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Written Response to observations to ISH 3 through to ISH 6

ISH3 Observation

Road Funding

I am concerned like other stake holders as to what happens and who will pay for the maintenance of local roads during diversions through the construction period, and once operational. Traffic will be forced to use small country lanes that at present have width/weight restrictions already applied to, especially where small bridges are over the railway lines. For example, during the site inspection (the afternoon of 14/9) where a convoy of vehicles departed from Thames Chase via Pike Lane to Manor Farm approaching the brow of the bridge, we were all forced to pull in very tightly to the ditch due to it being too narrow for two vehicles to pass each other. Lanes like these which run through this area are unsafe and inadequate for two-way traffic. This area is in the London Borough of Havering so is funded by TFL who will not benefit from getting extra government money and claim they are strapped for cash. Who will pay when these roads are closed due to their deterioration from extra use?

Foot Bridge and value for money

The ExA has asked the applicant whether the footbridge at junction 29 is value for money and have they any data to back up how many users would take this route? Though its due to connect this area to Hole Farm. I would like the ExA to also apply these questions to the Dennis Lane Foot Bridge as I presume is also to support the connectivity for cyclists/walkers to cross safely, but to and from where? The Dennis Lane foot bridge will be positioned on a country lane which currently nobody walks down due to having no foot path/ pavement to connect it to and is a dangerous road to walk on so, will lead to nowhere. This is part of the road that during the ASI NH did not want to walk along due to safety concerns.

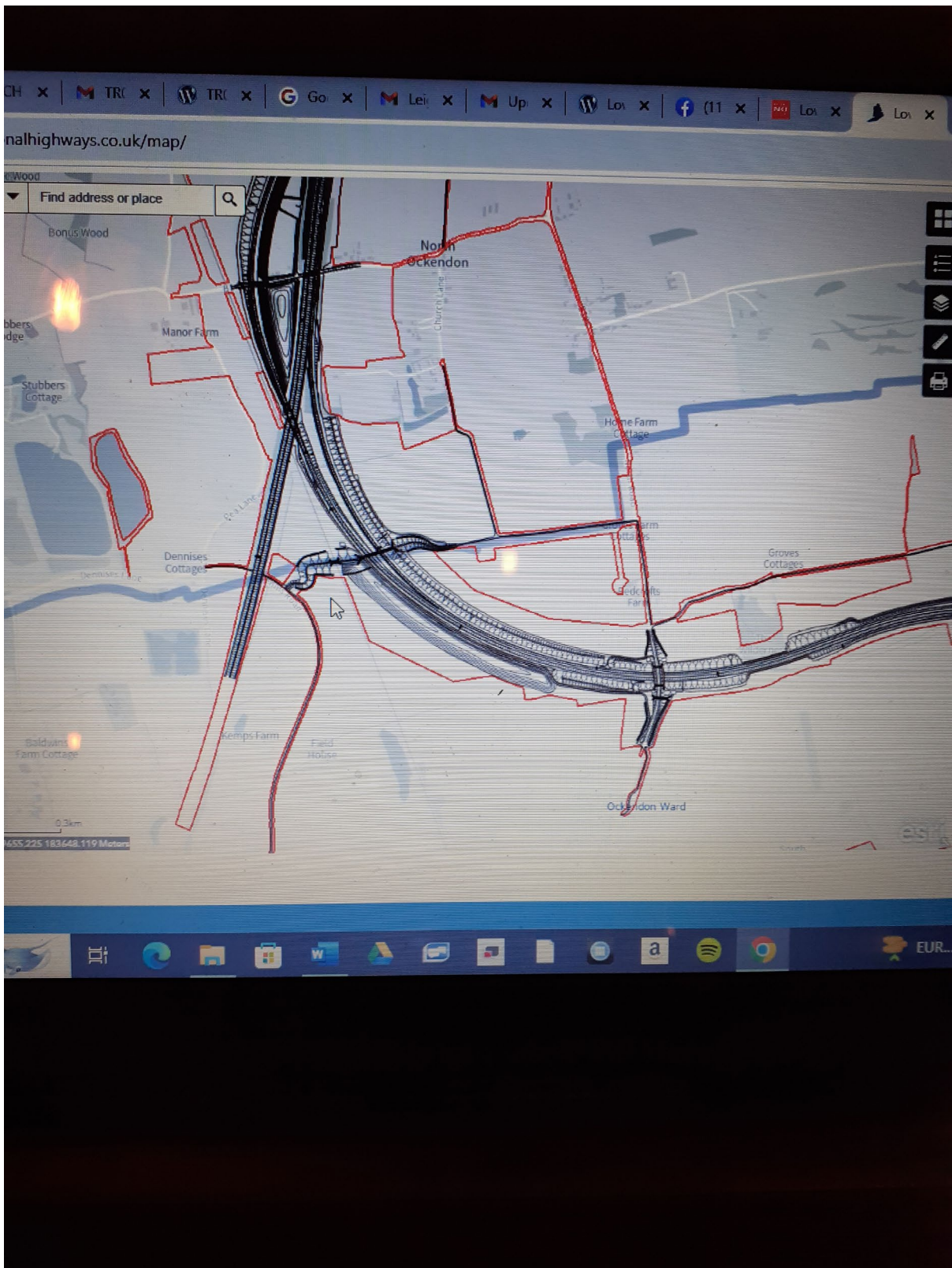


diagram showing Dennis Road bridge and foot paths

Currently the residents of South Ockendon village use Cheelson Road to access the fields to get to North Ockendon as the B186 is too dangerous to walk down due to no pavement. This route will be severed due to the proposed new road the applicant's new foot bridge is situated on the opposite

side of the railroad track so is situated on the wrong side for South Ockendon walkers to access. It has been suggested by the applicant that walkers could possibly walk up the grass bank to use it.

Is this foot bridge safe and fit for purpose or value for money?

I would also like to ask the ExA to look at the public footpaths due to the unclear connectivity especially in the South Ockendon area as the applicant is quite happy to put a green bridge where no one will be using it. Due to the lack of connectivity and the positioning of the new North Road public footpath which will be hidden behind the existing copse, (personal safety could be questioned here) making the existing pavement opposite obsolete. This will be due to the green bridge having no provisions on this side for the pavement to be extended which is safer to use due to existing street lights. They are also happy to sever an existing route through the fields which everyone currently uses, which is still the safer option.

North Road facing North at the end of the existing foot path on the West side on the road.



This is the point opposite my property where I am questioning if I would have direct access to the proposed footpath to cross the green bridge, or if I would have to walk southbound to the village to access the new footpath to travel north.



North Road, facing southbound, looking back towards the village, foot path on the west side of the road, that people currently use to walk north to south and vice versa.



View of the copse in North Road where the proposed new footpath would run behind. I believe this shows why people would prefer to walk on the existing footpath on North Road rather than having to walk in the field behind the copse, as it is more exposed and would feel safer.



ISH5 Observations

Construction traffic Management

Thurrock Council and others brought up concerns about the contractors, where/who holds them accountable when problems occur during construction. I would like this clarified as this project is design and build and is then subject to changes as it progresses. Would residents go down the same route to complain as stakeholders? During ground investigation works contractors breached their code of practice by urinating in front of the public and littering, parking over residents drives dangerously obstructing the view on busy roads due to the positioning of portable signs. Complaints to the applicant were made but not taken seriously and slow to resolve these issues.

UXO Issues

I have already submitted in my written response at deadline 1 my concerns about UXOs in the proximity of my property and provided visuals to explain my concerns. I would just like to agree with Thurrock councils' suggestion that there needs to be put in place a process for evacuation before the first shovel goes into the ground. Zetica shows a low risk of ordnances in the area of South/North Ockendon though local historians have indicated there are many ordnances scattered throughout the whole proposed route, due to the close proximity of Hornchurch Airfield. Will the applicant be taking responsibility for any damage to properties as everyone is aware of this situation but the applicant is choosing to play down the seriousness of this issue. Also what about the impacts to our health and wellbeing due to the serious concerns and stress about all of this.

The ExA will be aware that I have submitted a written response at deadline 1 it was quite detailed and to the point. I would just like to bring to your attention that the applicant looked at it and cherry picked out some generic questions and ignored/overlooked the questions I asked about my property/area. I do understand that their schedule is tight to respond to all effected parties e.g., councils' solicitors the port by the deadline set by PINS. I feel as a resident taking the time to take part in the DCO process and not getting a response to my questions it makes it quite apparent how far I am down the pecking order. I have looked at the applicants' responses to stake holders and have found their questions have been answered or will be in due course. This just proves my point that there is no engagement with the public, which I did bring up in my written report and the applicant did comment in writing that because PINS has accepted the DCO application their behaviour was acceptable. Are they allowed to carry on ignoring my questions? Which they have been doing since the proposed route was chosen.

I attended the site visit to the Wilderness/land between South/North Ockendon and also the site visit to Manor Farm/farmer Mees land this was very helpful as it showed the applicant how close my property is to this area as it can be seen at the locations being discussed, where the proposed road would be going. I was asked by the applicant to email my top 5 concerns which was incorporated in my written response but not answered. I have agreed to their request but have highlighted I will only provide bullet points and if they would like more detail on these questions, they should refer to my written response. I look forward and hope that this open dialog and approach from the applicant will be beneficial, and productive ongoing.

Compulsory Acquisition Hearing 1

The ExA questioned NH about why they had already purchased so much land and property. I would also question, since many of those properties are already being rented out by NH, where does the money that comes in from the rentals go? And finally, I'd like to comment that I feel that NH have probably lead some people to believe they didn't have much option but to issue Blight or discretionary notice on them, as it suits NH to get their hands on the properties as soon as possible. I believe that it is also cheaper for NH to buy through Blight rather than CPO.