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Notice of Intention to Sell Green Belt Land (Updated)

Land and Buildings at Crayford Manor House, Mayplace Road East, Bexleyheath DA1 4HB Notice is hereby given that The Mayor and Burgesses of the London Borough of Bexley are proposing to apply to the Secretary of State for Levelling Up, Housing and Communities for consent to dispose, by way of a long leasehold and/or freehold sale, the following property by virtue of the provisions of the Green Belt (London and Home Counties) Act 1938:

Land and buildings known as Crayford Manor House, Mayplace Road East, Bexleyheath DA1 4HB

The intended purpose of the disposal is to secure the long-term future and refurbishment of the locally-listed Manor House as well as the Coach House for residential use together with some enabling residential development within the land edged in red on the site plan. Any development will be subject to planning approval following due consultation and will have regard to the site's Metropolitan Open Land status and all other relevant planning designations.

Details of the property, including a site plan indicating its boundaries, have been deposited for public inspection at:

Civic Offices, 2 Watling Street, Bexleyheath DA6 7AT between the hours of 9am and 5pm Mondays to Fridays

or by telephoning 020 3045 4944 or 020 3045 4830 or emailing propertyservices@bexley.gov.uk

Any objection to the proposed disposal should be sent in writing to Property Services, Civic Offices, 2 Watling Street, Bexleyheath DA6 7AT before Wednesday 7 September 2022 and should state the reasons for such objection.

Patricia Narebor

Deputy Director Legal and Democratic Services
Dated this 10 day of August 2022

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DARRYL CHAMBERLAIN 22/6/2021

Public interest news for Greenwich and SE London, funded by you

Lead from petrol remains in London's air 23 years after it was banned, [researchers from Imperial College have found](#).

Tetraethyl lead was added to petrol to improve cars' performance, but it was phased out in the 1980s and 1990s after studies found that it could cause brain damage in children – with those living near motorways more vulnerable – as well as heart, kidney and reproductive problems for adults.

Levels of lead in London's air have dropped dramatically since it was banned in 1999, but academics found that 40 per cent of lead in airborne particles today comes from the legacy of leaded petrol.

Lead from leaded petrol which has settled in the environment circulates in the air through wind and vehicle movement, providing a constant background level of the pollutant. There is no safe level of lead in air, despite air quality targets.

The findings from the research team – who studied the air on Marylebone Road in central London as well as at Imperial's campus in South Kensington – will cause concern for those who live near historically congested areas such as the Blackwall Tunnel approaches, the A2 – including its former route along Rochester Way in Eltham – and the South Circular Road.

Dr Eléonore Resongles, who led the team carrying out the study, said: “Long-term low-level exposure to lead can adversely affect health and, while we don't yet know the health implications of our findings, they suggest that leaded petrol might still be providing low level exposure which can have detrimental effects on health.”

In the 1980s, annual average airborne lead concentrations in central London dropped from 500-600 ng/m³ of air to around 300 ng/m³, before dropping further to about 20 ng/m³ in 2000. The researchers

in this study measured lead concentrations of 8 ng/m³ of air on average during the summer of 2018 at Marylebone Road.

Senior author Professor Dominik Weiss said: “We used to have a lot of lead circulating in the air, but it dropped dramatically when leaded petrol was phased out at the turn of the millennium. However, the evolution of isotope composition since then suggests that lead in the air, soil and dust persists at background levels, and this could turn out to be a concern for health.”

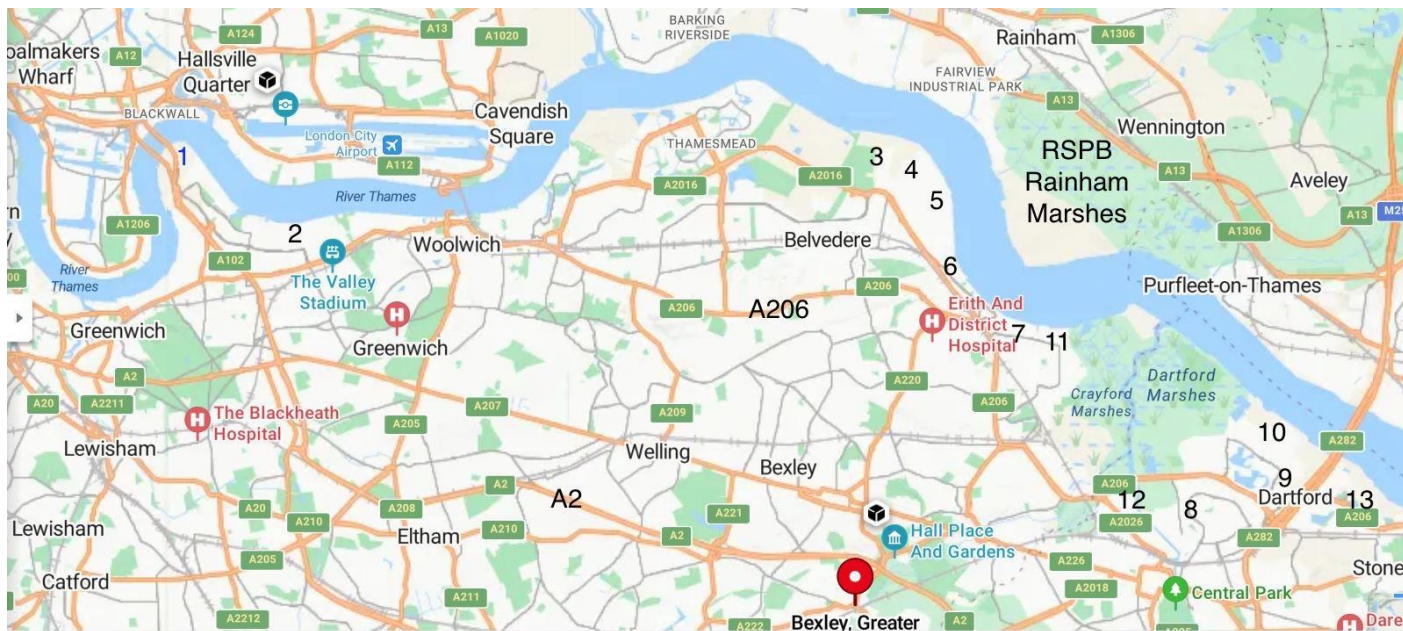
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Dr Resongles said: “Atmospheric lead has reached a baseline in London which is difficult to push down further with present policy measures. More research is needed to identify the effect of present air concentrations – even if they meet data air quality targets – on human health, and to find the best way to rid London of lead’s legacy for good.” The research is published in [the PNAS academic journal](#).

3 Local road in Slade Green



4 Map of local area With London City airport top left and Dartford Tunnel lower left.



Key to Map

1 Blackwall Tunnel and Silvertown Tunnel

2 Sainsburys Distribution Centre SE7 7SW

3 Incinerator DA17 6JY

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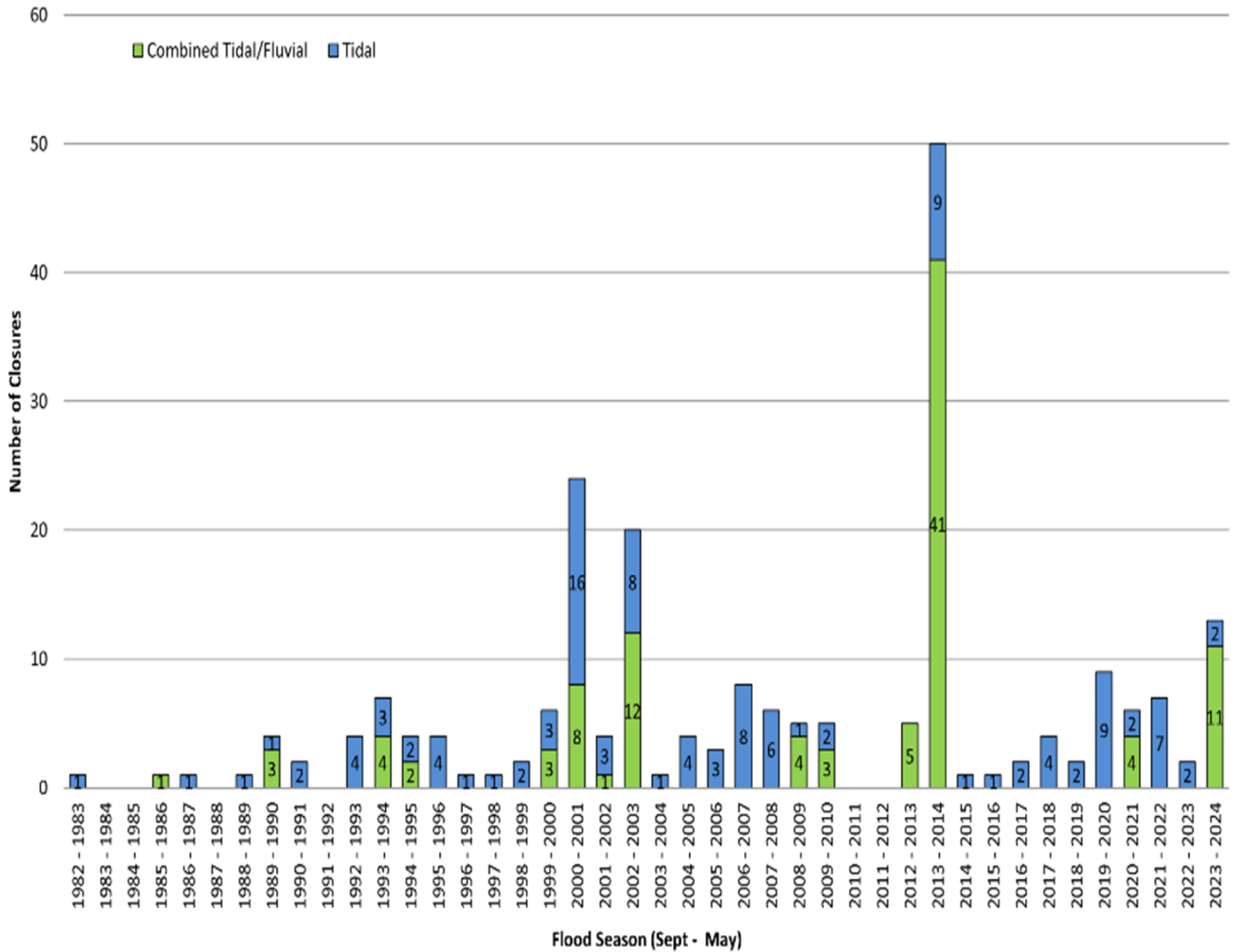
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Last updated 16 April 2024



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Summary

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Cory has proposed using part of the riverside Nature reserve as land for 2 Chimney stacks for the extraction of Carbon. However, it is not proposing adequate replacement land. Improving paths on the Norman Road field is not enhancing the area in any way, whereas increasing land areas with shrubs and trees, acts as natural pollution reduction. There is also a concern about the effect on the Thames path which passes the site. I would object to any diversions or tunnels within the path, which would discourage users. (There is very little open river frontage in the area with much high rise development.) In Bexley borough, much open space has already been lost, such as Erith Quarry, now many homes. Berkeley Homes propose to build adjacent to Crayford Marshes. Adjoining Hall Place in Crayford, the BT open storage depot is slated for over 500 homes. Crayford dog track is to close. Crayford Manor House is to be sold off by the council - possibly due to budget constraints.

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cause minute particles of road dust (from paint, tyre crumb, brake dust etc). This later discovery is known as PM2.5. (The [REDACTED] website on 18.5.2020 stated “*Fine particulate matter (PM2.5) –is emitted directly from combustion sources or formed in the atmosphere from complex chemical reactions. It is one of the primary pollutants because it is linked to asthma, lung cancer and deaths from cardiopulmonary diseases.*”) The polluting dust, when in rain, runs off into watercourses adding to water contamination. As this report states that “PM2.5 can be formed in the atmosphere from complex chemical reactions,” it should be a major concern for the 2 proposed chimneys. Another example of totally unpredictable hazards is Johnson’s baby powder, used for generations, that is now alleged to be harmful; in legal proceedings against the company.

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[REDACTED] The north of Bexley is not an affluent area of the borough. Cllr Danny Thorpe, Leader of the Royal Borough of Greenwich said in 2020 : “Climate change and poor air quality are already having a dramatic negative effect on our health and, much like COVID-19, have become an issue of equality and social justice. The effects of climate change are likely to affect our elderly, vulnerable and poorer residents the most, so if we take action to lower our emissions, the same residents will benefit from warmer homes, cleaner air, and lower energy bills. This would all indicate that for the health of the local population, careful stack output modelling, taking into account existing high pollution levels in the area, is essential before any actual works are undertaken.

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"Thames Road Works - Works currently being undertaken at Thames Road outside the recycling centre are to install a cable into the new Cory site that is currently being built. Temporary traffic lights are in place to allow safe working on site from under the railway bridge on Thames Road to the roundabout at Bob Dunn Way. This is causing long delays in the Borough, particularly in the Crayford area. They are not Council works and a statutory requirement means that we cannot prevent or restrict the works taking place. The works are being carried out on Cory's behalf by the contractor JSM. Please contact JSM with any queries on 0800 035 0708."

The A206 does not have pollution monitors despite being heavily used. (Bexley has less pollution monitors than the adjacent boroughs Dartford and Greenwich. For the southern area dual carriageway, the A2, Bexley uses the data provided by the Greenwich monitor.) Traffic jams and traffic idling creates extra NO₂ and PM_{2.5} pollution in the area. The Mayor of London stated that the whole of the GLA area already exceeds World Health Organisation limits for NO₂. The Silvertown Tunnel project when completed, will also bring yet more traffic on to the heavily used A2 road and through Woolwich on to the A206. The London City airport flightpaths pass over the area. The airport has proposed a 40% increase in flight capacity. This will add more pollution, particularly when planes come in to land. (The army base at Woolwich also has some helicopter landings.)

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Should the project for the installation of the 2 carbon capture process chimneys go ahead, it would seem only rational that the current incinerator should be used as a test bed for any new system, as there is no existing blueprint for the technology. This facility will have established records of feedstock, input quality, energy use, etc. Any anomalies found could then be adjusted in modelling for the installation within the higher throughput of the second incinerator.

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Mrs M J White

26/11/2024

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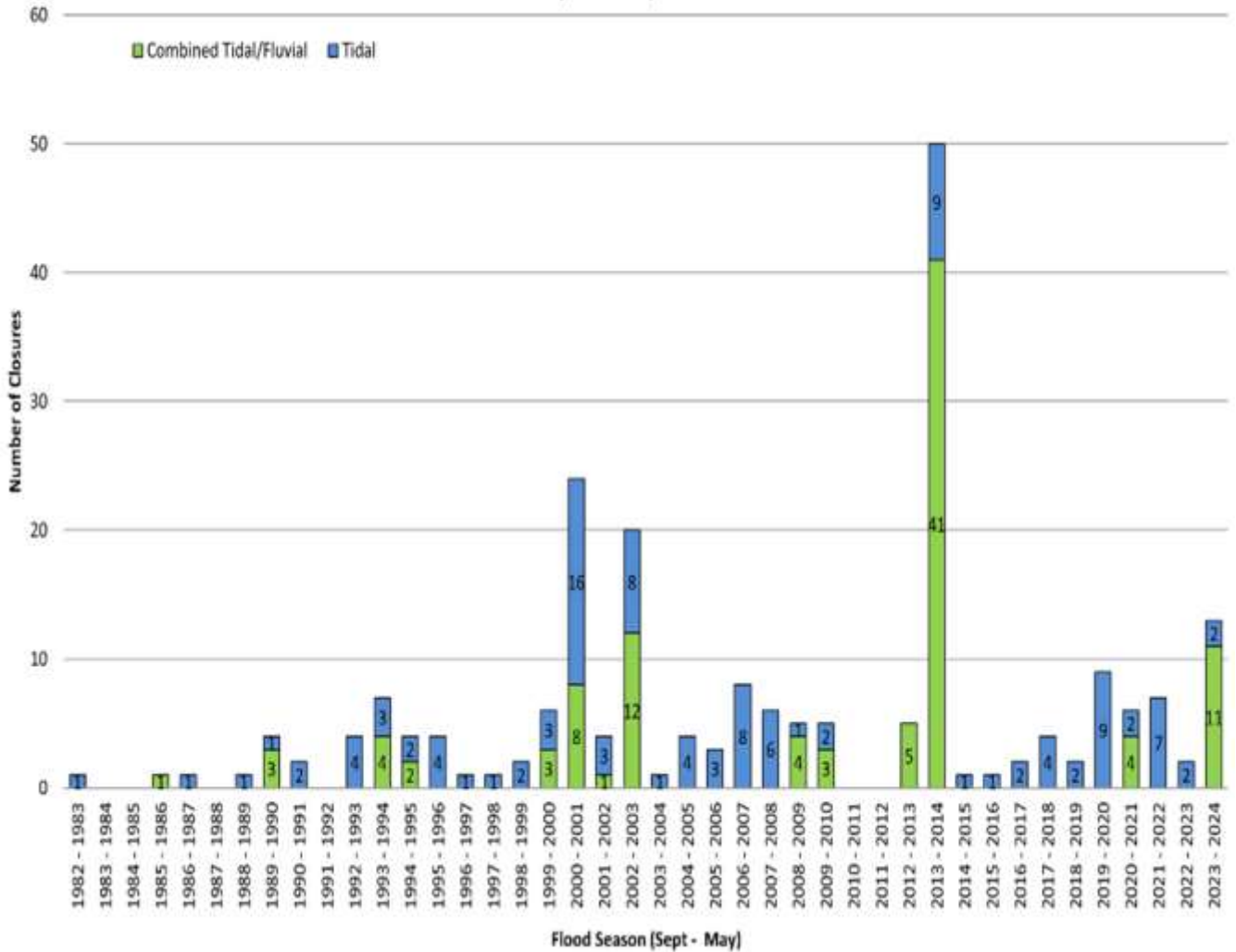
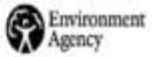
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With changing weather conditions, there is also a potential threat to the Cory site from flooding. (It would not seem likely that Valencia would have the severe floods seen recently.) In 1953 a major flood hit low lying Belvedere and the marshes particularly. This may seem irrelevant today, but increasing storms and higher tides may require more closures of the Thames Barrier forcing water downstream passing the site when there are extreme tides predicted.

Reference 5

Should the project for the installation of the 2 carbon capture process chimneys go ahead, it would seem only rational that the current incinerator should be used as a test bed for any new system, as there is no existing blueprint for the technology. This facility will have established records of feedstock, input quality, energy use, etc. Any anomalies found could then be adjusted in modelling for the installation within the higher throughput of the second incinerator.

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Mrs M J White

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