 10 meter width.	Access to the field outlined in purple is currently from the arable field to the south.
Applicant's proposed replacement access to allow continued use of retained arable land	Point M on the above plan but not provided by the Applicant.	Point N on the above plan
Description of Applicant's proposed replacement access	Access is barred.	There is no current access and this will be a new access
Current Access, Effects of LTC Scheme, and comments on the suitability of replacement access	The Applicant is proposing a new WCH which will block this access.	<p>A new WCH overpass on the Lower Thames Crossing will sever the current access to this land.</p> <p>The Applicant has currently designed a new access point to the severed arable land from Dennis Road.</p> <p>The Applicant is proposing a new WCH which will be in front of this new access.</p>

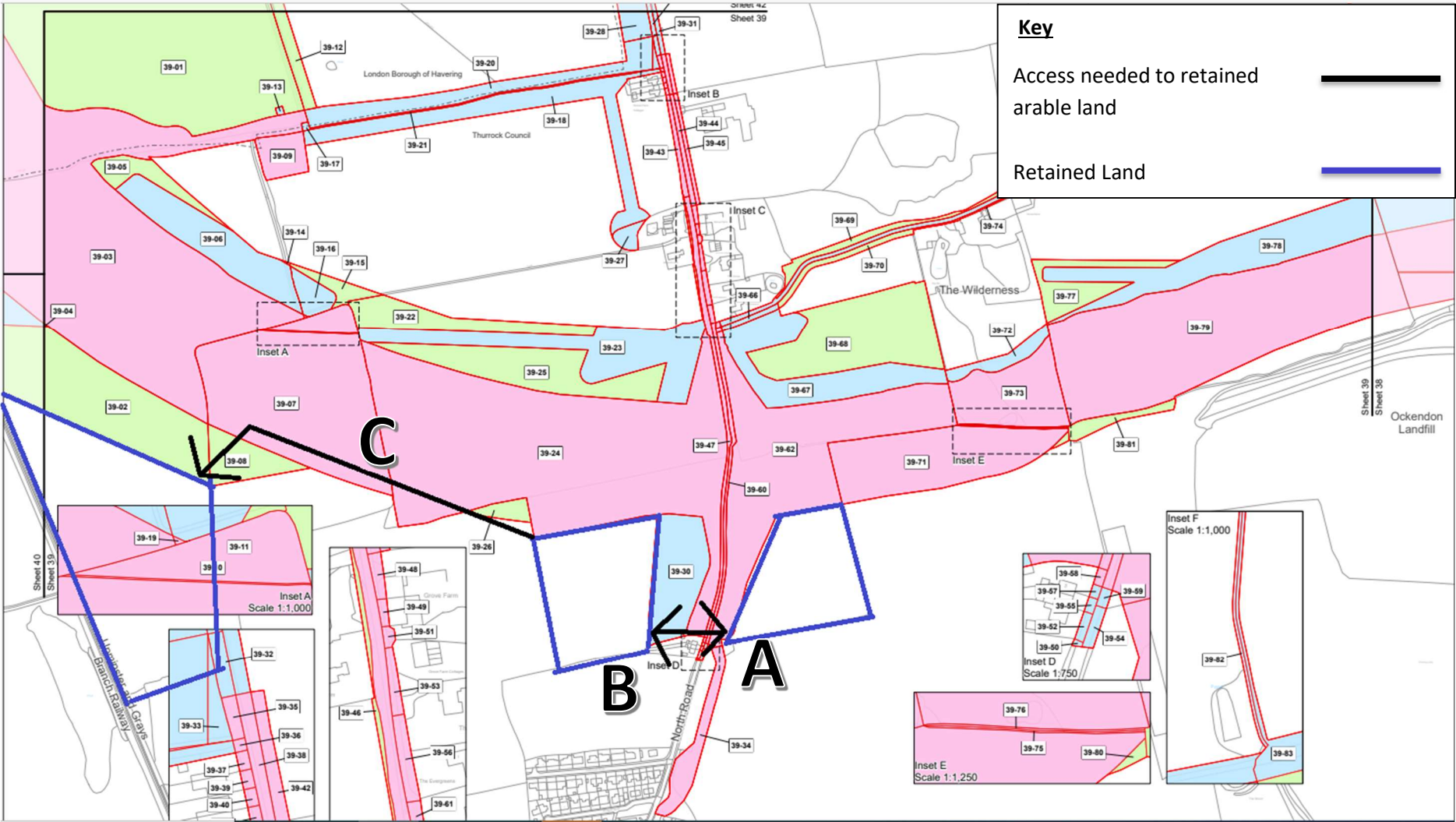
Mr Mee Access table prepared by Peter Cole of Ceres Property

<p>Photo from Roadside</p>		
<p>Orientation of Photo</p>	<p>Looking north on Dennis Road with "Point M" on the right hand side</p>	<p>Looking north on Dennis Road at the proposed new access location - "Point N"</p>
<p>Result of lost access</p>	<p>There is no access provided by the Applicant. Without one Mr Mee cannot farm the land</p>	<p>The Applicant is creating a new access to replace the lost access but without seeing the detail on the design it is unclear if it will be suitable for Mr Mee to access and farm the land.</p>
<p>Mr Mee's need for new access</p>	<p>The existing access is sufficient for agricultural equipment and needs to remain.</p> <p>Suitable security measures i.e. a reinforced gate with poacher blocks to prevent unauthorised access will need to be installed. It is the case in this part of south Essex, near to a large urban conurbation and easy main routes of road access that the pressure from unauthorised users is evidently of such a degree that when barriers have been used, they have been damaged.</p>	<p>Access to this land is required of at least 5 metres in width and suitable for a turning circle to cater for farm vehicles and machinery (e.g. combine and tractor and trailers). This may need to be wider to comply with highway safety requirements i.e the need for visibility splays to ensure that it is safe.</p> <p>Access to the land will need to provide suitable security measures i.e. a reinforced gate with poacher blocks to prevent unauthorised access.</p> <p>It is the case in this part of south Essex, near to a large urban conurbation and easy main routes of road access that the</p>

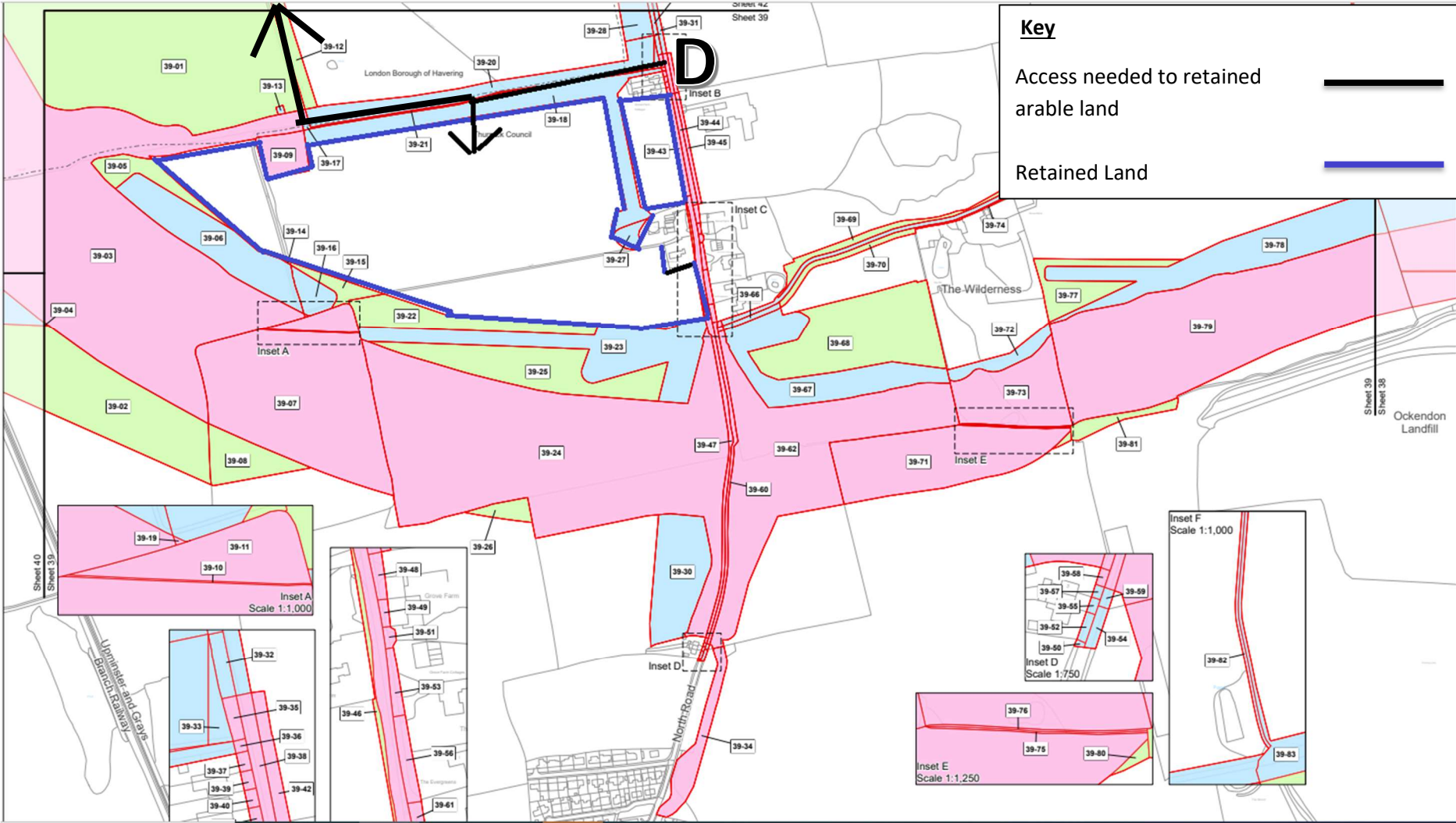
Mr Mee Access table prepared by Peter Cole of Ceres Property

		<p>pressure from unauthorised users is evidently of such a degree that when barriers have been used, they have been damaged.</p> <p>A 5 metre width access track will be required to the severed land from the access.</p>
<p>Overall conclusions on Applicant Proposal for access</p>	<p>The Applicant has not provided an access to this land. The Applicant will need to provide:</p> <ol style="list-style-type: none"> 1. An access to the land in line with the specifications which is existing today. 2. Detailed design on the specification requested above 3. There is no detailed design on the how the WCH will interact with the access and how unauthorised access can be prevented. 	<p>The Applicant has suggested a new access to this land. The Applicant will need to provide:</p> <ol style="list-style-type: none"> 1. Detailed design on the specification requested above 2. There is no detailed design on the how the WCH will interact with the access and how unauthorised access can be prevented.

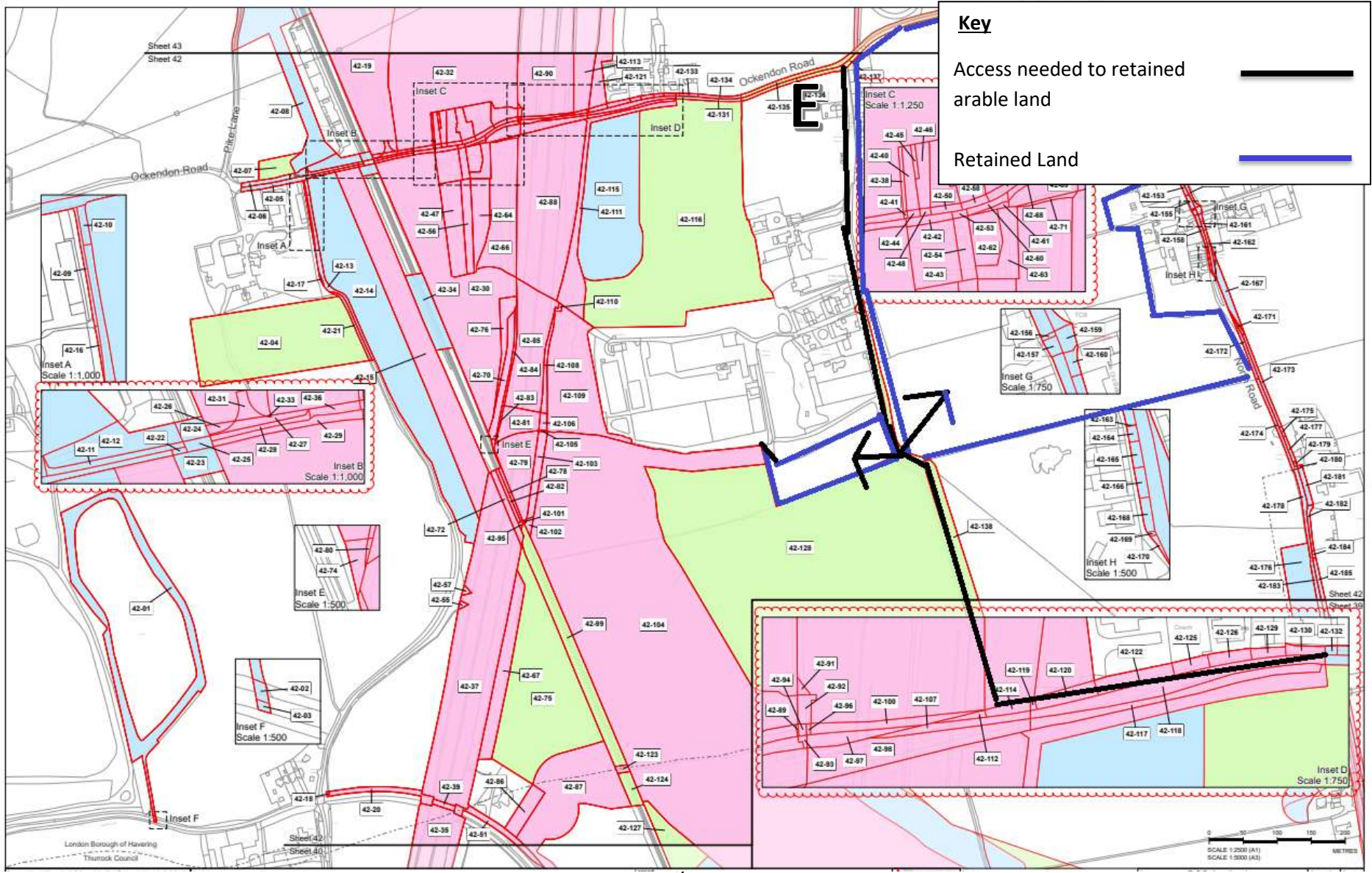
PLAN 1



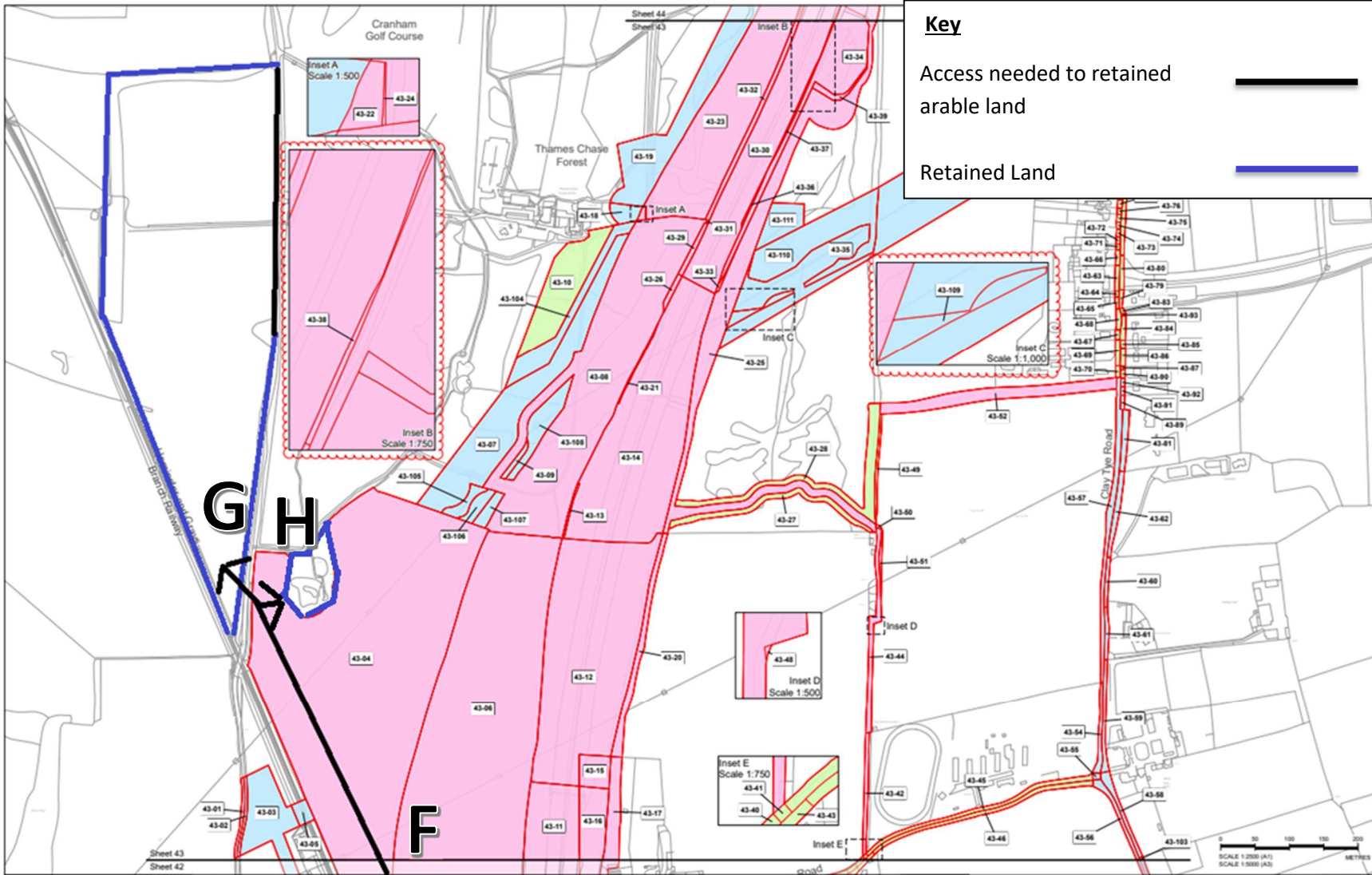
PLAN 2



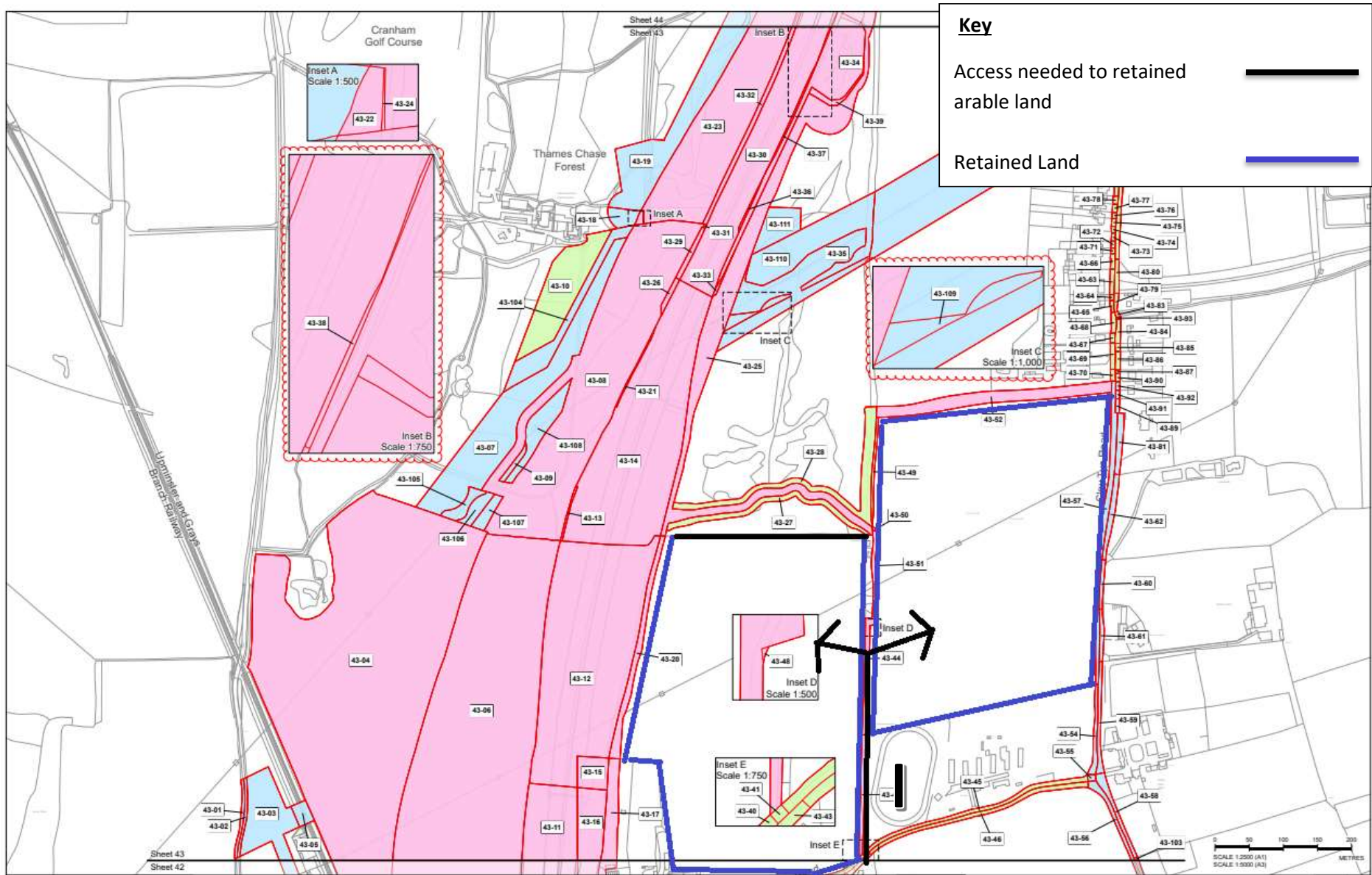
PLAN 3



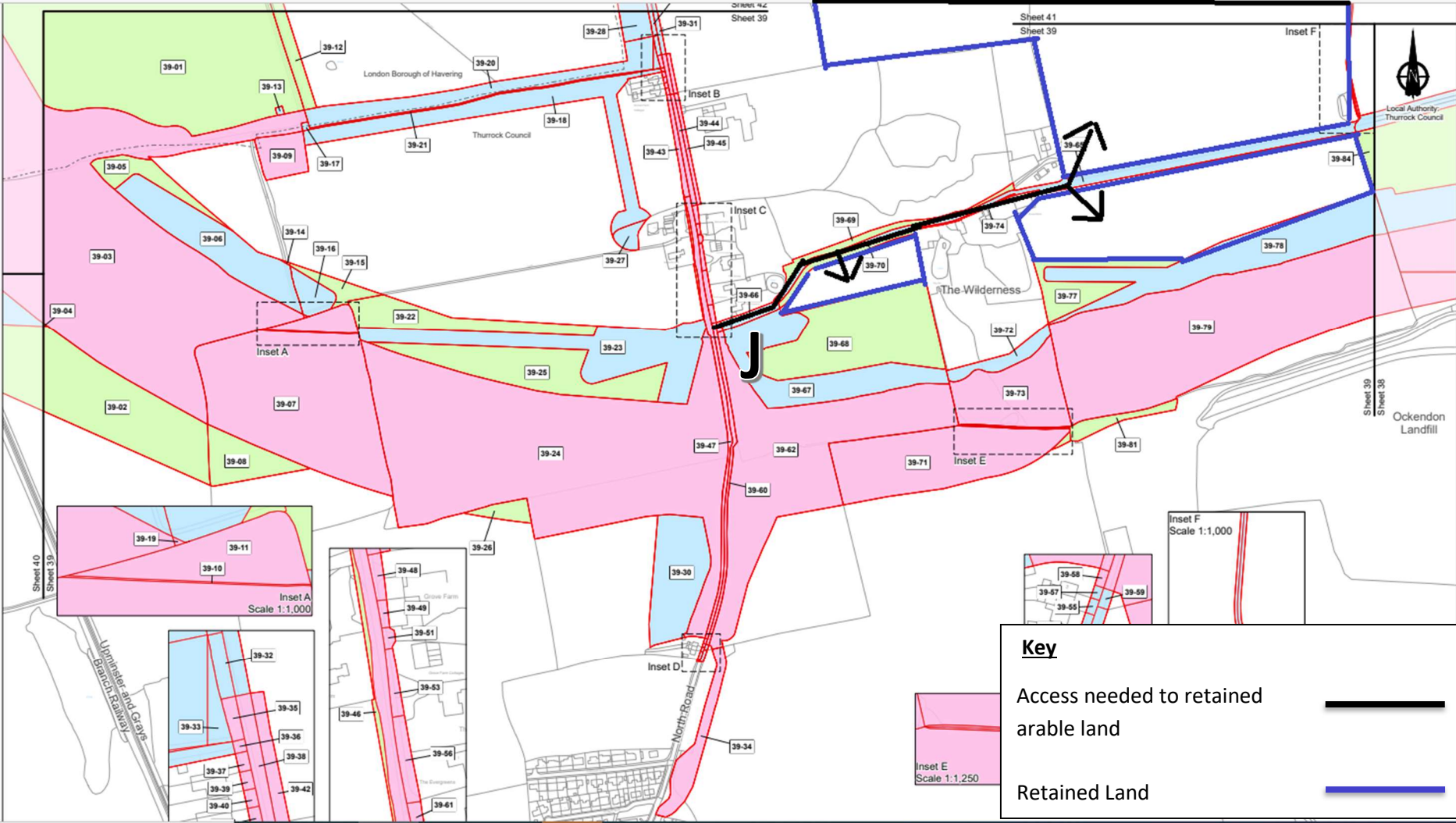
PLAN 4



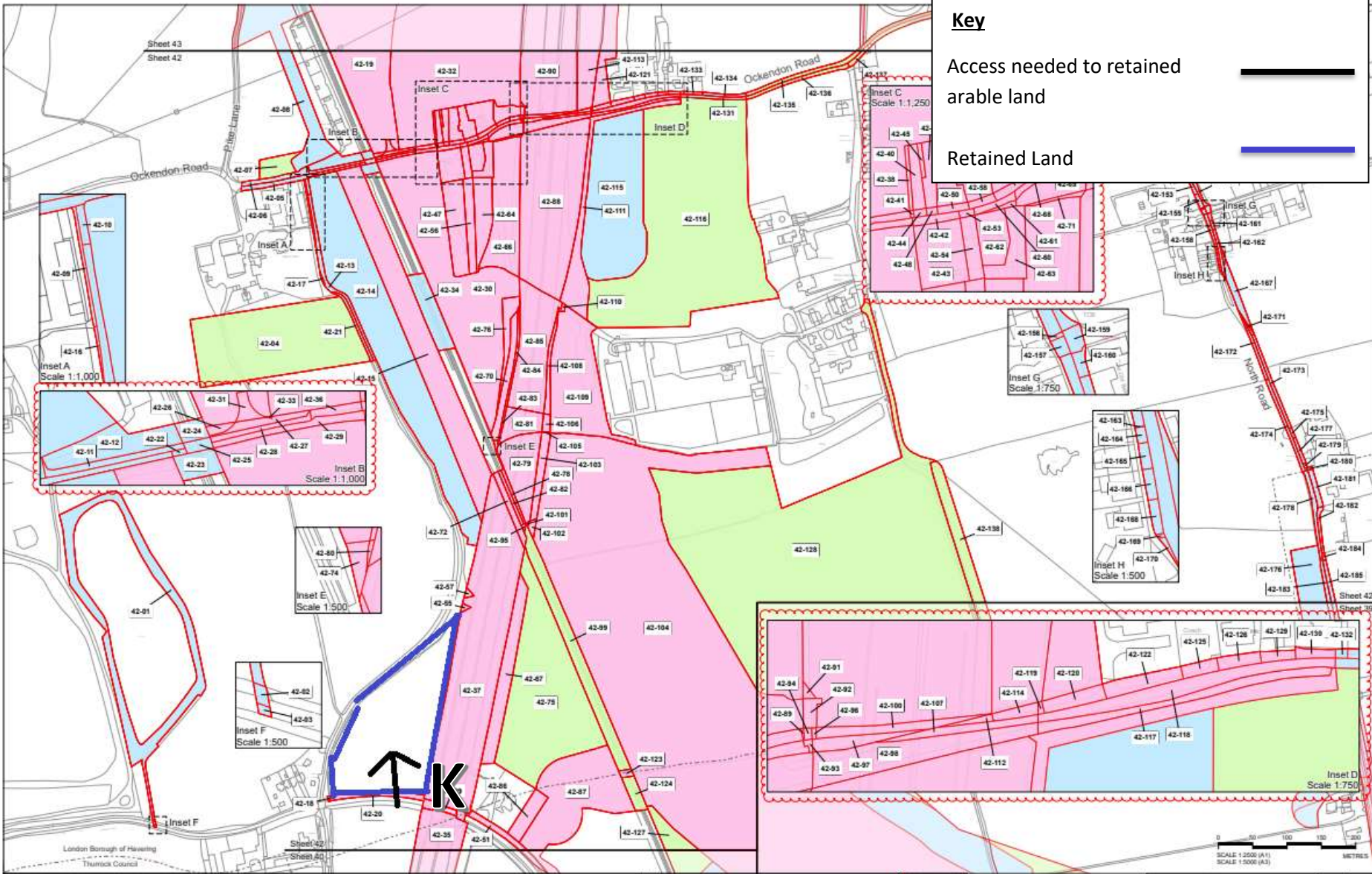
PLAN 5



PLAN 6



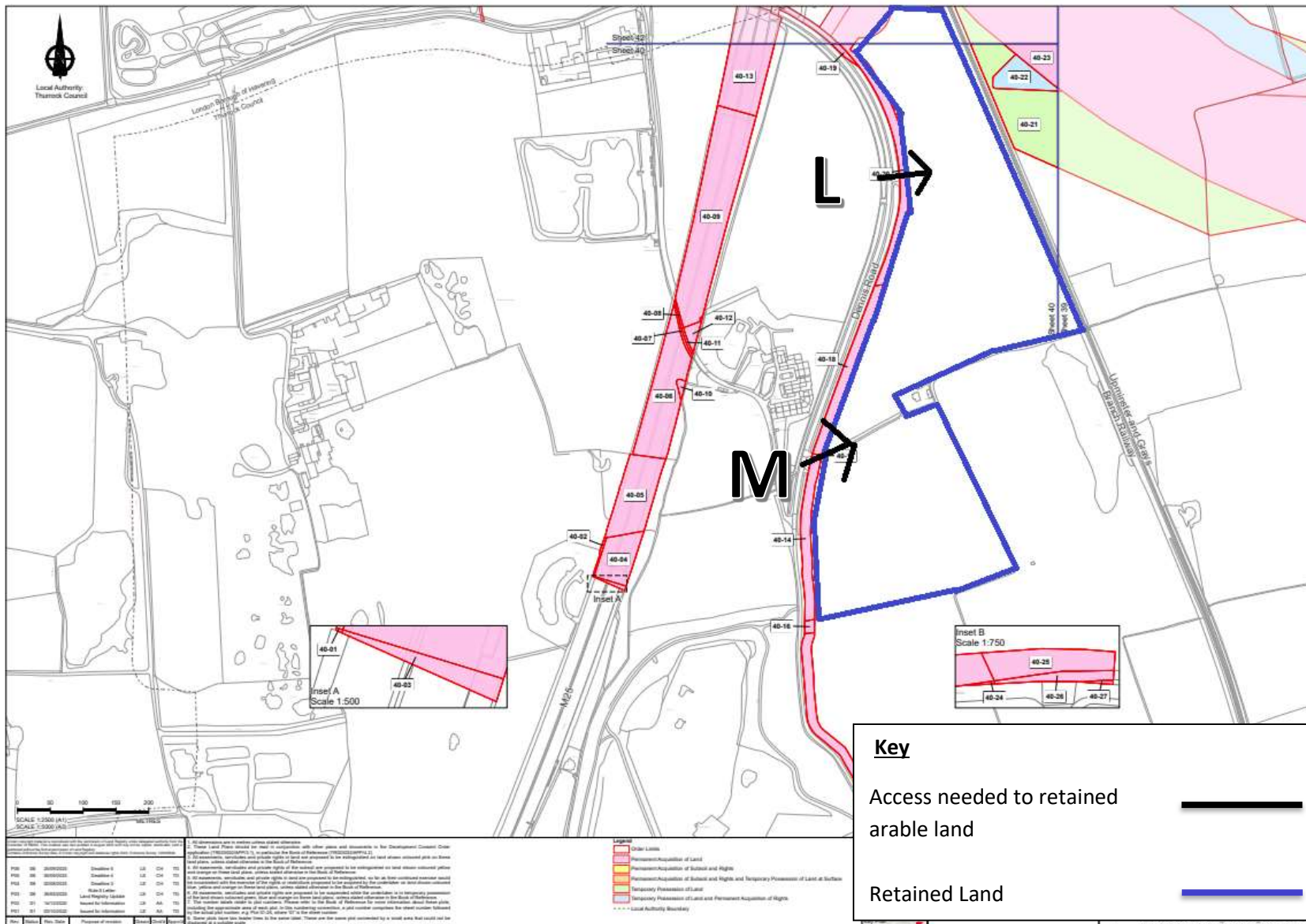
PLAN 7



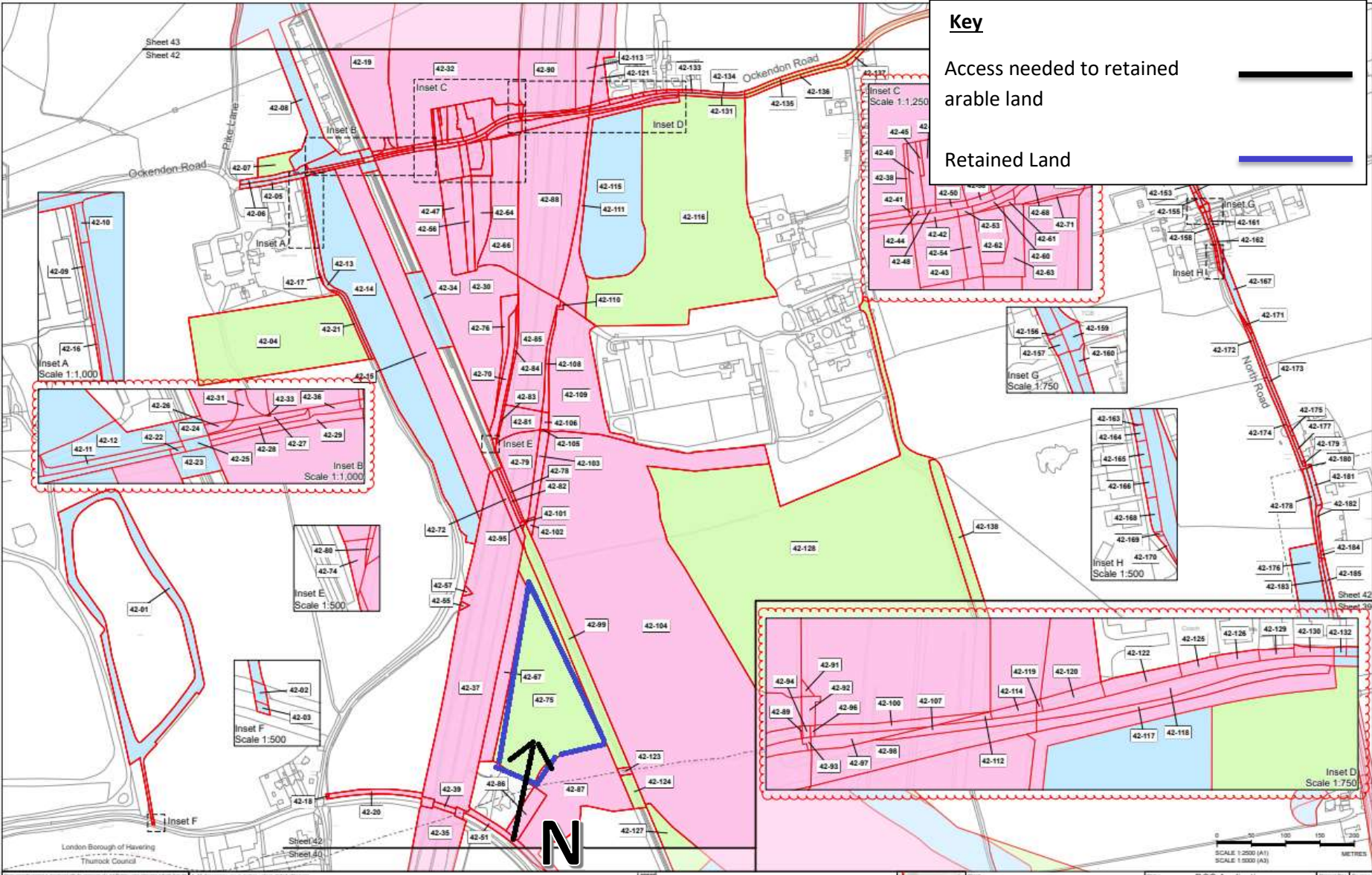
London Borough of Havering
Thurrock Council

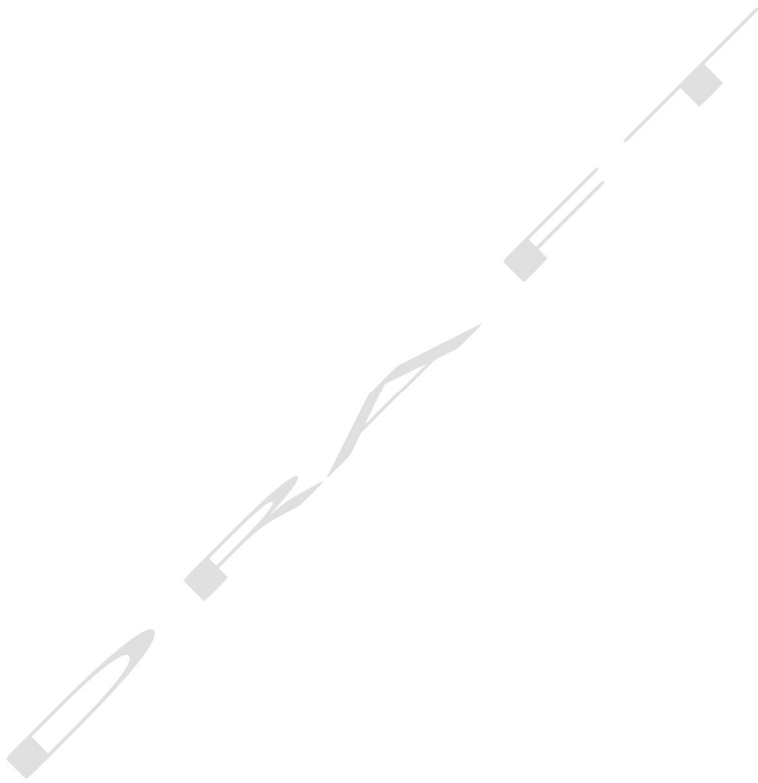
SCALE 1:2500 (A1)
SCALE 1:5000 (A2)
METRES

PLAN 8



PLAN 9





Accesses - Retained Land Affected by Lower Thames Crossing

