

Response to the Secretary of State

LTC-AP546 MRS L J HUGHES

LTC-AP238 MR A HUGHES

Dear Sir

As an effected party we have been submitting evidence to PINS at every deadline. We appreciate that this proposed infrastructure project is big and therefore National Highways have to appease not only PINS but major stakeholders.

We also appreciate that as a home owner who will be severely affected if this proposed road was to be granted, that we are further down the pecking order and are insignificant to stakeholders like councils and the port of Tilbury etc, who have stated that this project would affect the future of economic growth due to the position of the new tunnels.

To be perfectly honest we have found the whole DCO process very stressful and challenging, especially when finding up-to-date diagrams/documents that you have been told by NH over the years through consultation after consultation that they will be available through the DCO process.

In regards to this we have asked all through our DCO deadline responses whether NH can direct us to diagrams/information, which has just fallen on death ears. NH did communicate with us by email but the questions we asked were not answered in full or were sketchy, which made us feel like it was just a tick box exercise to show they were in a meaningful engagement with us.

When the DCO examination finished on the 20th December, we received an email on the 21st December from NH which contained the diagrams and information from their submitted documents which we had been asking for, for the last 6 months. This was concerning the proposed North Road green bridge. When looking at the information it wasn't a true representation visually or technically of what was explained to us at previous meetings.

Please find a copy of the 2 images below to explain this.

We were told that the bridge would be built off line and fitted in place to the existing road, it was also explained at many NH meetings with Gary Hodge that from this view the bridge would show an elevated section of approximately 4/5 meters high to accommodate the proposed LTC. When comparing both images there is very little difference between them the alignment of the road looks relatively the same though its wider but there is no sign of an elevation.

Due to NH sending this information after the DCO deadline we have been denied the opportunity to challenge this.



Existing North Road, north of South Ockendon



North Road, north of South Ockendon with WCH route

As we have mentioned above, we are not a big stake holder we are a little family which will be highly affected by this proposed Lower Thames Crossing.