

Written representation on behalf of the Hughes family

Mrs Leigh Hughes LTC-AP546

Mr Antony Hughes LTC-AP238

Miss Savannah Hughes unique reference 20035857

Summary

My concerns are

- The cost, poor value for money
- The fact it wouldn't solve the problems at the Dartford Crossing
- Smart motorway/electric vehicles/accidents
- Mardyke flooding/our property
- North Road Greenbridge/connectivity
- Construction hours
- Stress before/during construction, being ignored
- New public footpaths
- The Wilderness/habitats lost
- Raising the road at the Wilderness/North/South Ockendon
- Service access road
- Air pollution
- UXO concerns not being taken seriously by NH
- Toxic landfill
- Grade 1 Agricultural land
- Road diversions
- Construction/code of conduct

We're concerned that the proposed LTC is a smart motorway by stealth, would use smart tech sensors which do not pick up small stationary vehicles, has led to catastrophic accidents and is one of the reasons why the government has scrapped them.

We have concerns there are no provisions for disabled drivers and questions about if an electric vehicle breaks down and catches fire in one of the tunnels and the fans automatically are turned on. Would it intensify the fire?

What action would be taken in removing unaccompanied vehicles such as oil tankers?

How would hospitals cope with accidents in Essex where already in special measures?

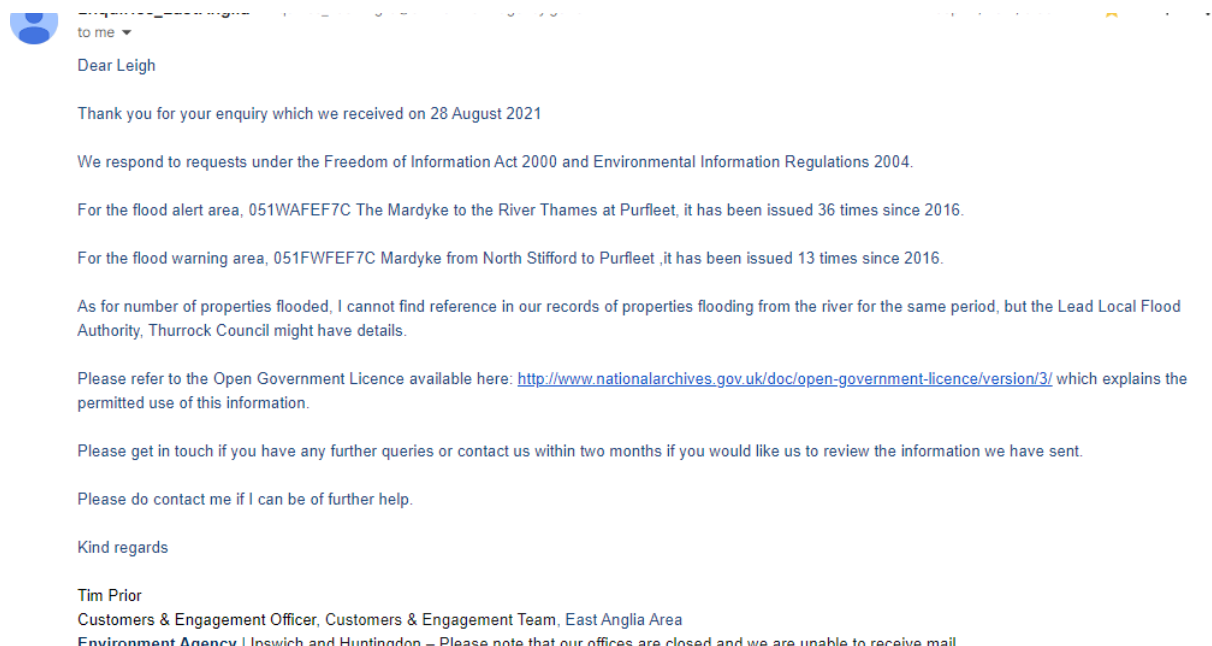
Electric Vehicles have caught fire on the M25 and shut the bridge off for many hours.

How long would it take for Orsett fire station to respond when having to take a detour west bound to access LTC?

What would happen in these scenarios?

Traffic modelling was carried out in the month of March which looked at the activity at Dartford Crossing. Unusual situations like accidents were removed so the information was collated, manipulated for a better outcome. As residents we know there isn't a day goes by when the crossing isn't affected by accidents.

We're concerned about the Mardyke which floods on a regular basis, Environment letters are sent out to residents on St Marys Lane and Clay Tye to take action. Please see image below.



The viaduct would be elevated in an area known for diverse weather conditions, lack of visibility due to fog, high winds would be treacherous especially with no wind barriers or lighting on a constant bend. How would HGVS fare in these conditions?

We have concerns about B186 North Road green bridge. We have been told that there will be minimum/no hedgerows due to affecting the visibility for drivers. There will be inadequate connectivity for wildlife coming from the Wilderness. We were told that the bats would follow the alignment of the green bridge but there is no proven mitigation for impact on new roads for bats.

All through consultations, elevations/diagrams have been wrong/sketchy. We sat with Gary Hodge (NH\LTC) on many occasions where he has scratched his head trying to relay information to us. This lack of knowledge, has produced a lot of worry and concern, when it is so close to our property, knowing that construction for this bridge will be 24/7 causing structural problems to our cottage which has no foundations.

24/7 construction working

In addition to the changes to the daytime noise impacts presented in the section above, 24-hour, seven-day construction working is proposed at the locations shown in figure 20.18 below.

These locations are where works may need to be carried out at night to maintain safety and reduce disruption to road and utility networks. The works in this area are expected to be night-time or weekend highways works. These works could have an impact on local communities, and we would work with the local authority to manage these impacts.

Construction traffic noise impacts

Maps showing the predicted change in road traffic noise on roads within Ockendon ward during each year of the construction can be found in chapter 7 of the Construction update. Based on the currently available traffic data (which offers a representative picture of what receptors within the ward are likely to experience), during the construction period there would be negligible changes in road traffic noise (less than 1dB change in noise levels) during all construction years, except along the roads where increases in

We also have concerns about flooding. At present we are on high ground but this will change when our property is situated at the bottom of a bridge. We have a cesspool due to no main drains, rainwater at present goes into a drainage ditch at the side of our property which has been in place since the house was built approx. 200 years ago and has never failed. We were first told by NH that due to our property being outside the order limits they had no obligation to do anything to help if a situation did occur due to construction. We refused to accept this response and made an

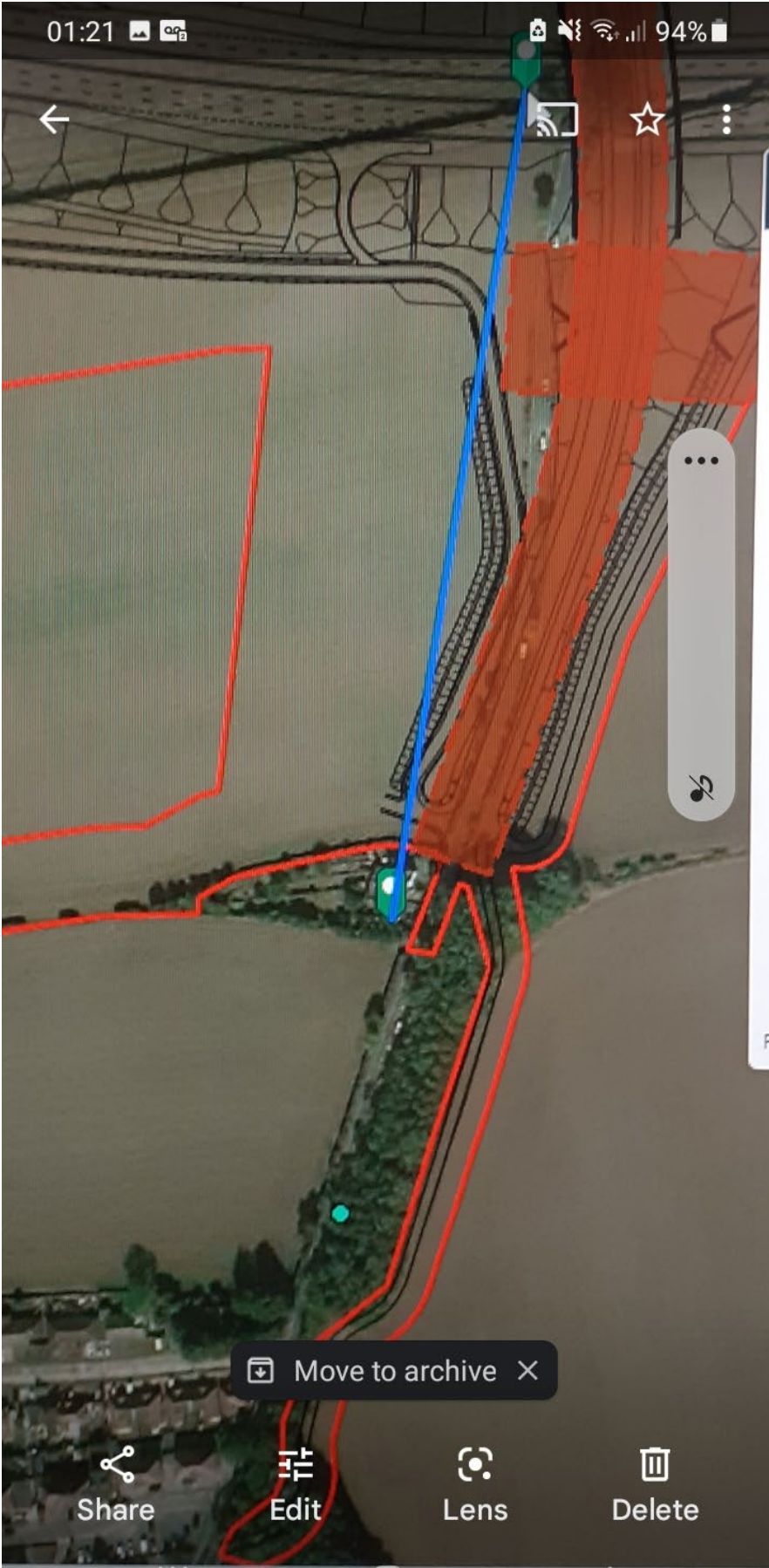
appointment at Thames Chase venue to sit with utility/NH expert who had personally looked at our situation and told us it was NHs policy to make sure that any works carried out would leave property owners in the same/ better position after construction. NH could see how stressed we were and came to take alignment pictures, see below, which would help us process what the road would look like. These were never forthcoming.



Below is a diagram of the proposed new public footpath, which runs opposite our property, (white dot) we have asked on many occasions whether we will be able to cross the road to use the green bridge or go back towards the village to cross and then pass our property. We also have concerns about anti-social behaviour and the safety for our family if this was the case.

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The B186 hosts many bus routes and is used as a rat run when the M25 is stationary due to accidents. There are no pavement provisions after the new bridge going North towards North Ockendon or a pedestrian crossing to connect to the unlit footpath on adjacent side of the road which doesn't run parallel to the main road, this is of no use if you have broken down and need to get to Esso garage in South Ockendon. Drivers would make dangerous/risky on the spot decisions due to lack of connectivity. The position of the LTC in this area will sever a vital link, it cuts off the South Ockendon community from North Ockendon.

The oldest parts of the Wilderness are being destroyed to accommodate the LTC, rather than going through the historic landfill, which is known to be contaminated with toxic waste. A natural watercourse will be held back by a retaining wall diverting it into culverts which will affect wildlife which depends on the existing natural flow. The spindle bushes which are only found in ancient woodlands will also be destroyed. We have researched the Wilderness maps commissioned by Sir Richard Saltonstall's descendants which go back at least to 1767 where it was already marked as the Wilderness.



The Wilderness



NH have tried to play down this magical place. Adders, bats, owls, skylarks and amphibians are known to reside there, but perhaps not recorded due to inadequate assessments carried out of season? I have asked if tunnels could be provided under the road to provide movement for amphibians like they have placed on A14 project, but to my knowledge I am still waiting for an answer.



The spindle bushes

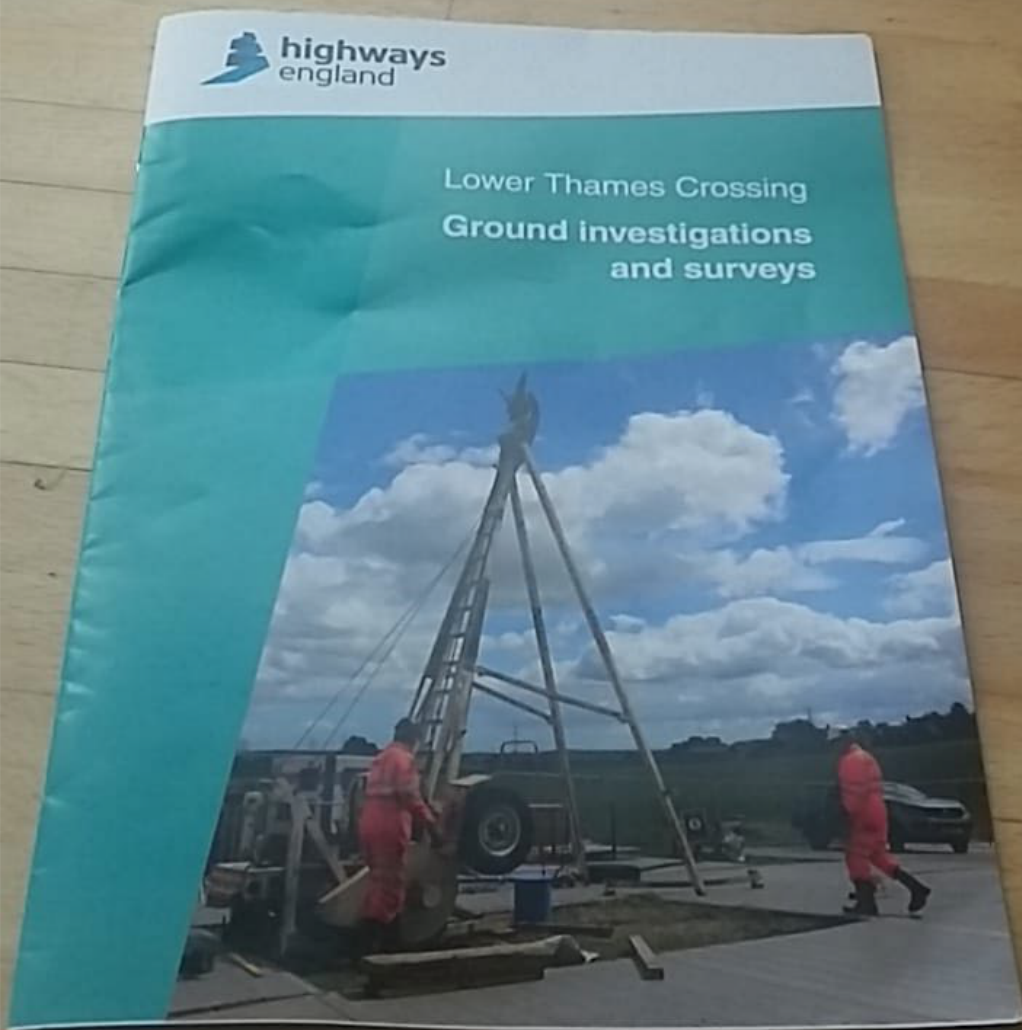
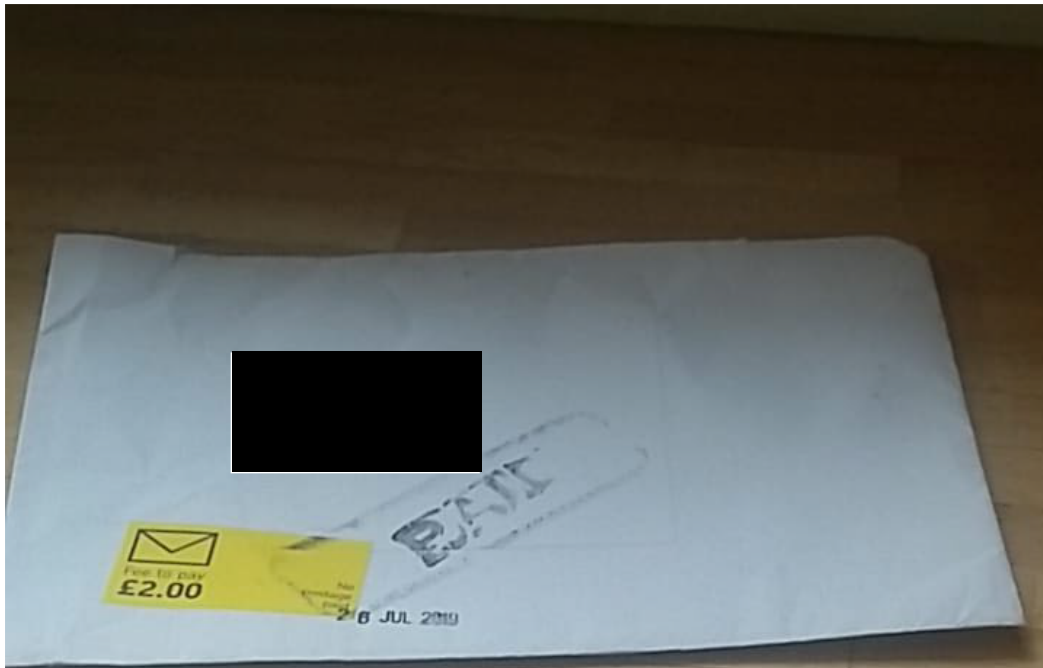
We're concerned about the raising of the road level in this area which was changed in the 2021 Community Impact Consultation to save on spoilage movements, which seems to be more important than the impact this would have on residents' health and wellbeing. North/South Ockendon will

endure more noise and air pollution and it would take 15 years for trees to grow to hide the visual impact.

We had an interesting conversation when we were invited to Shorne Country Park to be shown how the park would be affected by the LTC and the mitigation being discussed to minimise the impact in this area. It was explained that the proposed depth of the false cutting would need to be deeper to protect the park and visitors as the pollution would linger, and barriers would be not beneficial. NH recognised this problem and agreed to change the depth at Shorne.

When comparing the depth with the changes in North /South Ockendon it is now shown as the same depth that Shorne found unacceptable. Why is this acceptable near the Wilderness and in a built-up residential area very close by? 9 metre barriers will not be effective here.

Adding to the stress we were sent correspondence by NH and charged £2 by the post office due to insufficient postage costs only when opened did we find it was a pamphlet which was available for free at their consultation event.



The service access road which will be placed next to our property going down to the proposed road, which would enable lorries carrying people to them let out and our property would be their first port of call.

We did find when going through the map a new substation right near or property but it wasn't on the legend. We have discussed this find with NH who have assured us that utilities have removed it.

Air pollution is already high here we were involved in an air pollution tube testing near our property it came back with a reading that was above the level at which the annual limit is set. This area is less than ½ mile away from the Havering border where the ULEZ will be extended to in August. How will that help us when we have the M25 at a constant standstill in the ULEZ zone and so will be the proposed LTC? All construction vehicles working in Thurrock should be euro 6 compliant.

----- Original Message -----

Subject: Air pollution: Your results

From: Friends of the Earth [REDACTED]

Sent: Tuesday, February 21, 2017, 4:45 PM

[REDACTED]

Dear Leigh,

I'm pleased to tell you that your result has come back from the lab for the air monitoring tube you put up at RM15 6SP.

The result was 40.83 µg/m³ (micrograms per cubic metre) of Nitrogen Dioxide (NO₂)

This is above the level at which the annual legal limit is set.

Thank you

It's been amazing to have you involved and I really hope you've enjoyed using your Clean Air Kit.

Your results are helping us build a picture of air pollution across the UK, and are part of a national investigation we're running with King's College London.

At every consultation we have included it as evidence with our feedback. We also have concerns about noise pollution during construction and once the proposed road is up and running, we feel this has been ignored. Receptors have been placed nowhere near our property or where the new road will be. They have been placed at the bottom of Cheelson Road which is a blocked, quiet small turning only used by residents.

All through the consultations NH encouraged local residents to share their local knowledge of their area and residents did engage, but as time went on it was made apparent that this was just a tick box exercise.

NH were told to be vigilant for adders on the lane when approaching the Wilderness, unfortunately they were found run over.

Before ground investigation works were started next to our property, we informed them that during the war, due to the Hornchurch airdrome being in close proximity, many bombs were dropped in the fields and surrounding area. Due to local knowledge from our old neighbours, there were more than one unexploded ordnance close to our property and this was where the ground investigation works were due to start.



Yellow circles show the locations of where the WW2 bombs went off. The green arrow points to our house. As you can see the pattern of the bombs being dropped, the red question mark highlights the missing UXO.

NH were very adamant that the desk top survey they had carried out said there were no bombs and that our area was at low risk. We went on a site Zeticauxo and were able to access the below info for free, which alarmingly showed they were wrong

Done LTC_Unexploded Ordnance (...)



Wilton Range remained operational throughout WWI (see Section 8.1.1).

2.5.1 WWI Bombing

During WWI, an estimated 9,000No. German bombs were dropped over Britain. It was the first time that strategic aerial bombardment had been used. Nearly 100No. air raids were carried out over London and South East England, over 40No. of which were by Zeppelin airships.

No records have been found indicating that the Site was bombed during WWI. The nearest recorded incidents are described below.

4th June 1915

5No. **High Explosive (HE)** bombs and 3No. **Incendiary Bombs (IBs)** fell on Gravesend, within approximately 2km of the Site.

2nd September 1916

1No. IB was dropped in the River Thames to the east of Gravesend, within approximately 0.3km west of the Site.

A Zeppelin airship dropped bombs (number unspecified) in the vicinity of Tilbury, within approximately 1km of the Site. The exact locations are not recorded.

13th-24th September 1916

23No. HE bombs and 21No. IBs fell between South Ockendon and North Ockendon, potentially on the Site.

31st October 1917

Gotha bomber aircraft dropped HE bombs and IBs on Gravesend, approximately 2km west of the Site.

WWI bombing is not considered to provide a source of UXO hazard to the Site.

Potential UXO Hazard

Given the small numbers of bombs that were dropped at any one time during WWI air raids, and the minimal damage caused, it is considered unlikely that an Unexploded Bomb (UXB) would have fallen unnoticed on the Site.

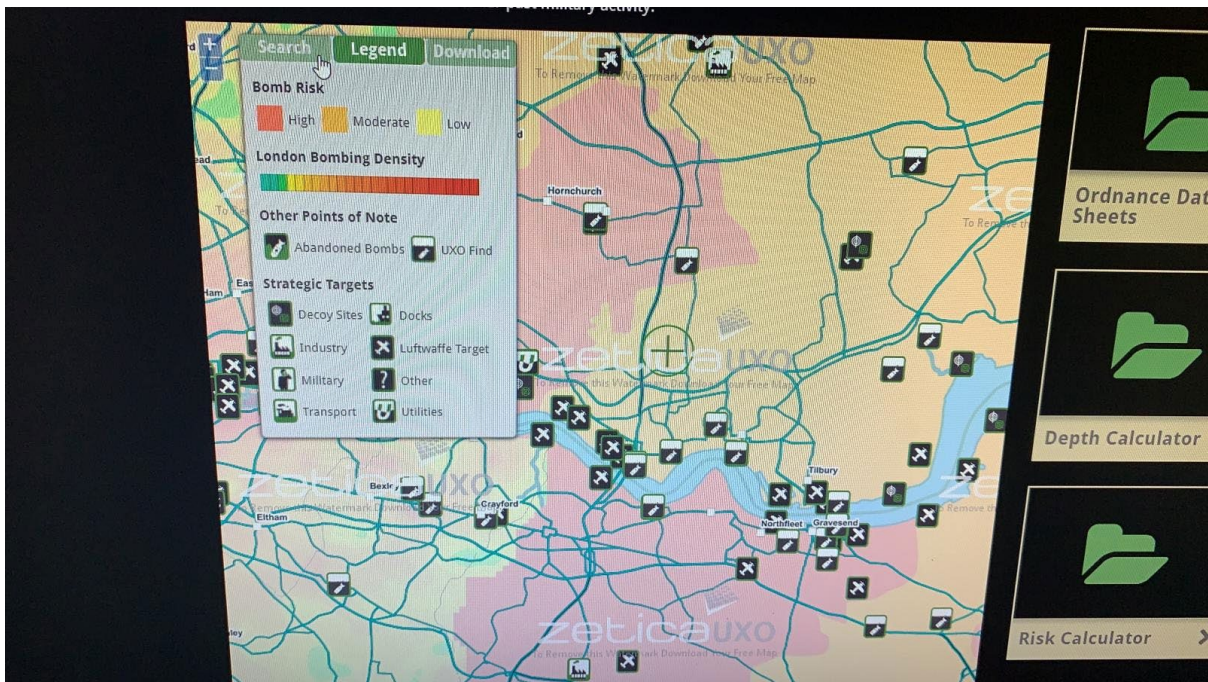
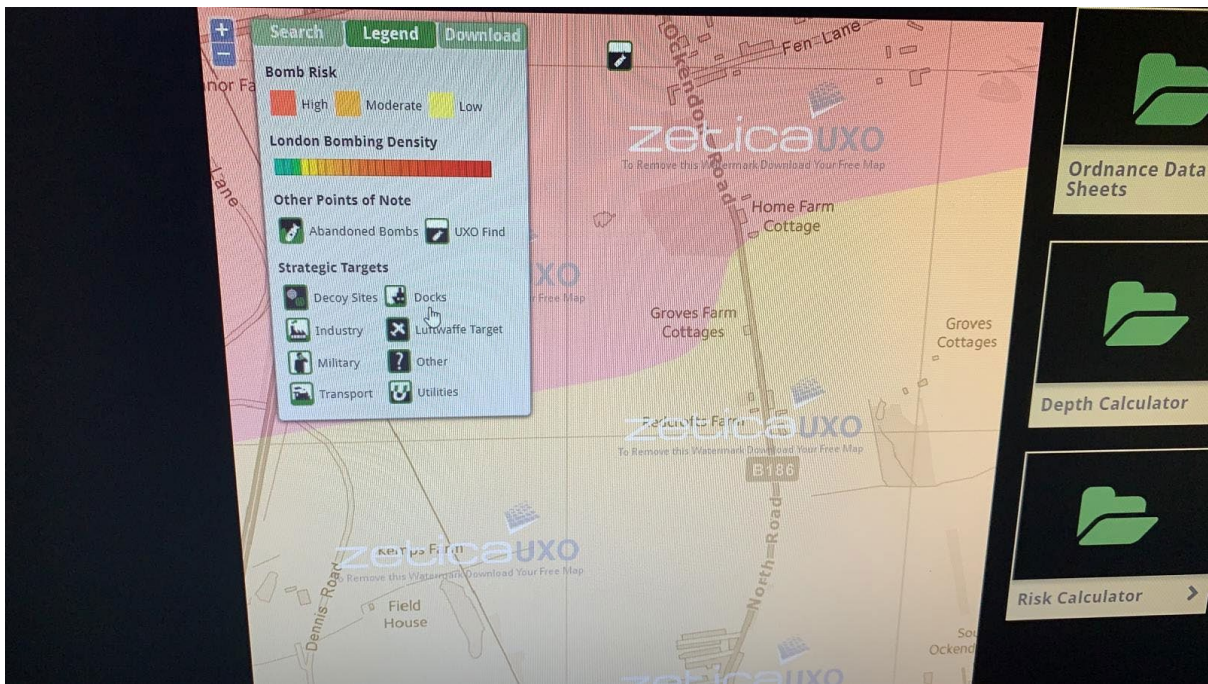
2.5.2 WWI AA Defences

In response to the air raids, Anti-Aircraft (AA) guns were established. These were potential sources of Unexploded AA (UXAA) shells which could land up to 13km from the firing point, although more typically fell within 10km during WWI.

During WWI static AA guns were established throughout the area surrounding the Site.

Table 1 is a list of recorded WWI Heavy AA (HAA) batteries within 10km of the Site.

HE540039-ZET-GEN-GEN-REP-GEO-00001



The ground investigation works started while correspondence was going back and forth, a FOI was refused by NH although they did later apologise and release the information. We would get up every morning look out the back window and shudder, worrying about if vibrations and digging would be enough for an explosion and about the safety of our family/residents and the contractors oblivious to the dangerous situation, digging trenches. This was very stressful we couldn't bear being home, it was a great relief when the ground investigations were finished.

We had concerns about the toxic landfill site on North Road/Clay Tye Road which was opened up to accommodate ground work staff machinery and vehicles, there was a lot of activity and the soil had been disturbed. It was known that cattle had been left there to graze and had died due to toxic waste. National Highways were not interested in this knowledge. I contacted Essex County council

who informed me that in 2016 the landfill site was given metropolitan status and was recognised as having rare invertebrates.

Why was National Highways on there in 2019?

Why didn't they know that this parcel of land was so important, and after reading the notice which is shown in the picture below.



The construction compound was due here and has now been moved to the landfill boundary which makes it closer to St Mary Magdeline Church and into North Ockendon which is a conservation area.

We have concerns about NH giving more freedom to the contractors during construction. Who do the public report problems to? What happens when due to cost the contractor changes the design/materials which looks nothing like what was consulted on?

The photo below is taken from what we believe would be around the central reservation of the proposed LTC in the fields behind our property. As you can see it clearly shows how close the current, Dartford Crossing would be in relation to the proposed LTC.



This is Grade 1 agricultural land, there is only 5% left in the country. Please see below current picture from our property, salad is being grown for local super markets. The hedge line is the position where the proposed LTC would be situated.



When the ground investigation compound was put near here hedgerows were removed on a blind bend to accommodate site machinery, the land was flattened and soil with rubbish was delivered to build up the grade 1 soil that had been removed. We are concerned about the construction period in this area, there will also be rolling traffic lights. As you can see the road is a country lane, road diversions will be placed on narrower roads and weight restrictions will be removed and buses and lorries will not be able to pass each other. This will cause other old buildings nowhere near the LTC to suffer due to vibrations of heavy vehicles as there will be a 10-mile detour. The emergency vehicles will take longer to get to residents.



Pea Lane

To add to this at some point the M25 near junction 29 will have to close to accommodate for the new road, this traffic would be diverted to join the detour causing extra weight on the underground water and gas pipes which already burst on a regular basis.

The C2C line which runs from Shoebury to Fenchurch Street via Ockendon would have to close at some point NH have always been very vague about this when we have approached them.





Picture 1



Picture 1 shows the hedge and field before hedge removed and the blind bend picture above shows the hedge removed and the material added after grade 1 soil was removed. This was also where construction workers were urinating in full view of passing motorists and house holders nearby.



This picture shows the soil that was used after the compound was finished to build a mound. Why was the grade 1 soil not kept and put back?

Thames Chase was compensation to North Ockendon when the existing M25 was built.

Due to the LTC parts are being destroyed.

The solar farm on St Marys Lane is being demolished for mitigation to Thames Chase, which is owned by the Forestry Commission. Surely in a climate crisis we should not only be protecting our solar farms but farmland, flood plains, ancient trees and woodlands, which we need more than ever to help us breathe, and to counteract NH destruction of building out of date roads that have no sustainable public transport links.

New footpaths/cycle routes/Bridleways that are already existing and just being upgraded, and offer no real connectivity.

This project is already over budget at 10 million ++ It doesn't meet scheme objectives of relieving the existing crossing, which is going to get more over capacity due to Kent County Council who keep, granting planning permission in this area for logistic development, meaning the existing crossing is more viable option to use.

Carbon emissions of 6.6 million tonnes, the high levels of PM2.5 and the never-ending greenwashing introducing Hole Farm which is nowhere near the new route, and you need a car to get to.

Hydrogen technology which is in development and very costly, is it an extra cost?

How much added cost would that be?

Where is the extra money coming from?

They have no contingency money left. It would be very irresponsible to put this on the shoulders of the taxpayer when public spending is high, building materials have increased and rising interest rates are crippling taxpayers.

We can appreciate how taxing and hard PINS job will be in this matter and would just like to say thank you for holding NH accountable.