

# **M25 junction 28 improvement scheme TR010029**

## **5.1 Consultation report: Annex C Annex C - Statutory consultation (section 42)**

Section 37(3) and Regulation 5(2)(q)  
Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009



# Infrastructure Planning

## Planning Act 2008

### The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

#### M25 junction 28 scheme Development Consent Order 20[x]

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#### 5.1 CONSULTATION REPORT: ANNEX C

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|                                                |                                                                   |
|------------------------------------------------|-------------------------------------------------------------------|
| <b>Regulation Number:</b>                      | Regulation 5(2)(q)                                                |
| <b>Planning Inspectorate Scheme Reference:</b> | TR010029                                                          |
| <b>Application Document Reference:</b>         | TR010029/APP/5.1                                                  |
| <b>Author:</b>                                 | M25 junction 28 improvement scheme project team, Highways England |

| Version | Date     | Status of Version |
|---------|----------|-------------------|
| 0       | May 2020 | Application issue |

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# Annexes



# Annex C. Statutory consultation (section 42)

## C1 Section 46 letter to the Inspectorate



PINS ref: TR010029

FAO [REDACTED]  
The Planning Inspectorate  
Major Applications and Plans  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

[REDACTED]  
Project Manager  
Highways England  
Bridge House  
1 Walnut Tree Close  
Guildford  
GU1 4LZ

0300 123 5000

29th November 2018

Dear [REDACTED]

**M25 junction 28 improvement scheme**  
**Statutory consultation – 03 December 2018 until 28 January 2019**  
**Section 46 Notification under the Planning Act 2008 (as amended) of a proposed**  
**Development Consent Order application**

I am hereby notifying you that, under Section 46 of the Planning Act 2008, Highways England ("the applicant") intends to apply under Section 37 of the Planning Act for a Development Consent Order (DCO) for the M25 junction 28 improvement scheme.

The scheme involves the provision of a new two lane loop road between the M25 anticlockwise and the A12 eastbound carriageways and constitutes a Nationally Significant Infrastructure Project (NSIP) under Section 22 of the Planning Act 2008 (as amended).

### Consultation Information

Highways England will be undertaking pre-application consultation under Section 42 of the Planning Act 2008 between **03 December 2018** and **28 January 2019**. Please find enclosed a USB stick with electronic copies of the consultation documentation that will be supplied to Section 42 consultees and comprises the following:

- Letters advising consultees of the consultation (targeted letters for each type of consultee under Section 42 of the Planning Act i.e. prescribed consultee, local authorities, Greater London Authority, Category 1 and 2 land interests, Category 3 land interests)
- Statutory notices in local and national press (Section 47 and Section 48 notices)
- Consultation brochure
- Response form
- Scheme/route map showing the full extent of the scheme within a red line boundary plan

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
Highways England Company Limited registered in England and Wales number 05946969



Before submitting our scheme we must consult people that have a legal interest in the land that will be compulsory acquired by the scheme. This letter is notice of Highways England's **targeted consultation from 31 January 2019 to 28 February 2019**.

This targeted consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this targeted consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to PINS. There will be limited opportunity to influence the proposals once the application has gone to PINS, so now is the best time to have your say on the scheme.

We would like to use this consultation to understand the potential impacts that the scheme may have on your land or interest. We would also like to work with you to reduce any impacts as much as possible and we can do that more effectively if we fully understand how you use the land and how our scheme may affect that use. You may also wish to consider whether your interests in any surrounding land not being acquired for the scheme may be affected. Please use the contact details below to give us your comments.

Please note that whilst you may be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment during the consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by PINS. We are also interested in understanding whether we have captured the correct information about everyone who has an interest in land

As the project involves an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), we have prepared and provided a Preliminary Environmental Information Report (PEIR) to help you understand the likely effects of our proposals.

To view the full suite of consultation documents listed below, please visit the project website at [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28). These are provided to help you understand the proposals and share your views with us and include the following:

- The consultation brochure and response form
- A copy of the Preliminary Environmental Information Report (PEIR) accompanied by a Non-Technical Summary
- Associated plans showing the extent of the scheme and the main components
- Scheme Assessment Report
- Technical Assessment Report.

Hard copies of the consultation material will continue to be made available at three display locations, listed below (please note that the dates in the brochure will refer to the previous consultation).

- **Romford Central Library** – St Edwards Way, Romford, RM1 3AR  
Monday – 10am to 8pm, Tuesday – 9am to 5pm, Wednesday 9am to 5pm, Thursday – 10am to 8pm, Friday – 9am to 5pm, Saturday – 10am to 4pm, Sunday – Closed.
- **Brentwood Library** – New Road, Brentwood, CM14 4BP  
Monday – 10am to 6pm, Tuesday – 9am to 6pm, Wednesday 9am to 1pm, Thursday – 9am to 6pm, Friday – 9am to 6pm Saturday – 9am to 5pm, Sunday - Closed
- **Chelmsford Library** – County Hall, Market Road, Chelmsford, CM1 1QH.



Monday – 9am to 6.30pm, Tuesday – 9am to 6pm, Wednesday 9am to 1pm, Thursday – 9am to 6pm,  
Friday – 9am to 6.30pm, Saturday – 9am to 5.30pm, Sunday – 1pm to 4pm

As you have an interest in the affected land, we are enclosing the consultation brochure\* and response form to help you understand our proposals and share your views with us.

*\*Please note that the following are not applicable to you:*

- *The response date shown in the brochure and response form of 'Monday 28 January 2019' – your responses should be received by 11.59pm on 28 February 2019*
- *Pages 5 and 6 in the brochure that refer to; consultation exhibitions, the mobile consultation vehicle and where to get the brochure.*

Highways England has produced the following guidance in relation to compulsory acquisition and compensation which can be viewed via the following link.  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/645165/Your\\_property\\_and\\_our\\_road\\_proposals.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/645165/Your_property_and_our_road_proposals.pdf)

We would also like to invite you to meet with our project team. If you have any questions or would like to arrange a meeting please contact us using the details below. Please let us know if you would like to discuss any specific issues.

Any responses to this consultation in respect of the scheme should be sent to the following:

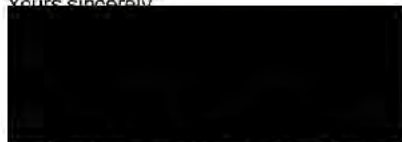
- **Online:** [www.highwaysengland.co.uk/m25/28](http://www.highwaysengland.co.uk/m25/28)
- **By email:** [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- **By post** using the full freepost address: **FREEPOST M25 junction 28 improvement scheme.**

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **28 February 2019**. To ensure that there is sufficient time to consider your response before finalising our application.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:  
<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Project Manager: M25 junction 28 improvement scheme**

**Email: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)**

**Tel: 0300 123 5000**

**Enc.** consultation brochure and consultation response form

## C2 List of prescribed consultees

|   | Prescribed Consultee:                                                                               | Circumstances when that person must be consulted about the proposed application: | Consu lted (Y/N): | Reason for inclusion or exclusion:                                         | Prescribed Consultee Contact Details:                        |
|---|-----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|-------------------|----------------------------------------------------------------------------|--------------------------------------------------------------|
| 1 | The Welsh Ministers                                                                                 | All proposed application likely to affect land in Wales                          | No                | Scheme will not affect land in Wales.                                      | N/A                                                          |
| 2 | The Scottish Executives                                                                             | All proposed applications likely to affect land in Scotland                      | No                | Scheme will not affect land in Scotland.                                   | N/A                                                          |
| 3 | The relevant Northern Ireland Department                                                            | All proposed application likely to affect land in Northern Ireland               | No                | Scheme will not affect land in Northern Ireland.                           | N/A                                                          |
| 4 | The Health and Safety Executive                                                                     | All cases                                                                        | Yes               | Applies to all projects and the relevant local branch has been identified. | 2.2 Redgrave Court<br>Merton Road, Bootle Merseyside L20 7HS |
| 5 | The National Health Service Commissioning Board and the relevant clinical commissioning group (CCG) | All proposed applications likely to affect land in England and Wales             | Yes               | Scheme will affect land in England.                                        | NHS England, PO Box 16738<br>Redditch B97 9PT                |



|    | <b>Prescribed Consultee:</b>                                                       | <b>Circumstances when that person must be consulted about the proposed application:</b> | <b>Consulted (Y/N):</b> | <b>Reason for inclusion or exclusion:</b>                                                  | <b>Prescribed Consultee Contact Details:</b>                                           |
|----|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|-------------------------|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| 6  | The Relevant Health Board                                                          | All proposed applications likely to affect land in Scotland                             | No                      | Scheme will not affect land in Scotland.                                                   | N/A                                                                                    |
| 7  | Natural England                                                                    | All proposed applications likely to affect land in England                              | Yes                     | Scheme will affect land in England as relevant regional branch has been identified.        | Natural England, County Hall, Spetchley Road, Worcester, WR5 2NP, UK                   |
| 8  | The Historic Buildings and Monuments Commission for England                        | All proposed applications likely to affect land in England                              | Yes                     | Scheme will affect land in England and relevant regional branches have been identified.    | Greater London<br>4th Floor, Cannon Bridge House,<br>25 Dowgate Hill, London, EC4R 2YA |
| 9  | The relevant fire and rescue authority                                             | All cases                                                                               | Yes                     | All cases so the relevant local authority has been identified.                             | Kelvedon Park, Rivenhall, Witham, Essex, CM8 3HB                                       |
| 10 | The relevant police and crime commissioner                                         | All cases                                                                               | Yes                     | Notify/consult for all projects.<br>Apply the correct definition of 'relevant' in England. | PFCC for Essex, Kelvedon Park, London Road, Rivenhall, Witham, Essex, CM8 3HB          |
| 11 | The relevant parish council, or, where the application relates to land in Wales or | All cases                                                                               | Yes                     | Relevant parish councils identified:                                                       |                                                                                        |

|  | Prescribed Consultee:                   | Circumstances when that person must be consulted about the proposed application: | Consulted (Y/N): | Reason for inclusion or exclusion: | Prescribed Consultee Contact Details:                                               |
|--|-----------------------------------------|----------------------------------------------------------------------------------|------------------|------------------------------------|-------------------------------------------------------------------------------------|
|  | Scotland the relevant community council |                                                                                  |                  | Blackmore, Hook End & Wyatts Green | The Haven, Hay Green Lane, Hook End, Brentwood, Essex, CM4 0QL                      |
|  |                                         |                                                                                  |                  | Doddinghurst                       | 68 Lime Grove, Doddinghurst, Essex, CM15 0QY                                        |
|  |                                         |                                                                                  |                  | Herongate & Ingrave                |                                                                                     |
|  |                                         |                                                                                  |                  | Ingastone and Fryerning            |                                                                                     |
|  |                                         |                                                                                  |                  | Kelvedon                           | Stone Croft, School Road, Kelvedon Hatch, Brentwood, Essex, CM15 0DL                |
|  |                                         |                                                                                  |                  | Mountnessing                       |                                                                                     |
|  |                                         |                                                                                  |                  | Navestock                          | <u>uk</u><br>Navestock Village Hall, Navestock Side, Navestock, Brentwood, CM14 5SD |
|  |                                         |                                                                                  |                  | Stondon Massey                     | 6 Connons Mead, Standon Massey, Brentwood, Essex, CM15 0EF                          |
|  |                                         |                                                                                  |                  | West Horndon                       | 51 Freshwell Gardens, West Horndon, Brentwood, Essex, CM13 3NE                      |



|    | <b>Prescribed Consultee:</b>                                    | <b>Circumstances when that person must be consulted about the proposed application:</b>    | <b>Consulted (Y/N):</b> | <b>Reason for inclusion or exclusion:</b>             | <b>Prescribed Consultee Contact Details:</b>                                                   |
|----|-----------------------------------------------------------------|--------------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------------|------------------------------------------------------------------------------------------------|
| 12 | The Environment Agency                                          | All proposed applications likely to affect land in England                                 | Yes                     | Scheme will affect land in England                    | South East Regional Office, Kings Meadow House, Kings Meadow Road, Reading, Berkshire, RG1 8DQ |
| 13 | The Scottish Environment Protection Agency                      | All proposal applications likely to affect land in Scotland                                | No                      | Scheme will not affect land in Scotland               | N/A                                                                                            |
| 14 | The Equality and Human Rights Commission                        | All proposed applications likely to affect land in Wales                                   | Yes                     | No longer applicable but did on a precautionary basis | 2-6 Salisbury Square<br>London<br>EC4Y 8JX                                                     |
| 15 | The Commission for Sustainable Development                      | All cases                                                                                  | Yes                     | No longer applicable but did on a precautionary basis | City Hall, 4th Floor<br>The Queens Walk, London SE1 2AA                                        |
| 15 | The Scottish Human Rights Commission                            | All proposed applications likely to affect land in Scotland                                | No                      | Scheme will not affect land in Scotland.              | N/A                                                                                            |
| 16 | For projects in England: the relevant AONB Conservation Boards. | All proposed applications likely to affect an AONB that is managed by a Conservation Board | No                      | Scheme will not affect any AONB.                      | N/A                                                                                            |



|    | <b>Prescribed Consultee:</b>                                  | <b>Circumstances when that person must be consulted about the proposed application:</b>                          | <b>Consulted (Y/N):</b> | <b>Reason for inclusion or exclusion:</b>             | <b>Prescribed Consultee Contact Details:</b>                                                                                                          |
|----|---------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | For projects in Wales: AONB Conservation Boards.              |                                                                                                                  |                         |                                                       |                                                                                                                                                       |
| 17 | Royal Commission on Ancient and Historical Monuments of Wales | All proposed applications likely to affect land in Wales                                                         | No                      | Scheme will not affect land in Wales.                 | N/A                                                                                                                                                   |
| 18 | The Natural Resource Body for Wales (NRW)                     | All proposed applications likely to affect land in Wales                                                         | No                      | Scheme will not affect land in Wales.                 | N/A                                                                                                                                                   |
| 19 | Homes England                                                 | All proposed applications likely to have an effect on its areas of responsibility (not projects in England only) | Yes                     | No longer applicable but did on a precautionary basis |  <a href="https://www.homesengland.gov.uk">homesengland.gov.uk</a> |
| 20 | The Joint Nature Conservation Committee (JNCC)                | All proposed applications likely to affect the marine environment                                                | No                      | Scheme will not affect the marine environment.        | N/A                                                                                                                                                   |
| 21 | Scottish Natural Heritage                                     | All proposed applications likely to affect land in Scotland                                                      | No                      | Scheme will not affect land in Scotland.              | N/A                                                                                                                                                   |

|    | <b>Prescribed Consultee:</b>                               | <b>Circumstances when that person must be consulted about the proposed application:</b>                                    | <b>Consulted (Y/N):</b> | <b>Reason for inclusion or exclusion:</b>                                | <b>Prescribed Consultee Contact Details:</b> |
|----|------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|-------------------------|--------------------------------------------------------------------------|----------------------------------------------|
| 22 | The Maritime and Coastguard Agency                         | All proposed applications likely to affect the maritime or coastal environment, or the shipping industry                   | No                      | Scheme will not affect the marine environment.                           | N/A                                          |
| 23 | The Marine Management Organisation (MMO)                   | All proposed applications likely to affect the marine area in England and Wales                                            | No                      | Scheme will not affect the marine environment.                           | N/A                                          |
| 24 | The Scottish Fisheries Protection Agency (Marine Scotland) | All proposed applications likely to affect the fisheries industry in Scotland                                              | No                      | Scheme will not affect land in Scotland.                                 | N/A                                          |
| 25 | The Civil Aviation Authority                               | All proposed applications relating to airports or which are likely to affect an airport or its current or future operation | No                      | Scheme will not be likely to affect an airport or its current operation. | N/A                                          |
| 26 | The Secretary of State for Transport                       | All proposed applications likely to                                                                                        | No                      | See below for strategic authority                                        | N/A                                          |



|    | <b>Prescribed Consultee:</b>                                                      | <b>Circumstances when that person must be consulted about the proposed application:</b>                                             | <b>Consulted (Y/N):</b> | <b>Reason for inclusion or exclusion:</b>                                                                       | <b>Prescribed Consultee Contact Details:</b>                                                                                                             |
|----|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
|    |                                                                                   | affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is the highway authority |                         |                                                                                                                 |                                                                                                                                                          |
| 27 | Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs) | All proposed applications likely to affect transport within, to or from the relevant integrated transport area of the ITA or PTE    | Yes                     | Relevant bodies identified for consultation and set out below                                                   | As set out below                                                                                                                                         |
| 28 | The relevant Highways Authority                                                   | All proposed applications likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal     | Yes                     | Will affect roads of<br>Essex County Council,<br><br>London Borough of Havering and<br><br>Transport for London | Essex CC County Hall, Market Rd, Chelmsford, CM1 1QH<br>LB Havering Town Hall, Main Road, Romford, Essex, RM1 3BD<br>TfL, 14 Pier Walk, London, SE10 0ES |
| 29 | The relevant strategic highways company                                           | All proposed applications likely to affect road or transport                                                                        | Yes                     | Relevant region has been identified                                                                             | As set out below                                                                                                                                         |

|    | <b>Prescribed Consultee:</b>                      | <b>Circumstances when that person must be consulted about the proposed application:</b>                                                               | <b>Consulted (Y/N):</b> | <b>Reason for inclusion or exclusion:</b>             | <b>Prescribed Consultee Contact Details:</b>                |
|----|---------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------------|-------------------------------------------------------------|
|    |                                                   | operation and/or planning on roads for which the strategic highways company is the highway authority                                                  |                         |                                                       |                                                             |
| 30 | Transport for London                              | All proposed applications likely to affect transport within, to or from Greater London                                                                | Yes                     | Scheme is within Greater London                       | 14 Pier Walk, London, SE10 0ES                              |
| 31 | The Passengers Council                            | All proposed applications likely to affect rail passenger transport or road passenger transport services or facilities (not projects in England only) | Yes                     | No longer applicable but did on a precautionary basis | Great Minster House, 33 Horseferry Road<br>London, SW1P 4DR |
| 32 | The Disabled Persons Transport Advisory Committee | All proposed applications likely to affect access to transport for disabled                                                                           | Yes                     | No longer applicable but did on a precautionary basis | ██████████@dft.gov.uk                                       |



|    | <b>Prescribed Consultee:</b>                         | <b>Circumstances when that person must be consulted about the proposed application:</b>                                             | <b>Consulted (Y/N):</b> | <b>Reason for inclusion or exclusion:</b>                                 | <b>Prescribed Consultee Contact Details:</b> |
|----|------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------|---------------------------------------------------------------------------|----------------------------------------------|
| 33 | The Coal Authority                                   | people (not projects in England only)<br><br>All proposed applications that lie within areas of past, present or future coal mining | No                      | Scheme does not fall within areas of past, present or future coal mining. | N/A                                          |
| 34 | The Office of Rail Regulation and approved operators | All proposed applications likely to affect the rail transport industry (not projects in England only)                               | No                      | Scheme will not affect rail transport industry                            | N/A                                          |
| 35 | The Gas and Electricity Markets Authority (OFGEM)    | All proposed applications likely to affect gas and electricity markets (not projects in England only)                               | No                      | Scheme will not affect gas and electricity markets                        | N/A                                          |
| 36 | The Water Services Regulations Authority (OFWAT)     | All proposed applications likely to affect the water                                                                                | No                      | Scheme will not affect the water industry                                 | N/A                                          |

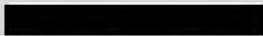
|    | <b>Prescribed Consultee:</b>               | <b>Circumstances when that person must be consulted about the proposed application:</b>                                                                   | <b>Consulted (Y/N):</b> | <b>Reason for inclusion or exclusion:</b>                                                           | <b>Prescribed Consultee Contact Details:</b>                            |
|----|--------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| 37 | The Water Industry Commission of Scotland* | industry in England and Wales<br><br>All proposed applications likely to affect the water industry in Scotland                                            | No                      | Scheme will not affect the water industry in Scotland                                               | N/A                                                                     |
| 38 | The relevant waste regulation authority*   | All proposed applications likely to affect waste infrastructure                                                                                           | No                      | Scheme will not affect waste infrastructure                                                         | N/A                                                                     |
| 39 | The relevant internal drainage board       | All proposed applications likely to increase the risk of flooding in that area or where the proposals relate to an area known to be an area of flood risk | No                      | None found:<br><a href="http://www.ada.org.uk/member_type/idbs">www.ada.org.uk/member_type/idbs</a> | N/A                                                                     |
| 40 | The Canal and River Trust                  | All proposed applications likely to have an impact on inland waterways or                                                                                 | No                      | Scheme does not involve an identified inland waterway                                               | First Floor North, Station House, 500 Eldergate, Milton Keynes, MK9 1BB |



|    | <b>Prescribed Consultee:</b>                                           | <b>Circumstances when that person must be consulted about the proposed application:</b>                                                                                   | <b>Consulted (Y/N):</b> | <b>Reason for inclusion or exclusion:</b>                                                                                                                                                     | <b>Prescribed Consultee Contact Details:</b>                                                                          |
|----|------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| 41 | Trinity House                                                          | land adjacent to inland waterways<br><br>All proposed applications likely to affect navigation in tidal waters                                                            | No                      | Scheme will not affect navigation in tidal waters<br><a href="http://www.mcanet.mcga.gov.uk/public/c4/cat-waters/waterways.pdf">www.mcanet.mcga.gov.uk/public/c4/cat-waters/waterways.pdf</a> | N/A                                                                                                                   |
| 42 | Public Health England, an executive agency of the Department of Health | All proposed applications likely to involve chemicals, poisons or radiation which could potentially cause harm to people and likely to affect significantly public health | Yes                     | Scheme is in close proximity to a landfill site                                                                                                                                               | Public information access office, Public Health England, Wellington House, 133-155 Waterloo Road, London, SE1 8UG, UK |
| 43 | The relevant local resilience forum                                    | All cases (not projects in England only)                                                                                                                                  | No                      | Project is in England only                                                                                                                                                                    | N/A                                                                                                                   |
| 44 | Relevant statutory undertakers                                         | All proposed applications likely to affect their functions                                                                                                                | Yes                     | Anglian Water Services Limited                                                                                                                                                                | Water Resources and Strategic Planning Team Thorpe Wood House<br>Thorpe Wood Peterborough PE3 6WT                     |

|  | Prescribed Consultee: | Circumstances when that person must be consulted about the proposed application: | Consulted (Y/N): | Reason for inclusion or exclusion:                                                                                                                                                                                                                                                                             | Prescribed Consultee Contact Details:                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--|-----------------------|----------------------------------------------------------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  |                       | as statutory undertakers                                                         |                  | <p>Affinity Water</p> <p>Cadent Gas Limited</p> <p>Energetics Gas Limited</p> <p>Energy Assets Pipelines Limited</p> <p>ESP Connections Ltd<br/>ESP Utilities Group Ltd<br/>ESP Networks Ltd<br/>ESP Pipelines Ltd</p> <p>Fulcrum Pipelines Ltd</p> <p>GTC Pipelines Ltd<br/>Independent Pipelines Limited</p> | <p>Tamblin Way Hatfield AL10 9EZ</p> <p>Customer Care Enquiries Team,<br/>Cadent, Brick Kiln Street, Hinckley,<br/>Leicestershire, LE10 0NA<br/>Fenick House, Lister Way,</p> <p>Hamilton International Tehnology Park,<br/>Glasgow, G72 0FT</p> <p>EA Networks, 12 Sketty Close,<br/>Brackmills Ind. Est, Northampton, NN4 7PL</p> <p>Bluebird House Mole<br/>Business Park<br/>Leatherhead<br/>KT22 7BA</p> <p>Carr House, Greasebrough Road,<br/>Rotherham<br/>S61 4QQ</p> |



|  | Prescribed Consultee: | Circumstances when that person must be consulted about the proposed application: | Consulted (Y/N): | Reason for inclusion or exclusion:                          | Prescribed Consultee Contact Details:                                                                                                                                              |
|--|-----------------------|----------------------------------------------------------------------------------|------------------|-------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  |                       |                                                                                  |                  | Indigo Pipelines Limited<br>Quadrant Pipelines Limited      | <br>Ocean Park House East Tyndall Street<br>Cardiff CF24 5GT<br>One London Wall London EC2Y 5AB |
|  |                       |                                                                                  |                  | National Grid Gas Plc                                       | Energy House Woolpit Business Park<br>Windmill Avenue Woolpit Bury St<br>Edmunds Suffolk IP30 9UP                                                                                  |
|  |                       |                                                                                  |                  | Scotland Gas Networks Plc<br>Southern Gas Networks          | Land & Business Support National Grid<br>House National Grid Gas PLC Warwick<br>Technology Park Gallows Hill Warwick<br>CV34 6DA                                                   |
|  |                       |                                                                                  |                  | Wales and West Utilities Ltd                                | 95 Kilbirnie Street Glasgow G5 8JD                                                                                                                                                 |
|  |                       |                                                                                  |                  | Energetics Electricity Limited<br>ESP Electricity Limited   | SGN, Inveralmond House, 200 Dunkeld Road, Perth, PH1 3AQ<br>                                  |
|  |                       |                                                                                  |                  | G2 Energy IDNO Limited<br>Harlaxton Energy Networks Limited | 12 Freshmont Gardens Epsom KT19 8RF<br>Bluebird House Mole Business Park<br>Leatherhead KT22 7BA                                                                                   |

|  | Prescribed Consultee: | Circumstances when that person must be consulted about the proposed application: | Consulted (Y/N): | Reason for inclusion or exclusion:                                                                                                                                                                                                                                                                                                   | Prescribed Consultee Contact Details:                                                                                                                                                                                                                                                                                                                                                 |
|--|-----------------------|----------------------------------------------------------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  |                       |                                                                                  |                  | <p>Independent Power Networks Limited</p> <p>Peel Electricity Networks Limited</p> <p>The Electricity Network Company Limited</p> <p>UK Power Distribution Limited</p> <p>Utility Assets Limited</p> <p>Utility Distribution Networks Limited</p> <p>UK Power Networks Limited</p> <p>National Grid Electricity Transmission PLC</p> | <p>[REDACTED]</p> <p>Toll Bar Road, Marston, Grantham, Lincs, NG32 2HT</p> <p>Driscoll 2 Ellen Street Cardiff CF10 4BP</p> <p>[REDACTED]</p> <p>Hazeldean Station Road Leatherhead KT22 7BA</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>237 Southwark Bridge Road London SE1 6NP</p> <p>237 Southwark Bridge Road London SE1 6NP</p> <p>Grand Buildings 1-3 Strand London WC2N 5Eh</p> |



|    | <b>Prescribed Consultee:</b>         | <b>Circumstances when that person must be consulted about the proposed application:</b>                  | <b>Consulted (Y/N):</b> | <b>Reason for inclusion or exclusion:</b>                                    | <b>Prescribed Consultee Contact Details:</b>                      |
|----|--------------------------------------|----------------------------------------------------------------------------------------------------------|-------------------------|------------------------------------------------------------------------------|-------------------------------------------------------------------|
| 45 | Crown Estate Commissioners           | All proposed applications likely to impact on the Crown Estate                                           | Yes                     | As identified in the scoping opinion and likely to affect crown land         | 1 St James's Market, London, SW1Y 4AH                             |
| 46 | The Forestry Commission              | All proposed applications likely to affect the protection or expansion of forests and woodlands          | Yes                     | Notify/consult where the circumstance test in column 2 of Schedule 1 is met. | The Forest Office,<br>Upper Ickneild Way<br>Aylesbury<br>HP22 5NF |
| 47 | The Natural Resources Body for Wales | All proposed applications likely to affect the protection or expansion of forests and woodlands in Wales | No                      | Scheme is not located in Wales                                               | N/A                                                               |
| 48 | The relevant local health board      | All applications likely to affect land in Wales                                                          | No                      | Scheme is not located in Wales                                               | N/A                                                               |
| 49 | The National Health Service Trusts   | All proposed applications likely to affect England                                                       | Yes                     | As Identified in the scoping opinion                                         | NHS England, PO Box 16738<br>Redditch B97 9PT                     |

|    | <b>Prescribed Consultee:</b>                                                                 | <b>Circumstances when that person must be consulted about the proposed application:</b>                                                                   | <b>Consulted (Y/N):</b> | <b>Reason for inclusion or exclusion:</b>   | <b>Prescribed Consultee Contact Details:</b>                                                                 |
|----|----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|---------------------------------------------|--------------------------------------------------------------------------------------------------------------|
| 50 | The Secretary of State for Defence                                                           | All proposed applications likely to affect current or future operation of a site identified in a safeguarding map and all developments in the marine area | Yes                     | On a precautionary basis                    | Ministry of Defence, Whitehall, London, SW1A 2HB                                                             |
| 51 | The Office of Nuclear Regulation (the ONR)                                                   | All proposed applications likely to affect matters relevant to the ONR's purposes within the meaning of Part 3 of the Energy Act 2013                     | No                      | Not raise any matters relevant to ONRs      | N/A                                                                                                          |
| 52 | Universal Service Provider                                                                   | Royal Mail                                                                                                                                                | Yes                     | As identified in the scoping opinion        | Group Communications, Royal Mail Group, 100 Victoria Embankment, London, EC4Y 0HQ                            |
| 53 | List of further consultees under 'planning application' legislation but not specifically DCO | All proposed applications likely to affect land in England                                                                                                | Yes                     | Sport England<br><br>Garden History Society | Sport Park 3 Oakwood Drive<br>Loughborough Leicestershire LE11 3QF<br><br>70 Cowcross Street London EC1M 6EJ |



|  | Prescribed<br>Consultee: | Circumstances when<br>that person must be<br>consulted about the<br>proposed<br>application: | Consu<br>lted<br>(Y/N): | Reason for inclusion or<br>exclusion: | Prescribed Consultee Contact<br>Details: |
|--|--------------------------|----------------------------------------------------------------------------------------------|-------------------------|---------------------------------------|------------------------------------------|
|  |                          |                                                                                              |                         |                                       |                                          |

**Notes:**

“relevant”, in relation to a body, means the body which has responsibility for the location where the proposals may or will be sited

“safeguarding map” (entry no.50) has the meaning given in a direction made by the Secretary of State in exercise of the powers conferred by articles 16(4), 25(1), 29(6) and 39 of the Town and Country Planning (Development Management Procedure)(England) Order 2010(3).

S67 of the Energy Act 2013 defines the ONR’s purpose which relates to nuclear safety, security, safeguards and transport

## C3 Land interest questionnaires (LIQs) and covering letters accompanying them

### C.3.1 Category 1 - Land interest questionnaire



#### LAND INTEREST QUESTIONNAIRE

To: [Party name]

Ref: [REF]

**Request for Information relating to Freehold, Leasehold, Tenancy, Occupation and any other applicable interests**

Concerning: Property(s) as shown on the attached plan(s)

**PLEASE READ THE ATTACHED NOTES BEFORE COMPLETING THIS QUESTIONNAIRE**  
**Additional information can be written on a separate sheet**

*Highways England and their agents will process your personal information in this questionnaire in accordance with General Data Protection Regulation and the Data Protection Act 2018. This request for information and all related work being carried out is in accordance with the land and property provisions in the Planning Act 2008 and the Government Guidance published under that Act. For more information on the Project or its management of the data provided in your questionnaire, please visit <https://highwaysengland.co.uk/terms-and-conditions/> and <http://www.terraquest.co.uk/privacy>*

1. Details of the person(s) or organisation having an interest in land or property as shown on the attached plan(s).

Please check/complete your details:

- If you are an Individual Person, please provide:

|                   |  |
|-------------------|--|
| Title & Full Name |  |
| Home Address      |  |
| Telephone         |  |
| Email Address     |  |

- If you are a Registered Company or incorporated body, please provide:

|                                                                          |  |
|--------------------------------------------------------------------------|--|
| Full Name of Company                                                     |  |
| Registered / Principal Office Address and registration number (if known) |  |
| Telephone                                                                |  |
| Email Address                                                            |  |
| Address for service, if different from the above                         |  |



|                      |  |
|----------------------|--|
| <b>Telephone</b>     |  |
| <b>Email address</b> |  |

- If you are an executor, trustee, partner etc., please state the capacity in which your interest is held and any collective name:

|                                                   |  |
|---------------------------------------------------|--|
| <b>E.g.<br/>Executor/Trustee/Partner<br/>etc.</b> |  |
|---------------------------------------------------|--|

- Please give full names and addresses of all other individuals in a similar position:

|                      |  |
|----------------------|--|
| <b>Full Name</b>     |  |
| <b>Address</b>       |  |
| <b>Telephone</b>     |  |
| <b>Email Address</b> |  |

If necessary please continue on a separate sheet.

2. **Nature of Your Tenure concerning property(s) as shown on the attached plan(s) – please tick which applies and, if required, add any clarifications or additional details:**

| See attached notes (a) to (c) | Single | Joint Owner<br>(please list any other joint parties in question 15) |
|-------------------------------|--------|---------------------------------------------------------------------|
| (a) Freehold                  |        |                                                                     |
| (b)(i) Leasehold              |        |                                                                     |
| (b)(ii) Tenancy               |        |                                                                     |
| (c) Occupancy                 |        |                                                                     |
| (d) Licence                   |        |                                                                     |

(e) Other (Please State): .....

Trading Name (if applicable): .....

3. **If the interest in section 2 is freehold, leasehold or a tenancy, does it include the whole of the property (building and/or land)?**

Yes / No

If only part, please describe? .....

4. If you are not the freeholder, please provide the name and address of the freeholder (if known):

|               |  |
|---------------|--|
| Full Name     |  |
| Address       |  |
| Telephone     |  |
| Email Address |  |

- If you do not pay rent to the freeholder, please provide the name and address of the person to whom rent is paid e.g. landlord, letting agency:

|               |  |
|---------------|--|
| Full Name     |  |
| Address       |  |
| Telephone     |  |
| Email Address |  |

If necessary please continue on a separate sheet.

5. If you are a leaseholder:

- (i) what is the term of the lease (if known) .....
- (ii) what date did the lease commence (if known) .....

6. If you are a tenant, what is the period of your tenancy?

Weekly / Fortnightly / Quarterly / Annual / Other

If other, please provide details .....

7. Does the person or organisation named in question 1 occupy the premises?

Yes / No

Please list the names and addresses of **ALL OTHER** occupiers together with the nature of their tenure including all persons aged 18 years and over (or who will be 18 years within the next 18 months).

|                                                   |  |
|---------------------------------------------------|--|
| Full Name                                         |  |
| Address                                           |  |
| Telephone                                         |  |
| Relationship to person/organisation in Question 1 |  |
| Nature of Tenure                                  |  |

Page 3 of 7



**Email Address**

If necessary please continue on a separate sheet.

8. Does the person or organisation named in question 1 enjoy any rights, easements, restrictions or other legal interest over any adjacent or other property?

Yes / No / Don't Know

If yes, please give details below:

|                            |  |
|----------------------------|--|
| <b>Address of property</b> |  |
| <b>Nature of Interest</b>  |  |

If necessary please continue on a separate sheet.

9. Does anybody in any adjacent or other property enjoy any rights, easements, restrictions or other legal interest over this property?

Yes / No / Don't Know

If yes, please give details below:

|                           |  |
|---------------------------|--|
| <b>Full Name</b>          |  |
| <b>Address</b>            |  |
| <b>Telephone</b>          |  |
| <b>Email Address</b>      |  |
| <b>Nature of Interest</b> |  |

If necessary please continue on a separate sheet.

**10. (i) Attached plan: Plan A**

- If the plan attached shows the extent of your interest correctly, please sign one copy and return it with this questionnaire.
- If the plan attached shows the extent of your interest incorrectly, please amend and sign one copy and return it with this questionnaire.

**(ii) Attached plan: Plan B**

- Please identify any other interests you have in the red line, which could include rights of use, easements or other private rights not already shown on Plan A. Please return the amended copy with this questionnaire.

**11. Are there any tenancies or licences in respect of hoardings, poster sites, showcases, vending machines, kiosks, etc.?**

Yes / No / Don't Know

If Yes, please give name(s), address(es), type(s) and the nature of the interest

|                               |  |
|-------------------------------|--|
| <b>Full Name</b>              |  |
| <b>Address</b>                |  |
| <b>Telephone</b>              |  |
| <b>Email Address</b>          |  |
| <b>Type</b>                   |  |
| <b>Nature of the interest</b> |  |

If necessary please continue on a separate sheet.

**12. Is the property subject to any mortgage or equitable interest?**

Yes / No / Don't Know

If yes, please provide name(s), address(es) and the nature of the interest

|                           |  |
|---------------------------|--|
| <b>Name</b>               |  |
| <b>Address</b>            |  |
| <b>Mortgage Reference</b> |  |
| <b>Nature of Interest</b> |  |

If necessary please continue on a separate sheet.

**13. Are there any managing or letting agents connected with the property?**

Yes / No / Don't Know

If yes, please give name(s), address(es) and status

|                  |  |
|------------------|--|
| <b>Full Name</b> |  |
| <b>Address</b>   |  |
| <b>Telephone</b> |  |
| <b>Type</b>      |  |

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If necessary please continue on a separate sheet.

**14. Please describe the current use and features of the property (e.g. flats, yard, house, embankment, garden, allotment, works, offices, unoccupied, etc.)**

|                              |  |
|------------------------------|--|
| <b>Describe the property</b> |  |
|------------------------------|--|

**15. Are there any other individuals or organisations with an interest in the property, not disclosed above?**

Yes / No / Don't Know

If yes, please provide name(s), address(es) and the nature of the interest

|                           |  |
|---------------------------|--|
| <b>Full Name</b>          |  |
| <b>Address</b>            |  |
| <b>Telephone</b>          |  |
| <b>Email Address</b>      |  |
| <b>Nature of Interest</b> |  |

If necessary please continue on a separate sheet.

**16. Are there any other individuals or organisations currently negotiating or in the process of purchasing your interest or any other interest in the property?**

(This information will only be used to establish, at the relevant time, if the situation has changed)

Yes / No / Don't Know

If yes, please provide name(s), address(es) and details of the current situation

|                                         |  |
|-----------------------------------------|--|
| <b>Full Name</b>                        |  |
| <b>Address</b>                          |  |
| <b>Telephone</b>                        |  |
| <b>Email Address</b>                    |  |
| <b>Details of the current situation</b> |  |

If necessary please continue on a separate sheet.

**17. Please supply details of the person to whom any additional enquiries may be directed, if necessary:**

Contact Name: ..... Tel. No .....  
.....  
(if different from signatory below) Email Address: .....

---

**The information on the schedule is both complete and accurate to the best of my knowledge (subject to corrections identified):**

Name (please print): .....  
Tel. No: .....  
Signed: ..... Date:.....  
Email: .....  
Position .....

**Please return to:**

Freepost RTLR-AJLT-XBYT  
TerraQuest  
Quayside Tower  
252-260 Broad Street  
Birmingham  
B1 2HF  
(Do not send completed form to Highways England)



### C.3.2 Category 1 - Covering letter



TOPO  
PARTYNAME  
ADDRESS 1  
ADDRESS 2  
ADDRESS 3  
ADDRESS 4  
ADDRESS 5

Our Ref: REF  
Date: DATE

**IMPORTANT: THIS COMMUNICATION MAY AFFECT YOUR PROPERTY**  
**M25 junction 28 improvement scheme**

#### Salutation

Following a public consultation from November 2016 to January 2017, Highways England published the preferred route announcement on 22 August 2017 for undertaking improvements to junction 28 of the M25. The proposed scheme will now proceed with Option 5F, which involves the creation of a two-lane loop road and widening of a short section of the M25. Further information on this proposed scheme is available at [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28)

The scheme is classified as a Nationally Significant Infrastructure Project, and as a result Highways England are required to submit an application for a Development Consent Order (DCO) to the relevant Secretary of State through the Planning Inspectorate (PINS). Information about the project and PINS can be found on the PINS website at: <http://infrastructure.planninginspectorate.gov.uk>

TerraQuest, a land referencing company, has been requested by Highways England to research land ownership and undertake land referencing work in connection with the above scheme. TerraQuest has obtained land ownership details from Land Registry's online service, which allows users to download electronic copies of registered titles and this information is being gathered so that all parties with an interest in land and/or property, including those who may have rights over the land which is within or is in close proximity to the proposed development area, can be formally notified.

Based on the Planning Act 2008 consultation process requirements, you are requested to provide information to Highways England so that we can ensure that your details are up to date and correct so that you are contacted as a part of the statutory pre-application consultation. This forms part of the DCO process, which is due to get underway later this year. This consultation will allow you to find out more information in regards to the scheme and will also allow you to raise any concerns that you may have.

Highways England are specifically required by the DCO procedure (as stated in the Planning Act 2008) to identify and consult with:

1. those who own, are a tenant of, or occupy property or land on which the development is proposed to be built,
2. those who have an interest in property or land on which the development is proposed to be built, including, for example, a right of way or restriction benefitting other land, or the interest of a mortgage lender,
3. those who have an interest in property or land which is within a close proximity to the development area.

4. those owners of land fronting onto unregistered highway and are presumed to own the subsoil up to the mid-point of the road and down to an unlimited depth for the width of their adjoining land, according to the ad medium filum rule.

You are being contacted so that we can keep you informed regarding this development as we believe you fall under the first group identified above, as a result of your interest in or over the land which is within or is in close proximity to the proposed development area.

**Enclosed for your action**

- A Land Interest Questionnaire for you to complete about your interest.
- Land Interest Questionnaire Completion Notes – please read these notes before filling in the Questionnaire.
- In duplicate, a plan, or plans, marked Plan A, showing an area, or areas, of land (shaded pink) which it is believed that you may have an interest in, within the land potentially affected by the improvements to junction 28 of the M25. If the plan correctly shows the extent of your interest, please sign one copy and return it with the response form. If you believe any of the boundaries shown on the plan(s) for your property are inaccurate, then please identify what you believe to be the correct boundaries and show these clearly on the returned copy of Plan A.
- In duplicate, a further plan marked Plan B – if relevant, please identify any other interests you believe you have within the red line, which could include rights of use, rights of way, or other private rights not already shown on Plan A. If this is relevant to you, please return one amended copy of Plan B with the Land Interest Questionnaire.

Please complete and return to us in the freepost envelope provided **within a period of 15 days from the date of receipt**. If any of the boundaries shown on the plan(s) are inaccurate then please identify the correct boundaries and return them to us (keep one copy of the Plan A for your own records). Please note that we may be conducting site visits in the near future where we may need to speak to you regarding your identified interests, or any ownership that we currently do not have information for.

Should you have any questions about the questionnaire or the nature of the information requested, please do not hesitate to contact TerraQuest by email at [M25\\_J28@terraquest.co.uk](mailto:M25_J28@terraquest.co.uk) or on Freephone 0800 902 0421 between 9:00am and 4:30pm Monday to Friday).

Should you have any questions about the scheme itself, please contact the Highways England Customer Contact Centre by email at [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or on 0300 123 5000.

I look forward to hearing from you and thank you for your assistance in advance.

Yours faithfully,



Project Manager  
Capital Programmes  
Regional Investment Programme (South and East)  
Highways England

**Enclosures:**

Land Interest Questionnaire (relating to the type of interest we believe is potentially affected)\*  
Land Interest Questionnaire Completion Notes\*  
Plan A (2 copies per Land Interest Questionnaire)\*  
Plan B (2 copies)  
Freepost Envelope

\*Please note that you will have more than one set of documents if you have multiple interests

### C.3.3 Category 2 Mortgage - Land interest questionnaire



#### LAND INTEREST QUESTIONNAIRE

To: [Party name]

Ref: [REF]

#### Request for Information relating to Registered Charge interests

Concerning: Property(s) as shown on the attached plan(s)

**PLEASE READ THE ATTACHED NOTES BEFORE COMPLETING THIS QUESTIONNAIRE**  
**Additional information can be written on a separate sheet**

*Highways England and their agents will process your personal information in this questionnaire in accordance with General Data Protection Regulation and the Data Protection Act 2018. This request for information and all related work being carried out is in accordance with the land and property provisions in the Planning Act 2008 and the Government Guidance published under that Act. For more information on the Project or its management of the data provided in your questionnaire, please <https://highwaysengland.co.uk/terms-and-conditions/> and <http://www.terraquest.co.uk/privacy>*

**1. Details of the person(s) or organisation having an interest in land or property as shown on the attached plan(s).**

**Please check/complete your details:**

- If you are an Individual Person, please provide:

|                              |  |
|------------------------------|--|
| <b>Title &amp; Full Name</b> |  |
| <b>Home Address</b>          |  |
| <b>Telephone</b>             |  |
| <b>Email Address</b>         |  |

- If you are a Registered Company or incorporated body, please provide:

|                                                                                 |  |
|---------------------------------------------------------------------------------|--|
| <b>Full Name of Company</b>                                                     |  |
| <b>Registered / Principal Office Address and registration number (if known)</b> |  |
| <b>Telephone</b>                                                                |  |
| <b>Email Address</b>                                                            |  |
| <b>Address for service, if different from the above</b>                         |  |
| <b>Telephone</b>                                                                |  |
| <b>Email address</b>                                                            |  |
| <b>Trading Name (if applicable)</b>                                             |  |

Page 1 of 4



|  |  |
|--|--|
|  |  |
|--|--|

If you are an executor, trustee, partner etc., please state the capacity in which your interest is held and any collective name:

|                                                   |  |
|---------------------------------------------------|--|
| <b>E.g.<br/>Executor/Trustee/Partner<br/>etc.</b> |  |
|---------------------------------------------------|--|

- Please give full names and addresses of all other individuals in a similar position:

|                      |  |
|----------------------|--|
| <b>Full Name</b>     |  |
| <b>Address</b>       |  |
| <b>Telephone</b>     |  |
| <b>Email Address</b> |  |

If necessary please continue on a separate sheet.

2. Does the registered charge relate to the whole of the property (building and/or land) or just part of the property?

Whole / Part

If only part, please describe?

.....

3. Does the person or organisation named in question 1 enjoy any rights, easements, restrictions or other legal interests over this, or any adjacent or other property as a result of the registered charge or any other associated agreements?

Yes / No / Don't Know

If yes, please give details below:

|                            |  |
|----------------------------|--|
| <b>Address of property</b> |  |
| <b>Nature of Interest</b>  |  |

If necessary please continue on a separate sheet.

4. (i) Attached plan: Plan A

- If the plan attached shows the extent of your interest correctly, please sign one copy and return it with this questionnaire.
- If the plan attached shows the extent of your interest incorrectly, please amend and sign one copy and return it with this questionnaire.

- (ii) Attached plan: Plan B

- Please identify any other interests you have in the red line, which could include rights of use, easements or other private rights not already shown on Plan A. Please return the amended copy with this questionnaire.

Page 2 of 4

**5. Are there any other individuals or organisations with an interest in the property, not disclosed above?**

Yes / No / Don't Know

If yes, please provide name(s), address(es) and the nature of the interest

|                           |  |
|---------------------------|--|
| <b>Full Name</b>          |  |
| <b>Address</b>            |  |
| <b>Telephone</b>          |  |
| <b>Email Address</b>      |  |
| <b>Nature of Interest</b> |  |

If necessary please continue on a separate sheet.

**6. Are there any other individuals or organisations currently negotiating or in the process of purchasing your interest or any other interest in the property?**

(This information will only be used to establish, at the relevant time, if the situation has changed)

Yes / No / Don't Know

If yes, please provide name(s), address(es) and details of the current situation

|                                         |  |
|-----------------------------------------|--|
| <b>Full Name</b>                        |  |
| <b>Address</b>                          |  |
| <b>Telephone</b>                        |  |
| <b>Email Address</b>                    |  |
| <b>Details of the current situation</b> |  |

If necessary please continue on a separate sheet.

**7. Please supply details of the person to whom any additional enquiries may be directed, if necessary:**

Contact Name: ..... Tel. No .....  
..... Email Address: .....  
(if different from signatory below)

---

**The information on the schedule is both complete and accurate to the best of my knowledge (subject to corrections identified):**

Name (please print): .....  
Tel. No: .....  
Signed: ..... Date: .....  
Email: .....  
Position: .....

**Please return to:**

Freepost RTLR-AJLT-XBYT  
TerraQuest  
Quayside Tower  
252-260 Broad Street  
Birmingham  
B1 2HF  
(Do not send completed form to Highways England)



### C.3.4 Category 2 Mortgage - Covering letter



TOPO  
PARTYNAME  
ADDRESS 1  
ADDRESS 2  
ADDRESS 3  
ADDRESS 4  
ADDRESS 5

Our Ref: REF  
Date: DATE

**IMPORTANT: THIS COMMUNICATION MAY AFFECT YOUR PROPERTY**  
**M25 junction 28 improvement scheme**

**Salutation**

Following a public consultation from November 2016 to January 2017, Highways England published the preferred route announcement on 22 August 2017 for undertaking improvements to junction 28 of the M25. The proposed scheme will now proceed with Option 5F, which involves the creation of a two-lane loop road and widening of a short section of the M25. Further information on this proposed scheme is available at [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28)

The scheme is classified as a Nationally Significant Infrastructure Project, and as a result Highways England are required to submit an application for a Development Consent Order (DCO) to the relevant Secretary of State through the Planning Inspectorate (PINS). Information about the project and PINS can be found on the PINS website at: <http://infrastructure.planninginspectorate.gov.uk>

TerraQuest, a land referencing company, has been requested by Highways England to research land ownership and undertake land referencing work in connection with the above scheme. TerraQuest has obtained land ownership details from Land Registry's online service, which allows users to download electronic copies of registered titles and this information is being gathered so that all parties with an interest in land and/or property, including those who may have rights over the land which is within or is in close proximity to the proposed development area, can be formally notified.

Based on the Planning Act 2008 consultation process requirements, you are requested to provide information to Highways England so that we can ensure that your details are up to date and correct so that you are contacted as a part of the statutory pre-application consultation. This forms part of the DCO process, which is due to get underway later this year. This consultation will allow you to find out more information in regards to the scheme and will also allow you to raise any concerns that you may have.

Highways England are specifically required by the DCO procedure (as stated in the Planning Act 2008) to identify and consult with:

1. those who own, are a tenant of, or occupy property or land on which the development is proposed to be built.
2. those who have an interest in property or land on which the development is proposed to be built, including, for example, a right of way or restriction benefitting other land, or the interest of a mortgage lender.
3. those who have an interest in property or land which is within a close proximity to the development area.

4. those owners of land fronting onto unregistered highway and are presumed to own the subsoil up to the mid-point of the road and down to an unlimited depth for the width of their adjoining land, according to the ad medium filum rule.

You are being contacted so that we can keep you informed regarding this development as we believe you fall under the second group identified above as a result of your interest as mortgage lender. We have sent a letter to the owners of the title(s) listed below:

[List of title numbers]

**Enclosed for your action**

- A Land Interest Questionnaire for you to complete about your interest.
- Land Interest Questionnaire Completion Notes – please read these notes before filling in the Questionnaire.
- In duplicate, a plan, or plans, marked Plan A, showing an area, or areas, of land (shaded pink) which it is believed that you may have an interest in, within the land potentially affected by the improvements to junction 28 of the M25. If the plan correctly shows the extent of your interest, please sign one copy and return it with the response form. If you believe any of the boundaries shown on the plan(s) for your property are inaccurate, then please identify what you believe to be the correct boundaries and show these clearly on the returned copy of Plan A.
- In duplicate, a further plan marked Plan B – if relevant, please identify any other interests you believe you have within the red line, which could include rights of use, rights of way, or other private rights not already shown on Plan A. If this is relevant to you, please return one amended copy of Plan B with the Land Interest Questionnaire.

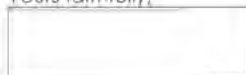
Please complete and return to us in the freepost envelope provided **within a period of 15 days from the date of receipt**. If any of the boundaries shown on the plan(s) are inaccurate then please identify the correct boundaries and return them to us (keep one copy of the Plan A for your own records). Please note that we may be conducting site visits in the near future where we may need to speak to you regarding your identified interests, or any ownership that we currently do not have information for.

Should you have any questions about the questionnaire or the nature of the information requested, please do not hesitate to contact TerraQuest by email at [M25\\_J28@terraquest.co.uk](mailto:M25_J28@terraquest.co.uk) or on Freephone 0800 902 0421 between 9:00am and 4:30pm Monday to Friday).

Should you have any questions about the scheme itself, please contact the Highways England Customer Contact Centre by email at [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or on 0300 123 5000.

I look forward to hearing from you and thank you for your assistance in advance.

Yours faithfully,



  
Project Manager  
Capital Programmes  
Regional Investment Programme (South and East)  
Highways England

Enclosures:  
Land Interest Questionnaire (relating to the type of interest we believe is potentially affected)\*  
Land Interest Questionnaire Completion Notes\*  
Plan A (2 copies per Land Interest Questionnaire)\*  
Plan B (2 copies)

Freepost Envelope

\*Please note that you will have more than one set of documents if you have multiple interests

### C.3.5 Category 2 Rights - Land interest questionnaire



#### LAND INTEREST QUESTIONNAIRE

To: [Party name]

Ref: [REF]

**Request for Information relating to Rights, Restrictions, Covenants, Easements  
and any other interests**

Concerning: Property(s) as shown on the attached plan(s)

**PLEASE READ THE ATTACHED NOTES BEFORE COMPLETING THIS QUESTIONNAIRE**  
Additional information can be written on a separate sheet

*Highways England and their agents will process your personal information in this questionnaire in accordance with General Data Protection Regulation and the Data Protection Act 2018. This request for information and all related work being carried out is in accordance with the land and property provisions in the Planning Act 2008 and the Government Guidance published under that Act. For more information on the Project or its management of the data provided in your questionnaire, please visit <https://highwaysengland.co.uk/terms-and-conditions/> and <http://www.terraquest.co.uk/privacy>*

**1. Details of the person(s) or organisation having an interest in land or property as shown on the attached plan(s).**

**Please check/complete your details:**

- If you are an Individual Person, please provide:

|                              |  |
|------------------------------|--|
| <b>Title &amp; Full Name</b> |  |
| <b>Home Address</b>          |  |
| <b>Telephone</b>             |  |
| <b>Email Address</b>         |  |

- If you are a Registered Company or incorporated body, please provide:

|                                                                                 |  |
|---------------------------------------------------------------------------------|--|
| <b>Full Name of Company</b>                                                     |  |
| <b>Registered / Principal Office Address and registration number (if known)</b> |  |
| <b>Telephone</b>                                                                |  |
| <b>Email Address</b>                                                            |  |
| <b>Address for service, if different from the above</b>                         |  |
| <b>Telephone</b>                                                                |  |

Page 1 of 4



|                      |  |
|----------------------|--|
| <b>Email address</b> |  |
|----------------------|--|

If you are an executor, trustee, partner etc., please state the capacity in which your interest is held and any collective name:

|                                                   |  |
|---------------------------------------------------|--|
| <b>E.g.<br/>Executor/Trustee/Partner<br/>etc.</b> |  |
|---------------------------------------------------|--|

- Please give full names and addresses of all other individuals in a similar position:

|                      |  |
|----------------------|--|
| <b>Full Name</b>     |  |
| <b>Address</b>       |  |
| <b>Telephone</b>     |  |
| <b>Email Address</b> |  |

If necessary please continue on a separate sheet.

2. Nature of Your Interest concerning the property(s) or land as shown on the attached plan(s) – please tick as appropriate and provide clarifications where appropriate:

| See attached notes (a) to (f) | Single Interest | Joint Interest<br>(please list any other joint parties in question 7) |
|-------------------------------|-----------------|-----------------------------------------------------------------------|
| (a) Easement/Right            |                 |                                                                       |
| (b) Right of Entry            |                 |                                                                       |
| (c) Restrictive Covenant      |                 |                                                                       |
| (d) Licence                   |                 |                                                                       |
| (e) Agreement                 |                 |                                                                       |
| (f) Option to Purchase        |                 |                                                                       |

(g) Other (Please State – use a separate page if required): .....

Trading Name (if applicable): .....

3. Does your interest include the whole of the property or land as identified on the plan?

Yes / No

If only part, please describe? .....

4. Does the person or organisation named in question 1 enjoy any rights, easements, restrictions or other legal interest over any land or property within the area outlined in Plan B that is not identified in the letter accompanying this questionnaire?

Yes / No / Don't Know

If yes, please give details below:

|                                     |  |
|-------------------------------------|--|
| <b>Address/Location of property</b> |  |
| <b>Nature of Interest</b>           |  |

If necessary please continue on a separate sheet.

5. (i) Attached plan: Plan A

- If the plan attached shows the extent of your interest correctly, please sign one copy and return it with this questionnaire.
- If the plan attached shows the extent of your interest incorrectly, please amend and sign one copy and return it with this questionnaire.

(ii) Attached plan: Plan B

- Please show if you have any other extents of your interest, which could include rights of use, easements or other private rights not already shown on Plan A, over the area shown on Plan B. Please return the amended copy with this questionnaire.

6. Please describe the current use and features of the property (e.g. flats, yard, house, embankment, garden, allotment, works, offices, unoccupied, etc.)

|                              |  |
|------------------------------|--|
| <b>Describe the property</b> |  |
|------------------------------|--|

7. Are there any other individuals or organisations with an interest in the property, not disclosed above?

Yes / No / Don't Know

If yes, please provide name(s), address(es) and the nature of the interest

|                           |  |
|---------------------------|--|
| <b>Full Name</b>          |  |
| <b>Address</b>            |  |
| <b>Telephone</b>          |  |
| <b>Email Address</b>      |  |
| <b>Nature of Interest</b> |  |

Page 3 of 4

If necessary please continue on a separate sheet.

**8. Are there any other individuals or organisations currently negotiating or in the process of purchasing your interest or any other interest in the property?**

(This information will only be used to establish, at the relevant time, if the situation has changed)

Yes / No / Don't Know

If yes, please provide name(s), address(es) and details of the current situation

|                                         |  |
|-----------------------------------------|--|
| <b>Full Name</b>                        |  |
| <b>Address</b>                          |  |
| <b>Telephone</b>                        |  |
| <b>Email Address</b>                    |  |
| <b>Details of the current situation</b> |  |

If necessary please continue on a separate sheet.

**9. Please supply details of the person to whom any additional enquiries may be directed, if necessary:**

Contact Name: ..... Tel. No .....  
 .....  
 (if different from signatory below) Email Address: .....

The information on the schedule is both complete and accurate to the best of my knowledge (subject to corrections identified):

Name (please print): .....  
 Tel. No: .....  
 Signed: ..... Date: .....  
 Email: .....  
 Position: .....

**Please return to:**

Freepost RTLR-AJLT-XBYT  
 TerraQuest  
 Quayside Tower  
 252-260 Broad Street  
 Birmingham  
 B1 2HF  
 (Do not send completed form to Highways England)



### C.3.6 Category 2 Rights Covering letter



TOPO  
PARTYNAME  
ADDRESS 1  
ADDRESS 2  
ADDRESS 3  
ADDRESS 4  
ADDRESS 5

Our Ref: REF  
Date: DATE

**IMPORTANT: THIS COMMUNICATION MAY AFFECT YOUR PROPERTY**  
**M25 junction 28 improvement scheme**

#### Salutation

Following a public consultation from November 2016 to January 2017, Highways England published the preferred route announcement on 22 August 2017 for undertaking improvements to junction 28 of the M25. The proposed scheme will now proceed with Option 5F, which involves the creation of a two-lane loop road and widening of a short section of the M25. Further information on this proposed scheme is available at [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28)

The scheme is classified as a Nationally Significant Infrastructure Project, and as a result Highways England are required to submit an application for a Development Consent Order (DCO) to the relevant Secretary of State through the Planning Inspectorate (PINS). Information about the project and PINS can be found on the PINS website at: <http://infrastructure.planninginspectorate.gov.uk>

TerraQuest, a land referencing company, has been requested by Highways England to research land ownership and undertake land referencing work in connection with the above scheme. TerraQuest has obtained land ownership details from Land Registry's online service, which allows users to download electronic copies of registered titles and this information is being gathered so that all parties with an interest in land and/or property, including those who may have rights over the land which is within or is in close proximity to the proposed development area, can be formally notified.

Based on the Planning Act 2008 consultation process requirements, you are requested to provide information to Highways England so that we can ensure that your details are up to date and correct so that you are contacted as a part of the statutory pre-application consultation. This forms part of the DCO process, which is due to get underway in later this year. This consultation will allow you to find out more information in regards to the scheme and will also allow you to raise any concerns that you may have.

Highways England are specifically required by the DCO procedure (as stated in the Planning Act 2008) to identify and consult with:

1. those who own, are a tenant of, or occupy property or land on which the development is proposed to be built,
2. those who have an interest in property or land on which the development is proposed to be built, including, for example, a right of way or restriction benefitting other land, or the interest of a mortgage lender,
3. those who have an interest in property or land which is within close proximity to the development area.

4. those owners of land fronting onto unregistered highway and are presumed to own the subsoil up to the mid-point of the road and down to an unlimited depth for the width of their adjoining land, according to the ad medium filum rule.

You are being contacted so that we can keep you informed regarding this development as we believe you fall under the second group identified above, as a result of your interest in or over the land which is within or is in close proximity to the proposed development area.

**Enclosed for your action**

- A Land Interest Questionnaire for you to complete about your interest.
- Land Interest Questionnaire Completion Notes – please read these notes before filling in the Questionnaire.
- In duplicate, a plan, or plans, marked Plan A, showing an area, or areas, of land (shaded pink) which it is believed that you may have an interest in, within the land potentially affected by the improvements to junction 28 of the M25. If the plan correctly shows the extent of your interest, please sign one copy and return it with the response form. If you believe any of the boundaries shown on the plan(s) for your property are inaccurate, then please identify what you believe to be the correct boundaries and show these clearly on the returned copy of Plan A.
- In duplicate, a further plan marked Plan B – if relevant, please identify any other interests you believe you have within the red line, which could include rights of use, rights of way, or other private rights not already shown on Plan A. If this is relevant to you, please return one amended copy of Plan B with the Land Interest Questionnaire.

Please complete and return to us in the freepost envelope provided **within a period of 15 days from the date of receipt**. If any of the boundaries shown on the plan(s) are inaccurate then please identify the correct boundaries and return them to us (keep one copy of the Plan A for your own records). Please note that we may be conducting site visits in the near future where we may need to speak to you regarding your identified interests, or any ownership that we currently do not have information for.

Should you have any questions about the questionnaire or the nature of the information requested, please do not hesitate to contact TerraQuest by email at [M25\\_J28@terraquest.co.uk](mailto:M25_J28@terraquest.co.uk) or on Freephone 0800 902 0421 between 9:00am and 4:30pm Monday to Friday).

Should you have any questions about the scheme itself, please contact the Highways England Customer Contact Centre by email at [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or on 0300 123 5000.

I look forward to hearing from you and thank you for your assistance in advance.

Yours faithfully,



  
Project Manager  
Capital Programmes  
Regional Investment Programme (South and East)  
Highways England

**Enclosures:**

Land Interest Questionnaire (relating to the type of interest we believe is potentially affected)\*  
Land Interest Questionnaire Completion Notes\*  
Plan A (2 copies per Land Interest Questionnaire)  
Plan B (2 copies)  
Freepost Envelope

\*Please note that you will have more than one set of documents if you have multiple interests

### C.3.7 Category 3 - Land interest questionnaire



#### LAND INTEREST QUESTIONNAIRE

To: [Party name]

Ref: [REF]

#### Request for Information relating to Freehold, Leasehold, Tenancy and Occupation interests

Concerning: Property(s) as shown on the attached plan(s)

**PLEASE READ THE ATTACHED NOTES BEFORE COMPLETING THIS QUESTIONNAIRE**  
Additional information can be written on a separate sheet

Highways England and their agents will process your personal information in this questionnaire in accordance with General Data Protection Regulation and the Data Protection Act 2018. This request for information and all related work being carried out is in accordance with the land and property provisions in the Planning Act 2008 and the Government Guidance published under that Act. For more information on the Project or its management of the data provided in your questionnaire, please <https://highwaysengland.co.uk/terms-and-conditions/> and <http://www.terraquest.co.uk/privacy>

#### 1. Details of the person(s) or organisation having an interest in land or property as shown on the attached plan(s).

Please check/complete your details:

- If you are an Individual Person, please provide:

|                   |  |
|-------------------|--|
| Title & Full Name |  |
| Home Address      |  |
| Telephone         |  |
| Email Address     |  |

- If you are a Registered Company or incorporated body, please provide:

|                                                                          |  |
|--------------------------------------------------------------------------|--|
| Full Name of Company                                                     |  |
| Registered / Principal Office Address and registration number (if known) |  |
| Telephone                                                                |  |
| Email Address                                                            |  |
| Address for service, if different from the above                         |  |
| Telephone                                                                |  |

Page 1 of 5



|                      |  |
|----------------------|--|
| <b>Email address</b> |  |
|----------------------|--|

If you are an executor, trustee, partner etc., please state the capacity in which your interest is held and any collective name:

|                                                   |  |
|---------------------------------------------------|--|
| <b>E.g.<br/>Executor/Trustee/Partner<br/>etc.</b> |  |
|---------------------------------------------------|--|

- Please give full names and addresses of all other individuals in a similar position:

|                      |  |
|----------------------|--|
| <b>Full Name</b>     |  |
| <b>Address</b>       |  |
| <b>Telephone</b>     |  |
| <b>Email Address</b> |  |

If necessary please continue on a separate sheet.

2. Nature of Your Tenure concerning property(s) as shown on the attached plan(s) – please tick which applies and, if required, add any clarifications or additional details:

| See attached notes (a) to (c) | Single | Joint Interest<br>(please list any other joint parties in question 10) |
|-------------------------------|--------|------------------------------------------------------------------------|
| (a) Freehold                  |        |                                                                        |
| (b)(i) Leasehold              |        |                                                                        |
| (b)(ii) Tenancy               |        |                                                                        |
| (c) Occupancy                 |        |                                                                        |
| (d) Licence                   |        |                                                                        |

(e) Other (Please State): .....

Trading Name (if applicable): .....

3. If the interest in section 2 is freehold, leasehold or a tenancy, does it include the whole of the property (building and/or land)?

Yes / No

If only part, please describe? .....

4. If you are not the freeholder, please provide the name and address of the freeholder (if known):

|               |  |
|---------------|--|
| Full Name     |  |
| Address       |  |
| Telephone     |  |
| Email Address |  |

- If you do not pay rent to the freeholder, please provide the name and address of the person to whom rent is paid e.g. landlord, letting agency:

|               |  |
|---------------|--|
| Full Name     |  |
| Address       |  |
| Telephone     |  |
| Email Address |  |

If necessary please continue on a separate sheet.

5. If you are a leaseholder:

- (i) what is the term of the lease (if known) .....  
(ii) what date did the lease commence (if known) .....

6. If you are a tenant, what is the period of your tenancy?

Weekly / Fortnightly / Quarterly / Annual / Other

If other, please provide details .....

7. Does the person or organisation named in question 1 occupy the premises?

Yes / No

Please list the names and addresses of **ALL OTHER** occupiers together with the nature of their tenure including all persons aged 18 years and over (or who will be 18 years within the next 18 months).

|                                                   |  |
|---------------------------------------------------|--|
| Full Name                                         |  |
| Address                                           |  |
| Telephone                                         |  |
| Relationship to person/organisation in Question 1 |  |
| Nature of Tenure                                  |  |
| Email Address                                     |  |

If necessary please continue on a separate sheet.

Page 3 of 5

**8. (i) Attached plan: Plan A**

- If the plan attached shows the extent of your interest correctly, please sign one copy and return it with this questionnaire.
- If the plan attached shows the extent of your interest incorrectly, please amend and sign one copy and return it with this questionnaire.

**(ii) Attached plan: Plan B**

- Please identify any other interests you have in the red line, which could include rights of use, easements or other private rights not already shown on Plan A. Please return the amended copy with this questionnaire.

**9. Are there any managing or letting agents connected with the property?**

Yes / No / Don't Know

If yes, please give name(s), address(es) and status

|                  |  |
|------------------|--|
| <b>Full Name</b> |  |
| <b>Address</b>   |  |
| <b>Telephone</b> |  |
| <b>Type</b>      |  |

If necessary please continue on a separate sheet.

**10. Are there any other individuals or organisations with an interest in the property, not disclosed above?**

Yes / No / Don't Know

If yes, please provide name(s), address(es) and the nature of the interest

|                           |  |
|---------------------------|--|
| <b>Full Name</b>          |  |
| <b>Address</b>            |  |
| <b>Telephone</b>          |  |
| <b>Email Address</b>      |  |
| <b>Nature of Interest</b> |  |

If necessary please continue on a separate sheet.



**11. Are there any other individuals or organisations currently negotiating or in the process of purchasing your interest or any other interest in the property?**

(This information will only be used to establish, at the relevant time, if the situation has changed)

Yes / No / Don't Know

If yes, please provide name(s), address(es) and details of the current situation

|                                         |  |
|-----------------------------------------|--|
| <b>Full Name</b>                        |  |
| <b>Address</b>                          |  |
| <b>Telephone</b>                        |  |
| <b>Email Address</b>                    |  |
| <b>Details of the current situation</b> |  |

If necessary please continue on a separate sheet.

**12. Please supply details of the person to whom any additional enquiries may be directed, if necessary:**

Contact Name: ..... Tel. No .....  
 ..... Email Address: .....  
 (If different from signatory below)

The information on the schedule is both complete and accurate to the best of my knowledge (subject to corrections identified):

Name (please print): .....  
 Tel. No: .....  
 Signed: ..... Date: .....  
 Email: .....  
 Position: .....

Please return to:

Freepost RTLR-AJLT-XBYT  
 TerraQuest  
 Quayside Tower  
 252-260 Broad Street  
 Birmingham  
 B1 2HF  
 (Do not send completed form to Highways England)

### C.3.8 Category 3 - Covering letter



TOPO  
PARTYNAME  
ADDRESS 1  
ADDRESS 2  
ADDRESS 3  
ADDRESS 4  
ADDRESS 5

Our Ref: REF  
Date: DATE

**IMPORTANT: THIS COMMUNICATION MAY AFFECT YOUR PROPERTY**  
**M25 junction 28 improvement scheme**

#### Salutation

Following a public consultation from November 2016 to January 2017, Highways England published the preferred route announcement on 22 August 2017 for undertaking improvements to junction 28 of the M25. The proposed scheme will now proceed with Option 5F, which involves the creation of a two-lane loop road and widening of a short section of the M25. Further information on this proposed scheme is available at [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28)

The scheme is classified as a Nationally Significant Infrastructure Project, and as a result Highways England are required to submit an application for a Development Consent Order (DCO) to the relevant Secretary of State through the Planning Inspectorate (PINS). Information about the project and PINS can be found on the PINS website at: <http://infrastructure.planninginspectorate.gov.uk>

TerraQuest, a land referencing company, has been requested by Highways England to research land ownership and undertake land referencing work in connection with the above scheme. TerraQuest has obtained land ownership details from Land Registry's online service, which allows users to download electronic copies of registered titles and this information is being gathered so that all parties with an interest in land and/or property, including those who may have rights over the land which is within or is in close proximity to the proposed development area, can be formally notified.

Based on the Planning Act 2008 consultation process requirements, you are requested to provide information to Highways England so that we can ensure that your details are up to date and correct so that you are contacted as a part of the statutory pre-application consultation. This forms part of the DCO process, which is due to get underway in later this year. This consultation will allow you to find out more information in regards to the scheme and will also allow you to raise any concerns that you may have.

Highways England are specifically required by the DCO procedure (as stated in the Planning Act 2008) to identify and consult with:

1. those who own, are a tenant of, or occupy property or land on which the development is proposed to be built,
2. those who have an interest in property or land on which the development is proposed to be built, including, for example, a right of way or restriction benefitting other land, or the interest of a mortgage lender.
3. those who have an interest in property or land which is within close proximity to the development area.

4. those owners of land fronting onto unregistered highway and are presumed to own the subsoil up to the mid-point of the road and down to an unlimited depth for the width of their adjoining land, according to the ad medium filum rule.

You are being contacted so that we can keep you informed regarding this development as we believe you fall under the third group identified above as a result of your proximity to the scheme.

**Enclosed for your action**

- A Land Interest Questionnaire for you to complete about your interest.
- Land Interest Questionnaire Completion Notes – please read these notes before filling in the Questionnaire.
- In duplicate, a plan, or plans, marked Plan A, showing an area, or areas, of land (shaded pink) which it is believed that you may have an interest in, within the land potentially affected by the improvements to junction 28 of the M25. If the plan correctly shows the extent of your interest, please sign one copy and return it with the response form. If you believe any of the boundaries shown on the plan(s) for your property are inaccurate, then please identify what you believe to be the correct boundaries and show these clearly on the returned copy of Plan A.
- In duplicate, a further plan marked Plan B – if relevant, please identify any other interests you believe you have within the red line, which could include rights of use, rights of way, or other private rights not already shown on Plan A. If this is relevant to you, please return one amended copy of Plan B with the Land Interest Questionnaire.

Please complete and return to us in the freepost envelope provided **within a period of 15 days from the date of receipt**. If any of the boundaries shown on the plan(s) are inaccurate then please identify the correct boundaries and return them to us (keep one copy of the Plan A for your own records).

Should you have any questions about the questionnaire or the nature of the information requested, please do not hesitate to contact TerraQuest by email at [M25\\_J28@terraquest.co.uk](mailto:M25_J28@terraquest.co.uk) or on Freephone 0800 902 0421 between 9:00am and 4:30pm Monday to Friday).

Should you have any questions about the scheme itself, please contact the Highways England Customer Contact Centre by email at [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or on 0300 123 5000.

I look forward to hearing from you and thank you for your assistance in advance.

Yours faithfully,



  
Project Manager  
Capital Programmes  
Regional Investment Programme (South and East)  
Highways England

Enclosures:  
Land Interest Questionnaire (relating to the type of interest we believe is potentially affected)\*  
Land Interest Questionnaire Completion Notes\*  
Plan A (2 copies per Land Interest Questionnaire)\*  
Plan B (2 copies)  
Freepost Envelope

\*Please note that you will have more than one set of documents if you have multiple interests



### C.3.9 Category Subsoils - Land interest questionnaire



#### LAND INTEREST QUESTIONNAIRE

To: [Party name]

Ref: [REF]

**Request for Information relating to Freehold, Leasehold, Tenancy, Occupation and any other applicable interests**

Concerning: Property(s) as shown on the attached plan(s)

**PLEASE READ THE ATTACHED NOTES BEFORE COMPLETING THIS QUESTIONNAIRE**  
Additional information can be written on a separate sheet

*Highways England and their agents will process your personal information in this questionnaire in accordance with General Data Protection Regulation and the Data Protection Act 2018. This request for information and all related work being carried out is in accordance with the land and property provisions in the Planning Act 2008 and the Government Guidance published under that Act. For more information on the Project or its management of the data provided in your questionnaire, please visit <https://highwaysengland.co.uk/terms-and-conditions/> and <http://www.terraquest.co.uk/privacy>*

**1. Details of the person(s) or organisation having an interest in land or property as shown on the attached plan(s).**

**Please check/complete your details:**

- If you are an Individual Person, please provide:

|                              |  |
|------------------------------|--|
| <b>Title &amp; Full Name</b> |  |
| <b>Home Address</b>          |  |
| <b>Telephone</b>             |  |
| <b>Email Address</b>         |  |

- If you are a Registered Company or incorporated body, please provide:

|                                                                                 |  |
|---------------------------------------------------------------------------------|--|
| <b>Full Name of Company</b>                                                     |  |
| <b>Registered / Principal Office Address and registration number (if known)</b> |  |
| <b>Telephone</b>                                                                |  |
| <b>Email Address</b>                                                            |  |
| <b>Address for service, if different from the above</b>                         |  |
| <b>Telephone</b>                                                                |  |

Page 1 of 7

|                      |  |
|----------------------|--|
| <b>Email address</b> |  |
|----------------------|--|

- If you are an executor, trustee, partner etc., please state the capacity in which your interest is held and any collective name:

|                                                   |  |
|---------------------------------------------------|--|
| <b>E.g.<br/>Executor/Trustee/Partner<br/>etc.</b> |  |
|---------------------------------------------------|--|

- Please give full names and addresses of all other individuals in a similar position:

|                      |  |
|----------------------|--|
| <b>Full Name</b>     |  |
| <b>Address</b>       |  |
| <b>Telephone</b>     |  |
| <b>Email Address</b> |  |

If necessary please continue on a separate sheet.

2. **Nature of Your Tenure concerning property(s) as shown on the attached plan(s) – please tick which applies and, if required, add any clarifications or additional details:**

| See attached notes (a) to (c) | Single | Joint Owner<br>(please list any other joint parties in question 15) |
|-------------------------------|--------|---------------------------------------------------------------------|
| (a) Freehold                  |        |                                                                     |
| (b)(i) Leasehold              |        |                                                                     |
| (b)(ii) Tenancy               |        |                                                                     |
| (c) Occupancy                 |        |                                                                     |
| (d) Licence                   |        |                                                                     |

(e) Other (Please State): .....

Trading Name (if applicable): .....

3. **If the interest in section 2 is freehold, leasehold or a tenancy, does it include the whole of the property (building and/or land)?**

Yes / No

If only part, please describe? .....

4. If you are not the freeholder, please provide the name and address of the freeholder (if known):

|               |  |
|---------------|--|
| Full Name     |  |
| Address       |  |
| Telephone     |  |
| Email Address |  |

- If you do not pay rent to the freeholder, please provide the name and address of the person to whom rent is paid e.g. landlord, letting agency:

|               |  |
|---------------|--|
| Full Name     |  |
| Address       |  |
| Telephone     |  |
| Email Address |  |

If necessary please continue on a separate sheet.

5. If you are a leaseholder:

- (i) what is the term of the lease (if known) .....  
(ii) what date did the lease commence (if known) .....

6. If you are a tenant, what is the period of your tenancy?

Weekly / Fortnightly / Quarterly / Annual / Other

If other, please provide details .....

7. Does the person or organisation named in question 1 occupy the premises?

Yes / No

Please list the names and addresses of **ALL OTHER** occupiers together with the nature of their tenure including all persons aged 18 years and over (or who will be 18 years within the next 18 months).

|                                                   |  |
|---------------------------------------------------|--|
| Full Name                                         |  |
| Address                                           |  |
| Telephone                                         |  |
| Relationship to person/organisation in Question 1 |  |
| Nature of Tenure                                  |  |

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|                      |  |
|----------------------|--|
| <b>Email Address</b> |  |
|----------------------|--|

If necessary please continue on a separate sheet.

8. Does the person or organisation named in question 1 enjoy any rights, easements, restrictions or other legal interest over any adjacent or other property?

Yes / No / Don't Know

If yes, please give details below:

|                            |  |
|----------------------------|--|
| <b>Address of property</b> |  |
| <b>Nature of Interest</b>  |  |

If necessary please continue on a separate sheet.

9. Does anybody in any adjacent or other property enjoy any rights, easements, restrictions or other legal interest over this property?

Yes / No / Don't Know

If yes, please give details below:

|                           |  |
|---------------------------|--|
| <b>Full Name</b>          |  |
| <b>Address</b>            |  |
| <b>Telephone</b>          |  |
| <b>Email Address</b>      |  |
| <b>Nature of Interest</b> |  |

If necessary please continue on a separate sheet.

10. (i) Attached plan: Plan A

- If the plan attached shows the extent of your interest correctly, please sign one copy and return it with this questionnaire.
- If the plan attached shows the extent of your interest incorrectly, please amend and sign one copy and return it with this questionnaire.

(ii) Attached plan: Plan B

- Please identify any other interests you have in the red line, which could include rights of use, easements or other private rights not already shown on Plan A. Please return the amended copy with this questionnaire.

**11. Are there any tenancies or licences in respect of hoardings, poster sites, showcases, vending machines, kiosks, etc.?**

Yes / No / Don't Know

If Yes, please give name(s), address(es), type(s) and the nature of the interest

|                               |  |
|-------------------------------|--|
| <b>Full Name</b>              |  |
| <b>Address</b>                |  |
| <b>Telephone</b>              |  |
| <b>Email Address</b>          |  |
| <b>Type</b>                   |  |
| <b>Nature of the interest</b> |  |

If necessary please continue on a separate sheet.

**12. Is the property subject to any mortgage or equitable interest?**

Yes / No / Don't Know

If yes, please provide name(s), address(es) and the nature of the interest

|                           |  |
|---------------------------|--|
| <b>Name</b>               |  |
| <b>Address</b>            |  |
| <b>Mortgage Reference</b> |  |
| <b>Nature of Interest</b> |  |

If necessary please continue on a separate sheet.

**13. Are there any managing or letting agents connected with the property?**

Yes / No / Don't Know

If yes, please give name(s), address(es) and status

|                  |  |
|------------------|--|
| <b>Full Name</b> |  |
| <b>Address</b>   |  |
| <b>Telephone</b> |  |
| <b>Type</b>      |  |

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If necessary please continue on a separate sheet.

**14. Please describe the current use and features of the property (e.g. flats, yard, house, embankment, garden, allotment, works, offices, unoccupied, etc.)**

|                              |  |
|------------------------------|--|
| <b>Describe the property</b> |  |
|------------------------------|--|

**15. Are there any other individuals or organisations with an interest in the property, not disclosed above?**

Yes / No / Don't Know

If yes, please provide name(s), address(es) and the nature of the interest

|                           |  |
|---------------------------|--|
| <b>Full Name</b>          |  |
| <b>Address</b>            |  |
| <b>Telephone</b>          |  |
| <b>Email Address</b>      |  |
| <b>Nature of Interest</b> |  |

If necessary please continue on a separate sheet.

**16. Are there any other individuals or organisations currently negotiating or in the process of purchasing your interest or any other interest in the property?**

(This information will only be used to establish, at the relevant time, if the situation has changed)

Yes / No / Don't Know

If yes, please provide name(s), address(es) and details of the current situation

|                                         |  |
|-----------------------------------------|--|
| <b>Full Name</b>                        |  |
| <b>Address</b>                          |  |
| <b>Telephone</b>                        |  |
| <b>Email Address</b>                    |  |
| <b>Details of the current situation</b> |  |

If necessary please continue on a separate sheet.



**17. Please supply details of the person to whom any additional enquiries may be directed, if necessary:**

Contact Name: ..... Tel. No .....  
.....  
(if different from signatory below) Email Address: .....

---

**The information on the schedule is both complete and accurate to the best of my knowledge (subject to corrections identified):**

Name (please print): .....  
Tel. No: .....  
Signed: ..... Date:.....  
Email: .....  
Position .....

**Please return to:**

Freepost RTLR-AJLT-XBYT  
TerraQuest  
Quayside Tower  
252-260 Broad Street  
Birmingham  
B1 2HF  
(Do not send completed form to Highways England)

### C.3.10 Category Subsoils - Covering letter



TOPO  
PARTYNAME  
ADDRESS 1  
ADDRESS 2  
ADDRESS 3  
ADDRESS 4  
ADDRESS 5

Our Ref: REF  
Date: DATE

**IMPORTANT: THIS COMMUNICATION MAY AFFECT YOUR PROPERTY**  
**M25 junction 28 improvement scheme**

**Salutation**

Following a public consultation from November 2016 to January 2017, Highways England published the preferred route announcement on 22 August 2017 for undertaking improvements to junction 28 of the M25. The proposed scheme will now proceed with Option 5F, which involves the creation of a two-lane loop road and widening of a short section of the M25. Further information on this proposed scheme is available at [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28)

The scheme is classified as a Nationally Significant Infrastructure Project, and as a result Highways England are required to submit an application for a Development Consent Order (DCO) to the relevant Secretary of State through the Planning Inspectorate (PINS). Information about the project and PINS can be found on the PINS website at: <http://infrastructure.planninginspectorate.gov.uk>

TerraQuest, a land referencing company, has been requested by Highways England to research land ownership and undertake land referencing work in connection with the above scheme. TerraQuest has obtained land ownership details from Land Registry's online service, which allows users to download electronic copies of registered titles and this information is being gathered so that all parties with an interest in land and/or property, including those who may have rights over the land which is within or is in close proximity to the proposed development area, can be formally notified.

Based on the Planning Act 2008 consultation process requirements, you are requested to provide information to Highways England so that we can ensure that your details are up to date and correct so that you are contacted as a part of the statutory pre-application consultation. This forms part of the DCO process, which is due to get underway later this year. This consultation will allow you to find out more information in regards to the scheme and will also allow you to raise any concerns that you may have.

Highways England are specifically required by the DCO procedure (as stated in the Planning Act 2008) to identify and consult with:

1. those who own, are a tenant of, or occupy property or land on which the development is proposed to be built,
2. those who have an interest in property or land on which the development is proposed to be built, including, for example, a right of way or restriction benefitting other land, or the interest of a mortgage lender.
3. those who have an interest in property or land which is within a close proximity to the development area.

4. those owners of land fronting onto unregistered highway and are presumed to own the subsol up to the mid-point of the road and down to an unlimited depth for the width of their adjoining land, according to the ad medium filum rule.

You are being contacted so that we can keep you informed regarding this development as we believe you fall under the fourth group identified above, as a result of your interest in or over the land which is within or is in close proximity to the proposed development area.

**Enclosed for your action**

- A Land Interest Questionnaire for you to complete about your interest.
- Land Interest Questionnaire Completion Notes – please read these notes before filling in the Questionnaire.
- In duplicate, a plan, or plans, marked Plan A, showing an area, or areas, of land (shaded pink) which it is believed that you may have an interest in, within the land potentially affected by the improvements to junction 28 of the M25. If the plan correctly shows the extent of your interest, please sign one copy and return it with the response form. If you believe any of the boundaries shown on the plan(s) for your property are inaccurate, then please identify what you believe to be the correct boundaries and show these clearly on the returned copy of Plan A.
- In duplicate, a further plan marked Plan B – if relevant, please identify any other interests you believe you have within the red line, which could include rights of use, rights of way, or other private rights not already shown on Plan A. If this is relevant to you, please return one amended copy of Plan B with the Land Interest Questionnaire.

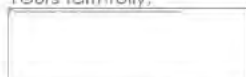
Please complete and return to us in the freepost envelope provided **within a period of 15 days from the date of receipt**. If any of the boundaries shown on the plan(s) are inaccurate then please identify the correct boundaries and return them to us (keep one copy of the Plan A for your own records). Please note that we may be conducting site visits in the near future where we may need to speak to you regarding your identified interests, or any ownership that we currently do not have information for.

Should you have any questions about the questionnaire or the nature of the information requested, please do not hesitate to contact TerraQuest by email at [M25\\_J28@terraquest.co.uk](mailto:M25_J28@terraquest.co.uk) or on Freephone 0800 902 0421 between 9:00am and 4:30pm Monday to Friday).

Should you have any questions about the scheme itself, please contact the Highways England Customer Contact Centre by email at [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or on 0300 123 5000.

I look forward to hearing from you and thank you for your assistance in advance.

Yours faithfully,



Project Manager  
Capital Programmes  
Regional Investment Programme (South and East)  
Highways England

**Enclosures:**

Land Interest Questionnaire (relating to the type of interest we believe is potentially affected)\*  
Land Interest Questionnaire Completion Notes\*  
Plan A (2 copies per Land Interest Questionnaire)\*  
Plan B (2 copies)  
Freepost Envelope

\*Please note that you will have more than one set of documents if you have multiple interests



## C4 Consultation brochure



# M25 junction 28 improvement scheme

Statutory consultation

Share your views



December 2018



## M25 junction 28 improvement scheme

### Statutory consultation

This statutory consultation about the M25 junction 28 improvement scheme will run for eight weeks, from 3 December 2018 to 28 January 2019.

We look forward to hearing your views.

Please read this document and give us your feedback in the [response form](#). For details about how to submit your feedback to us please read page 4.

### Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe. That's why we're delivering £15 billion of investment on our network – the largest investment in a generation. The M25 junction 28 improvement scheme is a critical part of this investment and will play a vital role improving the connection of the M25 with the A12, as well as providing local access to Brentwood via the A1023 (Brook Street), which is great news for the local and regional economy.

This scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain the necessary approvals to construct and operate the scheme. For more information on this process, please visit:

<https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>

The proposed scheme will be designed to minimise the impact on the environment. A full Environmental Impact Assessment (EIA) is being carried out for the project. The objectives of the EIA are to identify and assess the potential environmental impacts arising from the scheme, and help inform the design to reduce or minimise the environmental impacts, including identification of mitigation measures for any effects that remain. The main stages of the environmental assessment process for the project are the Environmental Scoping Assessment (ESA), production of a Preliminary Environmental Information Report (PEIR) and finally the Environmental Statement (ES) which is submitted with the Development Consent Order application.

Before an EIA is undertaken an ESA is produced to understand which subject matters will need to be addressed within the EIA.

Below is a link to the ESA submitted by Highways England to the Planning Inspectorate (PINS), this report is also known as the scoping report. This link also includes the response back from PINS which is known as the Scoping Opinion.

<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/m25-junction-28-improvements/>

Highways England has prepared a PEIR for the proposed scheme, and this will provide consultees with information on the likely environmental impacts identified at this design stage and potential mitigation measures. A copy can be found here:

[www.highwaysengland.co.uk/m25/28](http://www.highwaysengland.co.uk/m25/28)

In this brochure we explain our proposal for the scheme and how you can give us your feedback during our statutory consultation. Your responses will help us shape the scheme before we submit our DCO application.



## How to respond

We're now holding a statutory consultation on our proposal. We'd like to hear what you think, so please share any views, ideas or local knowledge that you may have. The consultation will run for eight weeks, from 3 December 2018 to 26 January 2019 and there are lots of ways you can tell us what you think. Why not come along to one of our consultation exhibitions? Alternatively, you can view all the consultation material on our webpage [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28).

Please remember to submit your response form using the instructions provided or complete the form online. More details of how you can respond are shown below.

Please respond using one of the following methods by 11.59pm on the 26 January 2019:

- Online: complete the response form at [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28)
- Complete the response form and return it to: FREEPOST M25 junction 28 improvement scheme
- Email your response to: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- Post: write to us at FREEPOST M25 junction 28 improvement scheme.

All responses should be returned by 11.59pm on the 26 January 2019. Responses received after this date may not be considered.

Consultation material available:

- Scheme/route map showing the full extent of the scheme on a red line boundary plan
- Preliminary Environmental Information Report & non-technical summary
- Statutory notices in local and national press (Section 47 and Section 48 notice)
- Public Consultation Report summarising findings from the previous consultation
- Development Consent Order leaflet, explaining the planning process in more detail
- Scheme Assessment Report
- Technical Appraisal Report
- Statement of Community Consultation.



## Consultation exhibitions

One of the best ways to find out more about our proposals and have your say is to come to one of our consultation exhibitions. Here you'll be able to find out more about the scheme and speak to members of the project team who will be happy to answer any questions you may have. You will also be able to view our 3D visualisation.

| Date                          | Location                | Time           | Address                                  |
|-------------------------------|-------------------------|----------------|------------------------------------------|
| Wednesday<br>05 December 2018 | Holiday Inn             | 1pm to 9pm     | Brentwood CM14 5NF                       |
| Thursday<br>06 December 2018  | Holiday Inn             | 9am to 6pm     | Brentwood CM14 5NF                       |
| Tuesday<br>11 December 2018   | CEME Conference Centre  | 9am to 9pm     | Munth Way, Rainham, Havering RM13 8EU    |
| Monday<br>17 December 2018    | MyPlace                 | 1pm to 9pm     | 343 Dagenham Park Drive, Romford RM3 9EN |
| Tuesday<br>08 January 2019    | YMCA                    | 9am to 9pm     | 29 Rush Green Road, Romford RM7 0PH      |
| Saturday<br>12 January 2019   | South Weald Parish Hall | 1.30pm to 7pm  | 65 London Road, Brentwood, CM14 4NP      |
| Thursday<br>17 January 2019   | Havering Town Hall      | 10.30am to 9pm | Romford, RM1 3BD                         |
| Friday<br>18 January 2019     | Havering Town Hall      | 9am to 8pm     | Romford, RM1 3BD                         |

## Mobile consultation vehicle

We also have a mobile consultation vehicle where we will come and visit the local communities, making it even easier for you to find out about our scheme and have your say.

| Date                         | Location                                | Time          | Address                                      |
|------------------------------|-----------------------------------------|---------------|----------------------------------------------|
| Thursday<br>13 December 2018 | Thurrock services                       | 9am to 1pm    | Arterial Road, West Thurrock, Grays RM16 3BG |
| Friday<br>14 December 2018   | Romford Market                          | 8.30am to 4pm | 98 Market Place, Romford RM1 3ER             |
| Saturday<br>15 December 2018 | Ingatstone and Fryerning Community Hall | 9am to 1pm    | 7 High Street, Ingatstone CM4 9ED            |



## Where to get the brochure

Paper consultation brochures and response forms will also be available at the following locations from Monday 03 December 2018 to Monday 26 January 2019 (availability will depend on opening times).

| Location                    | Address                                        | Consultation materials available                                                     |
|-----------------------------|------------------------------------------------|--------------------------------------------------------------------------------------|
| Romford Central Library     | St Edwards Way, Romford RM1 3AR                | Consultation brochures, response forms and consultation materials (listed on page 4) |
| Brentwood Library           | New Road, Brentwood CM14 4BP                   | Consultation brochures, response forms and consultation materials (listed on page 4) |
| Chelmsford Library          | County Hall, Market Road, Chelmsford CM1 1QH   | Consultation brochures, response forms and consultation materials (listed on page 4) |
| Chelmsford City Council     | Civic Centre, Duke Street, Chelmsford CM1 1JE  | Consultation brochures and response forms only                                       |
| Haverling Town Hall         | Main Road, Romford RM1 3BD                     | Consultation brochures and response forms only                                       |
| Central Park Leisure Centre | Gooshays Drive, Harold Hill, Romford RM3 9LB   | Consultation brochures and response forms only                                       |
| Upminster Library           | 26 Corbets Tey Road, Upminster RM14 2BB        | Consultation brochures and response forms only                                       |
| Old Harlow Library          | 30 High Street, Old Harlow CM17 0DW            | Consultation brochures and response forms only                                       |
| North Weald Library         | 138 High Road, North Weald, Epping CM16 6BZ    | Consultation brochures and response forms only                                       |
| Epping Library              | St John's Road, Epping CM16 5DN                | Consultation brochures and response forms only                                       |
| Harold Hill Library         | 19A Farnham Road, Harold Hill, Romford RM3 8ED | Consultation brochures and response forms only                                       |
| Gidea Park Library          | Balgores Lane, Gidea Park RM2 6BS              | Consultation brochures and response forms only                                       |
| Shenfield Library           | Hutton Road, Shenfield, Brentwood CM15 8NJ     | Consultation brochures and response forms only                                       |
| Homchurch Library           | 44 North Street, Homchurch RM11 1TB            | Consultation brochures and response forms only                                       |

## Why is the scheme needed?

M25 junction 28 plays a vital role in connecting the M25 with the A12, as well as providing local access to Brentwood via the A1023 (Brook Street).

It's a heavily used junction which features a roundabout mainly controlled by traffic lights. It is already operating at full capacity, with traffic queues and lengthy delays, resulting in longer and increasingly unreliable journey times for motorists.

Up to 7,500 vehicles per hour currently travel through the roundabout at peak times. With this level of traffic junction 28 is often operating at, or close to capacity, resulting in traffic queues and delays. In recent years there have been a number of incidents, which create additional delays and disruption to traffic along the M25, A12 and local roads.

The A1023 (Brook Street) arm of the roundabout is the only approach not controlled by traffic lights. After leaving the roundabout to travel along Brook Street, motorists pass through the traffic lights at the Nags Head Lane and Mascal's Lane junctions. During peak times, both of these junctions operate at capacity and queues of traffic regularly develop along Brook Street and often back on to the roundabout. These queues can further block the entry and exit roads to the M25 and A12.

Traffic in the area is expected to increase by up to 40% by 2037, so without intervention, conditions will continue to deteriorate.

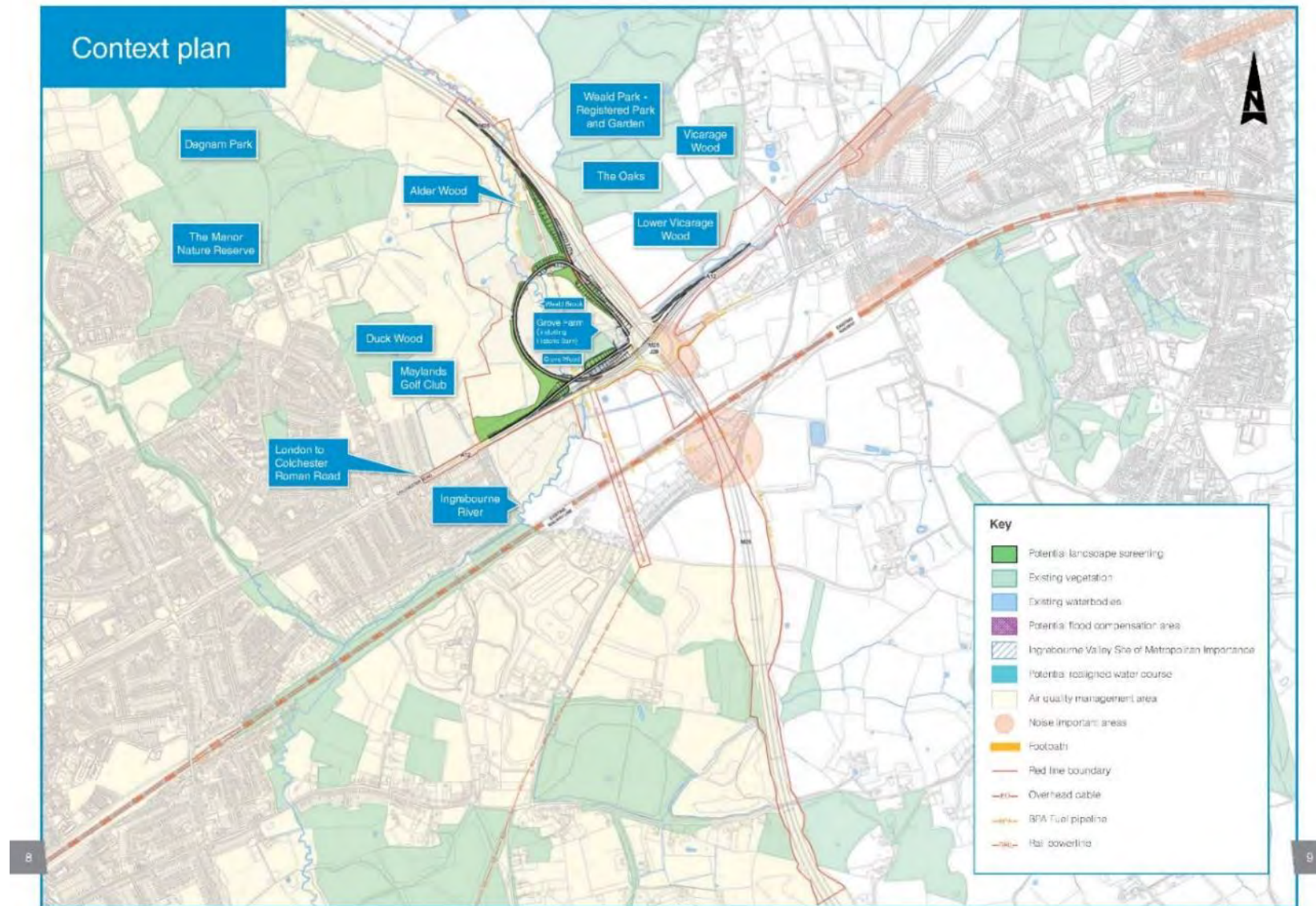
If we don't improve junction 28, by 2037 we can expect:

- Increased congestion and lengthy queues – with delays at least five times longer than experienced now.
- A 25% reduction in average speeds through the junction (excluding M25 and A12 mainline)
- Widespread disruption following incidents.
- Constraints on future growth opportunities.
- Local air quality issues to deteriorate further.

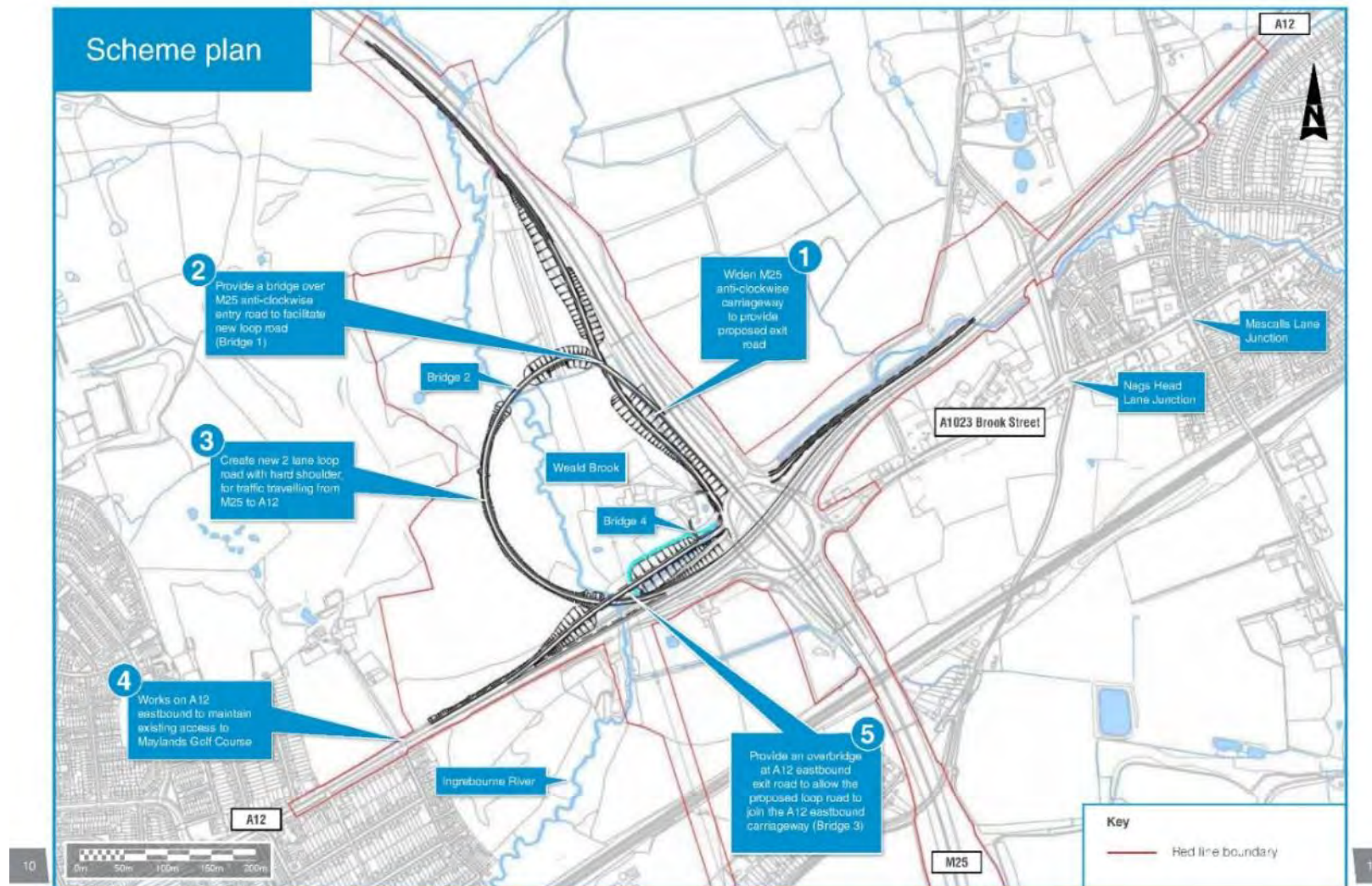
## Scheme objectives

We've established a number of scheme objectives to address the challenges:

- **Increase capacity** to reduce congestion and delays by providing a new dedicated link from the M25 northbound to A12 eastbound.
- **Reduce the incident rate** and resulting disruption by increasing the capacity of the junction and reducing traffic levels using the roundabout.
- **Improve the safety** on the roundabout by reducing the traffic levels and redesigning the existing destination signing and road markings.
- **Cater for future traffic demands** to enable development and economic growth.
- **Minimise the impact on local air quality and noise** by smoothing the traffic flow.
- **Protect access for non-motorised users** (pedestrians and cyclists) and improve conditions where possible.









## Our proposed design

During our previous public consultation (November 2016 to January 2017), three options were presented: Option 5B, Option 5C and Option 5F. All three options diverted traffic away from the roundabout, with a new dedicated loop road between the M25 anti-clockwise and the A12 eastbound, but each option required a different approach to achieve this.

Based on the assessment of the options we selected **Option 5F** as the preferred route for the scheme. This also received the most support from those responding to the previous consultation. This option involves the provision of a new two-lane loop road between the M25 anticlockwise and the A12 eastbound carriageways.

For more information on the previous consultation results and the preferred route announcement please visit our webpage:

[www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28)

We describe below the areas that have developed or changed since the previous consultation:

- We have slightly reconfigured the layout of the merge for the new loop road with the A12 eastbound, which avoids the need to realign the A12 carriageway resulting in less disruption during construction.
- We have considered the latest traffic forecasts for the M25 which includes new developments such as the Lower Thames Crossing to ensure future traffic levels can be accommodated.
- We have given early consideration of potential environmental mitigations for example, flooding, ecology and landscape to obtain initial views during the consultation.

## Option 5F – our proposals for the junction include the following main key features:

- Create new two-lane loop road with hard shoulder, for traffic travelling from M25 to A12 eastbound

- Introduce a second exit road from the M25 anti-clockwise carriageway onto the new loop road
- Provide a new bridge to allow the loop road to pass over the M25 anti-clockwise entry road
- Provide an overbridge to support the A12 eastbound exit road to allow the proposed loop road to pass underneath and join the A12 eastbound carriageway
- Reconfigure the lane markings and destination signing on the existing Brook Street roundabout.

## Height of scheme from the ground

The proposed loop road exits the M25 to the north of the existing junction at the highest point of the scheme. It then crosses the valley created by Weald Brook and follows the contour of the hill as it descends to a point where it meets the A12. It has been designed to ensure that it is above the flood levels of the brook whilst remaining as close to ground level as possible.

## Structures

Four new bridges will need to be constructed:

- Bridge 1 allows the proposed loop road to pass over the entry road to the M25 anti-clockwise. We propose to extend this structure to enable access for farm vehicles, deer and other wildlife between adjacent fields.
- Bridge 2 carries the loop road over Weald Brook. The span of this structure will be wide enough to avoid any impacts to the natural course of the brook, and to provide a corridor for deer and other wildlife.
- Bridge 3 carries the loop road back across Weald Brook as it approaches the A12. This structure will also be designed to accommodate adjacent statutory utilities.
- Bridge 4 is a longer span structure required to carry the A12 eastbound exit road over the proposed loop road and the Weald Brook, before joining the roundabout.

## Access to local properties

The existing access arrangements to both Grove Farm and Maylands Golf Course will be retained with some minor modifications.

The exit from Grove Farm, which joins the A12 eastbound exit road is currently via a small bridge over the existing watercourse. However, this watercourse is affected by the proposals to realign the A12 eastbound exit road, and the existing bridge will need to be replaced to retain the exit in the same location.

## Benefits and effects of the proposed design

In assessing the benefits and effects of the proposed design, we have considered a range of features including those summarised below.

This information is based on our current findings from various surveys, transport and environmental assessments that we have carried out to date.

For more detailed information, please visit our scheme webpage:

[www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28) where you will find our Scheme Assessment Report and Preliminary Environmental Information Report.

| Feature                              | Benefits and impacts of the scheme                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Journey times and traffic congestion | <p>Increase capacity and reduce congestion and delays by providing a dedicated link between the M25 anti-clockwise and A12 eastbound carriageways.</p> <p>Caters better for future traffic demands to enable development and economic growth.</p> <p>Expected improvement in average journey times through junction 28:</p> <ul style="list-style-type: none"> <li>■ 1 minute in the AM peak</li> <li>■ Nearly 2 minutes 30 seconds in the PM peak</li> <li>■ 10 seconds for off peak</li> </ul> |
| Road safety                          | <p>Reduce the incident rate and resulting disruption by increasing the capacity of the junction and reducing traffic levels using the roundabout.</p> <p>Improve safety on the roundabout by reducing traffic levels and redesigning the destination signing and road markings.</p>                                                                                                                                                                                                              |
| Construction duration and impacts    | <p>Expected to be around 24 months.</p> <p>It will be necessary to introduce some temporary road closures and diversions while the scheme is being built, although we will aim to keep any disruption to a minimum. We will work closely with the relevant local authorities in planning and implementing any temporary network alterations and will ensure any closures are well publicised.</p>                                                                                                |
| Land take                            | <p>Some land take is expected for this scheme and we have already contacted people who may be affected.</p> <p>If you think your land may be affected and we have not already written to you, please contact us (see page 4) or attend one of our consultation exhibitions (see page 5).</p>                                                                                                                                                                                                     |
| Air quality                          | <p>The scheme has the potential to impact on air quality. The scheme design and application of appropriate mitigation measures will aim to minimise adverse impacts on air quality.</p>                                                                                                                                                                                                                                                                                                          |
| Noise and vibration                  | <p>The scheme has the potential to impact on the noise environment. The scheme design and application of appropriate mitigation measures will aim to minimise adverse impacts from noise.</p>                                                                                                                                                                                                                                                                                                    |

Continued on next page

|                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Biodiversity (Nature Conservation)               | No direct impacts are anticipated on designated statutory ecological sites. However, the scheme has the potential to result in significant adverse impacts on Ingrebourne Valley Site of Metropolitan Importance (SMI), the Wensid Brook and areas of woodland, scrub, grassland and riparian habitat (the area alongside a river or stream). There is also the potential for impacts to protected species and European protected species (for example great crested newts, bats, breeding birds and badgers). We are addressing these potential impacts by designing the scheme to reduce impacts on designated sites and habitats, by providing habitat compensation for habitat lost as a result of the scheme, and enhancing the riparian corridor at Ingrebourne Valley to increase the value of the habitat for biodiversity. |
| Landscape and Visual                             | The scheme has the potential to impact the local landscape character and views of the area due to loss of vegetation, attention to the landform and field pattern, as well as the introduction of man-made features. We are addressing these potential impacts by including landscape screening planting (using native broad-leaved species) or mounds, reinstating field patterns through additional planting and taking wildlife corridors into account, as well as designing lighting to minimise light spillage.                                                                                                                                                                                                                                                                                                                |
| Road drainage and the water environment          | The scheme has the potential to result in impacts on the water environment due to the crossing of watercourses and a flood zone. Various design solutions, where possible, including open span crossings, are being incorporated into the design to allow natural channel and floodplain processes to continue in accordance with the objectives of the Water Framework Directive. The scheme design also proposes the realignment of the River Ingrebourne in a way that restores the channel to a more natural form and function, this improves connection between the channel and its floodplain, and creates areas of wet-woodland.                                                                                                                                                                                             |
| Geology and Soils                                | No significant impacts on geology and soils are anticipated. Further ground investigations are planned and if land contamination is identified, this will inform further design and mitigation measures to avoid adverse impacts on human health, controlled waters, property and ecology.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Cultural heritage                                | The scheme has the potential to impact on several heritage assets in the area including: the London to Colchester Roman Road, a post-medieval park at Dagham and several buildings including a historic barn at The Grove. There is also potential for undiscovered archaeological remains to be encountered during construction. We are addressing these potential impacts through careful design, including well designed screening and site works away from heritage assets. A programme of archaeological investigation is also being undertaken in the areas where there is a potential for significant archaeological remains.                                                                                                                                                                                                |
| Materials and Waste                              | The design of the scheme will ensure that wastage is minimised throughout its lifecycle with the aim to achieve high reuse, recycling and recovery rates for all phases of the scheme. This will ensure there will be reduced impacts to the environment, energy, carbon, as well as use and costs associated with the transport of waste.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| People and Communities                           | Permanent land take at Grove Farm will be required for the scheme although there will be no loss of access or demolition of any buildings. The scheme is being designed to improve accessibility, connectivity and reduce severance for the wider local community. Driver stress is likely to be reduced due to the scheme's enhanced capacity to address traffic levels, reduce queuing, congestion and the risk of conflicts and collisions.                                                                                                                                                                                                                                                                                                                                                                                      |
| Climate change                                   | The scheme will be designed to be resilient to climate change and minimise carbon use. Predictions of climate change impacts and assessment of emissions associated with implementation of the scheme will be included in carbon modelling used in the scheme development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Cumulative effects                               | Other proposed developments which could take place at the same time within the same area have been considered as part of the preliminary assessment and no significant cumulative effects are expected for the scheme.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Restrictions, cyclists, horse riders and walkers | The scheme is being designed to maintain routes for pedestrians, cyclists and equestrians, wherever possible during construction. The scheme design will aim to improve the permanent routes by installing safer crossing points which will link the existing public rights of way.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

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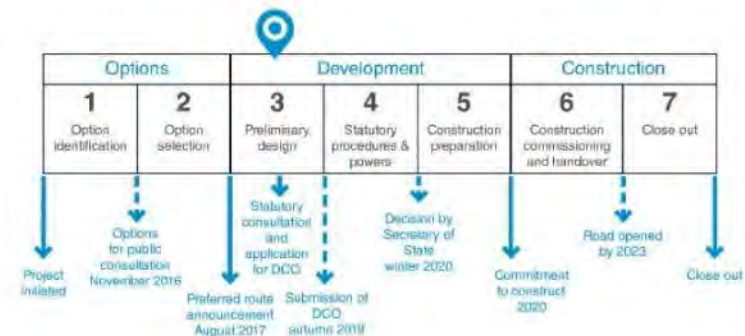
## Next steps

Once the consultation has closed on 28 January 2019, we will review all the suggestions and comments received. We will take time to analyse and consider your feedback, to help us refine the proposed design and to develop our planned mitigation measures. We will set out a summary of the responses, and describe how our proposals have been informed by and influenced by them, in a consultation report. This will form part of our DCO submission and will also be available to the public following this. We expect to submit our DCO by autumn 2019 and, provided it is granted, works will start in June 2021.

To help us shape the final design in preparation of our submission to the Planning Inspectorate, it is important you are involved now and submit your responses by 11.58pm on Monday 28 January 2019.

Once we submit our DCO, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine it. There is likely to be public hearings during examination. Following this, the examining authority will make a recommendation to the Secretary of State for Transport, who will decide on whether the scheme will go ahead.

The process for this is explained in the table below.



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## C5 Consultation response form



### M25 junction 28 improvement scheme Consultation response form

December 2018



Please share your views with us by completing this response form. We want to understand your views about the M25 junction 28 improvement scheme.

- Return this form to us by Monday 28 January 2019, by posting to:  
FREEPOST M25 junction 28 improvement scheme
- Online until 11.59pm on Monday 28 January 2019  
[www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28)

Please ensure your response arrives with us in time, to help us consider your comments when we are refining the design. Responses received after this date may not be considered.







### M25 junction 28 improvement scheme statutory consultation response form

Please provide your name, address, telephone and email. If you'd prefer your comments to be anonymous, please just let us have your postcode (first five digits), so we can understand where you live in relation to the scheme.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Postcode: \_\_\_\_\_

Email: \_\_\_\_\_

If you are responding on behalf of an organisation, please provide your name, organisation title and address below.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

If would you like to go on our email database for updates please tick this box.

☐

Under Section 47 of the Planning Act 2008, you are required to consult with the local community on National Significant Infrastructure Projects of 40 or M25 junction 28 improvement scheme is one. The consultation response form is an important part of the consultation process as shown in the Statement of Community Consultation. Following the consultation period, we will produce a consultation report to summarise the views and comments received and outline how they have been taken into account in developing the scheme further. We will send this report to the Planning Inspectorate as part of the Development Consent Order submission which is planned for autumn 2019.

The information you provide will be kept in a secure environment, only accessible by Highways England and the specific contractor(s) working with us on the project. Your personal information will not be shared with any other individuals or organisations, beyond the provisions set out in the Freedom of Information Act 2000 and Environmental Regulations Act 2004. The information you submit will only be used in support of the purpose specified in this survey. Personal details will be provided only to relevant parties for the purpose of the survey and will not be duplicated and to contact correspondents if necessary. All personal details will be deleted at the end of the survey analysis period.

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Please tick appropriate boxes ✓

### Section A – Your travel habits around M25 junction 28

By completing this response form, you have indicated that you have an interest in this scheme. It would help us if you could identify the nature of your interest below.

A1. Which routes do you take through M25 junction 28 and how often? (Tick all that apply)

| I travel on the                                                              | Most days | At least once a week | Less than once a week | Never |
|------------------------------------------------------------------------------|-----------|----------------------|-----------------------|-------|
| M25 to A12 (Essex) or A12 (Essex) to M25                                     |           |                      |                       |       |
| M25 to A12 (London) or A12 (London) to M25                                   |           |                      |                       |       |
| M25 to A1023 (Brook Street) or A1023 (Brook Street) to M25                   |           |                      |                       |       |
| A12 (Essex) to A1023 (Brook Street) or A1023 (Brook Street) to M25 (Essex)   |           |                      |                       |       |
| A12 (London) to A1023 (Brook Street) or A1023 (Brook Street) to A12 (London) |           |                      |                       |       |
| M25 only                                                                     |           |                      |                       |       |
| A12 only                                                                     |           |                      |                       |       |

A2. When do you usually travel? (Tick all that apply)

| Weekday morning peak (7am to 9am) | Weekday evening peak (5pm to 7pm) | Weekday off peak (all other times) | Weekends any time |
|-----------------------------------|-----------------------------------|------------------------------------|-------------------|
|                                   |                                   |                                    |                   |

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A3. How do you usually travel when you use M25 junction 28? (Tick all that apply)

- Car ☐
- Motorcycle ☐
- Van ☐
- Freight ☐
- Bus/coach ☐
- Cycle ☐
- Other (please specify) \_\_\_\_\_ ☐

A4. What do you usually use the M25 junction 28 for? (Tick all that apply)

- Travelling to and from work ☐
- Travelling for business ☐
- Shopping ☐
- Leisure/recreation ☐
- School drop off/pick up ☐
- Long distance journey (greater than 10 miles) ☐
- Other (please specify) \_\_\_\_\_ ☐

A5. Do any of the following apply to your current travel conditions at M25 junction 28? (Tick all that apply)

|                                            | Disagree                 | Agree                    | Not applicable           |
|--------------------------------------------|--------------------------|--------------------------|--------------------------|
| Delays regularly occur                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Journey times are unpredictable and vary   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Frequent incidents result in injury        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Frequent incidents result in delays        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Air and noise pollution                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Unsafe and inconvenient walking conditions | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Other (please specify in the box below)

A6. How close do you live to the proposed improvements? (Tick one only)

- Under 2 miles ☐
- 2-5 miles ☐
- Over 5 miles ☐

A7. How close do you work to the proposed improvements? (Tick one only)

- Under 2 miles ☐
- 2-5 miles ☐
- Over 5 miles ☐
- Not applicable ☐

## Section B – The scheme

You can respond to as many or little questions as you like, to help us understand the nature of your response.

To help you answer questions in this section, please refer to the consultation brochure (from page 7 onwards.)

B1. Do you think there is a need to improve M25 junction 28? (Tick one only)

- Yes ☐ No ☐

Please explain your reasoning in the box below.

B2. Does our scheme address the current travel conditions you have identified in question A5?  
(Tick all that apply)

|                                            | Very well | Well | Not well | Not applicable |
|--------------------------------------------|-----------|------|----------|----------------|
| Delays regularly occur                     |           |      |          |                |
| Journey times are unpredictable and vary   |           |      |          |                |
| Frequent incidents result in injury        |           |      |          |                |
| Frequent incidents result in delays        |           |      |          |                |
| Air and noise pollution                    |           |      |          |                |
| Unsafe and inconvenient walking conditions |           |      |          |                |

Please use the box below to expand on your answers above or to tell us about anything else.

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B3. What are your views about the proposed improvement scheme (Option 5F)?  
(Tick all that apply)

| In relation to                          | Negative view | No view | Positive view |
|-----------------------------------------|---------------|---------|---------------|
| Road safety                             |               |         |               |
| Congestion                              |               |         |               |
| Limited capacity                        |               |         |               |
| Economic growth                         |               |         |               |
| Noise                                   |               |         |               |
| Air quality                             |               |         |               |
| Landscape and visual effects            |               |         |               |
| Biodiversity (Nature conservation)      |               |         |               |
| Water environment and drainage          |               |         |               |
| Flood risk                              |               |         |               |
| Foot paths, cycle routes and bridleways |               |         |               |
| Historic environment                    |               |         |               |
| Impact of roadworks during construction |               |         |               |

Please use the box below to expand on your answers above or to tell us about anything else.

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## Section C – The environment

To help you answer these questions you may also find it useful to read our Preliminary Environmental Information Report (PEIR) or our non-technical summary (NTS) that sets out our preliminary findings on environmental effects.

The PEIR and NTS are available online [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28), at our consultation exhibitions and our three display locations listed in our consultation brochure. (See back page to contact us).

C1. Do you agree with the proposed approach to the potential environmental impacts and the way that we are addressing them?

|                                                                         | Yes | No | Please use this box if you wish to expand on your answer |
|-------------------------------------------------------------------------|-----|----|----------------------------------------------------------|
| Air quality<br>NTS page 7<br>PEIR page 35                               |     |    |                                                          |
| Noise and vibration<br>NTS page 9<br>PEIR page 57                       |     |    |                                                          |
| Biodiversity<br>NTS page 11<br>PEIR page 72                             |     |    |                                                          |
| Road drainage and the water environment<br>NTS page 14<br>PEIR page 127 |     |    |                                                          |
| Landscape and visual<br>NTS page 16<br>PEIR page 139                    |     |    |                                                          |
| Geology and soils<br>NTS page 18<br>PEIR page 161                       |     |    |                                                          |
| Cultural heritage<br>NTS page 20<br>PEIR page 186                       |     |    |                                                          |
| Materials and waste<br>NTS page 23<br>PEIR page 204                     |     |    |                                                          |
| People and communities<br>NTS page 25<br>PEIR page 215                  |     |    |                                                          |
| Climate<br>NTS page 27<br>PEIR page 243                                 |     |    |                                                          |
| Cumulative effects<br>NTS page 28<br>PEIR page 260                      |     |    |                                                          |

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## Section D – Other considerations

D1. As we develop our plans for construction in the next stages, is there anything specific you think we need to consider?

Yes ☐ No ☐

Please use the box below to expand on your response

D2. Do you have any other comments about the proposed scheme or its potential effects? (Tick one only)

Yes ☐ No ☐

Please use the box below to expand on your response and/or provide any suggestions how the scheme could be modified or changed to address them.

## Section E – Consultation material

E1. What consultation material did you use? (Please tick all that apply)

| Consultation material                               |                                                       |  |
|-----------------------------------------------------|-------------------------------------------------------|--|
| Consultation brochure                               | Scheme Assessment Report                              |  |
| Webpage                                             | Technical Appraisal Report                            |  |
| 3D visualisation                                    | Public Consultation Report (or previous consultation) |  |
| Preliminary Environmental Information Report (PEIR) | Scheme maps                                           |  |
| PEIR non-technical summary report (NTS)             |                                                       |  |

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E2. Did you find these materials useful? (Tick one only)

Yes ☐ No ☐

Please explain your reasoning in the box below

E3. Did you attend a consultation exhibition (at a fixed venue or our exhibition vehicle)? (Tick one only)

Yes ☐ No ☐

E4. How did you find out about the M25 junction 28 consultation? (Please tick all that apply)

- Letter through your door ☐
- Local newspaper/radio (please specify) ☐
- Highways England website ☐
- Local authority website (please specify) ☐
- Other website (please specify) ☐
- Social media (please specify) ☐
- Local community group (please specify) ☐
- National members group you belong to (please specify) ☐
- Word of mouth through a friend/neighbor ☐
- Local library (please specify which one) ☐
- Poster (please specify where seen) ☐
- Other (please specify) ☐

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## Section F – About you

This section is optional, but we would be grateful if you'd tell us a little bit about yourself. We won't share this information or use it for any other purpose.

Do you consider yourself a person with a disability? (Tick one box only)

Yes ☐ No ☐ Prefer not to say ☐

What is your age? (Tick one box only)

Under 16 ☐ 16–24 ☐ 25–35 ☐ 36–44 ☐ 45–54 ☐ 55–64 ☐ 65+ ☐

Prefer not to say ☐

### Data protection and you

On 25 May 2018, the General Data Protection Regulations (GDPR) came into force. This legislation requires Highways England to explain to consultees, stakeholders and customers how their personal data will be used and stored.

Highways England is permitted under the Government's Consultation Principles, the Planning Act 2008 and the Highways Act 1980 to collect personal data in the development of proposed schemes.

Personal data collected for the M25 junction 28 improvement scheme will be processed and retained by Highways England and its appointed contractors until the scheme has been completed.

Under the GDPR regulations you have the right to request the following information from us:

- Right of access to the data (Subject Access Request);
- Right for the rectification of errors;
- Right to erasure of personal data – this is not an absolute right under the legislation and;
- Right to restrict processing or to object to processing the right to data portability.

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will provide you with information about what that other purpose is. This will be done prior to any further processing taking place. The extra information will include any relevant further information as referred to above, including the right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact [DataProtectionAdvice@Highwaysengland.co.uk](mailto:DataProtectionAdvice@Highwaysengland.co.uk)

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Publication : Brentwood Gazette/Mid-Essex Re



# Business

## Public Notices

### NOTICE OF CONSULTATION M25 JUNCTION 28 IMPROVEMENT SCHEME SECTION 47 PLANNING ACT 2008 NOTICE PUBLISHTING A STATEMENT OF COMMUNITY CONSULTATION

Highways England is planning to undertake an improvement scheme to M25 Junction 28. Our proposals for the junction include the following main key features:

- Introduce a second exit road from M25 anti-clockwise carriageway onto new loop road
- Create new two-lane loop road with hard shoulder, for traffic travelling from M25 to A17 eastbound
- Provide new bridges to connect the new infrastructure into the existing network

We intend to make an application to the Planning Inspectorate under section 37 of The Planning Act 2008 for the 'Development Consent' Order to authorise construction of the scheme.

Before making our application we must produce a document called the Statement of Community Consultation setting out how we will consult the local community about our proposals. We also must make this statement available for inspection by the public and publish this notice stating where and when the statement can be inspected. We then must carry out consultation in accordance with the statement.

This notice contains a summary of the consultation details. However, full details of the consultation can be found in the Statement of Community Consultation.

This can be viewed along with our consultation materials, online at the project website [www.highwaysengland.co.uk/m2528](http://www.highwaysengland.co.uk/m2528) or at the following local display locations and drop-off points from the start of our consultation on **03 December 2018 to the 28 January 2019**. Please note: Consultation materials will be available from the start of the consultation date on the website and local display locations and drop-off locations, as detailed, not in advance.

#### Drop-off Points

**Havering Town Hall** – 01708 434343  
Main Road, Romford RM1 3ED

**Chelmsford City Council**  
(Customer Services Centre) – 01204 606806  
Oxle Centre, Duke Street, Chelmsford CM1 1JE

**Central Park Leisure Centre** – 01708 330350  
Goodways Drive, Harold Hill, Romford RM3 9LB

**Upminster Library** – 01708 434933  
25 Corney Way Road, Upminster RM14 2BS

**Old Harlow Library** – 03456 037626  
30 High Street, Old Harlow CM17 0DW

**North Weald Library** – 03456 037628  
138 High Road, North Weald, Epping CM16 6BZ

**Epping Library** – 03456 037628  
St John's Road, Epping CM16 5DN

**Harold Hill Library** – 01708 434973  
19A Farmham Road, Harold Hill, Romford RM3 5ED

**Gidea Park Library** – 01708 434978  
Balgonie Lane, Gidea Park RM2 6BS

**Shenfield Library** – 03456 037628  
Hutton Road, Brentwood CM15 8NU

**Hornchurch Library** – 01708 434903  
44 North Street, Hornchurch RM11 1TB

Please contact individual libraries for opening times.

The scheme is an Environmental Impact Assessment Development, which means a Preliminary Environmental Information (PEI) Report has been produced (to describe the environmental effects of the scheme) and is being consulted on alongside the other consultation documents. It also means that an environmental statement will be produced and submitted with the application in due course.

#### Local Display Locations

**Romford Central Library**  
St Edwards Way, Romford RM1 3AR  
Monday – 10am to 6pm  
Tuesday – 9am to 5pm  
Wednesday – 9am to 5pm  
Thursday – 10am to 8pm  
Friday – 9am to 5pm  
Saturday – 10am to 4pm  
Sunday – Closed

**Brentwood Library**  
New Road, Brentwood CM14 4BP  
Monday – 9am to 6pm  
Tuesday – 9am to 6pm  
Wednesday – 9am to 1pm  
Thursday – 9am to 6pm  
Friday – 9am to 6pm  
Saturday – 9am to 5pm  
Sunday – Closed

**Chelmsford Library**  
County Hall, Market Road, Chelmsford CM1 1QH  
Monday – 9am to 6.30pm  
Tuesday – 9am to 6pm  
Wednesday – 9am to 1pm  
Thursday – 9am to 6pm  
Friday – 9am to 6.30pm  
Saturday – 9am to 5.30pm  
Sunday – 1pm to 4pm

You can also view our consultation materials at our consultation events where you can speak with the Project Team and share your views. Consultation events will be held at the following venues during the consultation period:

#### Public Consultation Events

**Holiday Inn**  
Brentwood CM14 5NF  
Wednesday 5 December 2018 1pm to 9pm  
Thursday 6 December 2018 9am to 6pm

**CEMES Conference Centre**  
Marsh Way, Rainham, Havering RM13 9EU  
Tuesday 11 December 2018 9am to 5pm

**My Place**  
343 Dagnum Park, Romford RM3 9EN  
Monday 17 December 2018 1pm to 9pm

**YMCA**  
29 Rush Green Road, Romford RM7 0PH  
Tuesday 8 January 2019 9am to 9pm

**South Weald Parish Hall**  
85 London Road, Brentwood CM14 4NP  
Saturday 12 January 2019

**Havering Town Hall**  
Romford RM1 3ED  
Thursday 17 January 2019 10.30am to 9pm  
Friday 18 January 2019 9am to 6pm

**Contact the team on**  
Email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)  
Write FREEPOST M25 Junction 28 improvement scheme  
Telephone 0300 163 5000  
(Monday to Friday 09.00 – 17.00)

Registered office Bridge House, 1 Walnut Tree Close, Guilford GU1 4LZ  
Highways England Company Limited, registered in England and Wales number 05346363.

**Essex County Council**

**(Borough of Brentwood) (On Street Parking and Waiting Restrictions) (Amendment No. 41) Order 201\***

**Notice is hereby given** that the Essex County Council proposes to make the above Order under Section 131 (1), 219 (3), 302, 4(1), 4(2), 329(1), 351(1), 45, 46, 49, 83 and Part III & IV of Schedule 9 to the Road Traffic Regulation Act 1984.

**Effect of the order:**

1. To revoke the existing 'Disabled Badge Holders Only' restrictions on the following length of Cricketers Row, Heregate & Ingrave and Porters Close in the Borough of Brentwood:

| Road                               | Description                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Cricketers Row, Heregate & Ingrave | NORTH SIDE: From approximately 10.3 metres south-west of the south-west property boundary of No.2 Cricketers Row southwards for approximately 17.7 metres.                                                                                                                                                                                               |
| Porters Close, Brentwood           | Tile ref: Z55 revision 5 to revision 6<br>NORTH SIDE: From a point approximately 1.7 metres south of the southern boundary of 13 Porters Close, southwards approximately 4.9 metres and from a point approximately 4.6 metres east of the boundary of 13/13 Porters Close, westwards approximately 2.9 metres.<br>Tile ref: Q43 revision 1 to revision 2 |

2. To replace a section of 'Resident Permit Holders Only Mon - Sat 8am - 6pm Zone A' restrictions, with 'Disabled Badge Holders Only' Restrictions on the following length of North Road Avenue in the Borough of Brentwood:

| Road                         | Description                                                                                                                                                                               |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| North Road Avenue, Brentwood | WEST: From a point approximately 10 metres south of the southern kerb of the junction with North Road, southwards for approximately 5 metres.<br>Tile ref: S45 revision 14 to revision 15 |

The Borough of Brentwood (On-Street Parking and Waiting Restrictions) Order No 131\* will be varied by substituting Q43 revision 1 to revision 2, S45 revision 14 to revision 15, Z55 revision 5 to revision 6.

**Further details:** A copy of the draft Order, a copy of this notice, a map illustrating the proposal, a copy of this order to be amended and a Statement of Reasons may be examined at all reasonable hours at Network Assurance, A2 Annexe, Essex House, Brentwood, Essex, Brentwood, Borough Council, Town Hall, Ingrave Road, Brentwood and at Brentwood Library, New Road, Brentwood. These documents can also be viewed on the Essex Highways website: <http://www.essexhighways.gov.uk/Transport-and-Roads/Highways-chemes-and-developments/Traffic-Restriction-Orders.aspx>

**Objections:** Anyone who wishes to object to the proposed waiting restriction Order should send the grounds for their objection in writing to TRO Connerns, Network Assurance, A2 Annexe, Essex House, Victoria Road, South, Chelmsford, Essex, CM1 1QH or email [objections@essexhighways.gov.uk](mailto:objections@essexhighways.gov.uk) quoting reference TRAF/6894, by 2 January 2019.

Essex County Council, Network Assurance, A2 Annexe, Essex House, Victoria Road South, Chelmsford, Essex, CM1 1QH  
Telephone: 0345 603 7676  
Website: [www.essex.gov.uk/highways](http://www.essex.gov.uk/highways)

**(Fyfield Road, Willingale)  
(Temporary Prohibition of Traffic) Order 2019**

**Notice is hereby given** that the Essex County Council Intends, not less than seven days from the date of this notice, to make the above Order under Section 14(1) of the Road Traffic Regulation Act 1984.

The Order will close a section of Fyfield Road, Willingale, in the District of Epping Forest, from its junction with The Street for a distance of approximately 360m in a westerly direction. The closure is scheduled to commence on 14th January 2019 for 5 days, or where stated on a valid permit (MWO-520) for 10 days. The Essex County Council may vary the dates for these works with appropriate signs showing and/or displayed on [www.roadworks.org](http://www.roadworks.org). The closure is required for the safety of the public and worksite while mains drainage and water pipes are replaced.

An alternative route is available via The Street, Beech Road, Dukins Lane, Birds Green, Millers Green Road, Dunmow Road, Queen Street, Willingale Road, Cannons Lane and vice versa.

Any Order will expire on 12th December 2016 and must be in force for 18 months or until the works have been completed, whichever is the earlier.

**(Woodland Avenue, Hutton)**  
**(Temporary Prohibition of Traffic) Order 2018**

**Notice is hereby given** that the Essex County Council has made the above Order under Section 14(1) of the Road Traffic Regulation Act 1984.

**Effect of the Order:** To temporarily close that length of Woodland Avenue, Hutton that is between the junction of Essex Road and Woodland Avenue, Hutton to the junction with Welsh Road, a distance of approximately 385m. The closure is scheduled to commence on 10th December 2018 for 5 days, or where stated on a valid permit, EPC2018-266850 – Essex County Council. The scheduled closure may vary for the duration of the temporary traffic prohibition. The closure is displayed on [www.roadworks.org](http://www.roadworks.org). The closure is required for the safety of the public and workforce while carriageway patching works are undertaken by Essex County Council.

The Order came into effect on 28th November 2018 and may continue in force for 18 months or until the works have been completed, whichever is the earlier.

**(Trueloves Lane, Ingatestone)**  
**(Temporary Prohibition of Traffic) Order 2018**  
Notice is hereby given that the Essex County Council intends, not less than seven days from the date of this notice, to make the above Order under Section 14(1) of the Road Traffic Regulation Act 1984.

**Effect of the order:** To temporarily close that length of Truelove Lane, Ingatestone in the Borough of Brentwood, from a point approximately 245m southeast of its junction with Bag Lane for a distance of approximately 365m in a southerly direction, from 12th December 2018 to 12th January 2019, for 14 days or where stated on a valid permit (E0005381W0000000000ASUW4/02 – BT). The scheduled dates may vary for these works with appropriate signs showing and/or with the use of traffic lights. The works are necessary for the safety and convenience of the public and workforce while overhead cable works are undertaken by BT. An alternative route is available via Truelove Lane, A12, Roman Road, Trozy Lane, Swallows Cross Road, Mounting Road, Ingatestone Road, Blackmore Road, and the A12. The order will come into effect on 12th December 2018 and may continue in force for 18 months or until the works have been completed, whichever is the earlier.

**SELL IT  
FREE  
HERE!**



A tall, narrow wooden ladder with many rungs, leaning against a wall. The ladder is made of light-colored wood and has a simple, functional design. It is positioned vertically, with the rungs spaced evenly apart. The background is a plain, light-colored wall.

**Sold £20**

**FREE** for any item under £100, higher priced items just £10 when booked online. Excludes pets, motors and trade.

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## C7 Section 48 Notices

# HIGHWAYS AD BOOKING

Date: 03/12/2018

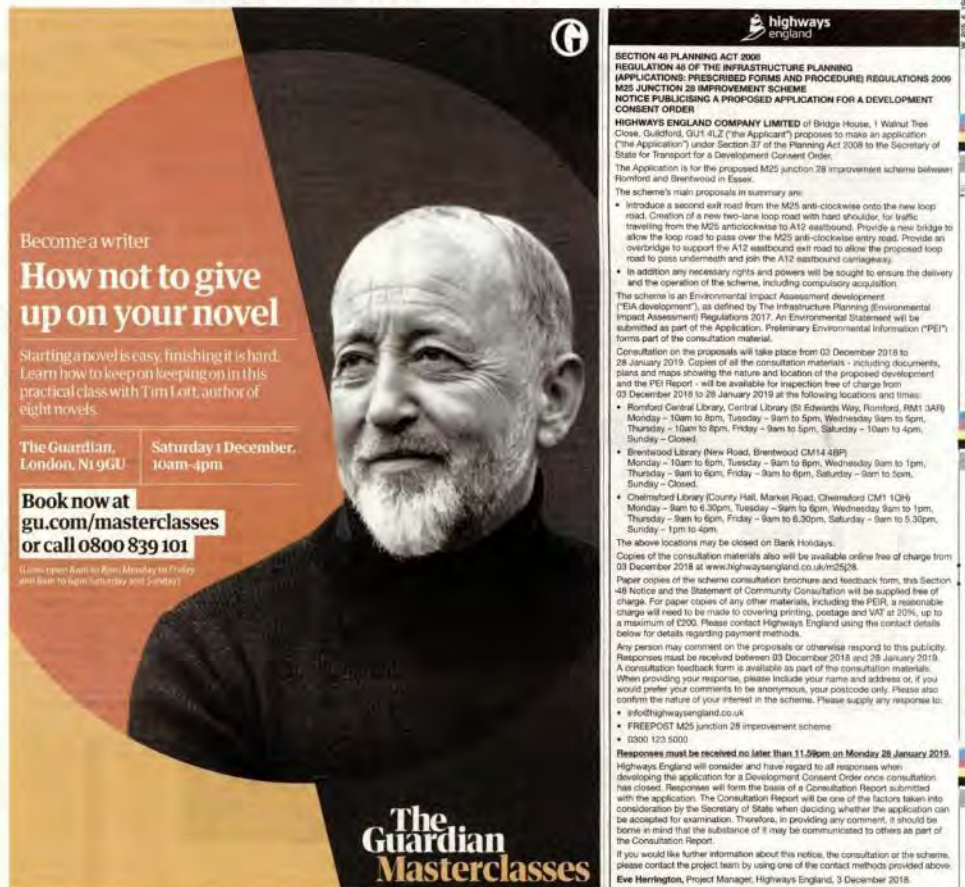
Penna Ref : 635882000001

GPC Code : GPC/00173314

Publication : Guardian Non Recruitment

The Guardian Monday 3 December 2018

The Guardian Jobs Creative, Marketing and Sales



**Become a writer**  
**How not to give up on your novel**  
Starting a novel is easy, finishing it is hard. Learn how to keep on keeping on in this practical class with Tim Lott, author of eight novels.

The Guardian, London, N1 9GU  
Saturday 1 December, 10am-4pm

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or call 0800 839 101

(Lunch open 8am to 8pm Monday to Friday and 8am to 5pm Saturday and Sunday)

**The Guardian Masterclasses**

**SECTION 48 PLANNING ACT 2008**  
**REGULATION 48 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009**  
**M25 JUNCTION 28 IMPROVEMENT SCHEME**  
**NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER**

**HIGHWAYS ENGLAND COMPANY LIMITED** of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed M25 junction 28 improvement scheme between Romford and Brentwood in Essex.

The scheme's main proposals in summary are:

- Introduce a second exit road from the M25 anti-clockwise onto the new loop road. Creation of a new two-lane loop road with hard shoulder, for traffic travelling from the M25 anti-clockwise to A12 eastbound. Provide a new bridge to allow the loop road to pass over the M25 anti-clockwise entry road. Provide an overbridge to support the A12 eastbound exit road to allow the proposed loop road to pass underneath and join the A12 eastbound carriageway.
- In addition any necessary rights and powers will be sought to ensure the delivery and the operation of the scheme, including compulsory acquisition.

The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will be submitted as part of the Application. Preliminary Environmental Information ("PEI") forms part of the consultation material.

Consultation on the proposals will take place from 03 December 2018 to 28 January 2019. Copies of all the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI Report - will be available for inspection free of charge from 03 December 2018 to 28 January 2019 at the following locations and times:

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Monday - 10am to 8pm, Tuesday - 9am to 5pm, Wednesday 9am to 5pm, Thursday - 10am to 6pm, Friday - 9am to 5pm, Saturday - 10am to 4pm, Sunday - Closed.
- Brentwood Library (New Road, Brentwood CM14 4BP)  
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- Chelmsford Library (County Hall, Market Road, Chelmsford CM1 1QH)  
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The above locations may be closed on Bank Holidays.

Copies of the consultation materials also will be available online free of charge from 03 December 2018 at [www.highwaysengland.co.uk/m2528](http://www.highwaysengland.co.uk/m2528).

Paper copies of the scheme consultation brochure and feedback form, this Section 48 notice and the Statement of Community Consultation will be supplied free of charge. For paper copies of any other materials, including the PEI, a reasonable charge will need to be made to covering printing, postage and VAT at 20%, up to a maximum of £200. Please contact Highways England using the contact details below for details regarding payment methods.

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between 03 December 2018 and 28 January 2019. A consultation feedback form is available as part of the consultation materials. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response to:

- [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- FREEPOST M25 junction 28 improvement scheme
- 0300 123 5000

Responses must be received no later than 11.59pm on Monday 28 January 2019.

Highways England will consider and have regard to all responses when developing the application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report submitted with the application. The Consultation Report will be one of the factors taken into consideration by the Secretary of State when deciding whether the application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

**Eve Harrington**, Project Manager, Highways England, 3 December 2018.



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# HIGHWAYS AD BOOKING

Date: 14/12/2018

Penna Ref : 636738000001

GPC Code : GPC/00173317

Publication : Romford Recorder Group

56

Friday 14 December 2018 romfordrecorder.co.uk



Legal and Fulfill: Notices

## Licensing Act 2003 Notice of application for a New Premises Licence

Applicant: Co-operative Group Food Limited  
Address of Premises: 378-392 Brentwood Road,  
Gidea Park, Romford RM2 5TD. The licensable  
activities will be for the sale of alcohol for  
consumption off the premises between Monday-  
Sunday 06:00-23:00. Conditions will apply.  
Anyone wishing to make a representation to this  
application may do so by 7 January 2019. A record  
of the application made to the Licensing Authority  
will be kept on a register at the address given  
below and the register may be inspected during  
opening hours. All representations regarding  
this application must be in writing to Licensing  
Public Protection, London Borough of Havering,  
c/o Town Hall, Main Road, Romford RM1  
3BD or [www.havering.gov.uk](http://www.havering.gov.uk). It is an offence  
knowingly or recklessly to make a false statement  
in connection with an application and is subject to  
prosecution by a fine of any amount on summary  
conviction for the offence.

WARD RADWAY [www.romfordrecorder.co.uk](http://www.romfordrecorder.co.uk)

## NOTICE OF APPLICATION TO VARY A PREMISES LICENCE UNDER SECTION 34 OF THE LICENSING ACT 2003

APPLICANT: Bilal Nader Gai  
PREMISES: Berber Road, Hornchurch RM11 3HS  
The proposed variation is: Minor (internal alterations)  
to premises.  
Full details of the application can be inspected at the  
address noted below during normal business hours.  
Any representations by an interested party or  
responsible authority regarding this application can  
be made to:  
Licensing Team Public Protection  
London Borough of Havering  
Town Hall, Main Road,  
Romford, RM1 3BD  
Website: [www.havering.gov.uk](http://www.havering.gov.uk)  
Such representations must be received in writing by  
7th January 2019, clearly stating the grounds upon  
which the representation is made in relation to the four  
objectives of the Licensing Act 2003.  
It is an offence knowingly or recklessly to make a false  
statement in connection with an application.  
The maximum fine for which a person is liable on  
summary conviction for the offence is £5,000.00.

## Goods Vehicle Operator's Licence

Toby Kallan trading as of ATM Facilities Ltd  
of 37 Airbric Road Ilford Essex IG3 9QT  
is applying for a licence to use: Watergate  
Bowl Road Havering-atte-Bower, Romford  
RM4 1QH England as an operating centre for 1  
Goods Vehicle and 0 trailers.  
Owners or occupiers of land (including  
buildings) near the operating centres) who  
believe that their use or enjoyment of that  
land would be affected, should make written  
representations to the Traffic Commissioner  
at Hillcrest House, 386 Harehills Lane, Leeds,  
LS9 6NF, stating their reasons, within 21 days  
of this notice. Representations must at the same  
time send a copy of their representations to the  
applicant at the address given at the top of this  
notice. A Guide to Making Representations  
is available from the Traffic Commissioner's  
office.

PLEASE MENTION  
THIS PAPER WHEN  
REPLYING TO THESE  
ADVERTISEMENTS

## LONDON BOROUGH OF HAVERING

ROAD TRAFFIC REGULATION ACT 1984 SECTION 14(1) AND 16, PROPOSED AND MADE  
ORDER NOTICES  
WE THE LONDON BOROUGH OF HAVERING GIVE NOTICE THAT WE PROPOSE TO  
MAKE THOSE RESTRICTIONS REFERRED TO IN PART 1 TO THIS NOTICE AND HAVE  
MADE THE RESTRICTIONS REFERRED TO IN PART 2 TO THIS NOTICE, IN EACH CASE  
FOR THE REASONS AND DURATION STATED OR UNTIL THE COMPLETION OF THE  
WORKS - WHICHEVER IS THE SOONER AND WITH DIVERSION ROUTES AVAILABLE.

DIPTI PATEL, ASSISTANT DIRECTOR OF ENVIRONMENT (PUBLISHED IN THE ROMFORD  
RECORDER 14th DECEMBER 2018)

## PART 1 - PROPOSED NOTICE (PROPOSED RESTRICTIONS)

| TT No | Road Name and<br>Restriction(s)                                                                                                                                                                                                                                                                                | Reason                         | Diversion<br>Route | Duration<br>of Works -<br>Between                                                                              |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|--------------------|----------------------------------------------------------------------------------------------------------------|
| 1117  | No waiting and no loading<br>Market Link/Ducking Stool Court/<br>Market Place car park<br>No waiting and no loading in Market<br>Link and Ducking Stool Court.<br>Road closure of Market Link at its<br>junction with Ducking Stool Court.<br>Car Park closure of Market Place car<br>park, on non market days | Romford<br>Christmas<br>Market | NA                 | Between:<br>00.01am on<br>Friday 14th<br>December<br>2018 and<br>6.30pm on<br>Monday 24th<br>December<br>2018. |

## PART 2 - MADE NOTICE (CONFIRMED RESTRICTIONS)

|      |                                                                                                                                                                                  |                        |                                                                                                              |                                                        |
|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| 1109 | Road Closure<br>Romford<br>Deveron Way closed in both<br>directions at its junction with Clyde<br>Way<br>Clyde Way closed in both directions<br>at its junction with Deveron Way | Carriageway<br>Repairs | Both<br>Directions:<br>Spey Way,<br>Moray Way,<br>Ayr Way,<br>Pettis Lane<br>North,<br>Beauy Way,<br>Dee Way | Between<br>8:00am -<br>5pm on 17th<br>December<br>2018 |
| 1110 | Road Closure<br>Emerson Park<br>Great Nelmies Chase closed in both<br>directions between Wingletye Lane &<br>Nelmies Crescent<br>No waiting or loading in Great Nelmies<br>Chase | Carriageway<br>Repairs | Both<br>Directions:<br>Wingletye<br>Lane, Sylvan<br>Ave, Nelmies<br>Crescent                                 | Between<br>8:00am -<br>5pm on 18th<br>December<br>2018 |

YOU CAN GET MORE INFORMATION AND MAKE COMMENTS ABOUT THE PROPOSED  
RESTRICTIONS BY CONTACTING THE APPROPRIATE EMAIL ADDRESS



**SECTION 48 PLANNING ACT 2008  
REGULATION 48 OF THE INFRASTRUCTURE PLANNING  
(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009  
M25 JUNCTION 28 IMPROVEMENT SCHEME  
NOTICE PUBLISHING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER**  
**HIGHWAYS ENGLAND COMPANY LIMITED** of Budge House, 1 Walnut Tree Close, Guildford,  
GU1 4LZ (The Applicant) proposes to make an application ("the Application") under Section 37 of the  
Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.  
The Application is for the proposed M25 junction 28 improvement scheme between Romford and  
Brentwood in Essex.  
The scheme's main proposals in summary are:  
• Introduce a second exit road from the M25 anti-clockwise onto the new loop road. Creation of a  
new two-lane loop road with hard shoulder for traffic travelling from the M25 anti-clockwise to A12  
eastbound. Provide a new bridge to allow the loop road to pass over the M25 anti-clockwise entry  
road. Provide an overbridge to support the A12 eastbound exit road to allow the proposed loop  
road to pass underneath and join the A12 eastbound carriageway.  
• In addition any necessary rights and powers will be sought to ensure the delivery and the operation of  
the scheme, including compulsory acquisition.  
The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The  
Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement  
will be submitted as part of the Application. Preliminary Environmental Information ("PEI") forms part of the  
consultation material.  
Consultation on the proposals will take place from 03 December 2018 to 26 January 2019. Copies of  
all the consultation materials - including documents, plans and maps showing the nature and location  
of the proposed development and the PEI Report - will be available for inspection free of charge from  
03 December 2018 to 26 January 2019 at the following locations and times:  
• Romford Central Library, Central Library (55 Edwards Way, Romford, RM1 3AF)  
Monday - 10am to 6pm, Tuesday - 10am to 6pm, Wednesday 9am to 5pm, Thursday - 10am to  
6pm, Friday - 10am to 5pm, Saturday - 10am to 4pm, Sunday - Closed.  
• Brentwood Library (New Road, Brentwood CM14 4BH)  
Monday - 10am to 6pm, Tuesday - 9am to 6pm, Wednesday 9am to 5pm, Thursday - 9am to 6pm,  
Friday - 9am to 6pm, Saturday - 9am to 5pm, Sunday - Closed.  
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Paper copies of the scheme consultation brochure and feedback form, the Section 48 Notice and the  
Statement of Community Consultation will be supplied free of charge. For paper copies of any other  
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• [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)  
• FREEM25 M25 junction 28 improvement scheme  
• 0300 123 5000  
Responses must be received no later than 11.59pm on Monday 26 January 2019.  
Highways England will consider and have regard to all responses when developing the application  
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substance of it may be communicated to others as part of the Consultation Report.  
If you would like further information about this notice, the consultation or the scheme, please contact  
the project team by using one of the contact methods provided above.  
Eve Harrington, Project Manager, Highways England, 14 December 2018.

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# HIGHWAYS AD BOOKING

Date: 12/12/2018

Penna Ref : 636689000001

GPC Code : GPC/00173320

Publication : Brentwood Gazette/Mid-Essex Re

46 GAZETTE WEDNESDAY, DECEMBER 12, 2018

## Services

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## Business

### Public Notices



SECTION 48 PLANNING ACT 2008  
REGULATION 48 OF THE INFRASTRUCTURE PLANNING  
(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009  
M25 JUNCTION 28 IMPROVEMENT SCHEME  
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HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ  
(The Applicant) proposes to make an application (the Application) under Section 31 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed M25 junction 28 improvement scheme between Romford and Brentwood in Essex.

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Responses must be received no later than 11.59pm on Monday 28 January 2019.

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If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

Eve Harrington, Project Manager, Highways England, 12 December 2018.

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**Sold £20**

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£100, higher priced items  
just £10 when booked  
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## C8 Development consent order (DCO) leaflet



# Development consent for our major road schemes







### What is development consent?

The Planning Act 2008 established the legal framework for applying for, examining and determining planning applications for Nationally Significant Infrastructure Projects (NSIP).

Under the Planning Act, a Development Consent Order (DCO) is the means of obtaining permission to construct and maintain developments categorised as NSIPs. This includes energy, transport, water and waste projects.

Some of our major road improvement proposals are classed as NSIPs. Before we submit a DCO application to the Planning Inspectorate, we hold consultations as part of our wider engagement activity. This is in addition to the request for representations and the examination of the application that the Planning Inspectorate organises once an application has been accepted.

### How do I have my say?

We consult with relevant local authorities, anyone with an interest in the land, and statutory consultees, such as the Environment Agency. We prepare a statement, in consultation with relevant local authorities, on how we will consult people living in the vicinity of the land, and then carry out that consultation.



We advertise locally and nationally to ensure people are aware of consultations that affect them and how they can take part. Highways England sometimes carries out consultation in stages so that feedback from our customers, local communities and stakeholders can influence the type, geographical route and design of the project that we take forward.

Customers, stakeholders and the local community can raise any concerns they have about our proposals via the consultation.

### **Some of our major road improvement proposals are classed as Nationally Significant Infrastructure Projects**

To ensure transparency, we publish a consultation report to set out how we have considered responses following each round of consultation. A consultation report will be included in our application to the Planning Inspectorate for the DCO.

### **How does it work?**

On receiving and accepting an application, the Planning Inspectorate carries out the examination. During this stage, people who have registered to have their say are invited to provide more details of their views in writing. Careful consideration is given by the Examining Authority to all the important and relevant matters, including any Local Impact Reports received by local authorities, representations of all interested parties, any evidence submitted and answers provided to questions set out in writing and explained at hearings.

The Planning Inspectorate maintains a public register of applications received and members of the public are able to examine applications and accompanying documents, as well as reports of pre-application consultations.

The Planning Inspectorate manages the examination of applications, including deciding the principal issues to be examined. It has the discretion to decide whether cross-examination of evidence should take place at hearings. At the end of an examination, the Planning Inspectorate prepares a report on the application to the relevant Secretary of State, including a recommendation on whether to grant development consent. The Secretary of State then makes the decision on whether to grant or refuse development consent.

For more information about the planning process for  
Nationally Significant Infrastructure Projects, please visit:  
<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes>



If you need help accessing this or any other Highways England information,  
please call **0300 123 5000** and we will help you.



## C9 Section 42 letters



Our ref: TR010092 /S42(1)(b)/January 2019

**Recipients address**

  
**Project Manager**  
**Highways England**  
**Bridge House**  
**1 Walnut Tree Close**  
**Guildford**  
**GU1 4LZ**

0300 123 5000

30 January 2019

Dear **NAME**

**M25 junction 28 improvement scheme**  
**TARGETED CONSULTATION – 31 January 2019 until 28 February 2019**  
**PLANNING ACT 2008 S42 (1)(b): DUTY TO CONSULT ON A PROPOSED APPLICATION**

I am writing to you regarding Highways England's proposed M25 junction 28 improvement scheme, which involves the provision of a new two-lane loop road between the M25 anticlockwise and the A12 eastbound carriageways.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (as amended) (the 2008 Act). This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build and operate the scheme. This application will be made to the Planning Inspectorate (PINS) who will examine the application on behalf of the Secretary of State. We intend to make our application for a DCO in autumn 2019.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the 2008 Act. We wrote previously to identified consultees on 30 November 2018 to notify them of our statutory consultation on our proposals from 03 December 2018 to 28 January 2019.

I am writing to you as you have been identified as an authority which shares a boundary with the host authority for the purposes of Section 42(1)(b) of the 2008 Act. You were previously sent details of our consultation but we received notification that the email we sent you was not delivered.

To provide you with the opportunity to share your views on our proposals, this letter is notice of Highways England's **targeted consultation from 31 January 2019 until 28 February 2019**.

This targeted consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this targeted consultation. This will enable us to take your views into account in developing and refining our proposals in

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
Highways England Company Limited registered in England and Wales number 06346363



**INVESTORS  
IN PEOPLE**



advance of submitting to PINS. There will be limited opportunity to influence the proposals once the application has gone to PINS, so now is the best time to have your say on the scheme.

As the project is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), we have prepared and provided a Preliminary Environmental Information Report (PEIR) to help you understand the likely effects of our proposals.

Hard copies of the consultation material will be available at the display locations listed below.

- **Romford Central Library** – St Edwards Way, Romford, RM1 3AR  
Monday – 10am to 8pm, Tuesday – 9am to 5pm, Wednesday – 9am to 5pm, Thursday – 10am to 8pm, Friday – 9am to 5pm, Saturday – 10am to 4pm, Sunday - Closed
- **Brentwood Library** – New Road, Brentwood, CM14 4BP  
Monday – 10am to 6pm, Tuesday – 9am to 6pm, Wednesday – 9am to 1pm Thursday – 9am to 6pm, Friday – 9am to 6pm, Saturday – 9am to 5pm Sunday - Closed
- **Chelmsford Library** – County Hall, Market Road, Chelmsford, CM1 1QH.  
Monday – 9am to 6.30pm, Tuesday – 9am to 6pm, Wednesday -9am to 1pm, Thursday – 9am to 6pm, Friday 9am to 6.30pm, Saturday -9am to 5.30pm, Sunday – 1pm to 4pm

To view the full suite of consultation documents listed below, please visit the project website at [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28). These are provided to help you understand the proposals and share your views with us and includes the following:

- The consultation brochure and consultation response form\*
- A copy of the PEIR accompanied by a Non-Technical Summary
- Associated plans showing the extent of the scheme and the main components
- Scheme Assessment Report
- Technical Assessment Report.

*\*Please note that the following are not applicable to you:*

- *The response date shown in the brochure and response form of 'Monday 28 January 2019' – your responses should be received by 11.59pm on 28 February 2019*
- *Pages 5 and 6 in the brochure that refer to: consultation exhibitions, the mobile consultation vehicle and where to get the brochure.*

During the consultation period the project team will be available to speak with you about the scheme and answer any questions you may have (please see contact details below).

Any responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28)
- **By email:** [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- **By post:** FREEPOST M25 junction 28 improvement scheme.

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **28 February 2019** to ensure that there is sufficient time to consider your response before finalising our application.

Further information about the 2008 Planning Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:  
<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Project Manager for M25 junction 28 improvement scheme**  
**Email: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)**  
**Tel: 0300 123 5000**

## C10 Letters for extension to the consultation

### C.10.1 Letter to persons with a land interest – S42(d) category 3



Our ref:TR010029/S42(1)(d)Cat3/January 2019

**Recipients address**

**Project Manager**  
**Highways England**  
**Bridge House**  
**1 Walnut Tree Close**  
**Guildford**  
**GU1 4LZ**

**0300 123 5000**

**30 January 2019**

Dear **NAME**

**M25 junction 28 improvement scheme**  
**TARGET CONSULTATION – 31 January 2019 until 28 February 2019**  
**PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A**  
**PROPOSED APPLICATION**

I am writing to you regarding Highways England's consultation on the proposed M25 junction 28 improvement scheme, which involves the provision of a new two-lane loop road between the M25 anticlockwise and the A12 eastbound carriageways.

We have recently identified that you might be entitled to make a relevant claim for compensation due to the effects of construction or when the proposed road is in use. If your property or business is adversely affected by the construction works carried out for the scheme you may be able to claim compensation under section 152 of the Planning Act 2008 or under section 10 of the Compulsory Purchase Act 1965. Or, under Part I of the Land Compensation Act 1973 compensation can be claimed by people who own and occupy property that has been reduced in value by physical factors caused by the use of the proposed road. Physical factors are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the Planning Act 2008 (the 2008 Act). We previously wrote to identified consultees on 30 November 2018 to notify them of our statutory consultation on our proposals from 03 December 2018 to 28 January 2019. We are currently consulting with you to also give you an opportunity to give us your views on the proposed scheme.

Being consulted under this category does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the

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Highways England Company Limited registered in England and Wales number 08346363





Planning Inspectorate (PINS) who will examine the application on behalf of the Secretary of State in order to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in autumn 2019.

This letter is notice of Highways England's **targeted consultation from 31 January 2019 until 28 February 2019**.

This targeted consultation is therefore an important opportunity for you to share your views. We strongly encourage you to provide your views to us now through this targeted consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to PINS. There will be limited time to influence the proposals once the application has gone to PINS, so now is the best time to have your say on the scheme.

As the project involves an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), we have prepared and provided a Preliminary Environmental Information Report (PEIR) to help you understand the likely effects of our proposals.

To view the full suite of consultation documents listed below, please visit the project website at [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28). These are provided to help you understand the proposals and share your views with us and include the following:

- The consultation brochure and response form\*
- A copy of the PEIR accompanied by a Non-Technical Summary
- Associated plans showing the extent of the scheme and the main components
- Scheme Assessment Report
- Technical Appraisal Report.

As you may be entitled to make a relevant claim, we are enclosing the consultation brochure and response form\* in hard copy to help you understand our proposals and share your views with us.

*\*Please note that the following are not applicable to you:*

- *The response date shown in the brochure and response form of 'Monday 28 January 2019' – your responses should be received by 11.59pm on 28 February 2019*
- *Pages 5 and 6 in the brochure that refer to: consultation exhibitions, the mobile consultation vehicle and where to get the brochure.*

Highways England has produced the following guidance in relation to compulsory acquisition and compensation which can be viewed via the following link.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/645165/Your\\_property\\_and\\_our\\_road\\_proposals.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/645165/Your_property_and_our_road_proposals.pdf)

We would also like to invite you to meet with our project team. If you have any questions or would like to arrange a meeting please contact us using the details below. Please let us know if you would like to discuss any specific issues.

Copies of consultation materials can also be found online at [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28). Hard copies of the consultation material will continue to

be made available at three display locations, listed below (please note that the dates in the brochure will refer to the previous consultation).

- **Romford Central Library** – St Edwards Way, Romford, RM1 3AR  
Monday – 10am to 8pm, Tuesday – 9am to 5pm, Wednesday – 9am to 5pm, Thursday – 10am to 8pm,  
Friday – 9am to 5pm, Saturday – 10am to 4pm Sunday - Closed
- **Brentwood Library** – New Road, Brentwood, CM14 4BP  
Monday – 10am to 6pm, Tuesday – 9am to 6pm, Wednesday 9am to 1pm, Thursday – 9am to 6pm,  
Friday – 9am to 6pm, Saturday 9am to 5pm, Sunday - Closed
- **Chelmsford Library** – County Hall, Market Road, Chelmsford, CM1 1QH.  
Monday – 9am to 6.30pm, Tuesday – 9am to 6pm, Wednesday – 9am to 1pm, Thursday –  
9am to 6pm, Friday -9 am to 6.30pm, Saturday 9am to 5.30pm, Sunday – 1pm to 4pm

Any responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28)
- **By email:** [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- **By post** using the full freepost address: *FREEPOST M25 junction 28 improvement scheme.*

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **28 February 2019** to ensure that there is sufficient time to consider your response before finalising our application.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

  
Project Manager, M25 junction 28 improvement scheme  
Email: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)  
Tel: 0300 123 5000

Enc. Consultation brochure and Consultation response form



## C.10.2 Letter to persons with a land interest – S42(d) category 1 and 2



Our ref:TR010029 /S42(1)(d) Cat1&2/January 2019

**Recipients address**

  
Project Manager  
Highways England  
Bridge House  
1 Walnut Tree Close  
Guildford  
GU1 4LZ

0300 123 5000

30 January 2019

Dear **NAME**

**M25 junction 28 improvement scheme  
TARGETED CONSULTATION – 31 January 2019 until 28 February 2019  
PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A  
PROPOSED APPLICATION**

I am writing to you regarding Highways England's consultation on the proposed M25 junction 28 improvement scheme, which involves the provision of a new two-lane loop road between the M25 anticlockwise and the A12 eastbound carriageways.

We are writing to you because we have recently identified that you:

- Are an owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- Have an interest in the land; or have power to sell and convey the land, or to release the land.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the Planning Act 2008 (the 2008 Act). We previously wrote to identified consultees on 30 November 2018 to notify them of our statutory consultation on our proposals from 03 December 2018 to 28 January 2019. We are currently writing to you to also give you an opportunity to give us your views on our proposal.

To enable construction and ongoing operation of the scheme, we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need to take temporary possession of your land. We recently sent out land Interest questionnaires and in response to this, you have been identified as having a land interest within the area covered by the proposal.

In order to obtain powers of compulsory acquisition and to gain requisite consents to build and operate the scheme, we are required to make an application for a Development Consent Order (DCO). The application will be made to the Planning Inspectorate (PINS), who will examine the application and make a recommendation to the Secretary of State for Transport, who will ultimately decide whether the application is granted permission and whether we are able to use compulsory acquisition powers. We intend to make our application in autumn 2019.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
Highways England Company Limited registered in England and Wales number 09346363





Before submitting our scheme we must consult people that have a legal interest in the land that will be compulsory acquired by the scheme. This letter is notice of Highways England's **targeted consultation from 31 January 2019 to 28 February 2019**.

This targeted consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this targeted consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to PINS. There will be limited opportunity to influence the proposals once the application has gone to PINS, so now is the best time to have your say on the scheme.

We would like to use this consultation to understand the potential impacts that the scheme may have on your land or interest. We would also like to work with you to reduce any impacts as much as possible and we can do that more effectively if we fully understand how you use the land and how our scheme may affect that use. You may also wish to consider whether your interests in any surrounding land not being acquired for the scheme may be affected. Please use the contact details below to give us your comments.

Please note that whilst you may be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment during the consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by PINS. We are also interested in understanding whether we have captured the correct information about everyone who has an interest in land.

As the project involves an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), we have prepared and provided a Preliminary Environmental Information Report (PEIR) to help you understand the likely effects of our proposals.

To view the full suite of consultation documents listed below, please visit the project website at [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28). These are provided to help you understand the proposals and share your views with us and include the following:

- The consultation brochure and response form
- A copy of the Preliminary Environmental Information Report (PEIR) accompanied by a Non-Technical Summary
- Associated plans showing the extent of the scheme and the main components
- Scheme Assessment Report
- Technical Assessment Report.

Hard copies of the consultation material will continue to be made available at three display locations, listed below (please note that the dates in the brochure will refer to the previous consultation).

- **Romford Central Library** – St Edwards Way, Romford, RM1 3AR  
Monday – 10am to 8pm, Tuesday – 9am to 5pm, Wednesday 9am to 5pm, Thursday – 10am to 8pm, Friday – 9am to 5pm, Saturday – 10am to 4pm, Sunday – Closed.
- **Brentwood Library** – New Road, Brentwood, CM14 4BP  
Monday – 10am to 6pm, Tuesday – 9am to 6pm, Wednesday 9am to 1pm, Thursday – 9am to 6pm, Friday – 9am to 6pm Saturday – 9am to 5pm, Sunday - Closed
- **Chelmsford Library** – County Hall, Market Road, Chelmsford, CM1 1QH.

Monday – 9am to 6.30pm, Tuesday – 9am to 6pm, Wednesday 9am to 1pm, Thursday – 9am to 6pm,  
Friday – 9am to 6.30pm, Saturday – 9am to 5.30pm, Sunday – 1pm to 4pm

As you have an interest in the affected land, we are enclosing the consultation brochure\* and response form to help you understand our proposals and share your views with us.

*\*Please note that the following are not applicable to you:*

- *The response date shown in the brochure and response form of 'Monday 28 January 2019' – your responses should be received by 11.59pm on 28 February 2019*
- *Pages 5 and 6 in the brochure that refer to; consultation exhibitions, the mobile consultation vehicle and where to get the brochure.*

Highways England has produced the following guidance in relation to compulsory acquisition and compensation which can be viewed via the following link.  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/645165/Your\\_property\\_and\\_our\\_road\\_proposals.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/645165/Your_property_and_our_road_proposals.pdf)

We would also like to invite you to meet with our project team. If you have any questions or would like to arrange a meeting please contact us using the details below. Please let us know if you would like to discuss any specific issues.

Any responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28)
- **By email:** [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- **By post** using the full freepost address: **FREEPOST M25 junction 28 improvement scheme.**

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **28 February 2019**. To ensure that there is sufficient time to consider your response before finalising our application.

Further information about the 2008 Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:  
<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Project Manager: M25 junction 28 improvement scheme**  
**Email:** [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)  
**Tel:** 0300 123 5000  
**Enc.** consultation brochure and consultation response form



## C.10.4 Letter to section 42(1)(b) stakeholders



Our ref: TR010092 /S42(1)(b)/January 2019

**Recipients address**

  
**Project Manager**  
**Highways England**  
**Bridge House**  
**1 Walnut Tree Close**  
**Guildford**  
**GU1 4LZ**

0300 123 5000

30 January 2019

Dear **NAME**

**M25 junction 28 improvement scheme**  
**TARGETED CONSULTATION – 31 January 2019 until 28 February 2019**  
**PLANNING ACT 2008 S42 (1)(b): DUTY TO CONSULT ON A PROPOSED APPLICATION**

I am writing to you regarding Highways England's proposed M25 junction 28 improvement scheme, which involves the provision of a new two-lane loop road between the M25 anticlockwise and the A12 eastbound carriageways.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (as amended) (the 2008 Act). This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build and operate the scheme. This application will be made to the Planning Inspectorate (PINS) who will examine the application on behalf of the Secretary of State. We intend to make our application for a DCO in autumn 2019.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the 2008 Act. We wrote previously to identified consultees on 30 November 2018 to notify them of our statutory consultation on our proposals from 03 December 2018 to 28 January 2019.

I am writing to you as you have been identified as an authority which shares a boundary with the host authority for the purposes of Section 42(1)(b) of the 2008 Act. You were previously sent details of our consultation but we received notification that the email we sent you was not delivered.

To provide you with the opportunity to share your views on our proposals, this letter is notice of Highways England's **targeted consultation from 31 January 2019 until 28 February 2019**.

This targeted consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this targeted consultation. This will enable us to take your views into account in developing and refining our proposals in

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
Highways England Company Limited registered in England and Wales number 09346363





advance of submitting to PINS. There will be limited opportunity to influence the proposals once the application has gone to PINS, so now is the best time to have your say on the scheme.

As the project is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), we have prepared and provided a Preliminary Environmental Information Report (PEIR) to help you understand the likely effects of our proposals.

Hard copies of the consultation material will be available at the display locations listed below.

- **Romford Central Library** – St Edwards Way, Romford, RM1 3AR  
Monday – 10am to 8pm, Tuesday – 9am to 5pm, Wednesday – 9am to 5pm, Thursday – 10am to 8pm, Friday – 9am to 5pm, Saturday – 10am to 4pm, Sunday - Closed
- **Brentwood Library** – New Road, Brentwood, CM14 4BP  
Monday – 10am to 6pm, Tuesday – 9am to 6pm, Wednesday – 9am to 1pm Thursday – 9am to 6pm, Friday – 9am to 6pm, Saturday – 9am to 5pm Sunday - Closed
- **Chelmsford Library** – County Hall, Market Road, Chelmsford, CM1 1QH.  
Monday – 9am to 6.30pm, Tuesday – 9am to 6pm, Wednesday -9am to 1pm, Thursday – 9am to 6pm, Friday 9am to 6.30pm, Saturday -9am to 5.30pm, Sunday – 1pm to 4pm

To view the full suite of consultation documents listed below, please visit the project website at [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28). These are provided to help you understand the proposals and share your views with us and includes the following:

- The consultation brochure and consultation response form\*
- A copy of the PEIR accompanied by a Non-Technical Summary
- Associated plans showing the extent of the scheme and the main components
- Scheme Assessment Report
- Technical Assessment Report.

*\*Please note that the following are not applicable to you:*

- *The response date shown in the brochure and response form of 'Monday 28 January 2019' – your responses should be received by 11.59pm on 28 February 2019*
- *Pages 5 and 6 in the brochure that refer to; consultation exhibitions, the mobile consultation vehicle and where to get the brochure.*

During the consultation period the project team will be available to speak with you about the scheme and answer any questions you may have (please see contact details below).

Any responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28)
- **By email:** [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- **By post:** FREEPOST M25 junction 28 improvement scheme.

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **28 February 2019** to ensure that there is sufficient time to consider your response before finalising our application.

Further information about the 2008 Planning Act process and Development Consent Orders can be found on PINS' National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



**Project Manager for M25 junction 28 improvement scheme**  
**Email: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)**  
**Tel: 0300 123 5000**

## C.10.5 Letter to national interest groups



[Insert name of consultee]  
[Insert address]

[Redacted]  
Project Manager  
Highways England  
Bridge House  
1 Walnut Tree Close  
Guildford  
GU1 4LZ

0300 123 5000  
[info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

30 January 2019

Dear [consultee name],

**M25 junction 28 improvement scheme**  
**TARGETED CONSULTATION: 31 January until 28 February 2019**

I am writing to you regarding Highways England's proposed M25 junction 28 improvement scheme, which involves the provision of a new two-lane loop road between the M25 anticlockwise and the A12 eastbound carriageways.

In line with the Government's Road Investment Strategy, Highways England has committed to developing a scheme that improves traffic flow, increases safety and capacity, and boosts local growth.

Highways England is intending to make an application to the Secretary of State for a Development Consent Order (DCO) to gain consent to build and operate this scheme. As the project is an Environmental Impact Assessment (EIA) development we are required to prepare an environmental statement and consult with the local community on our proposed scheme before we can make this application.

During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the 2008 Act. We undertook a period of statutory consultation on our proposals from 03 December 2018 to 28 January 2019.

Since then, we have identified additional stakeholders, of which you are one, that we want to consult with. We want to provide you with the opportunity to have your say if you have not done so already. To do this we are holding a further 28-day consultation, **from 31 January to 28 February 2019**.

The following consultation materials are published on our website [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28), and available for inspection at three libraries **until 28 February 2019**:

- Consultation brochure and response form\*
- Statement of Community Consultation



- Preliminary Environmental Information Report & Non-Technical Summary
- Scheme/route map showing the full extent of the scheme on a red line boundary plan
- Statutory notices in local and national press (Section 47 and Section 48 notice)
- Scheme Assessment Report
- Technical Appraisal Report
- Public consultation report summarising findings from the previous consultation
- Development Consent Order leaflet, explaining the process in more detail.

*\*Please note that the following are not applicable to you:*

- *The response date shown in the brochure and response form of 'Monday 28 January 2019' – your responses should be received by 11.59pm on 28 February 2019*
- *Pages 5 and 6 in the brochure that refer to; consultation exhibitions, the mobile consultation vehicle and where to get the brochure.*

The three libraries with display materials are:

- **Romford Central Library** – St Edwards Way, Romford, RM1 3AR  
Monday – 10am to 8pm, Tuesday – 9am to 5pm, Wednesday – 9am to 5pm, Thursday – 10am to 8pm, Friday – 9am to 5pm, Saturday – 10am to 4pm, Sunday - Closed
- **Brentwood Library** – New Road, Brentwood, CM14 4BP  
Monday – 10am to 6pm, Tuesday – 9am to 6pm, Wednesday – 9am to 1pm Thursday – 9am to 6pm, Friday – 9am to 6pm, Saturday – 9am to 5pm Sunday - Closed
- **Chelmsford Library** – County Hall, Market Road, Chelmsford, CM1 1QH.  
Monday – 9am to 6.30pm, Tuesday – 9am to 6pm, Wednesday -9am to 1pm, Thursday – 9am to 6pm, Friday 9am to 6.30pm, Saturday -9am to 5.30pm, Sunday – 1pm to 4pm

During the consultation period the project team will be available to speak with you about the scheme and answer any questions you may have (please see contact details below).

#### How to respond to the consultation

Please use one of the following methods to respond to our proposals by **11.59pm on the 28 February 2019** to ensure that there is sufficient time to consider your response before finalising our application.

- **Online:** complete the response form at [www.highwaysengland.co.uk/m25j28](http://www.highwaysengland.co.uk/m25j28)
- **Complete the consultation response form** and return it using the full freepost address: **FREEPOST M25 junction 28 improvement scheme**
- **Email** your response to [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- **Post:** write to us at **FREEPOST M25 junction 28 improvement scheme.**

Please feel free to share this information with anyone you feel would be interested in the consultation. If you have any questions, please do not hesitate to contact me.

Yours sincerely,



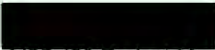
M25 junction 28 Project Manager  
Highways England  
0300 123 5000  
[info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

## C11 Copies of Section 42 responses to consultation

### C.11.1 Environment Agency letter (28.01.19)

creating a better place



  
M25 J28 Project Manager  
Highways England  
Bridge House  
1 Walnut Tree Close  
Guildford  
Surrey  
GU1 4LZ

**Our ref:** NE/2018/129574/01-L01  
**Your ref:** S42(1)(a)/December 2018  
**Date:** 28 January 2019

Dear 

**M25 J28 Improvement Scheme.**

**Planning Act 2008 Section 42: Duty to consult about a proposed Development Consent Order application.**

Thank you for consulting us on this Section 42 pre-application consultation prior to the submission of the Development Consent Order (DCO) for the M25 J28 Improvement Scheme.

We would like to take this opportunity to thank your consultants, Atkins, who have been engaging with us in early discussions. Some of the matters we raise in this response will be subject to ongoing pre-application discussions.

In setting out this response we have focussed on the Preliminary Environmental Information Report (PEIR) and General Arrangement Drawings. We look forward to continuing to work with you and Atkins as you develop the DCO for the proposed scheme.

**Works to River Ingrebourne and Weald Brook**

The proposed scheme involves works to the River Ingrebourne to divert the channel, two crossings of the Weald Brook and the extension of a culvert on the Weald Brook. As stated in our response to the scoping opinion, we expect environmental improvements from a scheme of this size to the main watercourses affected by the scheme, in addition to any mitigation / compensation measures required. Providing net gains for biodiversity is a principle supported by paragraph 170 of the National Planning Policy Framework (NPPF).

The River Ingrebourne has 'moderate status' under the Water Framework Directive (WFD). As it is largely a natural watercourse, it must reach 'good status' by 2027. The Ingrebourne is currently failing to achieve good status for invertebrates, water plants, algae and fish, and is also poor on levels of phosphate. The sources of the pollutants effecting the Ingrebourne are identified as agricultural and urban runoff, misconnections and discharges from Sewage Treatment Works. The Weald Brook is a main tributary of the River Ingrebourne. Although the Weald Brook is not classified under the WFD its condition contributes to the overall WFD status.



100% OF US PEOPLE



of the Ingrebourne river catchment. The Thames River Basin Management Plan (2015) sets out our objectives to help all waterbodies achieve good status, and we aim to work in partnership with others to tackle the pollutants and improve waterbodies. Our Catchment Data Explorer provides further WFD data and information for the River Ingrebourne.

We have made some detailed comments on the options proposed to mitigate or compensate for the identified impacts on the watercourses and their value for biodiversity and water quality. However, we will need to review the WFD compliance assessment when available as part of our ongoing discussions. The WFD assessment will need to outline the plans for mitigation and compensation for any potential degradation of the watercourses as a result of the scheme, and demonstrate commitment for biodiversity net gains/environmental improvements. We will then be in a position to approve the proposed mitigation and compensation measures for the impacts on the watercourses.

#### **River Ingrebourne re-alignment**

We support the option to re-meander and re-align the straightened channel section of the River Ingrebourne which runs parallel to the A12. Paragraph 2.6.1 of the PEIR includes consideration of *'existing straight channel with uniform profile realigned to a more natural plan and cross-sectional form, regenerating a section of more natural river habitat. Backwaters and floodplain scrapes to create still water habitat and some connectivity with floodplain.'* We encourage any options to enhance floodplain connectivity and improve flood storage potential. However, any changes in alignment to a main river will require flood modelling to demonstrate the impact on flood risk, so this will need to be factored into project timescales. We would also need to see the WFD compliance assessment and detailed designs. We also support the ideas presented in paragraphs 7.8.13 and paragraph 8.8.2 of PEIR of the design reflecting the natural geomorphology and hydrology of upstream and downstream and exploration of wet-woodland. It would be good to maintain an open dialogue so the flood risk and ecology benefits are maximised.

#### **Bridge crossings**

Although we appreciate design options are at early stages, paragraphs 2.5.1, 2.6.1 and 8.7.9 reference 'multi-span,' 'open-span' and 'single span' bridges and culverts. For bridges we strongly recommend clear span bridges (otherwise referred to as open span or single span), avoiding any supports located within the river channel or floodplain, as this can increase flood risk by disrupting flows and increasing the risk of blockages. We support setting back of abutments no less than eight metres from the watercourse, as well as the intention to reduce any impact of the scheme on floodplain processes referred to in 2.5.1 and 2.6.1. This is also reinforced by paragraph 8.8.2 where it states *'single span structures are the preferred type of crossing because they minimise impact on the water environment if designed appropriately. They will be designed and constructed in such a way as to minimise disruption to the river and riparian zone. Abutments should be set well back from the bank edge to allow the river to function naturally and to maintain a wildlife corridor along the banks.'* If any in-channel structures are considered, detailed flood modelling is expected to assess any impact on flood risk and any decrease in flood storage or disruption to flood flow routes would require mitigation. The compensation options set out in paragraph 7.8.14 although beneficial need to be revisited in light of the WFD compliance assessment. The options to create a meander/backwater and to re-profile banks to create a more natural profile are preferable to vegetation management and coppicing the effects of which are likely to be more temporary. The mitigation and compensation measures to address the impacts of the bridge crossings will need to be consider options such as in-channel restoration/enhancements on a reach where the enhancements are needed and will be most beneficial.



We support paragraph 7.8.15; *'On both the Weald Brook and the River Ingrebourne, in-channel features such as dead wood, and pool and riffle sequences will be incorporated where possible. Management of Himalayan Balsam will also be undertaken throughout the scheme.'*

#### **Extension of culvert**

We are strongly opposed to any culverting unless it can be demonstrated that it is the only feasible and available option and all other options have been considered. The General Arrangement Drawing (No: HE551519-ATK-HGN-XX-DR-CH-000003 shows the extension of a culvert on the M25 over the Weald Brook. This will require full justification in the WFD compliance assessment, along with mitigation and compensation for the impact and given the permanent loss of a section of watercourse.

#### **Surface Water Outfalls**

More information is needed on any new outfalls into the Weald Brook or Ingrebourne. These must be as small as possible and preferably not pre-cast concrete. It would be beneficial if we could comment on designs of these before the DCO application is submitted. Please note that we are generally opposed to any loss of natural bank resulting from surface water outfalls. Wherever possible, outfalls should be set back away from the river bank to provide a semi-natural entry that doesn't necessitate bank modification.

#### **EA consents for works**

A Flood Risk Activity Permit will be required for any works within eight metres of a main river. It will be useful to discuss what the intentions are with regard to the DCO protective provisions in due course.

#### **Flood risk**

The application site is partially within Flood Zone 2 and 3 which represent zones of medium and high annual probability of flooding from rivers. As such the scheme design should be informed by an appropriate Flood Risk Assessment (supported by detailed flood modelling) to ensure there is no increase in flood risk to third parties as a result of the scheme, and a reduction in flood risk is achieved overall. It is important that the future impacts of climate change are assessed and factored into the design requirements to ensure the scheme is resilient for its lifetime.

#### **Flood modelling**

The production of detailed fluvial flood modelling of the 1 in 100 year plus an allowance for climate change to identify the baseline flood situation will be essential in informing the scheme designs. This is particularly important for any impact on flood storage and the resilience of the proposed scheme to future flood event. This appears to be the intention as referred to in paragraph 8.6.15 of the PEIR that the flood zones *'are not currently derived from detailed river modelling'* but *'work will be undertaken to improve the predicted flood extents'*. We do not currently have detailed flood modelling available for this area as the site falls at the edge of our Beam, Ingrebourne and Marshes (BIM) fluvial model. Therefore our BIM fluvial model should be used as a starting point for the creation of an extended model to inform the assessment of flood risk at the site and inform the detailed designs of the scheme.

Our existing BIM fluvial model is in the process of being updated with the 25%, 35% and 70% climate change allowances, with outputs expected by April 2019. If possible, we recommend this updated fluvial model is used so that the most up-to-date information can feed into any

model extension created. However, we appreciate that this may not be feasible in terms of project timescales, and would have no issue with the existing BIM fluvial model being used as a starting point. We will need to review the extended modelling to determine whether the outputs are suitable. Flood modelling reviews can take several weeks which should be factored into project timescales.

#### **Climate change**

We are concerned that the impact of climate change on future flood risk has not been mentioned in terms of the design flood event. During our 6 November meeting we advised that the scheme should be designed as a minimum to the 1 in 100 year plus 35% climate change allowance, but that the 70% climate change allowance should still be assessed to ensure there is not a significant increase in risk between the two scenarios. If the extent / depth of flooding was significantly higher in the 70% climate change scenario then this would need to be designed to instead. Paragraph 2.5.5 of the PEIR says *'the scheme has an indefinite design life, and therefore decommissioning will not be addressed in the environmental assessment'*. The climate change allowances recommended are based on a design life of 100 years. To address any future uncertainty of the impacts of climate change on flood risk, and to improve the scheme's flood resilience beyond the 100 year life, we would encourage the 70% climate change to be designed to.

#### **Flood storage**

For this size of scheme, options to increase the amount of flood storage should be investigated, as opposed to merely ensuring the scheme compensates for any loss in flood storage. The PEIR does mention various options to improve floodplain connectivity and the need to compensate for any loss in flood storage is acknowledged. However, we expect the Environmental Statement and supporting Flood Risk Assessment referred to within the PEIR to provide more detail on the storage options being proposed. For any flood storage that is provided as a means of compensation, we will expect it to match the area of storage that has been lost on a level-for-level and volume-for-volume basis and be hydraulically and hydrologically connected to the area of floodplain that has been lost. Based on the General Arrangement Drawing (HE551519-ATK-HGN-XX-DR-CH-000001), the location of possible flood compensation areas seem acceptable in terms of floodplain connectivity, but this will need to be revisited once the detailed modelling is available.

#### **Water Quality**

We consider the main risks to water quality are to the watercourses both on and surrounding the site. It is important to protect groundwater quality; as noted in paragraph 8.6.12 there are no groundwater Source Protection Zones however there are superficial aquifers (the Alluvium in continuity with the rivers) and numerous surface and groundwater abstractions in the area (8.6.13).

Under the WFD the River Ingrebourne is at 'moderate status' and the reasons for not currently achieving good status are partly due to polluted surface water runoff from urban areas, transport and agriculture. We support the commitment to undertake the WFD compliance assessment in 8.4.9 and would expect this to take account of the reasons for the Ingrebourne not achieving 'good' status. The WFD compliance assessment should demonstrate how the scheme can address any impacts from construction and operation to avoid further deterioration of the waterbody and also how additional improvements to water quality can be made to ensure future resilience.

As the PEIR paragraph 8.7.1 identifies, construction works pose a number of water quality risks, such as sediment run off and spillage of hydrocarbons. Therefore, we support the intention in paragraph 8.8.1 for a Construction Environmental Management Plan which will include measures to control and prevent polluted runoff. This would need to detail how potential water quality threats are to be protected and mitigated against. We would like this to outline how suspended solids from surface water runoff will be treated and removed.

Paragraphs 8.7.5-8.7.10 identify there are likely to be significant risks to water quality when the scheme is in full operation. Urban rainwater runoff carries with it pollutants such as poly-aromatic hydrocarbons and heavy metals. We would like to see emphasis placed on how water quality will be protected against urban runoff during operation. As noted in paragraph 8.8.2 this could potentially be through use of Sustainable Urban Drainage Systems (SuDS), which could also have potential to mitigate against local flooding, in high flow events. Paragraph 8.8.2 states that *'preference will be for discharges to ground with appropriate SuDS.'* An assessment of the pollution risks associated with any infiltration drainage scheme will be required and appropriate mitigations will need to be adopted. There will also need to be a management plan in place for any SuDS scheme to ensure the measures maintain their effectiveness for the lifespan of the scheme in operation.

#### **Ground contamination**

Having reviewed chapter 10 'Geology and Soils' we believe that the baseline conditions have been adequately characterised and the scheme could be implemented without presenting an unacceptable risk to controlled waters. A remediation strategy will be required. The remediation strategy should be developed based on the findings of a site investigation and detailed quantitative risk assessment considering all potential receptors.

Limited site investigations have been completed however additional detailed information will be required for the whole footprint of the scheme. Several point sources of contamination have been identified within the scheme including (but not limited to) the decommissioned South Weald service station, the current Shell South Weald service station, Brook Street Landfill and a sewage treatment works; the soil and groundwater conditions in the vicinity of these areas will need to be established to inform the remediation strategy.

We also understand that piled foundations will be required for the proposed bridge crossings; a piling risk assessment will also be required. It is our expectation that good environmental practices will be adopted during the construction works to mitigate against the release of potentially contaminative substances during the works.

#### **Waste**

Chapter 12 on 'Materials and Waste' considers new waste generated from the construction works. We are concerned that it does not identify recent controlled waste deposits present on the site or the historic landfill site, which are unlikely to be suitable for use in the scheme and will require testing, excavation and removal from site. This chapter fails to reference the Environmental Permitting Regulations or the need for an Environmental Permit to complete these works and allow the treatment, or redeposit of suitable waste to achieve the desired landform. This is an issue we raised in our response to the scoping consultation in December 2017.



We believe the following topics need to be scoped in to further assessments (with reference to Table 12.1):

- Compliance with Environmental Permitting Regulations, for the treatment of waste and the reuse/recovery of suitable wastes within the scheme.
- The investigation and removal of recent controlled waste present on site prior to the commencement of construction.
- The investigation and removal of historic landfilled waste present on site prior to the commencement of construction.

**Brook Street historic landfill**

The scheme includes extensive groundworks in the historical Brook Street landfill. The waste disposed in the historical landfill will remain as waste unless it is fully recovered. Soil reuse under a CL:AIRE Definition of Waste Code of Practice arrangement may be possible in other areas of the scheme however this will not be possible for materials deposited as waste in the historical landfill as waste recovery activities will require an Environmental Permit.

**Recent unauthorised waste deposit**

We are investigating an ongoing unauthorised deposit of waste on the site which is not in accordance with an Environmental Permit. Part of this deposit is within the footprint of the proposed slip road and within the footprint of the proposed compound for the construction works. This waste will require testing, excavation and removal from site and sent under duty of care to an appropriately authorised landfill in accordance with current legislation.

We look forward to continuing our discussions with you on this project. If you have any questions regarding our response please contact me.

Yours sincerely



**Planning Specialist**

Sustainable Places Team, Hertfordshire & North London  
Environment Agency  
Direct dial: 0203 0255560  
Email: [HNLSustainableplaces@environment-agency.gov.uk](mailto:HNLSustainableplaces@environment-agency.gov.uk)

**C.11.2 Historic England response (11. 01.2019)**

Fri 11/01/2019 13:08

RE: M25 junction 28 improvement scheme - STATUTORY CONSULTATION: 03 December 2018 to 28 January 2019

To: M25 / J28 improvements

Dear [REDACTED]

Further to your consultation below to my colleague [REDACTED] on the archaeological impacts in Havering from the above the proposals as set out in the PEIR, I provide the following comments:

As well as the archaeological heritage assets currently recorded on the Greater London Historic Environment Record within and close by the application area that informed the PEIR, there are some further recently identified sites of significance which I would like to draw your attention to.

In summer 2018 an iron age-Romano British transition site was excavated just to the south of the scheme area, at Oak Farm. I am awaiting the report on this work. This discovery raises the potential for evidence from those periods to be present at the application site.

Within the scheme boundaries, attention should be paid to the former Maylands Aerodrome which occupied the land west of the Weald Brook stream and north of the A12.

Maylands Aerodrome was an important site in the development of civil aviation. It was an early ancestor of modern airports, hosting some of the first charter leisure flights by Hillman's Airways in the 1930s as well as scheduled services in Britain and to the Continent. Army Johnson flew from the aerodrome for Hillman's. The airline was eventually merged into the first iteration of British Airways, which later combined with Imperial Airlines to create BOAC, one of the two forerunners of the modern British Airways.

Remains of the aerodrome's structures and buried features connected with the site are likely to be present at the site and there is also scope for survival of wartime defence structures. I advise that archaeological assessment in the PEIR be updated to include a systematic walkover survey of the scheme area to identify and map twentieth century features with military or civil aviation connections. These should be assessed for significance so that their presence factored into decision making over the scheme impacts.

I recommend that the archaeological assessment in the PEIR be updated with the known extents and significances of the above sites included. As important sites may be present, I do not agree with para 11.7.8 at this time and this conclusion may be premature.

With this in mind, in regard to mitigation measures I encourage the applicants to include proposals to preserve significant remains in the scheme and explore improving public benefit from it by enhancing understanding and interpretation of them. The avoidance principle adopted for natural environment impacts should also be applied to significant heritage assets. There is also likely to be scope for public outreach to offset archaeological impact. This dimension needs to be included in the PEIR.

Currently the proposals for heritage seek only to investigate, destroy and record with no undertakings to conserve or to improve the public's understanding or appreciation of the historic environment. Such a one-dimensional approach is contrary to planning policy and also risks being contrary to the approach being taken on the nearby Lower Thames Crossing Scheme.

Best wishes

[REDACTED]  
Archaeology Adviser  
Greater London Archaeology Advisory Service (GLAAS)[REDACTED]  
Historic England  
4th Floor  
Cannon Bridge House  
25 Dowgate Hill  
London EC4R 2YA[www.historicengland.org.uk](http://www.historicengland.org.uk)

### C.11.3 Natural England response (19.02.19)

File: W0000019-190219

267050 M25 junction 28 improvement scheme NSIP

To: M25 J28 improvement

Dear [REDACTED]

Our ref: 267050

Thank you for consulting Natural England on the M25 junction 28 improvement scheme. Apologies for the delay in responding to you.

**Internationally and Nationally Designated Sites**  
There are no European or nationally designated sites in close proximity to the proposed scheme and we are satisfied that it is not likely to have an impact.

**Regionally and Locally Important Sites**  
Any impacts upon local wildlife and geological sites need to be considered. Local Sites are identified by the local wildlife trust, geoconservation group or a local forum established for the purposes of identifying and selecting local sites. They are of county importance for wildlife or geodiversity. The EIA should therefore include an assessment of the likely impacts on the wildlife and geodiversity interests of such sites. The assessment should include proposals for mitigation of any impacts and if appropriate, compensation measures. Contact the local wildlife trust, geoconservation group or local sites body in this area for further information.

**Protected Species - Species protected by the Wildlife and Countryside Act 1981 (as amended) and by the Conservation of Habitats and Species Regulations 2017 (as amended)**  
An assessment will be required on the impact of all phases of the proposal on protected species (including, for example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law, but advises on the procedures and legislation relevant to such species. Records of protected species should be sought from appropriate local biological record centres, nature conservation organisations, groups and individuals; and consideration should be given to the wider context of the site for example in terms of habitat linkages and protected species populations in the wider area, to assist in the impact assessment.

In order to provide this information there may be a requirement for a survey at a particular time of year. Surveys should always be carried out in optimal survey time periods and to current guidance by suitably qualified and where necessary, licensed, consultants. Natural England has adopted [standing advice](#) for protected species which includes links to guidance on survey and mitigation.

**Landscape and visual impacts**  
A full assessment of the potential impacts of the development on local landscape character using [landscape assessment methodologies](#) should be included. We encourage the use of Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013. LCA provides a sound basis for guiding, informing and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character, as detailed proposals are developed.

Natural England supports the publication *Guidelines for Landscape and Visual Impact Assessment*, produced by the Landscape Institute and the Institute of Environmental Assessment and Management in 2013 (3rd edition). The methodology set out is almost universally used for landscape and visual impact assessment.

The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. The assessment should refer to the relevant [National Character Areas](#) which can be found on our website. Links for Landscape Character Assessment at a local level are also available on the same page.

**Soils**  
Guidance on soil protection is available in the Defra [Construction Code of Practice for the Sustainable Use of Soils on Construction Sites](#).

Natural England has no further comments to make, however, we would be happy to assist with further matters, including any changes to the proposed scheme, if required.

Kind regards

[REDACTED]

Planning Lead Adviser  
Essex Local Delivery Team  
Essex, Herts, Beds, Cambs, Northants  
Natural England  
County Hall, Soetchlöv Road, Worcester



## C.11.4 Forestry Commission response (04.01.19)



  
**Project Manager**  
**M25 Jct 28 Improvement scheme**  
Highways England  
Bridge House  
1 Walnut Tree Close  
Guilford  
GU1 4LZ

South East & London Area Office  
Bucks Horn Oak  
Farnham  
Surry  
GU10 4LS

**Area Director**  


VIA EMAIL ONLY

Your Ref: S42(1)(D) Cat 1&2/ December 2018  
Our Ref: 23 NSIP M25 JCT 28

Date: 4<sup>th</sup> January 2019

Dear 

### **M25 Junction 28 Improvement Scheme**

Thank you for consulting the Forestry Commission on this application.

The Forestry Commission is the Government experts on forestry & woodland that works with others to protect, improve and expand our nation's forests and woodland, increasing their value to society and the environment. As a Non Ministerial Government Department we provide no opinion supporting or objecting to an application. Rather we are including information on the potential impact that the proposed development would have on woodlands. This is a response to the forestry and woodland elements of the proposals. Forest Enterprise, who manages the Forestry Commission estate within the area, may respond directly relating to their areas of interest.

### **Ancient Woodland:**

Ancient woodlands are irreplaceable. As highlighted in the National Planning Policy Framework revised July 2018<sup>1</sup>; Irreplaceable habitats include ancient woodland, ancient trees and veteran trees:

Paragraph 175c – "*development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists*". They have great value because they have a long history of woodland cover, with many features remaining undisturbed. This applies both to Ancient Semi Natural Woodland (ASNW) and Plantations on Ancient Woodland Sites (PAWS).

There are a number of Ancient Woodlands that are close to the proposed improvement works area including:

- Lower Vicarage Wood : TQ569 928
- Vicarage Wood: TQ571 932
- Jackson Wood: TQ574 905
- Duck Wood: TQ555 924
- Fir Wood TQ555 931
- Folkes Lane Wood: TQ573 902

<sup>1</sup> <https://www.gov.uk/government/collections/revised-national-planning-policy-framework>  
Protecting and expanding England's  
forests and woodlands, and increasing  
their value to society and the environment.



- Foxburrow Wood: TQ574 902
- Jackson Wood: TQ574 908

The Ancient Woodland Inventory is a way to find out if woodland is ancient. Woodland under 2 hectares may not appear on the Ancient Woodland Inventory but may still have ancient woodland characteristics, so we would suggest that a detailed investigation is undertaken to ascertain whether any additional ancient woodlands exist that may be impacted by the proposed scheme.

Lower Vicarage Wood, Folkers Lane Wood and Foxburrow Wood are adjacent to the red line boundary of the scheme. One of the most important features of Ancient woodlands is the quality and inherent biodiversity of the soil; they being relatively undisturbed physically or chemically. Direct impacts of development that could result in the loss or deterioration of ancient woodland or ancient and veteran trees include:

- damaging or destroying all or part of them (including their soils, ground flora or fungi)
- damaging roots and understorey (all the vegetation under the taller trees)
- damaging or compacting soil around the tree roots
- polluting the ground around them
- changing the water table or drainage of woodland or individual trees
- damaging archaeological features or heritage assets

It is therefore essential that the ancient woodland identified is considered appropriately to avoid the above impacts. It is also essential that fuels, chemicals, or waste materials such as topsoil, minerals or hard core are not stored on ancient woodland soils or under the woodland canopy. See the Root Protection Zone below.

We particularly refer you to further technical information set out in Natural England and Forestry Commission's [Standing Advice on Ancient Woodland](#) – plus supporting [Assessment Guide and Case Decisions](#).

We would draw your attention to the standing advice in relation to ancient trees and veteran trees being irreplaceable habitats. Ancient trees and Veteran trees can be individual trees or groups of trees including within hedgerows or within woodland.

#### **Loss of Woodland:**

The proposal context plan would indicate that there will be loss of woodland connected with Alder Wood and Grove Wood. In addition there is an area of woodland located at TQ562 926 that appears not to be shown on the context plan. I have attached a map (Map 1 NFI) that shows the woodland areas (based on the National Forest Inventory data layer). Investigations should be undertaken on the potential implications to priority species that we speculate may be within the woodlands.

The loss of these woodlands identified above should be included in your compensation package. Opportunities to strengthen and buffer existing woodland and provide connectivity should be considered.

For any woodland within the development boundary you must take into consideration the Root Protection Zone. The Root Protection Zone (as specified in British Standard 5837) is there to protect the roots of trees, which often spread out further than the tree canopy. Protection measures include taking care not to cut tree roots (e.g. by trenching) or causing soil compaction around trees (e.g. through vehicle movements) or contamination from poisons (e.g. site stored fuel or chemicals).



**New Woodland:**

It is important that the right trees are planted in the right locations and it is hoped that this project will be an exemplar of environmental net gain in line with the Government's 25 year Environment Plan. The potential landscape screening along the A12 shows an area already classed as woodland (as shown on Map 1 NFI). The Forestry Commission would welcome the opportunity to discuss new woodland creation further with you and to obtain more information on the proposals for the replacement woodland areas.

**Adjacent Woodland:**

We would highlight that the proposed improvement works will bring some areas of woodland closer to live traffic than currently, especially Alder Wood. As such, the appropriate long term management is important to consider in the proposals.

We hope these comments are helpful to you. If you have any further queries please do not hesitate to contact us.

Yours sincerely



Local Partnership Advisor

Enc: Map 1 NFI



## C.11.5 Health and Safety Executive (HSE) response (28.01.19)



Health and Safety  
Executive

CEMHD Policy – Land Use Planning  
NSIP Consultations  
Building 1.2  
Redgrave Court  
Merton Road  
Bootle  
Merseyside  
L20 7HS

M25 Junction 28 Improvement Scheme Team  
By email only

28/01/19

Dear M25 Junction 28 Improvement Scheme Team,

### **Section 42 Planning Act 2008: Statutory Consultation – Proposed M25 Junction 28**

Thank you for your letter of 30<sup>th</sup> November 2018 regarding the above Project.

#### Will the proposed development fall within any of HSE's consultation distances?

According to HSE's records there are two major accident hazard pipelines within the proposed red line boundary of the M25 J28 improvement context plan:

Major accident hazard pipelines:

1. HSE ref 8191, operated by National Grid PLC; 18 feeder Stapleford Tawney/ Tilbury Thames North
2. HSE ref 8146; operated by Cadent Gas Limited; Hordon / Abridge (2)

HSE's Land Use Planning advice would be dependent on the location of areas where public may be present. With the current configuration, HSE would not advise against this proposal. Any changes to the proposed configuration could affect HSE advice and so HSE would wish to be consulted further.

#### Hazardous Substance Consent

The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) will probably require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others for which HSC is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) Regulations 2015 as amended.

Hazardous Substances Consent would be required to store or use any of the Named Hazardous Substances or Categories of Substances at or above the controlled quantities set out in schedule 1 of these Regulations.

Further information on HSC should be sought from the relevant Hazardous Substances Authority.

#### **Explosives sites**

HSE has no comment to make as there are no licensed explosives sites in the vicinity.

#### **Electrical Safety**

No comment from a planning perspective.

Please note that any further electronic communication on this project can be sent directly to the HSE designated e-mail account for NSIP applications the details of which can be found at the top of this letter or hard copy correspondence should be sent to:

[REDACTED]  
NSIP Consultations  
1.2 Redgrave Court  
Merton Road, Bootle  
Merseyside, L20 7HS

Yours sincerely,  
[REDACTED]



## C.11.6 Public Health England response (28.01.19)



Public Health  
England

Environmental Hazards and  
Emergencies Department  
Centre for Radiation, Chemical and  
Environmental Hazards (CRCE)  
Seaton House  
City Link  
London Road  
Nottingham  
NG2 4LA

[nsipconsultations@phe.gov.uk](mailto:nsipconsultations@phe.gov.uk)

[www.gov.uk/phe](http://www.gov.uk/phe)

Your Ref:  
Our Ref: 49255

Highways England  
Bridge House  
1 Walnut Tree Close  
Guildford  
GU1 4LZ

28 January 2019

Dear 

**Nationally Significant Infrastructure Project  
M25 Junction 28 Improvement Scheme  
Section 42 Consultation**

Thank you for your consultation regarding the above development. Public Health England (PHE) welcomes the opportunity to comment on your proposals and preliminary environmental information report at this stage of the project.

We note that we have replied to earlier consultations as listed below and this response should be read in conjunction with that earlier correspondence.

Request for Scoping Opinion

5<sup>th</sup> December 2017

PHE exists to protect and improve the nation's health and wellbeing, and reduce health inequalities; these two organisational aims are reflected in the way we review and respond to Nationally Significant Infrastructure Project (NSIP) applications.

The health of an individual or a population is the result of a complex interaction of a wide range of different determinants of health, from an individual's genetic make-up, to lifestyles and behaviours, and the communities, local economy, built and natural environments to global ecosystem trends. All developments will have some effect on the determinants of health, which in turn will influence the health and wellbeing of the general population, vulnerable groups and individual people. Although assessing impacts on health beyond direct effects from for example emissions to air or road traffic incidents is complex, there is a need to ensure a proportionate assessment focused on an application's significant effects.

We have assessed the submitted documentation and wish to make the following comments with respect to the following areas.



### **Environmental Public Health Human Health Receptors**

The identification, location and consistency of human health receptors identified vary between chapters and the rationale for this is unclear. It is unclear whether the scheme boundary is consistent between different PEIR chapter assessments. For clarity, it is recommended that the applicant produces a figure which clearly defines the scheme red line boundary and location of human health receptors, including detail of their type (i.e. residential / leisure / commercial etc). Additional consideration should be given to leisure uses in the vicinity of the site as potential human health receptors (i.e. Tylers Common Fishery and Henderson Sports and Social Club).

It is recommended that further liaison is undertaken with local authorities with respect to their local plans and potential future human health receptors. These local plans note potential development including in the vicinity of Nag's Head Lane and the existing traveller site, which may need consideration through the lifecycle of the proposed development.

### **Air Quality**

Reducing public exposures to non-threshold pollutants (such as particulate matter and nitrogen dioxide (NO<sub>2</sub>)) below air quality standards has potential public health benefits. We support approaches which minimise or mitigate public exposure to non-threshold air pollutants, address inequalities (in exposure), and maximise co-benefits (such as physical exercise) and encourage their consideration during development design, environmental and health impact assessment, and development consent.

It is noted that the existing monitoring points which have been used for particulate matter assessment are positioned over 7 and 10.5km from this junction and as such are not considered representative of particulate matter concentrations in the vicinity of the development. Therefore, the promoter may wish to consider undertaking additional PM<sub>10</sub> and PM<sub>2.5</sub> monitoring in the vicinity of the development (particularly near the exact location of the Junction of the M25 and A12) to better inform baseline conditions.

An air quality impact assessment of the operational phase of this scheme found that, although the baseline monitoring indicates exceedances of the annual mean air quality standard for NO<sub>2</sub>, no exceedances of the annual mean for either PM<sub>10</sub> or NO<sub>2</sub> in the opening year are expected. The future assessment appears to be based on predicted pollutant concentrations at six locations where people live or spend substantial amounts of time. We would question whether six locations are sufficient for this assessment to consider the impacts of the project and any associated impacts on the surrounding road network that may be influenced by the scheme. We would also expect assessment of short-term as well as long term air quality standards to be carried out.

It is noted that the construction phase methodology is not yet known and the design not yet finalised. Consideration should be given within the air quality assessment to the impact of any proposed road closures, traffic management, or further restrictions that may be encountered during the construction phase, both on the roads to be developed as part of the scheme and roads in the surrounding area which may be impacted.

### **Land Contamination and Controlled Waters**

It is noted that the Environment Agency will be consulted on the proposed ground investigation scheme. We recommend that the relevant local authorities are also consulted, given their roles as the local planning authority and regulators under Part 2A of the

to the following: the potential for adverse health outcomes; the significance of noise impacts; the efficacy of proposed noise mitigation strategies; and the dissemination of relevant information to local communities. These recommendations are discussed in further detail in Appendix 1.

#### **Electric and Magnetic Fields**

The current documentation makes no reference to EMF emissions from the site. We recommend that the proposer:

1. Identify if the proposed development has electricity generation and/or distribution infrastructure that may result in the emission of electric and/or magnetic fields such that there is the potential for an adverse impact on public health. Where electricity generation and/or distribution equipment is identified an assessment of potential EMF exposures should be included;
2. Should the proposer believe that EMF can be scoped out of the assessments they should clearly state their assumptions and rationale in the application for DCO submission.

#### **Health and Wellbeing**

##### **Opportunities for physical activity - Impact on Non-Motorised Users (NMU)**

The provision and proximity of good quality accessible active travel infrastructure and open space that promotes physical activity is a key element in the promotion of a healthy weight environment, which can have positive behavioural and health outcomes, such as mobility, social connectedness, mental health and cardiovascular outcomes.

The PEIR utilizes 2014 NMU usage data which rates the affected routes for NMU as low. The SoS Scoping Opinion required newer data to be used if available and the matter was to be discussed with the Local Authority. Significant changes in NMU flows may have a material impact on the design and operation of mitigation measures.

The impacts on access to means of active travel must have mitigation measures identified that maintains as far as possible access to the local population across the life course and minimises any perceived barriers to use. The currently identified mitigation measures rely on the CoCP to maintain access to existing routes for NMU and provide alternative provision where temporary closures are required.

A transport scheme can also provide opportunities to enhance the existing infrastructure that supports active travel. The route and design of the scheme may be able to contribute to improved provision for active travel and physical activity, particularly with a new proposed cycle route within 500m of the scheme.

#### **Recommendations**

In accordance with the SoS Scoping Opinion the most current traffic data for NMU should be obtained. Any traffic counts and assessment should also, as far as reasonably practicable, identify informal routes used by NMU or routes used due to displacement.

The final ES should include the draft CoCP which should identify the measures detailing mitigation with specific reference to NMU.

The scheme should identify opportunities to contribute to improved infrastructure provision for active travel and physical activity. This will require liaison with the local authority highways teams.

### **Mental health**

The PEIR accepts the broad definition of health proposed by the World Health Organisation (WHO) but the PEIR makes little overt reference to mental health within the assessments of impact. Mental well-being is fundamental to achieving a healthy, resilient and thriving population. It underpins healthy lifestyles, physical health, educational attainment, employment and productivity, relationships, community safety and cohesion and quality of life. A scheme of this scale and nature has impacts on the over-arching protective factors, which are:

- Enhancing control
- Increasing resilience and community assets
- Facilitating participation and promoting inclusion.

### **Recommendation**

There should be parity between mental and physical health, and any assessment of health impact should include the appreciation of both. A systematic approach to the assessment of the impacts on mental health, including suicide, is required.

Particular attention should be given to Grove Farm, which will in effect become surrounded by the road network, impacting on visual and environmental amenity, perceived severance and subsequent effects on mental health.

The draft ES references the [Mental Well-being Impact Assessment \(MWIA\)](#), which could be used as a methodology. The assessment should identify vulnerable populations and provide clear mitigation strategies that are adequately linked to any local services or assets.

### **Cumulative Impact**

The PEIR recognises the potential for cumulative impact from other NSIP schemes within a 10Km radius and the SoS Scoping Opinion identifies the need to liaise with the local authorities to determine other local schemes that should be included within the cumulative assessments. The PEIR identifies other proposed local developments but has little detail of other nearby major road schemes (Lower Thames Crossing) that can have an impact on road users and subsequent effects on drivers/road users.

The PEIR also identifies the proposed traveller site in the LB Havering and within the red line that may introduce new sensitive receptors. The PEIR does not, however, identify the specific potential impacts, e.g. loss of visual amenity, noise etc and any necessary mitigation.

### **Recommendations**

The ES should identify and assess cumulative impact from other road schemes which will be under construction at the same time, for example the Lower Thames Crossing

The ES should identify and assess any potential impacts and effects on the proposed traveller site and any subsequent mitigation measures.

### **Monitoring**

The PEIR identifies that future monitoring requirements will be determined by the outcome of further detailed survey work and consultation with key stakeholders and the public, and set out at a later stage (Section 13.8.6).

### **Recommendations**

The ES should contain details of any monitoring relating to population and human health effects and identify the consultation undertaken with key stakeholders. Monitoring strategies should be based on principles identified within the final ES. These could include:



- Critical assumptions
- Critical mitigations measures
- Significant impacts on health

Should you have any questions or concerns please do not hesitate to contact us.

Yours sincerely

Name  
Environmental Public Health Scientist  
[nsipconsultations@phe.gov.uk](mailto:nsipconsultations@phe.gov.uk)

*Please mark any correspondence for the attention of National Infrastructure Planning Administration.*

**Please see Appendix 1 below:**

## Appendix 1: Detailed Noise specific comments

### Stakeholder engagement

We note the inclusion of the topic of noise in the Statutory Consultation Brochure, which recognises the potential for increased noise levels associated with the construction and operational phases of the Scheme and potential noise mitigation strategies. We expect the Consultation Report to explain how stakeholder responses have influenced the development of the proposal, including any mitigation measures (Statutory Consultation Brochure p15).

We encourage the scheme promoter to use best practice techniques to communicate changes in the acoustic environment as a result of the scheme to local communities. For example, immersive sound demonstrations can help make noise and visual impacts intuitive to understand and accessible to a wider demographic, and have been used in major road and rail infrastructure projects such as HS2 and the planned upgrades to the A303.

### Significance of Impacts

We note that the Noise and Vibration chapter lists the proposed LOAELs and SOAELs for construction and operational elements, “based upon current guidance set out by Highways England” (Ch.6, 6.4.12).

We recommend that assessments of significance are based on impacts on health and quality of life, and not around noise exposure per se (in line with the NPSE). Furthermore significance should reflect both the severity of the different health outcomes and the size of the population affected. Other considerations that can be taken into account are:

- i. the existing noise exposure of affected communities – for example PHE notes that 6 designated Noise Important Areas in proximity to the scheme (Ch.6, 6.6.8). These are areas with the highest levels of noise exposure at a national level, and will require very careful consideration in terms of opportunities for improvement of health and quality of life through noise management;
- ii. Cumulative exposure to other environmental risk factors, including other sources of noise and air pollution; and
- iii. Local health needs, sensitivities and objectives.

Furthermore, we expect the preliminary conclusion in p. 6.8.9 to be revisited to reflect the results from the noise survey, final traffic forecasts and any changes to the scheme as a result of the consultation.

### Health Outcomes

Chapter 4, Environmental Assessment Methodology states that:

*“The assessment of the effect of the Scheme on Population and Human Health is a requirement under the 2017 EIA regulations. These aspects are incorporated into the assessments for other topics including Air Quality and Noise. Coverage of health in the ES will not equate to a full health Impact Assessment (HIA) but will informed (sic) by good practice guidance for HIA.” (4.14.1)*

We recommend consideration is given to the effect on human health of changes in environmental noise levels due to construction and operational phases of the Scheme. This would include quantification of health outcomes such as annoyance, sleep disturbance and

cardiovascular effects, following the methodologies and exposure response relationships set out in publications by the WHO [1, 2] and the IGCBN [3].

#### Mitigation measures

We expect decisions about noise mitigation measures to be underpinned by good quality evidence, in particular whether mitigation measures are proven to reduce adverse impacts on health and quality of life. For interventions where evidence is weak or lacking, we expect a proposed strategy for monitoring and evaluating their effectiveness during construction and operation of the Scheme.

With regards to road traffic noise, we would expect to see consideration of low-noise road surfaces, acoustic barriers, traffic management and quiet facades [4].

#### Construction noise

A Construction Environmental Management Plan (CEMP) will be developed and implemented by the Contractor, in part to mitigate the adverse impact of construction noise (Ch.6, 6.8.1). We would expect the CEMP to include a detailed programme of construction which highlights the times and durations of particularly noisy works, the proposed noise mitigation measures, and a strategy for actively communicating this information to local communities.

#### Baseline Noise Conditions

The existing ambient noise climate at the site has been determined through reference to Defra strategic noise mapping and noise important area mapping (Ch.6, 6.6.1). Whilst useful, we do not consider these methods to be sufficient to adequately capture the existing local sound environment, and welcomes the scheme promoter's commitment to carry out a noise survey (Ch6, 6.6.6).

We recommend that the noise survey is carried out in such a way as to provide a reliable depiction of local diurnal noise variations for both weekdays and weekends, in a variety of locations, including the difference between day (07:00-19:00), evening (19:00-23:00) and night-time (23:00-07:00) periods. This is particularly important if there are areas within the scheme assessment boundary with atypical traffic day/evening/night distributions.

#### Strategy to disseminate information regarding noise and health

We expect the applicant to propose a suitable strategy to ensure the dissemination of findings regarding the effects of noise on health to relevant stakeholders, including noise sensitive receptors impacted by the scheme.

#### References:

- [1] WHO Environmental Noise Guidelines for the European Region, 2018
- [2] WHO Burden of Disease from Environmental Noise, 2012.
- [3] Defra/Interdepartmental Group on Costs and Benefits Noise Subject Group, 2014.
- [4] *Int. J. Environ. Res. Public Health* **2017**, *14*(8), 873;



## C.11.7 Royal Mail response (undated)



### **M25 Junction 28 Improvement Scheme – Proposed development by Highways England**

#### **Royal Mail Group Limited section 42 Consultation response**

##### **Introduction**

Reference the letter dated 30 November 2018 from Highways England to Royal Mail inviting a consultation response under section 42 of the Planning Act 2008, Royal's Mail's consultation response is set out below.

##### **Royal Mail– relevant information**

Under section 35 of the Postal Services Act 2011 (the "Act"), Royal Mail has been designated by Ofcom (the independent communications regulator) as a provider of the Universal Postal Service.

Royal Mail is the only such provider in the United Kingdom. Its services are regulated by the Communications Industry Regulator, Ofcom.

In respect of its postal services functions, section 29 of the Act provides that Ofcom's primary regulatory duty is to secure the provision of the Universal Postal Service. Ofcom discharges this duty by imposing regulatory conditions on Royal Mail, requiring it to provide the Universal Postal Service.

By sections 30 and 31 of the Act (read with sections 32 and 33) there is a set of minimum standards for Universal Service Providers, which Ofcom must secure. The conditions imposed by Ofcom reflect those standards. There is, in effect, a statutory obligation on Royal Mail to provide at least one collection from letterboxes and post offices six days a week and one delivery of letters to all 29 million homes and businesses in the UK six days a week (five days a week for parcels). Royal Mail must also provide a range of "end to end" services meeting users' needs, e.g. First Class, Second Class, Special Delivery by 1 pm, International and Redirections services.

Royal Mail is under some of the highest specification performance obligations for quality of service in Europe. Its performance of the Universal Service Provider obligations is in the public interest and should not be affected detrimentally by any statutorily authorised project.

Royal Mail's postal sorting and delivery operations rely heavily on road communications. Royal Mail's ability to provide efficient mail collection, sorting and delivery to the public is sensitive to changes in the capacity of the highway network.

Royal Mail is a major road user nationally. Disruption to the highway network and traffic delays can have direct consequences on Royal Mail's operations, its ability to meet the Universal Service Obligation and comply with the regulatory regime for postal services thereby presenting a significant risk to Royal Mail's business.



#### Potential impacts of the scheme on Royal Mail

Royal Mail's has ten operational properties within 12 miles of Junction 28 of the M25, as identified on the schedule and plan below:

|                                |                                             |            |
|--------------------------------|---------------------------------------------|------------|
| Brentwood Vehicle Park         | William Hunter Way, Brentwood CM14 4SS      | 1.6 miles  |
| Brentwood Delivery Office      | 30 High Street, Brentwood CM14 4AA          | 1.8 miles  |
| Harold Hill Delivery Office    | Trowbridge Road, Romford RM3 8YN            | 2.6 miles  |
| Hornchurch Delivery Office     | 154 Abbs Cross Gardens, Hornchurch RM12 4AZ | 5.3 miles  |
| Romford Mail Centre            | Queen Elizabeth House, Romford RM7 0AB      | 5.8 miles  |
| Romford Crow Lane Vehicle Park | Crow Lane, Romford RM7 0EP                  | 6.0 miles  |
| Upminster Delivery Office      | 58 Corbets Tey Road, Upminster RM14 2AS     | 6.3 miles  |
| Billericay Delivery Office     | 135 High Street, Brentwood CM12 9AA         | 7.2 miles  |
| Basildon Vehicle Park          | Great Oaks, Basildon SS14 1AH               | 11.4 miles |
| Basildon Delivery Office       | 25 East Square, Basildon SS14 1AA           | 11.8 miles |



The proposed works to Junction 28 of the M25 may present risk of construction phase impact / delays to Royal Mail's road based operations on the surrounding road network.



Junction 28 and the adjacent section of the M25 is of the high importance to Royal Mail's road based mail handling operations. Romford Mail Centre and Chelmsford Mail Centres both rely on this section of the M25. Any traffic delays on it would have a detrimental effect on the quality of services to the public from these and other Royal Mail sites.

In exercising its statutory duties Royal Mail vehicles use on a daily basis all of the local roads that may potentially be affected by additional traffic arising from the proposed improvements.

Royal Mail is concerned about the potential for disruption to its operations during the construction phase. In order to address this, Royal Mail requires more information and certainty about traffic management measures that will be put in place to mitigate construction impacts on traffic flows on this motorway junction and within the surrounding highway network.

Royal Mail wishes to ensure the protection of its future ability to provide an efficient mail sorting and delivery service to the public in accordance with its statutory obligations which may be adversely affected by the construction and operation of this proposed scheme.

**Royal Mail's position as at January 2019**

Royal Mail requests that:

1. The forthcoming DCO application offers a requirement that Royal Mail is pre-consulted by Highways England or its contractors on any proposed road closures/ diversions/ alternative access arrangements, hours of working and the content of the final Construction Traffic Management Plan (CTMP).
2. The forthcoming DCO application offers a requirement that the final CTMP includes provision for a mechanism to inform major road users about works affecting the local network (with particular regard to Royal Mail's distribution facilities in the vicinity of the DCO application boundary).

The above requests, as made by Royal Mail at the section 42 consultation stage of another NSIP proposal have been agreed and actioned by the developer to the satisfaction of Royal Mail, resulting in no further action by Royal Mail as a statutory consultee.

Royal Mail is able to supply information on its road usage / trips if required.

Should PINS or Highways England have any queries in relation to the above then in the first instance please contact [REDACTED] of Royal Mail's Legal Services Team or [REDACTED] of BNP Paribas Real Estate.



## C.11.8 Cadent Gas response (04.02.19)

Date: 04 February 2019

FREEPOST  
M25 junction 28 Improvement Scheme

Submitted via email to: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

**Cadent Gas Limited**  
Ashbrook Court, Prologis Park  
Central Boulevard  
Coventry CV7 8PE  
[cadentgas.com](http://cadentgas.com)



### Ref: M25 JUNCTION 28 IMPROVEMENT SCHEME – STATUTORY CONSULTATION – SECTION 42

I refer to your letter dated 30<sup>th</sup> November regarding the above proposed DCO. Cadent has reviewed the project plans provided and wishes to make the following comments:

In respect of existing Cadent infrastructure, Cadent will require appropriate protection for retained apparatus including compliance with relevant standards for works proposed within close proximity of its apparatus.

#### **Cadent Infrastructure within or in close proximity to the development**

Cadent has identified the following apparatus within the vicinity of the proposed works:

- High pressure (above 2 bar) Gas Pipelines and associated equipment
- Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are also gas services and associated apparatus in the vicinity, these are not shown on plans but their presence should be anticipated)
- Above Ground Installation (AGI) – Weald Brook

*Note: No liability of any kind whatsoever is accepted by Cadent Gas Limited or their agents, servants or contractors for any error or omission.*

#### **Diversions:**

Where diversions of apparatus are required to facilitate the scheme, Cadent will require adequate notice and discussions should be started at the earliest opportunity. Please be aware that diversions for high pressure apparatus can take in excess of two years to plan and procure materials.

Where diversions of apparatus are required to facilitate the scheme, Cadent will require the party requesting the diversion works to obtain any necessary planning permissions and other consents to enable the diversion works to be carried out. Details of these consents should be agreed in writing with Cadent before any applications are made. Cadent would ordinarily require a minimum of C4/Conceptual Design study to have been carried out to establish an appropriate diversion route ahead of any application being made.

Where diversions sit outside the highway boundary the party requesting the diversion will be responsible for obtaining at their cost and granting to Cadent the necessary land rights, on Cadent's standard terms, to allow the construction, maintenance and access of the diverted apparatus. As such adequate land rights must be granted to Cadent (e.g. following the exercise of compulsory powers to acquire such rights included within the DCO) to enable works to proceed, to Cadent's satisfaction. Cadent's approval to the land rights powers included in the DCO prior to submission is strongly recommended to avoid later substantive objection to the DCO. Land rights will be required to be obtained prior to construction and commissioning of any diverted apparatus, in order to avoid any delays to the project's timescales. A diversion agreement may be required addressing responsibility for works, timescales, expenses and indemnity.

**Cadent Gas Limited**  
Registered Office Ashbrook Court, Prologis Park  
Central Boulevard, Coventry CV7 8PE  
Registered in England and Wales No 10080884

**National Gas Emergency Service**  
0800 111 999\* (24hrs)  
\*Calls will be recorded and may be monitored

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#### **Protection/Protective Provisions:**

Where the Promoter intends to acquire land, extinguish rights, or interfere with any of Cadent's apparatus, Cadent will require appropriate protection for retained apparatus and further discussion on the impact to its apparatus and rights including adequate Protective Provisions. Operations within Cadent's existing easement strips are not permitted without approval and will necessitate a Deed of Consent or Crossing Agreement being put in place. Any proposals for work in the vicinity for Cadent's existing apparatus will require approval by Plant Protection under the Protective Provisions/Asset Protection Agreement and early discussions are advised.

#### **Key Considerations:**

- Cadent has a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent / temporary buildings/structures, change to existing ground levels or storage of materials etc within the easement strip.
- Please be aware that written permission is required before any works commence within the Cadent easement strip and a Crossing Agreement may be required if any apparatus needs to cross the Cadent easement strip
- The below guidance is not exhaustive and all works in the vicinity of Cadent's asset shall be subject to review and approval from Cadent's plant protection team in advance of commencement of works on site.

#### **General Notes on Pipeline Safety:**

- You should be aware of the Health and Safety Executives guidance document HS(G) 47 "Avoiding Danger from Underground Services", and Cadent's specification for Safe Working in the Vicinity of Cadent High Pressure gas pipelines and associated installations - requirements for third parties GD/SP/SSW22. Digsafe leaflet Excavating Safely - Avoiding injury when working near gas pipes. There will be additional requirements dictated by Cadent's plant protection team.
- Cadent will also need to ensure that our pipelines remain accessible throughout and after completion of the works.
- The actual depth and position must be confirmed on site by trial hole investigation under the supervision of a Cadent representative. Ground cover above our pipelines should not be reduced or increased.
- If any excavations are planned within 3 metres of Cadent High Pressure Pipeline or, within 10 metres of an AGI (Above Ground Installation), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established on site in the presence of a Cadent representative. A safe working method agreed prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline.
- Below are some examples of work types that have specific restrictions when being undertaken in the vicinity of gas assets therefore consultation with Cadent's Plant Protection team is essential:
  - Demolition
  - Blasting
  - Piling and boring
  - Deep mining
  - Surface mineral extraction
  - Landfilling
  - Trenchless Techniques (e.g. HDD, pipe splitting, tunnelling etc.)

**Cadent Gas Limited**  
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**0800 111 999\* (24hrs)**  
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- Wind turbine installation
- Solar farm installation
- Tree planting schemes

**Pipeline Crossings:**

- Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at agreed locations.
- The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required.
- The type of raft shall be agreed with Cadent prior to installation.
- No protective measures including the installation of concrete slab protection shall be installed over or near to the Cadent pipeline without the prior permission of Cadent.
- Cadent will need to agree the material, the dimensions and method of installation of the proposed protective measure.
- The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to Cadent.
- A Cadent representative shall monitor any works within close proximity to the pipeline.

**New Service Crossing:**

- New services may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees.
- Where a new service is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline and underside of the service should be maintained. If this cannot be achieved the service shall cross below the pipeline with a clearance distance of 0.6 metres.
- A new service should not be laid parallel within an easement strip
- A Cadent representative shall approve and supervise any new service crossing of a pipeline.
- An exposed pipeline should be suitable supported and removed prior to backfilling
- An exposed pipeline should be protected by matting and suitable timber cladding
- For pipe construction involving deep excavation (<1.5m) in the vicinity of grey iron mains, the model consultative procedure will apply therefore an integrity assessment must be conducted to confirm if diversion is required

Yours Faithfully



**Consents Officer**  
Land & Property Services

**Cadent Gas Limited**  
Registered Office Ashbrook Court, Prologis Park  
Central Boulevard, Coventry CV7 6PE  
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#### **Guidance**

To download a copy of the HSE Guidance HS(G)47, please use the following link:

<http://www.hse.gov.uk/pubns/books/hsg47.htm>

Dial Before You Dig Pipelines Guidance:

<https://cadentgas.com/Digging-safely/Dial-before-you-dig>

Essential Guidance document:

[https://cadentgas.com/getattachment/digging-safely/Promo-work-safely-library/Essential\\_Guidance.pdf](https://cadentgas.com/getattachment/digging-safely/Promo-work-safely-library/Essential_Guidance.pdf)

Excavating Safely in the vicinity of gas pipes guidance (Credit card):

[https://cadentgas.com/getattachment/digging-safely/Promo-work-safely-library/Excavating\\_Safely\\_Leaflet\\_Gas-1.pdf](https://cadentgas.com/getattachment/digging-safely/Promo-work-safely-library/Excavating_Safely_Leaflet_Gas-1.pdf)

Copies of all the Guidance Documents can also be downloaded from the Cadent website:

<https://cadentgas.com/Digging-safely/Work-safely-library>

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**0800 111 999\* (24hrs)**  
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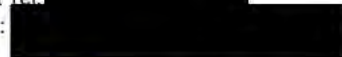
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## C.11.9 National Grid response (03.04.19)



National Grid House  
Warwick Technology Park  
Gallows Hill, Warwick  
CV34 6DA

  
Highways England  
Bridge House, 1 Walnut Tree Close  
Guildford  
Surrey  
GU1 4LZ

  
Asset Protection Assistant  
Business & Operation Support  
Gas Transmission Asset Management  
National Grid  
Warwick  
Direct Tel:   
Email: 

**Planning Work?**

**Contact us on 0800 688 588\***  
**Mon-Fri 8am-4pm**

(\*Calls may be recorded and monitored)

**E-mail:** [Plantprotection@nationalgrid.com](mailto:Plantprotection@nationalgrid.com)

**Electricity Emergency Number:**

**0800 40 40 90\***

**National Gas Emergency Number:**

**0800 111 999\***

\*Available 24 hours, 7 days/week.

Calls may be recorded and monitored.

[www.nationalgrid.com](http://www.nationalgrid.com)

Date : 3/4/2019

Our Reference: NL\_TE\_Z5\_3NWP\_014884

Your Reference: Holding objection (see notes)

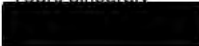
Dear 

**Ref: M25 Junction 28**

National Grid has No Objection to the above proposal which is in close proximity to a High-Pressure Gas Pipeline & High Voltage Transmission Overhead Line.

I have enclosed a location map to show the location of National Grid high-pressure gas pipeline(s) within the vicinity of your proposal and associated information below.

Yours sincerely

  
Asset Protection Assistant

**EAGLES (Electricity And Gas Location Enquiry System)**

Is now available to use simply click on the link to register [www.beforeyoudig.nationalgrid.com](http://www.beforeyoudig.nationalgrid.com), submit details of your proposed works and receive instant guidance and if appropriate maps showing the location of National Grid gas and electric apparatus.

National Grid is a trading name for:  
National Grid Electricity Transmission plc  
Registered Office: 1-3 Strand, London WC2N 5EH  
Registered in England and Wales, No 2366977

**PLEASE READ CAREFULLY**

- No buildings should encroach within the Easement strip of the pipeline indicated above
- No demolition shall be allowed within 150 metres of a pipeline without an assessment of the vibration levels at the pipeline. Expert advice may need to be sought which can be arranged through National Grid.
- National Grid has a Deed of Easement for each pipeline which prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent / temporary buildings, or structures. If necessary National grid will take action to legally enforce the terms of the easement.
- We would draw your attention to the Planning (Hazardous Substances) Regulations 1992, the Land Use Planning rules and PADHI (Planning Advice for Developments near Hazardous Installations) guidance published by the HSE, which may affect this development.
- To view the PADHI Document, please use the link below:  
<http://www.hse.gov.uk/landuseplanning/padhi.pdf>
- You should be aware of the Health and Safety Executives guidance document HS(G) 47 "Avoiding Danger from Underground Services", and National Grid's specification for Safe Working in the Vicinity of National Grid High Pressure gas pipelines and associated installations - requirements for third parties T/SP/SSW22. You should already have received a link to download a copy of T/SP/SSW/22, from our Plant protection Team, which is also available to download from our website.
- To view the SSW22 Document, please use the link below:  
<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=33968>
- A National Grid representative will be monitoring the works to comply with SSW22.
- To download a copy of the HSE Guidance HS(G)47, please use the following link:  
<http://www.hse.gov.uk/pubns/books/hsg47.htm>
- National Grid will also need to ensure that our pipelines access is maintained during and after construction.
- Our pipelines are normally buried to a depth cover of 1.1 metres however; actual depth and position must be confirmed on site by trial hole investigation under the supervision of a National Grid representative. Ground cover above our pipelines should not be reduced or increased.
- If any excavations are planned within 3 metres of National Grid High Pressure Pipeline or, within 10 metres of an AGI (Above Ground Installation), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established on site in the presence of a National Grid representative. A safe working method must be agreed prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline.
- Excavation works may take place unsupervised no closer than 3 metres from the pipeline once the actual depth and position has been confirmed on site under the supervision of a National Grid representative. Similarly, excavation with hand held power tools is not permitted within 1.5 metres from our apparatus and the work is undertaken with NG supervision and guidance.

**Pipeline Crossings**



- Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at locations agreed with a National Grid engineer.
- All crossing points will be fenced on both sides with a post and wire fence and with the fence returned along the easement for a distance of 6 metres.
- The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. No protective measures including the installation of concrete slab protection shall be installed over or near to the National Grid pipeline without the prior permission of National Grid. National Grid will need to agree the material, the dimensions and method of installation of the proposed protective measure. The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to National Grid.
- Please be aware that written permission from National Grid is required before any works commence within the National Grid easement strip.
- A National Grid representative shall monitor any works within close proximity to the pipeline to comply with National Grid specification T/SP/SSW22.
- A Deed of Indemnity is required for any crossing of the easement including cables

#### **Cables Crossing**

- Cables may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees.
- A National Grid representative shall supervise any cable crossing of a pipeline.
- An impact protection slab should be laid between the cable and pipeline if the cable crossing is above the pipeline.
- Where a new service is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline and underside of the service should be maintained. If this cannot be achieved the service must cross below the pipeline with a clearance distance of 0.6 metres.

#### **All work should be carried out in accordance with British Standards policy**

- BS EN 13509:2003 - Cathodic protection measurement techniques
- BS EN 12954:2001 - Cathodic protection of buried or immersed metallic structures – General principles and application for pipelines
- BS 7361 Part 1 - Cathodic Protection Code of Practice for land and marine applications
- National Grid Management Procedures

#### C.11.10 Peel Energy response (09.01.19)

**From:** Energy [mailto:energy@peel.co.uk]  
**Sent:** 03 January 2019 14:04  
**To:** M25 J28 Improvements [REDACTED]  
**Subject:** RE: M25 junction 28 improvement scheme - STATUTORY CONSULTATION: 03 December 2018 to 28 January 2019

Hi,

We are Peel Energy not Peel Electricity Networks.  
They are called LEEP utilities now and have moved to Media City.

Many thanks.

### C.11.11 Harlaxton response (11.12.18)

**From:** [REDACTED]  
**Sent:** 11 December 2018 07:56  
**To:** M25 J28 Improvements [REDACTED]  
**Subject:** RE: M25 junction 28 improvement scheme - STATUTORY CONSULTATION: 03 December 2018 to 28 January 2019

Good afternoon,

Thank you for sending the relevant information and material regarding M25 junction 28 improvement scheme.

Harlaxton Energy Networks Ltd. at this time has no assets in the area, and will not be implementing any in the near future, therefore Harlaxton has no comment to make on this project.

Kind Regards

[REDACTED]  
Distribution Administrator  
[REDACTED]



### C.11.12 ESP Utilities response (13.12.18)

**From:** ESP Utilities Group Ltd <donotreply@espug.com>  
**Sent:** 13 December 2018 14:58  
**To:** Highways England  
**Subject:** Your Reference: S42(1)(a)/December 2018 Our Reference: PE137636. Plant Not Affected Notice from ES Pipelines

M25 Junction 28 Improvement  
Highways England  
Bridge House  
Walnut Tree Close  
Guildford  
GU1 4LZ

13 December 2018

Reference: S42(1)(a)/December 2018

Dear Sir/Madam,

Thank you for your recent plant enquiry at: (S42(1)(a)/December 2018).

I can confirm that ESP Utilities Group Ltd has no gas or electricity apparatus in the vicinity of this site address and will not be affected by your proposed works.

ESP Utilities Group Ltd are continually laying new gas and electricity networks and this notification is valid for 90 days from the date of this letter. If your proposed works start after this period of time, please re-submit your enquiry.

**Important Notice**

Please be advised that any enquiries for ESP Connections Ltd, formerly known as British Gas Connections Ltd, should be sent directly to us at the address shown above or alternatively you can email us at: PlantResponses@espug.com

Yours faithfully,

Plant Protection Team  
**ESP Utilities Group Ltd**



Bluebird House  
Mole Business Park  
Leatherhead  
KT22 7BA  
☎ 01372 587500 📠 01372 377996

<http://www.espug.com>

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**C.11.13      Doddinghurst Parish**

## C.11.14 Essex County Council response (28.91.19)



M25 J28 Improvement Team  
Highways England  
Bridge House  
1 Walnut Tree Close  
Guildford  
GU1 4LZ

28 January 2019

Sent by email: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

For the attention of: 

**RE: Planning Act 2008, Section 42  
M25 Junction 28 Improvements  
Response to Statutory Consultation**

Thank you for your letter dated 30 November 2018 and for the opportunity to respond on behalf of Essex County Council (ECC) defined as S43 Local Authority and statutory consultee, to respond to the statutory consultation that opened on October 10<sup>th</sup> for the proposed new Lower Thames Crossing (LTC) by Highways England (HE).

ECC welcomes this consultation, the continuing development of this project and fully supports this project recognising the positive benefits it will bring to the region.

ECC is a Statutory Consultee, as both a host and neighbouring strategic authority within the definition of the Duty to Co-operate S110 of the Localism Act 2012 and Section 30 of the Planning and Compulsory Purchase Act 2008. The LTC is a strategic cross-boundary matter and ECC wish to engage with this process, with the following relevant roles:

- a key partner and service provider within Essex promoting economic development, regeneration, infrastructure delivery and new development for the benefit of Essex and the region;
- The highways and transportation authority for Essex, with responsibility for the delivery of the Essex Local Transport Plan;
- The Minerals and Waste Planning Authority and Local Lead Flood Authority for Essex;
- The Public Health advisor for the county of Essex; and
- The Local Education Authority for Essex and as a key partner in the promotion of employability and skills.

ECC has a long history of close working with authorities within Greater Essex, within



London Thames Gateway; South East Local Enterprise Partnership (SELEP) and the Opportunity South Essex Partnership (OSE). It will be necessary for HE to have regard to the wider regional priorities, as set out by ECC, SELEP and OSE.

ECC has been actively engaged with HE throughout the process to date including our response of 6th January 2017 which supported Option 5F, in which we stated:

- A12 transport corridor is key to prosperity and vitality of Essex, connecting rapidly growing urban centres of Chelmsford and Colchester with London and the Haven Ports
- Effective connectivity between A12 and M25 at Junction 28 is essential to Essex
- Support HE congestion and safety improvements at M25 Junction 28
- Option 5F offers longer term network resilience, and will enhance connection between M25 and A12, and together with widening of A12; will assist and enable future development and economic growth of Essex
- Long term network benefits will outweigh any short term construction inconvenience
- Appropriate traffic management and minimal disruption needed during construction (Options 5F could mainly be built offline, minimising day to day impact and disruption to A12 and J28)
- Ensure impact on traffic exiting southbound from Brentwood on the A1023 Brook Street are carefully considered, and existing traffic congestion at this junction is not compromised as a result of the scheme
- Request introduction of signals at this arm of junction, and consideration of potential incorporation within signal phasing for M25 Junction 28
- Consideration given to public Byway which crosses southern end of A1023, runs south of Poplars and crosses M25 slip-road onwards to Putwell Bridge Farm and Oak Farm, to south of M25 (route forms part of ECC and BBC's ambition to improve and connect cycling / walking networks across Essex)
- Need for ECC and HE to continue sharing traffic forecasting and modelling data in area of M25 Junction 28; and to work with Brentwood Borough Council to cater for the future growth proposed in the Brentwood urban area

ECC wishes to continue to engage with this ongoing process, and help shape the application for the Development Consent Order (DCO) application for the M25 Junction 28 Improvements.

ECC has identified a range of issues and comments regarding the Consultation documentation, which require further clarification, additional information and actions to be incorporated within the final DCO. ECC's comments are outlined below.

#### **Strategic Approach to HE engagement with ECC on Projects across Essex**

ECC notes that there are a number of significant HE transport projects within and adjoining Essex, including Lower Thames Crossing (LTC), A12 improvements and A120 Braintree to A12. This provides a unique opportunity for ECC and HE, to discuss and explore a consistent and co-ordinated strategic approach to the development and implementation of these projects to provide a cumulative benefit for all parties. For example, the potential benefits for local employment and development of construction and engineering skills across the area.

ECC also welcomes the 'joined up' approach HE appear to have been taken with respect to the 'red lines' of the LTC and M25 Junction 28 schemes, which should ensure continuity between the schemes

**ECC Comments by Service Area:**

The nature and scope of the consultations responses that follow concern:

- Highways and Transportation
- Minerals and Waste Planning
- Lead Local Flood Authority – Flood and Water Management
- Public Health and Well-being
- Strategic Planning, Economic Growth, Regeneration and Skills
- Historic Environment and Archaeology
- Landscape and Natural Environment

Highways and Transportation

The proposal which is the subject of this consultation has considered the latest traffic forecasts for the M25 which includes new developments such as the Lower Thames Crossing to ensure future traffic levels can be accommodated which is a change from the previous consultation and is welcomed by Essex County Council and other districts and in particular Basildon Borough Council. However, we want to re-iterate as outlined in our response to the Lower Thames Crossing consultation that we feel that the traffic modelling associated with this scheme potentially underestimates the level of future traffic levels as it does not take enough consideration of future growth plans. Although we appreciate that the main aims of the scheme are to improve the capacity of the roundabout circulation by removing flows from M25 south to A12 north, there appears to be a strong likelihood that traffic queues and delays from Brook Street will worsen substantially. Because this is disproportionately worse under the scheme than without it we would want to flag up the need to examine a solution for this problem as part of the detailed design of the signal configuration ideally to arrive at a better situation than forecast either for the Do Minimum scenario but also clearly when the scheme opens.

It is recommended that further consideration should be given to the timescales for project delivery and the cumulative impacts and timing with other major transport infrastructure projects and general growth in the vicinity, be it the Lower Thames Crossing, A13 road widening, A127/A130 Fairglen Interchange improvements, and the A127 route management strategy.

Although we appreciate that the main aims of the scheme are to improve the capacity of the roundabout circulation by removing flows from M25 south to A12 north, there appears to be a strong likelihood that traffic queues and delays from Brook Street will worsen substantially. Because this is disproportionately worse under the scheme than without it we would want to flag up the need to examine a solution for this problem as part of the detailed design of the signal configuration ideally to arrive at a better situation than forecast either for the Do Minimum scenario but also clearly when the scheme opens.

Brentwood Borough Council is finalising its Local plan and we would recommend that the next stage of the design considers traffic movements and pressures which may arise as a result.

Further areas that requiring addressing as the scheme develops:

- Impact of traffic management during construction to assess impact on the wider network;
- Programming of construction work and traffic management to assess the interaction with other construction on the wider network, be it the, A13 road widening, A127/A130 Fairglens Interchange improvements, the A127 route management strategy; M25 junction 28, A12 improvements and A120 Braintree to A12;
- Routes and programming of delivery and disposal of material and equipment to the site, to assess the potential impact on the Essex network;
- Understanding of employee access to the site, job numbers and expected modes of travel, including sustainable access; and Road safety during construction and management of events to minimise wider network impact

The strategic routes referred to above provide connectivity within Essex and connect Essex to London and the wider UK and are vital for connecting the economies of Essex and London. ECC needs to be satisfied that any impacts on the strategic routes connectivity, capacity and resilience are addressed and potential benefits for the Essex economy are optimised. ECC requires further data and analysis on the wider strategic routes to:

- Identify the impact on Essex and surrounding areas;
- Establish the projected increase in traffic arising from the scheme and the cumulative impact of current planned growth (and transport projects);
- Establish the implications, sensitivity and inter-relationship on transport movements across the wider strategic network;
- Understand the timescales for project delivery and the cumulative impacts and timing with other major transport infrastructure projects in the vicinity, be it the, Lower Thames Crossing, A13 road widening, A127/A130 Fairglens Interchange improvements, the A127 route management strategy; A130, A12 improvements (Brook Street to Margaretting Part of RIS 1) and A120 Braintree to A12;
- Understand the sustainable transport provision for employees and freight during both the construction and operational phases of the development. For example, how will employees travel to the site?;
- Understand the impact on traffic exiting southbound from Brentwood on the A1023 Brook Street, and existing traffic congestion at this junction; and
- Understand the implications of the scheme on the public Byway which crosses the southern end of A1023, runs south of Poplars and crosses M25 slip-road onwards to Putwell Bridge Farm and Oak Farm, to south of M25

#### Minerals and Waste Planning

ECC is the host Minerals and Waste Planning Authority in the two tier administrative area of Essex, and is the host authority in respect of the "Brentwood" element of the project.



The Essex Minerals Local Plan - Adopted July 2014 concerns the administrative area of Essex only, and seeks to ensure a local supply of aggregates for the County.

The Essex and Southend on Sea Waste Local Plan - Adopted October 2017 concerns the administrative area of Essex and Southend on Sea only. These documents are publically available.

#### Lead Local Flood Authority – Flood and Water Management

ECC is the Lead Local Flood Authority (LLFA) in the two tier administrative area of Essex, and is the host authority in respect of the “Brentwood” element of the project. As such as the project develops and into the DCO process the design within in this area should adhere to ECC’s ECC Sustainable Drainage Systems (SuDS) Design Guide.

#### Public Health and Well-being

ECC is the Public Health advisor in the two tier administrative area of Essex, and is the host authority in respect of the “Brentwood” element of the project. ECC Public Health wish to engage with this process in liaison with colleagues in Public Health England and respective Local Authority Public Health advisors (including environmental health). The following comments are made:

- A more detailed overarching health element is required as either an extended, integrated EIA or a stand -alone health impact assessment.
- We would request that Environmental Health colleagues in impacted authorities and Public Health England are consulted so to ensure that the potential environmental impacts upon human health are raised with a specific reference to include Mental Health as part of this analysis.
- The wider determinants of health, with reference to any potential socio-economic benefits, should be explored in more depth i.e. employment opportunities.
- Issues of severance from this proposal on connectivity with walking and cycling needs to be examined in further depth

#### Strategic Planning, Economic Growth, Regeneration and Skills

The junction plays a vital role in connecting the M25 with the A12 in Essex, as well as providing local access to several local transport routes.

It is acknowledged that up to 7,500 vehicles per hour currently travel through the roundabout at peak times. The junction is often operating at, or close to capacity, resulting in traffic queues and delays resulting in unreliable journey times.

Going forward, the County Council is keen to work in partnership with Highways England and relevant authorities, whose growth in their emerging Local Plans will impact on the operation of junction 28. At present, the current mitigation scheme only provides a mitigation for the south to east strategic traffic movement.

Brentwood Borough Council is finalising its Local plan and we would recommend that the next stage of the design takes into account traffic movements and pressures which may arise as a result. Account needs to be taken on the Brentwood Enterprise Park proposed in Brentwood's Draft Local Plan, which is located at M25 Junction 29 to the south of the scheme study area. It should be noted that this strategic allocation is within both the permanent and temporary land requirements for the Lower Thames Crossing Scheme.

Reference should also be made to the Dunton Hills Garden Village allocation in the Brentwood Draft Local Plan, which is a proposed major housing development along the A127 corridor to the south east of the scheme study area. Whilst it is not within the immediate vicinity of the study area, given the quantum of proposed development (2,500 new homes and at least 5ha of employment land) it should be considered as part of the cumulative impacts.

#### Historic Environment and Archaeology

With regards to the proposed study area ECC considers that 500m is a sufficient distance for Non-Designated Heritage Assets and Grade II listed buildings. It is recommended that a 250m additional buffer zone is also included to enable consideration of the impact of the proposal upon Grade I and II\* listed heritage assets within the wider environs.

Consideration should be given to secondary impacts upon heritage assets, such as the potential requirement for secondary/double glazing which may arise as a result of increased noise pollution, or the erection of new or taller boundary treatments to screen views.

ECC considers that it is important that the impact of increased heavy goods vehicles associated with construction is assessed, and access/transport arrangements altered if there is potential for direct harm.

ECC seeks assurances that identified stakeholders will not be consulted in isolation. Any future meetings regarding heritage should include representatives of all areas irrespective of local planning authority boundaries to ensure a consistent approach. It would be beneficial for Archaeology, Historic Buildings, and Landscape to be considered and consulted together given the interrelation of the disciplines.

ECC therefore recommends more extensive trial trenching than perhaps the geophysics results suggest may be needed. This will obviously depend on the survey results and design of the scheme.

#### Landscape and Natural Environment

The PEIR for this NSIP has been reviewed by competent experts in accordance with the EIA Regulations and Highways England guidance.

We have reviewed the PEIR documents available. We welcome the robust approach to survey and initial assessment of potential impacts of this NSIP on all the relevant designated sites and protected and Priority habitats & species. Although further consideration still needs to be given to indirect impacts eg air quality, appropriate

mitigation and compensation measures have been developed to minimise adverse impacts on ecological features as agreed with DfT. In delivering new schemes, the Government expects applicants to avoid and mitigate environmental impacts in line with the principles set out in the NPPF and the Government's planning guidance (NN NPS).

There will be opportunities to enhance parts of the site, in particular by creating Priority Habitats such as hedgerows, to improve connectivity across the landscape to mitigate for disconnections caused by the new road. The Ecology chapter of the Environmental Information Report should thoroughly explore all reasonable options to enhance the development for biodiversity including Protected and Priority Species to support the HE Biodiversity Action Plan and in response to local conservation priorities.

We note that the NN NPS requires that "Where a development may negatively affect any priority habitat or species on a site for which they are a protected feature, any Imperative Reasons of Overriding Public Interest (IROPI) case would need to be established solely on one or more of the grounds relating to human health, public safety or beneficial consequences of primary importance to the environment."

Paragraph 5.25 of the NN NPS states that:

"development should avoid significant harm to biodiversity and geological conservation interests, including through mitigation and consideration of reasonable alternatives. The applicant may also wish to make use of biodiversity offsetting in devising compensation proposals to counteract any impacts on biodiversity which cannot be avoided or mitigated. Where significant harm cannot be avoided or mitigated, as a last resort, appropriate compensation measures should be sought."

If the Project proposals will negatively affect a Priority habitat or species, then the case for IROPI should be set out in detail within the Environmental Statement (ES). However whilst the NPS NN only requires mitigation for significant impacts on Priority habitats & species, the LPA and the SoS for Transport also have a duty to conserve these s41 habitats and species. This extends to all impacts, not just significant ones, in order to demonstrate compliance with their legal duty set out in Natural Environment and Rural Communities Act, 2006. We therefore expect to find adequate compensation measures identified within any IROPI case within the ES for implementation in full.

The NPS NN also requires the NSIP to clearly set out any likely significant effects on designated sites including locally designated sites of ecological or geological conservation importance. Furthermore, the applicant should show the extent to which the project has taken advantage of opportunities to conserve and enhance biodiversity. There are four Local Wildlife Sites (LoWS) - The Oaks LoWS, Lower Vicarage Wood LoWS, Jackson's Wood and Tyler's Shaw LoWS - within the scheme boundary and Foxburrow Wood LoWS is adjacent to the scheme and also could be impacted.

We note that the PEIR identifies the opportunities to protect and enhance biodiversity and geological conservation interests and to offset or compensate for any residual negative losses. These opportunities need to be tailored to those interests affected by the Project and those of relevance within the locality, ensuring compensation and/or offsetting is retained.



We would welcome the opportunity for a Project biodiversity topic group to work closely with the landscape and other topic groups to ensure that environmental impacts during construction will be minimised and that compensatory measures are developed in an integrated manner to deliver multiple benefits.

Highways England's Biodiversity Plan has been designed to deliver no net loss of biodiversity on the strategic road network by 2020 and to achieve net gain by 2040. In order to support this target, the PEIR identifies the need for the Project to place biodiversity at the heart of the design process and explore opportunities for delivering a net gain for biodiversity. This NSIP should therefore aim for net gain for biodiversity, which will require offsite compensation to meet the standard identified at scoping stage. However, all likely impacts are being assessed and the mitigation hierarchy applied.

The surveys and assessment of impacts on Protected and Priority Species appears to be robust and in line with best practice and embedded mitigation, and so is welcomed. Appropriate procedures will need to be incorporated into the Construction Environmental Management Plan (CEMP) and Landscape & Ecology Management Plan (LEMP) for the Development. We look forward to the opportunity to comment on these documents when are produced.

Until there is sufficient ecological information on protected & priority species, it is not recommended that the principles of ecological issues can yet be included in the Statement of Common Ground (SoCG) with ECC if it is asked to prepare such a document.

It is recommended that the term notable is avoided when referring to Priority Habitats and Species as this has a specific definition relating to IUCN rarity rating eg presence of species in a set number of 1km squares nationally which is not relevant to habitats. However it is welcomed that this information will allow the SoS for Transport to demonstrate they have discharged their biodiversity duty under the NERC Act 2006.

Stands of invasive non-native plant species have been identified in discrete locations within the proposed Development Boundary. Appropriate procedures will need to be incorporated into the Construction Environmental Management Plan (CEMP) and Landscape & Ecology Management Plan (LEMP) for the Development.

Whilst we note the reference to an outline Environmental Management Plan (EMP), the Council expects provision of both a Construction Environment Management Plan (CEMP) and Landscape and Ecological Management Plan (LEMP) to be Requirements of the DCO. It is therefore recommended that these documents are drafted before submission. If there will be a residual loss of habitat, sufficient compensation needs to be provided and confirmation of offsite habitat compensation measures.

The above issues require additional consideration to avoid them being included in the LIR and to allow the Secretary of State to demonstrate they have met their s40 biodiversity duty. This Council would be keen to see clarification in the Environmental Statement produced relating to Priority s41 Species, which are likely to be present and affected by the development.

Opportunities to deliver enhancements need to be explored in consultation with appropriate stakeholders as a mechanism to deliver net gain for biodiversity. This is in

line with The NN NPS Paragraph 5.33 and reasonable opportunities to deliver environmental benefits as part of schemes are required under Schedule 4 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. Opportunities for transport to contribute to the creation of coherent and resilient ecological networks are championed by Highways England's Biodiversity Plan. Indeed the NN NPS also states that "When considering proposals the SoS should consider whether the applicant has maximised such opportunities in and around developments. The SoS may use requirements or planning obligations where appropriate in order to ensure that such beneficial features are delivered." A monitoring strategy is also supported with clear objectives outlined for those significant environmental effects that remain following mitigation.

There will be opportunities to enhance parts of the site, in particular by creating Priority Habitats such as hedgerows, to improve connectivity across the landscape particularly to mitigate for disconnections caused by the new road. The Ecology chapter of the ES should thoroughly explore all reasonable options to enhance the development for biodiversity including Protected and Priority species to support the HE Biodiversity Action Plan.

This Council notes that following its request at EIA scoping (Sept 2018) to seek data from Essex Field Club (EFC) this information will be obtained for the ES. This will inform any additional survey requirements to ensure the results can be considered adequate. Records from new or updated surveys undertaken should be shared with both EWT and EFC records centres.

This Council is pleased to see that the PEIR contains information in relation to how it meets the requirements of NN NPS on decision making (and mitigation) eg The Secretary of State should have regard to the Government's biodiversity strategy, which includes aims to ensure a halting, and if possible a reversal, of declines in Priority Habitats and Species, with wild species and habitats as part of healthy, functioning ecosystems.

This Council agrees with PINS scoping opinion comment that the applicant has scoped out bat surveys despite paragraph 8.89 of the Scoping Report, which states that these habitats may be of value to foraging and commuting bats. Five species were identified in the desk study in the PEIR and it is noted that Bats will now be included in the assessment for potential loss of foraging habitat (Section 4) and NE have been consulted on this issue but as of the date of this report, a response is awaited. This Council recommends bat surveys particularly for Nathusius' Pipistrelle during the Autumn migration and use of the National Nathusius' Pipistrelle Project results may be useful to the development.

This Council has not yet had the opportunity to review a draft Construction Environment Management Plan (CEMP) and recommends that this is agreed as soon as possible ahead of DCO submission to inform this as a Requirement, and include all the details in the BS42020:2013 model condition D.4.1.

We note that an Outline Ecological Management Plan has been prepared and is linked to the Code of Construction Practice (CoCP). We would urge that the ecology and landscape matters are cross referenced with final lighting strategy and recommend a combined long-term Landscape and Ecological Management Plan (LEMP) as a

Requirement of the DCO. Mitigation and Compensation should be prepared and that management of any offsite compensatory habitat will be contained in the LEMP which is referenced in 6.3.1 of the Outline EMP.

#### Section Specific Comments:

The following table provides more specific comments by section:

| Section                         | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2.5.1                           | We welcome the reduction in likelihood of needing to realign the watercourses where two multi-span bridges will pass over the existing watercourses (Weald Brook and River Ingrebourne) with the abutments no less than 8 m from the edges of the watercourse, thereby reducing impacts on the existing river banks and floodplain.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 2.6.1                           | We welcome the preliminary environmental design and mitigation measures that are being considered for incorporation into the Scheme.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 4.5.2                           | We would strongly support the inclusion of 'enhancement' i.e. provision of measures over and above those needed to mitigate the adverse impacts, and/or maximising the opportunities for beneficial impacts from the proposals. At EIA scoping stage, we welcomed the approach of "No Net Loss and Net Gain for biodiversity". This should be based on the ' <i>Biodiversity Net Gain - Good practice principles for development</i> ' which can be found here: <a href="https://www.cieem.net/data/files/Publications/Biodiversity_Net_Gain_Principles.pdf">https://www.cieem.net/data/files/Publications/Biodiversity_Net_Gain_Principles.pdf</a> . We therefore expect the scheme to provide overall biodiversity enhancements and recommend use of the Defra Metric in order to demonstrate loss and gain.                                                                                                                                          |
| 7.2.3                           | <p>We note that a 2 km area was chosen for the desk study on statutory designated sites (other than SACs designated for bats), Special Protection Areas (SPAs), Wetlands of International Importance (Ramsar sites) and Sites of Special Scientific Interest (SSSIs). The use of the maps on MAGIC website is recommended to check on Zones of Influence for statutory designated sites this NSIP as these may identify the need for assessment of impacts on sites further afield than 2km.</p> <p>It is also recommended that the term notable is avoided when referring to Priority Habitats and Species as this has a specific definition relating to IUCN rarity rating eg presence of species in a set number of 1km squares nationally which is not relevant to habitats. However it is welcomed that this information will allow the SoS for Transport to demonstrate they have discharged their biodiversity duty under the NERC Act 2006.</p> |
| 7.4.2, 7.6.3, Table 7.3, 7.6.20 | Please note that, as advised at EIA scoping stage, Local Wildlife Sites are generally abbreviated to LoWS in Essex.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |



| Section                                                        | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| 7.4.11, 7.4.16, 7.6.53, 7.5.54, 7.6.55, 7.6.75, 7.7.11, 7.7.16 | It is recommended the use of notable is avoided when referring to Priority species as this has a separate and a specific definition (see general comments above)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 7.4.44                                                         | Although the ground level tree assessment for bats was undertaken in March, why was it undertaken initially in August which is a sub optimal time as foliage obscures Potential Roost Features (PRFs)?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 7.4.47                                                         | <p>Reference should be made for inspection of PRFs using an endoscope to the surveyor holding a level 2 survey licence. As the timing of climbing inspections is not stated, further information may be needed to confirm use of bats at different times of their year eg hibernation, maternity, nursery or mating.</p> <p>Rather than wait to construction phase and use soft felling techniques (appropriate for health &amp; safety tree works), it is recommended that emergence surveys of the 47 trees identified with low to high potential PRFs need to be carried out at different times of year in line with Bat Tree Habitat Key recommendations. This will inform the likelihood of bat roosts being disturbed and causing delays where a licence needs to be obtained before felling.</p> <p>We look forward to Natural England's consultation response on the approach to be taken for surveying and assessing PRFs for bats in trees, as it should follow best practice. The initial ground level tree assessment for bats was undertaken in August which is a sub optimal time as foliage obscures PRFs. The survey and assessment needs to provide certainty to the Sec of State of likely impacts from the Project and effective mitigation measures will need to be secured either under a European Protected Species (EPS) mitigation licence or as a Requirement of any consent issued. We are therefore concerned that the assessment of the resource will not be sufficient to identify where populations of bats are likely to be adversely affected, and to ensure that these have the necessary secondary surveys to provide evidence of use by bats to inform any EPS Mitigation Licence application. This could be an issue for the ES, which needs to support the DCO, as it needs to include sufficient ecological information to allow the Inspector to fully consider if the NPS requirements will be met.</p> <p>As Essex Bat Group have been running a woodland project at nearby Weald Country Park (8 species recorded including Barbastelle – an Annex II species), they may be able to provide additional information regarding likelihood of bats being affected by the Scheme. We suggest that the records of Brandt's bat should be verified by Essex Bat Group before these are included in the ES.</p> <p>The issue with bat roost surveys of trees requires careful consideration to ensure it provides certainty of impacts on bats in line with Natural England's licensing policy 4 and avoid it being included in the Local Impact Report (LIR)</p> |

| Section   | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|           | <p>as well as to allow the Secretary of State to demonstrate they have met their legal duty to European Protected Species. In addition:</p> <ol style="list-style-type: none"> <li>1. It is recommended that bat activity data is added to the assessment of any Important Hedgerows in line with other NSIPs e.g. Any passes of Barbastelle (Annex II species) or more than 100 passes of other species of bat. Analysis of any crossing points survey results from static bat detectors will need to consider this species in particular.</li> <li>2. Although the PEIR includes details for timings of bat surveys, there is no reference to the Bat Tree Habitat Key <a href="http://battreehabitatkey.co.uk/">http://battreehabitatkey.co.uk/</a> (H. Andrews, 2016). We recommend the recent publication: <i>BTHK, 2018, Bat Roosts in Trees – A Guide to identification and Assessment for Tree-Care and Ecology Professionals</i>. Exeter, Pelagic Publishing – is also considered. As there is no certainty on this matter, we are therefore concerned that PRFs could be missed and so further assessment is considered necessary, particularly to identify any hibernation roosts in trees of all sizes.</li> <li>3. There will be a need to cross reference all lighting design requirements with landscape/ecology sections of the Environmental Statement and embed these in the LEMP.</li> </ol> |
| 7.4.53    | As the survey season for Dormouse in East Anglia starts and finishes later than in the West country, it is noted that the final visit planned would be November.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Table 7.6 | <p>The use of the phrase “The Scheme <i>resides</i>” in part of the SINC” should be amended to <i>located</i> which would be a more appropriate term.</p> <p>We recommend that assessment of impacts on Local Sites also includes Local Geological Sites (LoGS). There is no reference to these in Chapter 10 of the PEIR (Geology) but GeoEssex <a href="http://geoessex.org.uk/index.html">http://geoessex.org.uk/index.html</a> can provide this information to HE.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Table 7.3 | <p><b>It is welcomed that the following could be considered to be of UK or National Value:</b></p> <p>Areas of key/priority habitats identified in the UK BAP; including those published in accordance with Section 41 of the Natural Environment and Rural Communities (NERC) Act (2006) and those considered to be of principal importance for the conservation of biodiversity (HPIs) and</p> <p>Areas of Ancient Woodland e.g. woodland listed within the Ancient Woodland Inventory.</p> <p>However it is noted that Priority Species are not referenced in this table.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Table 7.6 | Phrase “The Scheme <i>resides</i> ” in part of the SINC” – should be SMI - and <i>located</i> would be more appropriate term.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 7.6.5     | We support further survey for veteran trees to be undertaken as part of the arboricultural survey to be carried out during the Preliminary Design Stage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |



| Section                                                    | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|                                                            | The UK Government Standing Advice for <i>Ancient woodland, ancient trees and veteran trees; protecting them from development</i> , states that these features are irreplaceable. The existing condition and proposed compensation measures should therefore <u>not</u> be considered as part of the assessment of the merits of the development proposal and compensation should only be used as a last resort. We would seek detailed engagement on the potential locations and methodologies for any translocation of ancient woodland soils and new woodland planting before considering this issue for the Local Impact Report (LIR) and SoCG. |
| 7.6.52                                                     | We note that suitable habitat exists within the scheme boundary for both Stag beetle and Alder flea-weevil which are Priority Species.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 7.6.62 -66                                                 | We note that GCN were found in Ponds 2 (medium 22), 3 (small 2), 4 (small 6) and 5 (medium 21). With a meta population confirmed within 100-400m of the scheme, mitigation will be necessary within the CEMP to avoid impacts during construction.                                                                                                                                                                                                                                                                                                                                                                                                 |
| 7.6.68-69                                                  | We note that breeding common lizard (Priority species as well as protected from killing & injury) were found during surveys within the scheme boundary. Records of Grass snake, Slow worm and Adder were also provided in the desk study. Mitigation will be necessary within the CEMP.                                                                                                                                                                                                                                                                                                                                                            |
| 7.6.75, Table 7.10                                         | This text should be checked as only five species of birds are Priority species (Dunnoek, Kingfisher, Reed Bunting, Song Thrush and Starling) not six.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 7.6.80 - 7.6.87                                            | Essex Bat Group woodland project at nearby Weald CP – 8 species recorded including Barbastelle (Annex II species) Recommend emergence surveys of 47 trees with low to high potential PRFs (ie not negligible!) at different times of year in line with BTHK recommendations.<br>We would question records of Brandt's bat without verification by EBG/LBG.                                                                                                                                                                                                                                                                                         |
| 7.6.96                                                     | As badgers and active setts were recorded during surveys, mitigation will be needed in CEMP and possibly a licence if any setts need to be closed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 7.6.104                                                    | We welcome the inclusion of Priority species in surveys and note that records of Harvest Mouse and Hedgehog. Mitigation measures will need to be included in the CEMP.                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 7.6.105 – 109.1                                            | NNIS will require actions in the CEMP.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 7.7.10<br>Potential impacts on designated sites & features | Currently no potential impacts on ancient trees have been identified. However, further survey is required to confirm the presence or absence of veteran trees, and any potential impacts on them. We request that this reference is amended to Veteran trees as these may not be ancient.                                                                                                                                                                                                                                                                                                                                                          |
| 7.7.20 - 31                                                | <ul style="list-style-type: none"> <li>7.7.20 -23 There is potential for several Priority Species including stag beetle and alder flea-weevil to be present within the Scheme boundary. The Scheme will potentially lead to the loss of habitat which</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                   |



| Section                      | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Potential impacts on species | <p>supports invertebrates either as shelter, a food source or as material for egg laying. This impact is considered to be direct, negative and permanent although in some areas temporary. Impacts to woodland would be minimised through mitigation. However, the construction of the Scheme will likely involve some works which could impact stag beetle and other wood associated species, should they be present. Mitigation will be needed in CEMP and compensation in LEMP.</p> <ul style="list-style-type: none"> <li>7.7.29 As GCN habitat within the Scheme on the western side of the Weald Brook is suitable for supporting great crested newts, we note that there is the potential for a direct, negative, non-reversible impact to occur on individual newts due to injury and harm from construction activities. There will also be an indirect, permanent impact as a result of the loss of terrestrial habitat. It is considered that the effect of the Scheme on great crested newts will be of moderate significance. Mitigation will need to be included in the CEMP including a EPS mitigation licence with compensatory requirements secured.</li> <li>7.7.30-31 We note that there is the potential for reptile species to be harmed during clearance of vegetation and during construction works due to the movement of vehicles, installation of compounds and access routes and the construction activities themselves. This potential impact would be negative, direct, non-reversible and permanent. In addition, there will be the permanent loss of foraging and shelter habitat as a result of the construction of the Scheme which would be a negative and indirect impact. Mitigation will need to be included in the CEMP</li> </ul> |
| Table G.1                    | All references to Habitats Regulations need updating to 2017.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

If you require further information or clarification on any points raised in this response please contact Gary MacDonnell below.

Kind regards,



Director Highways and Transportation  
Essex County Council

Enquiries:  
Telephone:



Email:



## C.11.15 London Borough of Havering response (25.01.19)



[Redacted]  
Transport Planning Team Leader  
London Borough of Havering  
Town Hall  
Romford  
RM1 3BD  
[Redacted]

Date: 25<sup>th</sup> January 2019

To: [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

**Re: Section 42 Statutory Consultation - M25 Junction 28 Improvement Scheme**

Dear Sir/Madam,

- 1) The following represents the London Borough of Havering's ("the Council") formal response to the statutory consultation (pursuant to the Planning Act 2008 section 42) dated 3<sup>rd</sup> December 2018 – 28<sup>th</sup> January 2019, by Highways England ("HE") to carry out improvement works to M25 Junction 28 ("Scheme").

### **Prior Non-Statutory Consultation Response**

- 2) The Council remains committed to its prior consultation response in 2017.
- 3) In response to the 2017 consultation, the Council raised a number of issues that it expected HE to address during the statutory consultation for the Scheme. These included the implications of the Scheme on the environment and Green Belt and its impact on Havering's strategic and local road network. The Council's response to the 2017 consultation made clear that it expected further details on how these issues would be mitigated during the statutory consultation stage.

### **Havering's Spatial Strategy**

- 4) The Scheme has been designated as a Nationally Significant Infrastructure Project ("NSIP") that will have a significant impact on the borough. The Council considers it important that HE fully understands and appreciates the level of development planned within the borough. The level of development results in consequences and constraints that must be considered in the design of the junction looking at the longer term vision beyond completion of any potentially approved Scheme.
- 5) The Havering Local Plan sets out the Council's vision and strategy for future growth and sustainable development over the next 15 years to 2031. The Local Plan indicates the broad locations in the borough of Havering for future housing, employment, retail, leisure, transport, community services and other types of

development. Important considerations are identified through the Local Plan such as:

- A minimum of 17,500 new homes coming forward over the plan period with most of these in Romford and Rainham and Beam Park. These areas are identified as key areas for growth through their designation as Strategic Development Areas. Both areas have been designated as Housing Zones by the Mayor of London.
  - The Local Plan identifies Romford Town Centre (being the largest town centre in the borough of Havering) as a Metropolitan Centre. Over the Local Plan period, the Council will support the delivery of 5,300 new high quality homes in well managed residential and mixed use schemes that provide attractive places to live and which are well integrated with the existing community. Romford Town Centre is accessible from the A12 westbound via Gallows Corner and Main Road (a local borough road). The A12 is an important strategic road carrying traffic to/from Essex to/from central London, it is also used by traffic wishing to access/egress Romford.
  - Rainham and Beam Park within the London Riverside Opportunity Area, which includes extensive land in both Havering and adjoining Barking and Dagenham. The London Riverside Opportunity Area Planning Framework (2015) identifies that the wider area has the capacity to provide 26,500 new homes and 16,000 new jobs across the two boroughs.
  - A focus on the intensification of industrial land in the Rainham Employment Area and the creation of a new residential community at Rainham and Beam Park of at least 3,000 new homes which will be served by a new rail station on the C2C line (Beam Park Station).
- 6) The Local Plan and draft Local Implementation Plan ("LIP") set out the strategic transport aspirations the Council believes will be required in order to support future levels of growth in the borough. This includes the need to deliver a new public transport link, connecting the north and south of the Borough via Romford Town Centre, and remodelling Gallows Corner to address congestion and improve air quality.
- 7) The Council is currently undertaking feasibility work to develop high level route options for a tram/light rail infrastructure linking Rainham, Hornchurch, Romford, Collier Row and Harold Hill. Further work on this is due to be commissioned during 2019 to consider funding requirements.
- 8) The Council considers it necessary for Gallows Corner to be transformed to tackle congestion and air quality issues. Gallows Corner is a five arm junction in the borough connecting two strategic trunk roads (A12 and A13, both of which are managed by Transport for London ("TfL")) with two borough operated roads (Main Road and Straight Road). The junction is heavily congested and suffers from poor air quality. The junction is also considered a significant barrier to anyone from



Harold Hill wishing to access Romford, Havering's main town centre. The Secretary of State for Transport announced recently that this junction could be considered for investment through the Governments Major Roads Network programme and TfL have been putting together a business case to be considered by the Department for Transport.

#### **Current Consultation**

- 9) The Council has concerns about several aspects of the Scheme. These include construction and traffic, noise, lighting, air quality, heritage, landscape and green belt implications, biodiversity and cumulative impacts. The Council expects to have early discussions with HE to resolve the Council's concerns before submission of an application for a Development Consent Order ("DCO").
- 10) The Council considers it essential that HE takes account of the future spatial transport strategy aspirations of the Council as set out in paragraphs 4 to 8 above in any design proposals and resultant effects and cumulative impacts of the Scheme.
- 11) The Council acknowledges that Junction 28 of the M25 (also known as the Brook Street interchange) ("the Junction") is a collision 'hotspot' as well as a junction that currently experiences significant levels of congestion. The operation of the Junction impacts the journey times of residents of Havering.
- 12) The Council recognises that traffic volumes at the Junction are expected to increase significantly over the next 15/20 years and improvements to the Junction are required either through additional capacity improvements or through other forms of demand management to manage future increases. Strategic Modelling work developed to support the Councils Local Plan demonstrated that traffic volumes are expected to increase on major routes going through the borough (such as the TfL Road Network).
- 13) The Council welcomes further infrastructure investment within Havering especially where this will provide for safe and convenient movement and will complement wider investment and growth in the borough.

#### **More information needed about construction sites and traffic**

- 14) The Council requires clarification from HE on the intended timing of construction and pre-construction works, HGV Vehicle movements, the location of site compounds and vehicular access to/from such compounds to enable the implications for resident's employees and businesses to be understood and mitigation measures developed and agreed between the Council and HE.
- 15) During the construction phase, the Council expects regular dialogue between HE, the Council and TfL enabling the Council to provide clear communication to local stakeholders such as residents and businesses.

### Traffic Implications

- 16) HE's consultation material confirms that capacity improvements at the Junction are required to maintain current journey times. HE's consultation material warns that failure to deliver capacity improvements could lead to a 25% reduction in average speeds through the Junction with increased disruption in the event of collisions and further deterioration of air quality in the area. The Council is sympathetic to the Scheme objectives namely: focussing on increasing capacity; reducing the incident rates; improving safety; catering for future traffic growth; minimising the impact on local air quality; and protecting access for non-motorised users including pedestrians and cyclists wishing to navigate the junction.
- 17) In November 2016 HE produced a Technical Appraisal Report ("TAR") during the evaluation of original options for the Junction improvements. The TAR looked at traffic forecasts under a "do nothing" and 'do something' model. The TAR suggested that the Scheme could deliver a reduction in "over capacity" queuing compared with not delivering the Scheme (with the exception of the Brook Street arm of the Junction where the "do something" model predicted an increase in queuing).
- 18) The traffic modelling work with the TAR predicted improved journey times for northbound M25 anti clockwise movements joining the A12 eastbound with an expected improvement to average speeds.
- 19) The TAR predated the Secretary of State for Transport Preferred Route Announcement (PRA) for the Scheme.
- 20) The Council has concerns that HE's 2016 traffic modelling is out of date. The Council expects HE to provide updated traffic modelling work to take account of the single Scheme now being promoted and the developments in the Scheme design.
- 21) The Council has made further progress with its Local Plan which has recently undergone an Examination in Public (EiP). In 2017 the Council provided HE with a list of sites identified for future development. The Council will continue to advise HE of any new planning applications for developments that are approved in order to better inform the traffic modelling. HE must recognise that the Council requires fully comprehensive up to date data in order to provide relevant input in the DCO process.
- 22) It is important that the Council understands the impact of the Scheme on the wider highways network during both the construction period and during the operational phase.
- 23) The A12 is within the top 11% busiest roads in London with daily flows of over 50,000 vehicles on some of its busiest sections. Strategic traffic modelling commissioned by the Council to support the Havering Local Plan shows that by 2031, the A12 between Gallows Corner and the M25 will see traffic increasing by approximately 13% eastbound and 5% westbound in the AM peak. The modelling

work, undertaken by TfL for the Council, uses TfL's London Highway Assignment Model which uses trip growth based on London Transport Study ("LTS") trip levels. The LTS uses household population and employment data from the London Plan. The Council would expect HE's own traffic modelling work to take into account such data.

- 24) Gallows Corner is a five arm junction connecting the A127 and A12 trunk routes as well as two of Havering's own roads (Main Road and Straight Road). This junction experiences severe congestion particularly during peak periods. Traffic modelling work is required to assess the impact of the Scheme on the wider road network. The Council has specific concerns over the A12 westwards to Gallows Corner Junction and the approaches to the A12 on borough operated roads. A number of Havering's junctions already operate at capacity so it is important that the "knock on" implications of this Scheme on the wider network are fully understood.
- 25) The Council has previously raised its concerns with HE over arrangements for pedestrians and cyclists accessing Brook Street from the A12 Colchester Road eastbound. The footway adjacent to the A12 eastbound off-slip road on an approach to Brook Street roundabout is dangerously narrow and the footway around Brook Street roundabout is in need of surface maintenance. Pedestrians and cyclists must cross the A12 eastbound off-slip then cross the westbound on-slip road to the A12 both of which are uncontrolled crossings. This is followed by a further uncontrolled crossing over two lanes of traffic on the southbound on-slip road leading to the M25 (southbound). The Council considers the current arrangements for pedestrians and cyclists to be unacceptable and expects HE to develop suitable mitigation measures in the form of safe crossing points to assist Non-Motorised Users ("NMU's") navigate safely through the junction.
- 26) The Council recognises that HE has already sought the Council's views on how NMU's can be accommodated as part of the Scheme.

### **Landscape and Green Belt**

- 27) The London Borough of Havering is one of London's greenest boroughs with extensive open spaces and more than half of the borough designated as Metropolitan Green Belt ("Green Belt"). The Scheme as proposed will adversely impact on the borough's Green Belt. It is a key objective of the Local Plan to *"protect and enhance Havering's Green Belt"*.
- 28) Further information is required from HE on how the impact of the Scheme on the Green Belt will be minimised and mitigated. It is welcome that HE are committed to consulting with appropriate stakeholders to ensure that the Scheme is designed with appropriate mitigation proposals to help reduce adverse effects and to provide landscape and visual enhancements where possible (section 9.5 of the Preliminary Environmental Information Report).
- 29) The Preliminary Environmental Information Report ("PEIR") states that the scheme is partially surrounded by blocks of woodland and small scale arable pastures fields. The fields are bound by hedgerows with intermittent trees and linear woodland



belts. Semi-mature woodland belts are present along the on and off slip roads of the M25 as well as westwards along the A12.

- 30) The PEIR states that both construction and operational phases of the Scheme would likely cause noticeable disruption to field patterns, and partial loss/noticeable damage to distinctive landscape elements of Alder Wood and areas of vegetation local to the highway corridor.
- 31) The PEIR sets out proposed mitigation measures to minimise the visual impact of the Scheme including the provision of screening through planting or mounds, the addition of woodland copses, tree belts, and planting of hedgerows with trees. Whilst these identified mitigation measures are welcome, the Council expects to be fully involved with HE as the mitigation measures are developed further.
- 32) The PEIR refers to the Council's Local Development Framework, Core Strategy and Development Control Policies but it would be more up to date to reference the Council's Local Plan Landscape Policies; Policy 27: Landscaping and Policy 29: Green Infrastructure. The Council expects this to be addressed by HE in the Environment Statement.
- 33) The Council expects HE to take account of the following Local Plan policies:
- Policy 27 *Landscaping* requires the landscape proposals for development to take account of landscape character and setting and to retain enhance and protect important landscape features.
  - Policy 29 *Green Infrastructure* refers to the maintenance and expansion of the network of green spaces and natural features in Havering and understanding the importance and value attached to the open spaces located at the urban edge that contribute to the landscape and the visual experience of people using them.
- 34) As the project develops, the Council expects HE to set out how green infrastructure will play a role in the scheme's landscape and ecological mitigation design and the Council expects this to be reviewed throughout the course of the development.
- 35) Further technical comments on landscape and Green Belt matters can be found in Appendix 1.

### **Ecology and Biodiversity**

- 36) Policy 30 of the Local Plan *Nature Conservation* states that the Council will protect and enhance the rich biodiversity and geodiversity in Havering by protecting Sites of Special Scientific Interest, Local Nature Reserves and Sites of Importance for Nature Conservation. The Havering Nature Conservation and Biodiversity Strategy (2014) sets out how the Council and its partners will promote, protect and enhance biodiversity in the borough.
- 37) The Council welcomes the robust approach set out in the PEIR to survey and initial assessment of potential impacts of the Scheme on all relevant designated sites and

protected and priority habitats and species. In delivering new schemes the government expects applicants to avoid and mitigate environmental impacts in line with the principles set out in the National Planning Policy Framework and the Governments planning guidance.

- 38) The Council requires HE to thoroughly explore all reasonable options to enhance the development for biodiversity including "Protected and Priority Habitats and Species" to support the Highways England Biodiversity Action Plan and in response to local conservation priorities.
- 39) The PEIR sets out a summary of potential impacts of the Scheme and possible measures to reduce these impacts. This includes potential loss of habitat during the construction phase at Local Wildlife Sites in the borough including the Ingrebourne Valley and Jermain's Wood. The Council notes the mitigation measures proposed and requires further discussions with HE as these measures are developed.
- 40) Whilst the Council notes the reference in the PEIR to an Outcome Environmental Management Plan, the Council expects provision of both a Construction Environmental Management Plan ("CEMP") and Landscape and Ecological Management Plan ("LEMP") to be requirements of the DCO. The Council looks forward to commenting on the CEMP and LEMP when they are produced.
- 41) The PEIR states that there will be permanent and direct impacts on Ingrebourne Valley SMI (county value SINC) and the direct loss of semi-improved grassland and vegetation along the watercourses, and broadleaved plantation woodland at Alder Wood. It will require significant attention to detail to incorporate mitigation and compensation measures into the Scheme design to achieve net gain for biodiversity. The Council expects to be fully involved in this.
- 42) The PEIR identifies that Great crested newts are known to occur in ponds approximately 400m to the west of the Scheme as well as a pond within the Scheme area and a pond to the south of the A12. The PEIR also indicates that the effect of the Scheme on great crested newts will be of moderate significance. The PEIR also indicates that there is potential for reptiles to be harmed during construction and vegetation clearance.
- 43) If the Scheme results in the loss of habitat, the Council will require compensation in addition to confirmation of offsite habitat compensation measures. The Council expects mitigation will need to be included in the CEMP including an EPS mitigation licence with compensatory requirements secured.
- 44) The Council requires detailed engagement with HE on the potential locations and methodologies for any translocation of ancient woodland soils and new woodland planting in Havering before considering this issue for the Local Impact Report (LIR) and Statement of Common Ground (SoCG)
- 45) The Council requires that the ecology chapter of the Environmental Statement should thoroughly explore all reasonable options to enhance the development for biodiversity including Protected and Priority Habitats and Species to support the Biodiversity Action Plan.

46) Further technical comments concerning Ecology and Biodiversity can be found in Appendix 1.

#### **Heritage and Archaeology**

47) The Council notes chapter 11 *Cultural Heritage* in the PEIR provides details on the potential effects and the proposed assessment work proposed for the DCO process.

48) The presence of one of the archaeological priority areas, impacted by the Scheme comprising alluvium (DLO33196) within the Weald Brook has the potential of prehistoric deposits surviving beneath it. The Council requires that as part of the submission for the DCO process a deposit model of this area is supplied by HE defining its potential and significance.

49) Para 11.7.3 of the PEIR notes that the Environmental Statement will include a full impact analysis of known heritage assets within the Scheme boundary and study area which is welcomed by the Council.

50) The PEIR correctly identifies that the heritage assets most sensitive to change are the group of buildings at The Grove (AOC1) and that these buildings would be surrounded by the “cloverleaf loop” that is proposed as part of the Scheme. The PEIR suggests that there would be a “moderate adverse” impact from construction and a “minor adverse” impact during operation of the Scheme. The Council requires a Heritage Statement to be produced to provide a stronger evidence base for this conclusion.

51) Further technical comments concerning Heritage and Archaeology can be found in Appendix 1.

#### **Air Quality**

52) The Council has an adopted Air Quality Action Plan (“AQAP”). The AQAP identifies the key transport routes of the M25, A13, and A127 as major sources of motor vehicle tailpipe emissions which are the main source of pollution in the borough.

53) The AQAP identifies major trunk roads in the borough as having some of the highest annual mean levels for nitrogen dioxide and particulate matter in the borough. The major trunk roads in the borough are the responsibility of TfL. If additional traffic is forecast to use the boroughs strategic roads, in particular the A127 and Gallows Corner junction, the average annual mean levels for NO<sub>2</sub> and PM<sub>10</sub> are considered highly likely to deteriorate. The Council requires HE to engage with TfL and the Council to agree suitable mitigation measures to reduce the impact of the Scheme on local air quality.

54) The Council notes that the air quality impacts of the construction phase of the Scheme have not been assessed in the PEIR. A full detailed assessment will be required before the DCO application submission and it is noted that the results,



mitigation measures, including the mechanism to secure mitigation, will be fully detailed in the Environmental Statement (“ES”).

55) Paragraph 5.7.16 of the PEIR states: *‘Any air quality effects due to construction would be temporary and could be suitably minimised by the application of standard and appropriate mitigation measures. On this basis, there is unlikely to be a significant effect on air quality due to the construction of the Scheme’*. Given that the air quality impacts during the construction phase of the Scheme have not been assessed, the Council does not agree with this statement.

56) According to paragraph 5.4.7 of the PEIR, 2014 is the base year for model verification purposes. However, air quality data for 2014 is available from only one monitoring site, diffusion tube CP7, in particular. Verification of the modelled data with only one site is not considered sufficient for the purpose of assessing the performance of the model. For the purposes of the verification of the model, traffic data, meteorological data and air quality monitoring data from the same year should be used, which will be the baseline data for the Scheme.

57) As part of the ES, the air quality impact assessment should be amended, taking account of the above comments and further technical comments set out in Appendix 1. The Council expects early engagement with Public Protection, throughout the process of amending the air quality impact assessments (for construction and operational phase of the Scheme) prior to submission of the DCO application.

#### **Materials and Waste**

58) It is noted that due to insufficient information available at this stage, a detailed assessment of the impacts of material resources and waste arising from the Scheme, has not been carried out. This assessment will be undertaken as part of the ES. It is further noted that a Site Waste Management Plan and a Construction Environmental Management Plan will also be submitted as part of the ES.

59) Paragraph 12.6.9 of the PEIR states that *‘The CD&E waste generated by the Scheme, will be primarily non-hazardous and inert, with small quantities of hazardous waste (e.g. associated with sealants, paints, solvents and contaminated soil)’*. Given that part of the construction site is located on a historical landfill (Brook Street), which has not been investigated yet, there is uncertainty associated with the classification of the waste generated by the Scheme.

#### **Noise and Vibration**

60) The Council supports the methodology proposed for the noise and vibration assessments as detailed in the PEIR, although at this stage there is little else to comment on as baseline surveys have not yet been completed. The Council expects to receive this information from HE and looks forward to being able to comment on it, in due course.

- 61) The Council expects to work closely with HE and their agents/consultants on their proposed baseline noise surveys for the Scheme, in terms of suitable monitoring locations.

### **Geology and Soils**

- 62) The Council agrees in principle with the methodology and the proposed scope of works set out in section 10.4 of the PEIR, relating to the approach to assessing the risks posed by land contamination.

- 63) The PEIR has identified that part of the development area lies on a historical landfill site to the north west of the Brook Street roundabout. The other significant contaminative or potential contaminated land uses that will/have been identified in proximity, which could pose a significant risk to human health or the environment during the construction and operational phases of the Scheme are the former petrol filling station at Putwell Bridge Caravan Park and the proposed burial ground on land to the south of the A12 Colchester Road and west of Harold Park (planning application P1742.14).

- 64) As stated in the PEIR, an extensive ground investigation should be undertaken in order to assess and mitigate the risks posed by land contamination. Taking account of the location of the landfill site and the other identified potentially contaminated uses, extensive gas monitoring is required to characterise the gas regime within and in proximity to the development area and address any ground gas migration risks. As stated in the PEIR, the management of excavated soils and waste will be carried out, in accordance with a Construction Environmental Management Plan (CEMP) and Materials Management Plan (MMP), which will be undertaken at a later stage.

- 65) The Council requires early involvement and consultation with Environmental Protection prior to the commencement of the investigation works, in order to agree on the design of the ground investigation (e.g. soil sampling strategy, gas monitoring strategy etc.)

### **Cumulative Impacts**

- 66) In addition to the Scheme for the M25/J28, a further DCO scheme is being prepared by HE for a new crossing over the River Thames between Thurrock and Kent known as Lower Thames Crossing.

- 67) The Council is extremely concerned about the potential cumulative impact arising from two substantial infrastructure projects being built concurrently in close proximity to the boroughs strategic highway network.

- 68) It is likely that there will be a considerable adverse impact on the local highway network in the borough and its wider environment if traffic is displaced from the motorway pre and during construction of these projects.

69) It should be further noted that TfL are planning improvements to parts of their own network over the next few years including the Lodge Avenue Flyover (A13) in the borough of Barking and Dagenham and a safety improvement scheme at Gallows Corner. This again highlights the need for a working group between the Council, TfL and HE so that these works can be discussed in greater detail to ensure a co-ordinated approach.

#### **Planning Performance Agreement**

70) The Council has submitted a proposed Planning Performance Agreement ("PPA") to HE for financial provisions to support the Council through the DCO process. Such an agreement will enable the Council to properly support the DCO process both in terms of assessing the issues and providing timely input into the process. In the absence of a PPA, the Council will be insufficiently resourced to meaningfully engage with the DCO process. The Council therefore looks forward to an urgent completion of this agreement before the end of this month.

#### **Ongoing engagement**

71) The Council looks forward to further discussions with the HE team on the above matters over the next few months.

72) The Council wishes to continue to be involved as these proposals are further developed.

Yours Sincerely,



Transport Planning Team Leader



#### **C.11.16      Brentwood Borough Council response**

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### C.11.17 Chelmsford City Council response (undated)

**Chelmsford City Council consultation response to Highways England M25 Junction 28 improvement scheme**

Thank you for consulting Chelmsford City Council on the above scheme.

The scheme is supported by Chelmsford City Council as it will increase capacity of this key junction, reduce congestion and delays, and improve safety for motorised traffic.

Chelmsford City Council wishes to remain involved in future consultations.

## C.11.18 London Borough of Barking and Dagenham response (22.01.19)



**Be First Regeneration Ltd**  
9th Floor, Maritime House  
1 Linton Road  
Barking  
IG11 8HG

**By email:** [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

22 January 2019

Dear Sir/Madam,

**Re: M25 Junction 28 Improvement Scheme**

BeFirst, on behalf of the London Borough of Barking and Dagenham, welcomes this opportunity to provide our views and comments on the proposals outlined in the recent consultation exercise.

**Overview**

Barking and Dagenham is London's next big growth story. Over the next 20 years, the Council has ambitious plans to deliver 50,000 new homes and 20,000 new jobs. However, to achieve this ambition requires the provision of a comprehensive, sustainable high-quality transport network with reliable, affordable services into, out of and through the borough. Ensuring any such network minimises detrimental impacts on the environment and people's health is also very important. Accordingly, the Council is broadly supportive of any scheme that would help alleviate congestion and improve journey times on the A12 – one of the main arterial routes in and out of London and which runs through the borough.

Like many parts of London, Barking and Dagenham's roads suffer, sometimes significantly, from the effects of congestion. For example, recent figures reveal that:

- Road traffic volumes have increased in recent years with the number of vehicle kms travelled on the borough road network rising from 557 million in 2012 to 615 million in 2016 – a 10% increase;
- There has been a large increase in the amount of lorry and van traffic on the borough road network, with a 24% rise in HGV and LGV movements between 2010 and 2016;
- Bus journey time reliability across the borough has worsened, with average bus speeds falling by 6% between 2013/14 and 2017/18, whilst bus average excess waiting times have increased by 38% over the same period;
- Air quality adjacent to some sections of the road network in Barking and Dagenham is very poor. The A13 in particular has been identified as an area for improvement, having been designated an Air Quality Action Area by TfL in 2011.

It is clear then that action is needed to reduce the negative impacts of congestion on the borough and its present and future residents, thereby supporting the Council's growth and environmental ambitions.

Company Registration Number: 11000000  
Registered Address: Town Hall Building, Townhouse, 1 Oldbourn Avenue, W11 1TU





The Council is satisfied that the design/layout of the proposed junction improvement scheme is sufficiently robust to address the various congestion and safety issues experienced at this location and would not have a significantly detrimental impact on the local environment. We would ask that every effort is taken to ensure that the scheme is implemented with the minimum of disruption to network operations and the local environment as far as possible.

Whilst not part of the current consultation, the Council would again like to reiterate the need for further highway improvements to the A13, including those parts managed by Highways England and Transport for London. We welcome the recent improvements to the A13/M25 interchange, which has resulted in improved traffic flow at this busy junction. However, further infrastructure improvements, including the provision of a tunnel at Castle Green, are critical in helping support the local economy and to unlock the regeneration potential of the borough; and to improve congestion, air quality and reduce severance in the area.

Yours faithfully,

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Company Registration Number: 01107555  
Registered Address: Town Hall 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583,

## C.11.19 London Borough of Bexley response



Development Management  
Planning Department  
Regeneration & Growth  
Civic Offices, 2 Watling Street,  
Bexleyheath, Kent, DA6 7AT  
Telephone 020 8303 7777

The person dealing with this matter is: [REDACTED]

Email: [REDACTED]

Our Application Reference Number: 18/03170/ALA

Date: 17/1/2019

Highways England  
Bridge House  
1 Walnut Tree Close  
Guildford GU1 4LZ

Your Reference: S42(1)(b)/December2018

FAO Ms [REDACTED]

### BY EMAIL

Dear Madam

**Re: STATUTORY CONSULTATION UNDER PLANNING ACT 2008 SECTION 42 FOR PROPOSED M25 JUNCTION 28 IMPROVEMENT SCHEME, COMPRISING A NEW TWO LANE-LOOP ROAD BETWEEN THE M25 ANTICLOCKWISE AND THE A12 EASTBOUND CARRIAGEWAYS.**

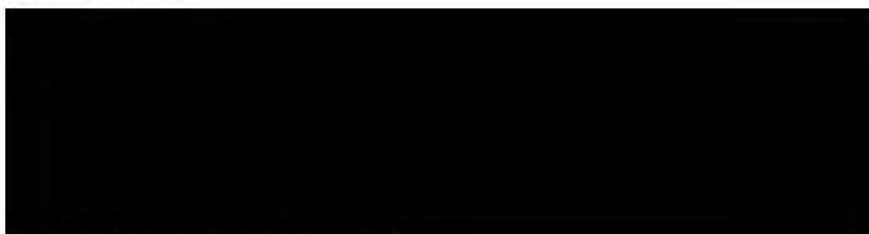
### **M25 JUNCTION 28 IMPROVEMENTS – THE LONDON BOROUGH OF HAVERING**

The view of the Highway Authority is that although the London Borough of Bexley is an adjoining authority with the London Borough of Havering, as the Borough is geographically remote to the application site and construction works are unlikely to have any impact upon the function of the road network within the Borough, no comments will be provided in relation to the proposed M25 improvement works.

London Borough of Bexley • Page 1 of 2

**No objection**

Yours faithfully,



Head of Development Management  
Growth and Regeneration

London Borough of Bexley • Page 2 of 2



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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
Highways England Company Limited registered in England and Wales number 09346363

