

Compulsory Acquisition Hearing Written Representation from the Hughes Family.

Leigh Hughes LTC- AP546

Antony Hughes LTC- AP238

Savannah Hughes Unique Reference 200358557

Please refer to REP1-382

We as a family have had the proposed LTC hanging over our heads for 7 years now and due to this our lives have been put on hold. This has caused many health issues which are still ongoing and we at present see no end to them.

Being on the development redline means we are unable to sell as no one is able to get a mortgage on our property. If we want to go down the route of negotiating with the applicant to buy our property the procedure is that we have to put our house onto the market for 3 months and if a cash buyer is interested and offers 15-20% under the valuation we are forced to accept as the applicant feels this is acceptable and will not enter into negotiations.

We have witnessed this process with our friends/neighbours who have sold their properties due to the stress and an unknown future. This process wouldn't happen if our property was bought in normal circumstances and is not acceptable. If you have no choice and have to sell to the applicant, they then decide on what they think your property is valued at. They scrutinise your property by looking at windows/doors and the general upkeep. They start deducting money if they feel things are substandard. You are responsible for removing sheds/green houses, filling in swimming pools, anything they do not want, and it's at the owner's expense. In normal circumstances an estate agent would come round and value your property in the condition you present it in and put it on the market at a price agreed. Local estate agents are frightened to go against the applicant's valuation in fear of upsetting such a large organisation so you have to accept what the applicant offers; this means only a few estate agents are willing to help.

In our situation who would buy? Our property will be 75 metres away from the start of the B186 North Road Greenbridge. At some point work will be 24/7 the general noise and light will be continuous, there will be times when we will not be able to access our property let alone get bins/cesspool cleared home deliveries or post due to rolling traffic lights. We also run our business from home so deliveries would be affected, as you can imagine this is an extra worry. We have spoken to a lawyer and he has said the situation we will be left in (in his words) will be inhuman, but the applicant seems unwilling to help with this stressful situation.

I suffer [REDACTED] so opening windows and going for walks in the fresh air is very important to my health and wellbeing, ExA are aware that [REDACTED] which can be very stressful and life can be unpredictable. Family and friends generally come to our home to visit me; this will not be the case during the 5 years of construction. My home is my safe haven, and has been for over 25 years this has changed since the threat of the LTC

For 7 years now we have responded and asked questions at every consultation explaining that our 2-hundred-year-old cottage has no foundations so what would happen if the house became unsafe to live in? The applicant has never responded, but it has been suggested that we go through the process of selling to the applicant, but as I have explained above the process is flawed and unfair.

Why should we accept a knocked down price for our family home for them, the applicant to rent it out (which they have done to properties all along the proposed route) Where does this rent revenue go? They must be one of the top property owners in the country, but they are road builders, is there an independent government body that looks into this?

Our house is in a prime spot, we are in walking distance of the train station where it only takes 20 minutes to reach Fenchurch Street.

Along with [REDACTED] have magnified considerably, in the past 7 years due to this proposed development project.

Our family will not be able to live and run a business from our home and we hope that bringing our situation to the attention of the ExA might spur the applicant into discussions, which lead to solutions.

We would just like to point out though these issues have been already mentioned at deadline 1 REP 1-382 we feel strongly that they should be brought to the attention of the ExA, as up until this point the applicant has cherry picked our questions to answer and none have been specific to our property concerns. These are Concerns about -

Our property flooding due to the positioning of the B186 North Road Greenbridge.

At present our property stands on high ground we are not on mains drainage and so surface water runs into the field ditch beside our property, this works very well. The proposed Greenbridge will change this being due to the height and closeness to our property. Heavy downpours which are becoming more frequent will run off the road and flood our property which will be situated at the bottom, due to this our drainage will become overwhelmed and inadequate. Firstly, we were told by the applicant that because our property was out of the redline, they had no obligation to rectify this if flooding occurred, though the redline is on the pavement outside our property. This has been a big worry and we have brought it up in our written response at consultations and verbally in person to the applicant. After much badgering the applicant arranged for one of their utility experts to sit with us at Thames Chase, as the applicant was holding a community event there. The utility expert verbally explained that the applicant would have to make sure that our property would not be affected with flooding problems due to their code of conduct, which apparently states that the applicant cannot leave our property in a worse state in or after the construction stage has been completed. We have never received anything in writing that this would be the case so we would like some clarification whether this information is correct. Though this might be the policy with the applicant would it be the same policy with the construction team which will be completing the works? I would also definitely like clarification and assurances in writing that this would be the case.

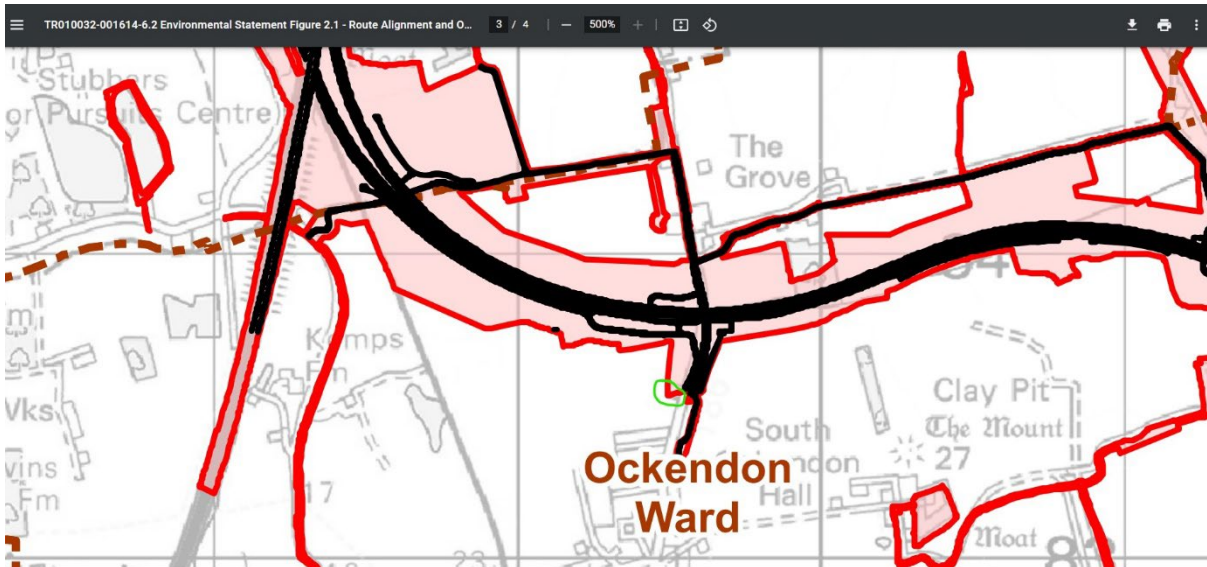


Diagram above shows our house circled in green and the distance of where the Greenbridge would start.

UXOs that we know that are close to our property.

APP-307 and APP-433

Before ground investigation works were started next to our property, we informed the applicant 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.

All through the consultations the applicant 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.

The applicant was 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.

31 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 the applicant 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 very stressful we couldn't bear being home, but had no choice though the contractors were allowed to work, we as residents had government restrictions due to Covid and I was put on the shielding register. It was a great relief when the ground investigations were finished.

APP-433

Quotes on page 71" Records indicate that at least 35 No.HE bombs fell on the site around South Ockendon. More than 50% of these were recorded as UXB, far higher than the generally accepted national average UXB rate of 10%. Given this elevated bombing density, it is considered possible that further UXB could have fallen unnoticed on this part of the site and remained in situ".

Because of this information this does really concern us as the desk study has only considered the site within the order limits, whereas there is a great possibility that there are UXB close enough outside the order limits, if disturbed which could set off a chain reaction within the redline boundary. What reassurance will the applicant be providing before construction commences in respect of this?

P110 figure 22 UXO hazard zone plan of the site (North Ockendon to Baker Street) shows in colours the possibility of what UXOs are present. When you compare this with the proposed route map you will notice the proposed road practically mirrors going through all of the orange M1 sections and M5 sections, which are keyed as moderate.

P115/6 figure 8.3 UXO risk level indicates the severity with rating 5 indicates multiple fatalities from UXB.

The applicant has avoided answering any of our concerns regarding this subject. Now this information has become available we feel that this is unacceptable that a government organisation has put my family/residents lives at peril, this to us shows how arrogant and disrespectful the applicant has behaved in respect to taxpayers' lives. Surely any outsider looking in at the information would agree that the applicant should be investigated as we feel they think they are untouchable.

Please refer to P63 – 4.2.4 northern part of the site.

Figure 11 is a compiled bomb impact map for the northern part of the site.

It shows several incidents recorded on the site, including a concentration of bombing south of Great Warley and at South Ockendon, where numerous UXBs are recorded as falling- including the bombs closest to our property.

Please find below an aerial shot of our property provided by a local historian. The 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 a missing UXO.

This evidence backs up the fact that local knowledge is reliable and should be taken into account and not ignored as has been done continually by the applicant.



Concerns about the proposed road being raised at the
Wilderness and through the fields near North Ockendon and LTC/M25 junction

Please refer to the Guide to the Local Refinement Consultation 2022.

P94 (100) and P99 (105)

The depth of the cutting at the Wilderness would be reduced by one metre from 6.5 to 5.5 metres for around 2.4km.

The depth of the cutting at the LTC/M25 Junction would be reduced from 11.3 to 9.8 metres below ground level for around 1.4 km.

The applicant states the reasons for this in both locations is by raising the road alignment in this location the amount of excavated material removed by road would be considerably reduced.

We feel that this is a green washing exercise to benefit the applicant during the construction period but this decision will have repercussions for the residents in this area after completion.

Why is this acceptable when Shorne Country Park has asked the applicant for their stretch to be deeper to help prevent noise and air pollution affecting the forest and visitors? An agreement has been reached with Kent County Council.

South/North Ockendon has residents living near this proposed road, like Shorne we have a Long Established Woodland that also needs protecting. This change will have a detrimental effect on the health and wellbeing of myself, my family and the residents after completion. We are very very concerned as [REDACTED] and the pollution in this area is already above the national average. This would need to be considered, more closely, if the proposed road goes ahead, as it would only get worse in this area.

The public footpath across from our property.

Please find below a diagram of the new footpath which will run at the back of the copse on North Road, there will be no lighting people will be encouraged to use it if they would like to walk over the proposed Greenbridge. Once over the Greenbridge the path stops and there is no pavement that carries on or any safe provisions for people to cross the B186 to go on the proposed public foot path on the other side, which leads you away from the main road. The applicant thinks that this is a safe option. Due to where the proposed road is situated South Ockendon will be severed from North Ockendon and pedestrians/horse riders will have no option but to use this.

Presently pedestrians/horse riders do stay on the main road, though it is very dangerous but at present the B186 is quite a flat road and through the hedgerow road users can see pedestrians. This obviously will change when the proposed green bridge is proposed to be erected here. Due to the road being a busy country lane, which not only accommodates double decker buses but large HGVs, which can't pass each other due to the narrowness of the road.

We do have a lot of accidents and breakdowns on this stretch of road, on a regular basis we have people knock at our door for help. This issue is very worrying as we will also find it difficult to reverse onto our drive and drive safely off, this keeps us awake at night and needs to be looked at as changes need to be made to make this safer. We are concerned that this proposal will cause more serious accidents.

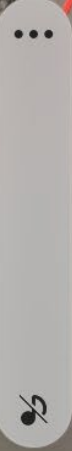
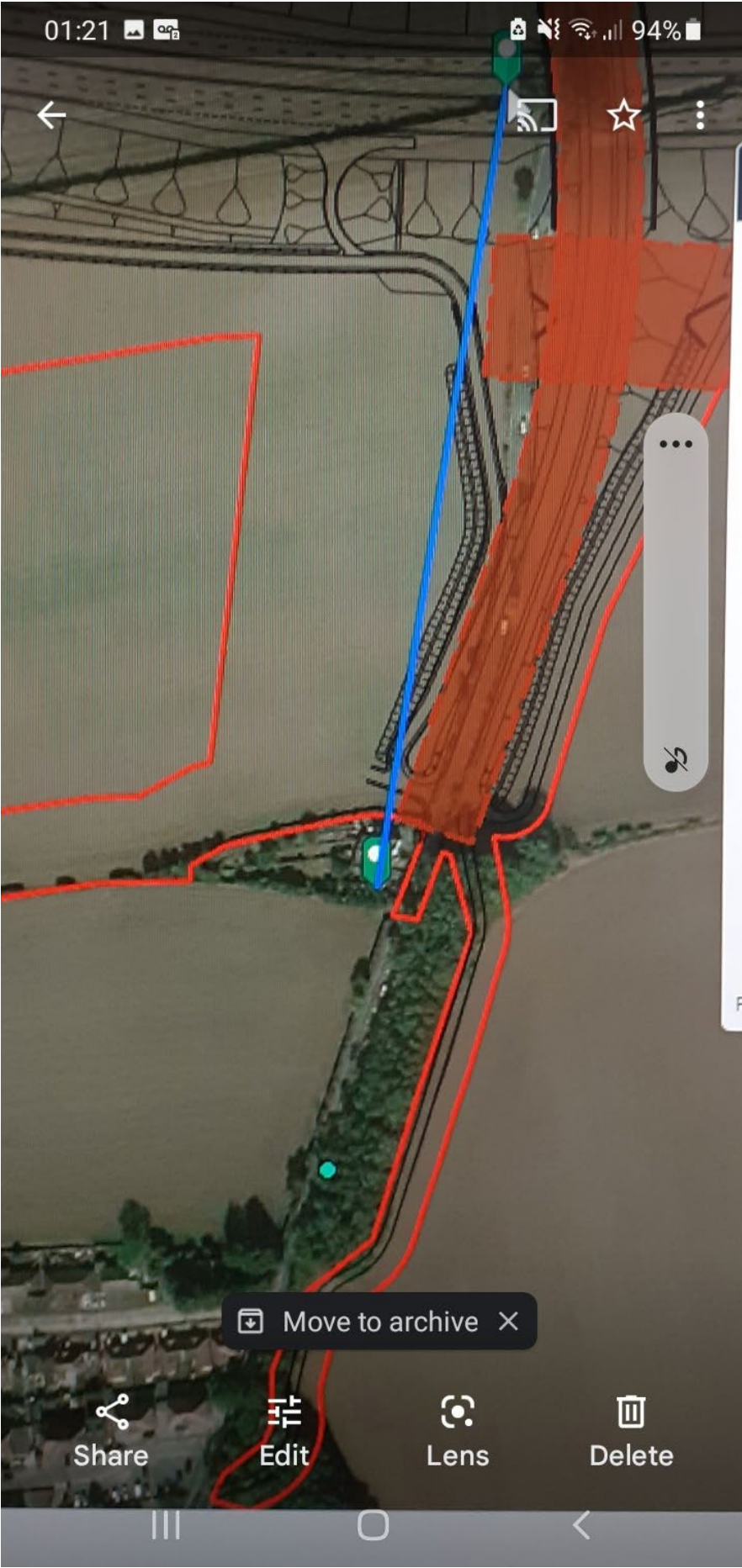
We have explained to the applicant our concerns as you can see from the diagram below our property is marked in green and at present there is no provisions for us to cross the road to join the

Greenbridge as you can see we will have to walk on the lighted pavement which leads to our property back towards the village, cross a busy road to then walk down an unlit footpath to go past our property which is situated on the opposite side of the road. I have asked the applicant why the pavement is not being extended over the Greenbridge which would be safer as we have many bus routes on the B186 and they do stop all the way along this road if you indicate to them.

At present we walk through the fields to get to North Ockendon but this would not be an option once the proposed road is there. I would like clarification from the applicant that this situation will be looked at as I feel this is a dangerous option and is a waste of tax payers' money. Perhaps the ExA could take a look at this and advise the applicant to look at solutions.

01:21

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The photo below shows at present the access we use to walk to the Wilderness. The diagram above shows this area blocked off.



The photo below shows the existing foot path from our property looking towards the village.



The photo below shows the end of the existing foot path which I have asked questions on why this path cannot be extended across the proposed Greenbridge. This would be a safer option for pedestrians/horse riders which would leave the path on the other side for wildlife connectivity which would reduce road kill due to them being scared of human contact.



The applicant has stated that this is a design and build project. As I have mentioned I would like some clarity and assurance that the contractor will adhere to the applicant's ethos before a spade has been put into the ground.

Already we have been through the ground investigation works and contractors have behaved appallingly. There were no welfare facilities at the beginning of the works so residents like myself were subjected to them urinating in full view, litter such as water bottles, crisp packets were found in tied up plastic bags scattered over the grade 1 agricultural land. The compound on North Road was placed on a narrow blind bend causing signage obstruction in the road which was a hazard for motorists. Signage was also put near our drive causing the view to be blocked when exiting our property. When we brought up these concerns to the contractor they were dismissed. We had to contact the applicant and the situation only then resolved.

In 2016 a contaminated land field site, which we were warned about over 30 years ago, and told not go near as animals were put there to graze and died, was given Metropolitan status.

Due to it being undisturbed, the wildlife has flourished and as a result rare insects have been discovered. Though situated on the border of Thurrock, it is in Havering and owned by Essex County Council, it can be seen from our property.

In 2019 when the ground investigations started the gates were opened and the applicant and Balfour Beatty cleared some of the land to accommodate vehicles and machinery. How was this

allowed? Where was the communication? They not only disturbed the habitat but they drove their vehicles through the village with contaminated soil on their tyres. I contacted the applicant who at the time ignored, and to this day, has never responded to my concerns.

This was due to be used as a construction compound but the applicant has since moved it nearer to North Ockendon village to bypass it. As you can appreciate, we have no faith in the applicant to assist us in these matters and I hope the ExA will question the applicant on our behalf and put measures in place to assist us in going forward with our situation.



When confronted with a sign like this, investigations should have been more thorough.

I would just like to have noted and put on the record that we haven't said YES to giving up our soil half way rights to the applicant. We were sent a letter and have asked at consultations what this actually means and are we compensated? We have never got an answer, nobody seemed to know as there was no expert in this field available.

Going forward we would like the applicant to answer our concerns sooner rather than later as the stress is taking its toll on our family. None of us want to come home or do anything around the house due to the uncertainty of our future.

We doubt very much if the applicant will resolve our situation as we have little faith, being that we are 7 years down the line and still have no answers. The applicant is aware that we will not be able to reside at our property and being a big organisation, we feel they are waiting for us to say enough is enough we can't take any more, please buy our family home at a loss to us financially and emotionally.

We would just like to take this opportunity to mention a dear friend, who himself, would have been here to speak about his own personal experiences going through consultation but unfortunately, he [REDACTED] He was in a worse position than us he had a CPO on his property and like us was fighting for the best possible outcome for his family. He was only 51 and we don't think the stress of the road helped with his situation, he would have spoken with so much passion and humour about the problems with the project and would have definitely used all the given time to speak and perhaps more if been allowed, he could talk for England. He was a big part of TCAG and very much missed. I would just hope that the applicant will be treating his family with compassion and respect that they deserve. And we would be very grateful if the ExA could monitor this unfortunate situation the family have found themselves in.