

M25 junction 28 improvement scheme TR010029

5.1 Consultation report: Annexes D, E, F & G

Annex D - Statutory consultation (section 42)

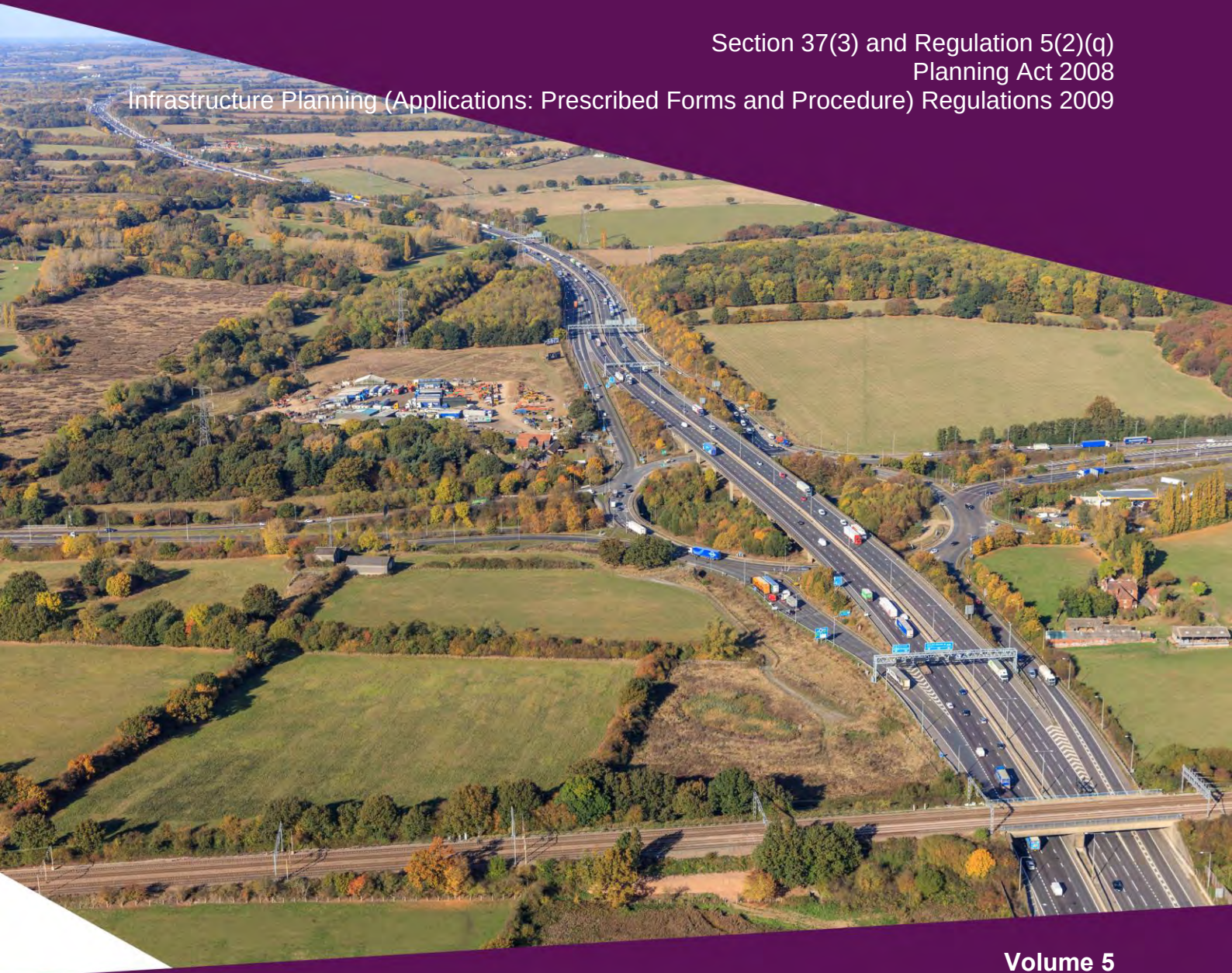
Annex E - Statutory consultation (section 47)

Annex F – Supplementary consultation

Annex G – Targeted consultation

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

The M25 junction 28 scheme Development Consent Order 2020

5.1 CONSULTATION REPORT: ANNEXES D, E, F AND G

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

Version	Date	Status of Version
0	May 2020	Application issue

Table of contents

Annexes	Pages
Section 37(3) and Regulation 5(2)(q)	1
Planning Act 2008	1
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009	1
Annex D. Statement of Community Consultation	5
D1 Draft SoCC	5
D2 Updated draft SoCC	18
D3 Covering letters with draft SoCC	27
D4 Responses from local authorities	31
D4.1 Response from LB Havering	31
D5 Reminder letters to local authorities	34
D6 Published SoCC	38
D7 Advert publicising the consultation	47
Annex E. Statutory consultation (section 47)	48
E1 List of all other stakeholders consulted under S42	48
E2 Roller banners	54
E3 Photographic image of junction 28	62
E4 Letter sent to people living or working in the consultation target area	63
E5 Press release	66
E6 Tabulated summary of responses from section 47 consultees	72
Annex F. Supplementary consultation	182
F1 Consultation brochure and response form	182
F2 Overview of key scheme changes plan	200
F3 Red line boundary plan	201
F4 Newspaper notices	202
F5 Supplementary consultation letters	206
Annex G. Targeted consultation	229
G1 Letters sent to the three identified consultees	229
G2 Responses from consultees	243
Marylands Golf Course	243
LB Havering	255

Annexes

Annex D. Statement of Community Consultation

D1 Draft SoCC



Statement of Community Consultation M25 junction 28

Statement of Community Consultation (SoCC)

M25 junction 28 improvement scheme



The original format of this document is copyright to Highways England.

Introduction

1. Highways England is publishing this Statement of Community Consultation (SoCC) in connection with the proposed improvement to junction 28 on the M25 in Brentwood. The purpose of this document is to set out how we will consult the local community about our proposal. The document also provides background to the project and how the application to build it will progress.

The Application

2. Highways England is developing this scheme under the Planning Act 2008 and is publishing this statement under Section 47 of that Act. It has consulted with the London Borough of Havering, Brentwood Borough Council, Essex County Council and the Greater London Authority, the local authorities responsible for areas where the project will be built, about plans to consult the local community.
3. The Planning Act 2008 requires Highways England to make an application to the Secretary of State through the Planning Inspectorate for a Development Consent Order (DCO) to build the scheme. The Secretary of State's role is to consider whether authorisation should be given for major infrastructure projects like this scheme. Highways England anticipates that a DCO application for the scheme will be submitted in summer 2018. The Planning Inspectorate will examine the DCO application and the Secretary of State will decide on whether the scheme should go ahead.



4. The six steps to the application process are:

1. Pre-application – statutory consultation
2. Acceptance – the Planning Inspectorate has 28 days to decide if the application meets the required standards to proceed to 'examination'
3. Pre- examination
 - You can register as an interested party and be kept informed of progress and opportunities to put your case forward
 - Inspectors will hold a Preliminary Meeting and set the timetable for examination
4. Examination
 - You can send in your comments in writing and request to speak at a public hearing
 - The Inspectorate has 6 months to carry out the examination
5. Decision
 - A recommendation to the relevant Secretary of State will be issued by the Inspectorate within 3 months
 - The Secretary of State has a further 3 months to issue a decision on the proposal
6. Post- decision – there is the opportunity for legal challenge

5. When Highways England submits its DCO application, the Secretary of State must consider whether our consultation has been adequate. This pre-application consultation will be important in relation to the examination process that follows after an application is accepted by the Planning Inspectorate. Therefore, the best time to provide feedback on this scheme is now by taking part in this pre-application consultation.

6. Government policy relating to the development of the national road network is set out in the National Networks National Policy Statement (NNNPS). This provides the framework for DCO applications to be considered against.

7. You can find more information about the Planning Inspectorate and the Planning Act 2008 on the Gov.uk website:

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

or by calling the Planning Inspectorate on 0303 444 5000.

The Scheme

8. Junction 28 plays a vital role connecting the M25 with the A12, and gives local access to Brentwood via the A1023 (Brook Street). It is a key connection between London and Chelmsford, Ipswich and Brentwood and other key destinations across the south east of England.
9. The junction is heavily used and features a roundabout mainly controlled by traffic lights. Up to 7,500 vehicles per hour currently travel through the



- roundabout at peak times. It is already operating at capacity, with motorists regularly experiencing congestion and delays.
10. Our research shows that traffic in the area is expected to increase by up to 30% by 2037, with more than 9,000 vehicles travelling through the roundabout at peak times.
11. The proposed scheme objectives are to:
- Increase capacity and reduce congestion and delays by providing an improved link from the M25 to A12
 - Reduce the incident rate and resulting disruption by increasing capacity of the roundabout
 - Improve the safety on the roundabout by reducing traffic levels and redesigning the existing layout
 - Cater for future traffic demands to enable development and economic growth
 - Minimise the impact on local air quality and noise by smoothing traffic flow
 - Protect access for non-motorised users (pedestrians and cyclists) and improve conditions wherever possible

Consulting the community

12. In accordance with section 47 of the Planning Act 2008, Highways England is consulting people living near the proposed scheme.
13. Highways England has already undertaken the non-statutory consultation. This took place between November 2016 and January 2017. Consultees were asked for their views on three different options to divert traffic away from the roundabout on junction 28.
14. Following an in-depth analysis of the work done to date, as well as the feedback from the non-statutory consultation, a preferred route announcement was made that from the three options for consideration we would proceed with Option 5F.
15. A full copy of the Stage 2 Report on Public Consultation is available:
- to download from www.highways.gov.uk/m25j28
 - on request from Highways England
 - to view for the duration of the consultation period at the display locations detailed in this SoCC (Appendix 3)
16. We want to make sure that the local community, the residents, local interest groups, businesses, visitors and road users, can fully understand the scheme and comment on our proposals. To do this we will be holding our statutory consultation early in 2018. It will start on Wednesday 17 January and end on Monday 5 March 2017, during which we will provide consultation information on various issues including:
- Preferred option for junction improvement – Option 5F



- The objectives of the scheme
- Overall impacts of the scheme
- Environmental assessment work undertaken to date and potential impacts
- Potential mitigation measures being considered for the project
- Anticipated arrangements during construction of the scheme

17. The Scheme is classified as 'Environmental Impact Assessment (EIA) Development' under the EU Environmental Impact Assessment Directive. We will be publishing preliminary environmental information, potential environmental effects of the scheme and possible measures to reduce those effects, as part of the consultation material. We will be seeking views on the information contained in the report.

18. At the same time as consulting the local community we will also consult a wide range of statutory consultees in accordance with Section 42 of the Planning Act, these include:

- The host and neighbouring local authorities
- Statutory bodies (such as Environment Agency)
- People with an interest in land that might be affected by the proposed scheme

19. Our consultation will involve:

Method	Detail
Public Information Exhibition	There will be 6 public information exhibitions to be held on: • Monday 22 January 1pm to 9pm – Holiday Inn, Brentwood CM14 4NF • Tuesday 23 January, 9am to 4pm – Holiday Inn, Brentwood CM14 4NF • Thursday 1 February, 11am to 9pm – YMCA, 29 Rush Green Road, Romford RM7 0PH • Wednesday 14 February, 11am to 9pm – Havering Town Hall, Romford, RM1 3BD • Thursday 15 February, 9am to 4pm – Havering Town Hall, Romford, RM1 3BD • Saturday 3 March, 1.30pm to 7pm – South Weald Parish Hall, CM14 4NP



	The exhibition will give people an opportunity to view scheme proposals, talk to the project team and provide comments. The public will be informed of the exhibition through channels including advertisements in appropriate local newspapers, via our website, the media, direct communications and project updates. A similar event, held at the Holiday Inn, Brentwood CM14 4NF will be provided on Monday 22 January for: • Statutory consultees – 10.30am to 12 noon • Media – 12 noon to 1pm Feedback forms will be available at the exhibition events for members of the public to record their comments and these can either be left with the project team and/or sent back separately via the address noted below. Any actions that cannot be undertaken due to circumstances beyond our control are substituted with similar actions
Project website	A full summary of the project, copies of the supporting project documents and a feedback form will be provided on a dedicated project website: www.highways.gov.uk/m25j28
Project summary leaflet	A project summary leaflet and details of the planned public exhibition will be delivered to 46,953 addresses in the consultation zone shown at Appendix 1. This includes: • 44,976 resident's addresses • 1,977 commercial addresses



Statement of Community Consultation M25 junction 28

Council and community / area forum briefings	Local councils and community / area forums within whose area the proposed scheme will be carried out will be offered briefings to discuss the proposal.
Stakeholder Form briefings	When invited, and where it is possible to do so, the project team will attend meetings of local community groups affected by the proposal.
Establishing Stakeholder Groups	Having built a relationship with the local community, we will consider, in consultation with relevant town and parish councils and community / area forums, whether there is benefit in establishing a stakeholder group, to which we would invite local community nominated representatives to discuss our proposals. If a similar stakeholder group is already in existence or established by the relevant Local Authorities, we will participate when invited.
Project updates	At the launch of the consultation and at the point at which Highways England submits the DCO application, project updates will be produced, providing details on the proposals and reporting on the outcome of the consultation process respectively. These will be distributed to residents and community groups via the project leaflets mentioned above, by e-mail to road users registering for further communications on our website, and to Town Councils and community / area forums who wish to receive them. Copies will be made available on our website and provided on request by the project team.
Consultation feedback	Written comments can be made either online at www.highways.gov.uk/m25j28 or in writing to the following address: FREEPOST M25 junction 28 improvement scheme.
Media	The consultation will be advertised in: • Romford Recorder • Brentwood Gazette Adverts will be placed in local news papers at the launch of the consultation and reminders will be placed ahead of the exhibition events.



Statement of Community Consultation M25 junction 28

	Press releases detailing the consultation and how the community and road users can participate will be issued.
Social Media	The consultation will be publicised on: • Twitter

Documents available for inspection

20. Scheme summary information, questionnaires, this updated SoCC, policy guidance documents and other relevant technical documents listed in Appendix 3 will be available online and will be added to throughout the course of the project at www.highways.gov.uk/m25j28 and will be available to view, free of charge during the consultation, at the inspection locations listed below (summary brochures and questionnaires only will be available to takeaway):

Location	Opening times
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
Harold Hill Library 19A Farnham Road Harold Hill Romford RM3 8ED	Monday – 9am to 8pm Tuesday – 9am to 5pm Wednesday – 9am to 5pm Thursday – 10am to 8pm Friday – 9am to 5pm Saturday – 10am to 4pm Sunday – Closed



21. Scheme summary information brochures and questionnaires will be available to collect from the locations listed below:

Location	Opening times
Central Romford Library St Edmunds 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
Shenfield Library Hutton Road Shenfield Brentwood CM15 8NJ	Monday – 9am to 5.30pm Tuesday – 9am to 5.30pm Wednesday – 9am to 5.30pm Thursday – Closed Friday – 9am to 5.30pm Saturday – 9am to 5pm Sunday – Closed
Gidea Park Library Balgores Lane Gidea Park RM2 6BS	Monday – Closed Tuesday – Closed Wednesday – 10am to 4pm Thursday – 2pm to 8pm Friday – 10am to 4pm Saturday – 10am to 4pm Sunday – Closed
Collier Row Library 45 Collier Row Road Romford RM5 3NR	Monday – Closed Tuesday – Closed Wednesday – 10am to 4pm Thursday – 2pm to 8pm Friday – 10am to 4pm Saturday – 10am to 4pm Sunday – Closed
Harold Wood Library Arundel Road Harold Wood RM3 0RX	Monday – Closed Tuesday – Closed Wednesday – 10am to 4pm Thursday – 2pm to 8pm Friday – 10am to 4pm Saturday – 10am to 4pm



Statement of Community Consultation M25 junction 28

	Sunday – Closed
Billericay Library 143 High Street Billericay CM12 9AB	Monday – 9am to 5pm Tuesday – 9am to 5pm Wednesday – 9am to 5pm Thursday – 9am to 5pm Friday – 9am to 5pm Saturday – 9am to 5pm Sunday – Closed
Epping Library St John's Road Epping CM16 5DN	Monday – 9am to 5.30pm Tuesday – 9am to 5.30pm Wednesday – Closed Thursday – 9am to 5.30pm Friday – Closed Saturday – 9am to 5.30pm Sunday – Closed
North Weald Library 138 High Road North Weald Epping CM16 6BZ	Monday – 9.15am to 1.15pm Tuesday – 2pm to 5pm Wednesday – 9.15am to 1.15pm Thursday – 10am to 7pm Friday – 9.15am to 1.15pm Saturday – 9am to 1pm Sunday – Closed
Old Harlow Library 30 High Street Old Harlow CM17 0DW	Monday – 10am to 4pm Tuesday – Closed Wednesday – 12noon to 6pm Thursday – Closed Friday – 10am to 4pm Saturday – 10am to 4pm Sunday – Closed
Rainham Library 6 Celtic Farm Road Rainham, RM13 9GP	Monday – 10am to 8pm Tuesday – 9am to 5pm Wednesday – 10am to 8pm Thursday – 9am to 5pm Friday – 9am to 5pm Saturday – 10am to 4pm Sunday – Closed
Hornchurch Library 44 North Street Hornchurch RM11 1TB	Monday – 1pm to 10pm Tuesday – 1pm to 10pm Wednesday – 1pm to 10pm Thursday – 1pm to 10pm Friday – 1pm to 10pm Saturday – 10am to 3pm



Statement of Community Consultation M25 junction 28

	Sunday – Closed
Upminster Library 26 Corbets Tey Road Upminster RM14 2BB	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

Next steps

22. Comments made during the consultation will be recorded and carefully considered by Highways England and will be taken into account in developing the scheme proposal. An explanation of how comments received have shaped and influenced our proposals will be reported in a Consultation Report prepared by Highways England which will accompany the DCO application as required by Section 37(3) (c) of the Planning Act 2008. The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination, and will determine whether Highways England's pre-application consultation has been adequate.
23. Highways England needs to collect and assess all responses to consultation before compiling the DCO application to the Planning Inspectorate. To allow time to do this, we must receive feedback by Monday 5 March 2018.
24. If you want to contact us or find out more about this scheme, you can:
- Visit the scheme webpage: www.highways.gov.uk/m25j28
 - E-mail us: info@highwaysengland.co.uk
 - Call us: 0300 123 5000
 - Write to us: FREEPOST M25 junction 28 improvement scheme
 - Visit the following council websites:
 - Brentwood Borough Council – www.brentwood.gov.uk
 - London Borough of Havering – www.havering.gov.uk
 - Essex County Council – www.essex.gov.uk
 - Greater London Authority – www.london.gov.uk

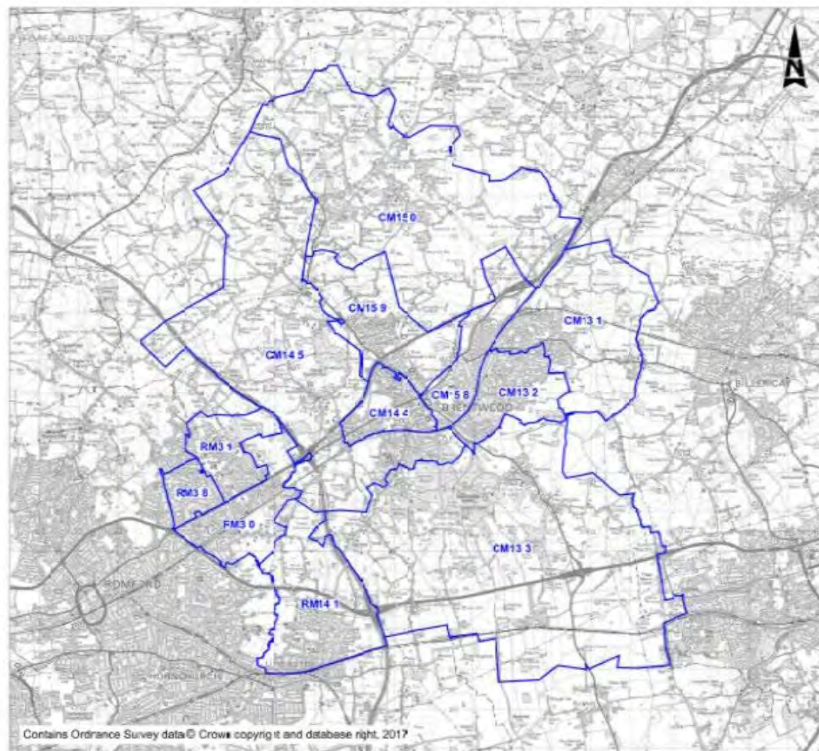
Date: Thursday 12 October 2017

Appendices

Appendix 1 – Consultation zone

Will cover the following postcodes as shown on the map below:

- CM13
- CM14
- CM15
- RM3 0
- RM3 8
- RM14 1





Appendix 2 – Local Authorities

Local Authorities affected by the scheme:

- Brentwood Borough Council
- London Borough of Havering
- Essex County Council
- Greater London Authority

Adjoining Local Authorities:

- London Borough of Barking & Dagenham
- London Borough of Redbridge
- Epping Forest District Council
- Basildon District Council
- Chelmsford District Council
- London Borough of Bexley
- Thurrock District Council
- Hertfordshire County Council
- Thurrock Unitary Council
- Southend on Sea

Appendix 3 - Documents to be made available for inspection at inspection locations listed at section 20:

- Plans of the scheme
- Statement of Community Consultation
- Stage 2 Report on Public Consultation
- Scheme Assessment Report
- Preliminary Environmental Information Report
- Scheme consultation brochure
- Scheme consultation questionnaire
- Our Planning Act leaflet – 'Development consent for our major road schemes'

D2 Updated draft SoCC



Statement of Community Consultation (SoCC)

We operate, maintain and improve England's motorways and major A-roads. The M25 junction 28 improvement scheme is a critical part of our ongoing investment. It is a key connection between London and Chelmsford, Ipswich and Brentwood. It will play a vital role connecting the M25 with the A12, as well as providing local access to Brentwood via the A1023, which will bring benefits to the area.

We are publishing this Statement of Community Consultation (SoCC) to outline our approach to consulting with the local community for the above scheme. It provides details about how you (the local community) can take part and how feedback will be used to influence our proposed design.

To make sure we approach our statutory consultation in the very best way for the local community, we've consulted on this document with The London Borough of Havering, Brentwood Borough Council, Essex County Council and the Greater London Authority which are the local authorities in the area in which the scheme is proposed to be built and/or scheme may significantly impact.

This document also gives you the background to the scheme and how our application to build it will progress.

The scheme is being developed under the Planning Act 2008 and we are publishing this statement under Section 47 (duty to consult local community) of that Act.

Under the Planning Act 2008, we are required to make an application to the Secretary of State (SoS) through the Planning Inspectorate for a Development Consent Order (DCO) to build this scheme. The Planning Inspectorate will examine our application and the SoS will decide on whether the scheme should go ahead based on a recommendation made by the Planning Inspectorate. We anticipate that our DCO application for the scheme will be submitted in Autumn 2019.

A key consideration for the Planning Inspectorate and the SoS when assessing our DCO application is the National Networks National Policy Statement (NNNPS). The NNNPS sets out the need for development of road projects on the national networks, and is the policy against which decisions on major road projects will be made.

When we submit our application, the Planning Inspectorate must consider whether our consultation has been adequate.

The best time for you to have your say to inform our final design on this scheme is by taking part in this consultation.

You can find more information about the Planning Inspectorate and the Planning Act 2008 on their National Infrastructure Planning website:
<http://infrastructure.planninginspectorate.gov.uk> or by calling the Planning Inspectorate on 0303 444 5000.

The scheme

Junction 28 on the M25 is heavily used and features a roundabout mainly controlled by traffic lights. Up to 7,500 vehicles per hour currently travel through the roundabout at peak times. It is already operating at capacity, with motorists regularly experiencing congestion and delays.

Our proposals for the junction include the following main key features:

- Introduce a second exit road from the M25 anti-clockwise carriageway onto the new loop road
- Create new two-lane loop road with hard shoulder, for traffic travelling from M25 to A12 eastbound
- Provide a bridge over the M25 anti-clockwise entry road to facilitate a new loop road
- Provide an overbridge at A12 eastbound exit road to allow the proposed loop road to join the A12 eastbound carriageway
- Our scheme design retains the existing access to Maylands Gold Course and Grove Farm
- Re-configuration of the lane markings and destination signing on the existing Brook Street roundabout

We are carrying out an Environmental Impact Assessment (EIA) for the scheme. The requirement for certain projects to report their effects on the environment is derived from EU legislation and adopted into UK legislation notably the Town and Country Planning (EIA) Regulations 2017 and the related Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Due to the likelihood of significant environmental effects a statutory EIA is required to be undertaken to inform the scheme and an Environment Statement will report on the likely significant effects taking into account mitigation measures. To inform the statutory consultation, we are publishing Preliminary Environmental Information Report (PEIR) as part of the consultation material. The report gives information about the potential environmental effects of the scheme and the measures proposed to reduce those effects.

The report will be available on the scheme webpage and hard copies will be available to view at the consultation events and the display locations listed in this SoCC.

Additional information about the scheme, including maps/plans and associated benefits, will also be included in our consultation brochure. Copies of the brochure will be

available at local display and deposit locations, as well as consultation events and on the scheme webpage detailed in this SoCC during the consultation period.

Consulting the community and previous consultations

We have a two-step process for consultation:

We have already carried out the first round of non-statutory public consultation in the vicinity of the scheme. We consulted on our proposed options for the scheme design in November 2016 and January 2017.

Consultees were asked about their current travel habits, their views on if there was a need for the scheme, key concerns relating to junction improvements and their preferred option from the proposed route options.

We held six public consultation exhibitions and 228 respondents completed questionnaires, results showed:

- 92% agreed there was a need for improvement overall
- Key concerns relating to junction improvements were around congestion (96%), limited capacity (80%), road safety (82%) and construction (76%)
- 49% supported Option 5F over Option 5B (17%) and Option 5C (12%)

More details, including the results of this consultation and how we decided to progress Option 5F are included in the *Public Consultation Report* and *Preferred Route Announcement* leaflet, available to download from www.highwaysengland.co.uk/m25j28, on request or will be available to view for the duration of the consultation period at local display locations.

Next consultation – why and when

It is important to us that our statutory consultation will:

- Enable members of the public to influence our proposals
- Provide the opportunity to give feedback on potential options
- Encourage the community to help shape our proposals to maximise local benefits and minimise any impacts
- Help local people understand the potential nature and local impact of our proposals
- Enable potential mitigation measures to be considered and, if appropriate, incorporated into the scheme design before an application is submitted
- Identify ways in which our proposals, without significant costs, support wider strategic or local objectives

Your comments will help us achieve these objectives. We will listen to and consider everyone's views before we submit our DCO application.

The second consultation (statutory) will run for eight weeks, from Monday 03 December 2018 until Monday 28 January 2019. During this consultation period, we will be consulting on the following particular elements of the scheme:

- Respondents current travel habits around the junction
- The need for an improvement scheme
- Suitability of Option 5F with regard to congestion, safety and the environment
- Environmental assessments and potential environmental impacts
- Environmental mitigation measures

Working with The London Borough of Havering, Brentwood Borough Council, Essex County Council and the Greater London Authority we have developed a consultation target area for the distribution of our consultation materials. This is based on who we think will be affected by our proposed design. We'll let people living/working in this area know about our consultation by posting information in advance.

Our consultation target area will include the following postcodes:

RM3 0
RM3 7
RM3 8
RM3 9
RM14 1
CM13
CM14
CM15

See our map below that outlines these, with our proposed scheme outlined in black.



Who can take part?

Anyone who is interested in this scheme is welcome to take part. We welcome all views and will take them into account to help before we submit our final design.

How will we consult?

We will use the following methods to promote our statutory consultation:

Method	Detail
Consultation events	Consultation events at local venues where members of the project team will be available to answer questions about the proposals. Visitors to the consultation events will be able to submit their consultation responses if they choose to: • Wednesday 05 December 2018, 1pm to 9pm – Holiday Inn, Brentwood CM14 4NF • Thursday 06 December 2018, 9am to 8pm – Holiday Inn, Brentwood CM14 4NF • Tuesday 11 December 2018, 9am to 9pm – CEME Conference Centre Marsh Way, Rainham, Havering RM13 8EU • Monday 17 December 2018, 1pm to 9pm – MyPlace, 343 Dagnam Park Dr, Romford RM3 9EN • Tuesday 08 January 2019, 9am to 9pm – YMCA, 29 Rush Green Road, Romford RM7 0PH • Saturday 12 January 2019, 1.30pm to 7pm – South Weald Parish Hall 85 London Road, Brentwood, CM14 4NP • Thursday 17 January 2019, 10.30 am to 9pm – Havering Town Hall, Romford, RM1 3BD • Friday 18 January 2019 9am to 8pm – Havering Town Hall, Romford, RM1 3BD There will also be some mobile exhibitions in

Method	Detail
	our consultation vehicle from Thursday 11 December to Saturday 13 December 2018. Recommendations for venues will be taken from local authorities listed within this document. Once confirmed these venues will also be publicised.
Scheme webpage	A full summary of the scheme, this SoCC, the consultation brochure, consultation response form, Preliminary Environmental Impact Report and non-technical summary, plan showing the extent of the scheme (red line boundary) will be available at: www.highwaysengland.co.uk/m25j28
Consultation brochure and response form	The consultation brochure contains details of the scheme and consultation events. We will deliver this to those living within the extent of the scheme (red line boundary) i.e. those whose land may be needed for the scheme. Flyers or letters will be sent to local people within the vicinity of the scheme, but will not be directly affected (no land take) by the scheme. Copies of both these documents will also be available to view at local display and deposit locations. The suite of documents will include a PEIR and a non-technical summary (more details below) which will set out environmental impacts and possible mitigation measures – all of which we'd like your views on.
Council and community / area forum briefings	Where possible we'll speak when invited to local Council forums and community / area forums affected or in the vicinity our scheme.
Stakeholder briefings	Where possible we'll happily attend when invited, meetings of local community groups affected by the proposal.
Statutory notices	Statutory notices to publicise the proposed DCO application and the SoCC will be issued: • Proposed DCO application – once in a national newspaper and the London Gazette and twice in the Romford Recorder and the Brentwood Gazette. • Publicising the SoCC – once in the Romford Recorder and the Brentwood Gazette

Method	Detail
Media adverts & press releases	We will also advertise the statutory consultation by placing media ads in locally circulating newspapers: • Romford Recorder • Brentwood Gazette • Essex Chronicle The adverts will promote the launch of the consultation period and include details of consultation events. Press releases detailing the consultation period and how the community and road users can get involved will also be issued.
Social media	The statutory consultation will also be publicised on: • Facebook • Twitter

Any activity(s) that cannot be undertaken due to circumstances beyond our control (such as severe weather conditions) will be substituted with similar activity(s), where possible, and press releases will be circulated in the vicinity of the scheme to make people are aware of this.

How to respond to the consultation:

A consultation response form will be produced to help you provide comments on the scheme design. All consultation responses must be made in writing by:

- Completing the online response form at www.highwaysengland.co.uk/m25j28
- Attending a consultation event where you can meet the project team and complete a paper copy
- Picking up a hardcopy at one of our display or deposit locations which can be returned by posting to FREEPOST M25 junction 28 improvement scheme

Alternatively, you can email info@highwaysengland.co.uk or write to us at FREEPOST M25 junction 28 improvement scheme.

All responses must be received by **11.59pm on Monday 28 January 2019**. Responses received after this date may not be considered.

Information available at and details of local display locations:

The documents listed below will be made available for your information to help inform your consultation response. They will be available to view free of charge at three display locations, during the consultation period:

- Statutory public consultation brochure and response form
- Scheme/route map showing the full extent of the scheme on a red line boundary plan

- Preliminary Environmental Impact Report & non-technical summary
- Section 48 Notice
- Stage 2 Public Consultation Report
- Development Consent Order leaflet, explaining the planning process in more detail

Display location	Opening times
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 – 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 6.30pm Wednesday – 9am to 6.30pm Thursday – 9am to 6.30pm Friday – 9am to 6.30pm Saturday – 9am to 5.30pm Sunday – 1pm to 4pm

In addition to the above, the following locations will be deposit points where consultation brochures and response forms will be available to collect and takeaway:

- Havering Town Hall – Main Road, Romford RM1 3BD
- Chelmsford City Council (Customer Service Centre) – Civic Centre, Duke Street, Chelmsford CM1 1JE
- Central Park Leisure Centre – Gooshays Drive, Harold Hill, Romford RM3 9LB
- Upminster Library – 26 Corbets Tey Road, Upminster RM14 2BB
- Old Harlow Library – 30 High Street, Old Harlow CM17 0DW
- North Weald Library – 138 High Road, North Weald, Epping CM16 6BZ
- Epping Library – St John's Road, Epping CM16 5DN
- Harold Hill Library – 19A Farnham Road, Harold Hill, Romford RM3 8ED
- Gidea Park Library – Balgore Lane, Gidea Park RM2 6BS
- Shenfield Library – Hutton Road, Shenfield, Brentwood CM15 8NJ
- Hornchurch Library – 44 North Street, Hornchurch, RM11 1TB

Next steps

We will record and carefully consider all responses received during the consultation, and these will be taken into account in finalising our application before we submit it to the Planning Inspectorate.

We'll summarise our findings in a Consultation Report which will include a description of how our application was informed by the responses received, and outline any changes made as a result of consultation. The Consultation Report forms part of our submission to the Planning Inspectorate. We anticipate that our DCO application for the scheme will be submitted in Autumn 2019.

The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination and will determine whether our consultation has been adequate.

For more information visit our scheme webpage where you can also sign up for email alerts whenever the webpage is updated. If you have any queries about this scheme, please contact us by calling 0300 123 5000, emailing info@highwaysengland.co.uk or writing to us at: *FREEPOST M25 junction 28 improvement scheme*.



Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires Highways England to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

Highways England adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by Highways England and its appointed contractors until the scheme is complete.

Under the GDPR regulations you have the following rights:

- 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
- Right to restrict processing or to object to processing
- Right to data portability

It, 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 tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your 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

D3 Covering letters with draft SoCC



Our ref: SoCC2/M25i28

Essex County Council
County Hall
Market Road
Chelmsford
CM1 1QH

Highways England
M25 junction 28
Regional Investment
Programme
Bridge House
Guildford
GU1 4LZ

5 October 2018

Dear [REDACTED]

**M25 junction 28 improvement scheme
Consultation on Statement of Community Consultation**

Highways England published its 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 that involves the provision of a new two-lane loop road between the M25 anticlockwise and the A12 eastbound carriageways.

It is likely that this scheme will constitute a Nationally Significant Infrastructure Project and so the Planning Act 2008 requires Highways England to make an application to the Secretary of State for Transport, for a Development Consent Order (DCO). It is anticipated our application will be submitted in Autumn 2019 with our statutory consultation planned for 03 December 2018 to 28 January 2019.

I am pleased to inform you that we have now produced a draft Statement of Community Consultation (SoCC) that sets out how we are proposing to consult the community. This has been drafted following discussions with [REDACTED] project manager commissioning delivery and [REDACTED] head of network development at Essex County Council.

Please find attached a copy of our draft SoCC for your consideration and feedback. It provides details such as where our consultation material will be available, channels available to respond to and consultation timescales. [REDACTED] have also been emailed a copy of the SoCC.

This consultation on the SoCC is a formal part of the DCO process required under Section 47 of the Planning Act 2008. The period for consideration and response to the SoCC is a minimum of 28 days. Your feedback will be considered before we finalise our SoCC for publication and recorded in the consultation report that will accompany our application to the Planning Inspectorate.

We look forward to receiving your response by 04 November 2018.

Yours faithfully,

[REDACTED]
Senior Project Manager
Capital Programmes
Regional Investment Programme (South and East)
Highways England



Our ref: SoCC2/M25j28

[REDACTED]
Brentwood Borough Council
Town Hall
Ingrave Road
Brentwood
CM15 8AY

[REDACTED]
Highways England
M25 junction 28
Regional Investment
Programme
Bridge House
Guildford
GU1 4LZ

5 October 2018

[REDACTED]
M25 junction 28 improvement scheme
Consultation on Statement of Community Consultation

Highways England published its 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 that involves the provision of a new two-lane loop road between the M25 anticlockwise and the A12 eastbound carriageways.

It is likely that this scheme will constitute a Nationally Significant Infrastructure Project and so the Planning Act 2008 requires Highways England to make an application to the Secretary of State for Transport, for a Development Consent Order (DCO). It is anticipated our application will be submitted in Autumn 2019 with our statutory consultation planned for 03 December 2018 to 28 January 2019.

I am pleased to inform you that we have now produced a draft Statement of Community Consultation (SoCC) that sets out how we are proposing to consult the community. This has been drafted following discussions with [REDACTED] director of strategic planning at Brentwood Borough Council.

Please find attached a copy of our draft SoCC for your consideration and feedback. It provides details such as where our consultation material will be available, channels available to respond to and consultation timescales. [REDACTED] has also been emailed a copy of the SoCC.

This consultation on the SoCC is a formal part of the DCO process required under Section 47 of the Planning Act 2008. The period for consideration and response to the SoCC is a minimum of 28 days. Your feedback will be considered before we finalise our SoCC for publication and recorded in the consultation report that will accompany our application to the Planning Inspectorate.

We look forward to receiving your response by 04 November 2018.

Yours faithfully,

[REDACTED]
[REDACTED]
Senior Project Manager
Capital Programmes
Regional Investment Programme (South and East)
Highways England



Our ref: SoCC2/M25j28

Greater London Authority
City Hall
More London Riverside
London
SE1 2AA

Highways England
M25 junction 28
Regional Investment
Programme
Bridge House
Guildford
GU1 4LZ

5 October 2018

Dear [REDACTED]

**M25 junction 28 improvement scheme
Consultation on Statement of Community Consultation**

Highways England published its 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 that involves the provision of a new two-lane loop road between the M25 anticlockwise and the A12 eastbound carriageways.

It is likely that this scheme will constitute a Nationally Significant Infrastructure Project and so the Planning Act 2008 requires Highways England to make an application to the Secretary of State for Transport, for a Development Consent Order (DCO). It is anticipated our application will be submitted in Autumn 2019 with our statutory consultation planned for 03 December 2018 to 28 January 2019.

I am pleased to inform you that we have now produced a draft Statement of Community Consultation (SoCC) that sets out how we are proposing to consult the community. Shelley Gould, strategic projects at Greater London Authority was invited to discuss this with us.

Please find attached a copy of our draft SoCC for your consideration and feedback. It provides details such as where our consultation material will be available, channels available to respond to and consultation timescales. [REDACTED] has also been emailed a copy of the SoCC.

This consultation on the SoCC is a formal part of the DCO process required under Section 47 of the Planning Act 2008. The period for consideration and response to the SoCC is a minimum of 28 days. Your feedback will be considered before we finalise our SoCC for publication and recorded in the consultation report that will accompany our application to the Planning Inspectorate.

We look forward to receiving your response by 04 November 2018.

Yours faithfully,

[REDACTED]
[REDACTED]
Senior Project Manager
Capital Programmes
Regional Investment Programme (South and East)
Highways England



Our ref: SoCC2/M25j28

[REDACTED]
London Borough of Havering
Town Hall
Main Road
Romford
RM1 3BD

[REDACTED]
Highways England
M25 junction 28
Regional Investment
Programme
Bridge House
Guildford
GU1 4LZ

5 October 2018

[REDACTED]
M25 junction 28 improvement scheme
Consultation on Statement of Community Consultation

Highways England published its 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 that involves the provision of a new two-lane loop road between the M25 anticlockwise and the A12 eastbound carriageways.

It is likely that this scheme will constitute a Nationally Significant Infrastructure Project and so the Planning Act 2008 requires Highways England to make an application to the Secretary of State for Transport, for a Development Consent Order (DCO). It is anticipated our application will be submitted in Autumn 2019 with our statutory consultation planned for 03 December 2018 to 28 January 2019.

I am pleased to inform you that we have now produced a draft Statement of Community Consultation (SoCC) that sets out how we are proposing to consult the community. This has been drafted following discussions with [REDACTED] transport planning team leader at London Borough of Havering.

Please find attached a copy of our draft SoCC for your consideration and feedback. It provides details such as where our consultation material will be available, channels available to respond to and consultation timescales. [REDACTED] has also been emailed a copy of the SoCC.

This consultation on the SoCC is a formal part of the DCO process required under Section 47 of the Planning Act 2008. The period for consideration and response to the SoCC is a minimum of 28 days. Your feedback will be considered before we finalise our SoCC for publication and recorded in the consultation report that will accompany our application to the Planning Inspectorate.

We look forward to receiving your response by 04 November 2018.

Yours faithfully,

[REDACTED]
[REDACTED]
Senior Project Manager
Capital Programmes
Regional Investment Programme (South and East)
Highways England

D4 Responses from local authorities

D4.1 Response from LB Havering

From: [REDACTED]

Sent: [REDACTED]

To: [REDACTED]

Cc: [REDACTED]

Hi [REDACTED]

Thank you for your email and apologies that my comments on the Statement of Community Consultation are a day late. Myself and colleagues have been through the document and it is pleasing to see that the comments we made during the conference call we had a few weeks ago have been taken into account in this draft. We also welcome the fact that five consultation events will be held across four locations in the borough.

The only minor comments we have on the SOCC can be found below.

- Is it possible for the consultation area map to be made a bit sharper as it is difficult to raise the postcode numbers.
- With regards to potential venues for the mobile consultation van, we would suggest the Market Place on Market day in Havering would be a good location to have it 1) because it is a highly accessible location in Havering and 2) because of the footfall that this location will have on Market Days.
- Havering's Comms team can help publicise the consultation through our own social media forums. Do you have a consultation Logo that you would like us to use?
- Havering's Comms team will be able to publicise the consultation through a newsletter that is sent out to all of our "living" publication readers.
- If events do get cancelled at short notice, please notify Havering's Comms team who will be able to quickly publicise the notifications

If you require any further information or clarification please don't hesitate to contact me.

Regards,

[REDACTED]

[REDACTED] **Transport Planning Team Leader**

[REDACTED] of Havering | Planning
[REDACTED] Mercury Gardens, Romford, RM1 3SL

[REDACTED]
[REDACTED] www.havering.gov.uk

[REDACTED] [text relay](#) [REDACTED]

Sign up for [email updates](#) for local news and information

D4.2 Response from Essex CC



M25 J28 Improvement Team
Highways England
Woodlands
Maton Lane
Bedford
MK41 7LW

2 November 2018

Sent by email: MPArea5_M25Jn28Improvements_RIS@highwaysengland.co.uk

For the attention of [REDACTED]

**RE: Planning Act 2008, Section 47
M25 Junction 28 Improvements
Statement of Community Consultation**

Thank you for your letter dated 5 October 2018 consulting Essex County Council (ECC) as a neighbouring authority on the draft Statement of Community Consultation (SoCC) in respect of the above proposed development.

ECC is a neighbouring 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 proposed development is a strategic cross-boundary matter and ECC wish to engage with this process as both an interested party and a statutory consultee.

ECC is a strategic local authority, with the following roles:

- a key partner and service provider within Essex promoting economic development, regeneration, infrastructure delivery and new development;
- the strategic highway and transport authority, including responsibility for the delivery of the Essex Local Transport Plan and as the local highway authority; and
- the local education authority; Minerals and Waste Planning Authority; Lead Local Flood Authority; lead advisors on Public Health and major provider of a wide range of local government services throughout the county of Essex.

The proposed development is of significance to ECC given the importance and potential impact on the Essex economy, environment and transport network.

Essex County Council has no comments related specifically to the content of the SoCC that the project team will need to address as it prepares the application for the project. It is noted that the Council commented on previous iterations of the document.

Other matters relevant to the project

Other factors to be presented to enable effective engagement with this proposal include the following:

Transport

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 in the vicinity, be it the Lower Thames Crossing, A13 road widening, A127/A130 Fairglens Interchange improvements, and the A127 route management strategy.

If you require further information or clarification on any points raised in this response please contact [REDACTED] below.

Kind regards,



[REDACTED]
Director Highways and Transportation
Essex County Council

Enquiries: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

D5 Reminder letters to local authorities

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: M25 J28 - SoCC feedback and consultation prep

Hi [REDACTED]

I am sure you have this all under control, but as per my email on Tuesday I just wanted to drop you a line as a reminder that we are now in the last few days of the consultation period for feedback on the SoCC should you have anything you would like to submit.

All the details are in my email below.

Thanks so much

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: M25 J28 - SoCC feedback and consultation prep

I just wanted to drop you a line as a gentle reminder that we are now in the last week of the consultation period for feedback on the Statement of Community Consultation, with the final date being **Sunday 4 November**. Please ensure any feedback reaches us by close of play on this date.

Your SoCC feedback can go direct to:

- Highways England who sent out the SoCC to you from their project email MPArea5_M25Jn28Improvements_RIS@highwaysengland.co.uk
- Me via my email, but please copy in [REDACTED] (copied in above) as I am on annual leave from 12 noon on Friday 2 November so she will pick this up in my absence

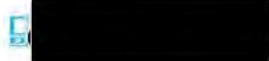
Consultation preparation

- Before the consultation starts on Monday 3 December 2018, we are proposing that we could come and give a briefing/update to your Members and/or Officers
 - this would give them the opportunity to ask questions etc on the project so far – it has been some time since our last update
 - we will not be able to provide any information on the consultation (as this cannot be released until 3 December)
 - if you would like to arrange/provide us with a date then we can ensure we will attend
- Contact information for your communication teams
 - at our last round of consultation your comms team helped us to promote the consultation to get as many people as possible to take part
 - we can provide info again to your comms teams so we need to find out who to send the info to and what format they need it in etc
 - if you can provide a contact name and contact details for a member of your comms team

Thanks so much and please drop me a line if you have any queries.



Project Communications Lead
UK & Europe
Transportation



Atkins, member of the SNC-Lavalin Group
Epsom Gateway, Ashley Avenue, Epsom, Surrey, KT18 5AL



From: [REDACTED]
Sent: 02 November 2018 13:37
To: [REDACTED] <[REDACTED]@brentwood.gov.uk>
Cc: [REDACTED]
Subject: RE: M25 junction 28 - SoCC and prep for consultation

[REDACTED]

I am sure you have this all under control, but as per my email on Tuesday I just wanted to drop you a line as a last reminder that we are now in the last few days of the consultation period for feedback on the SoCC should you have anything you would like to submit.

All the details are in my email below.

Thanks so much

[REDACTED]

From: [REDACTED]
Sent: 30 October 2018 07:53
To: [REDACTED] <[REDACTED]@brentwood.gov.uk>
Cc: [REDACTED]
Subject: M25 junction 28 - SoCC and prep for consultation

[REDACTED]

I just wanted to drop you a line as a gentle reminder that we are now in the last week of the consultation period for feedback on the Statement of Community Consultation, with the final date being **Sunday 4 November**. Please can you ensure any feedback reaches us by close of play on this date.

Your SoCC feedback can go direct to:

- Highways England who sent out the SoCC to you from their project email MPArea5_M25Jn28Improvements_RIS@highwaysengland.co.uk
- Me via my email, but please copy in [REDACTED] (copied in above) as I am on annual leave from 12 on Friday 2 November so she will pick this up in my absence

Consultation preparation

- Before the consultation starts on Monday 3 December 2018, we are proposing that we could come at a briefing/update to your Members and/or Officers
 - this would give them the opportunity to ask questions etc on the project so far – it has been some time since our last update
 - we will not be able to provide any information on the consultation (as this cannot be released until December)
 - if you would like to arrange/provide us with a date then we can ensure we will attend
- Contact information for your communication teams
 - at our last round of consultation your comms team helped us to promote the consultation to as many people as possible to take part
 - we can provide info again to your comms teams so we need to find out who to send the info to and what format they need it in etc
 - if you can provide a contact name and contact details for a member of your comms team

Thanks so much and please drop me a line if you have any queries.



Project Communications Lead
UK & Europe
Transportation



Atkins, member of the SNC-Lavalin Group
Epsom Gateway, Ashley Avenue, Epsom, Surrey, KT18 5AL



D6 Published SoCC



Statement of Community Consultation (SoCC)

We operate, maintain and improve England's motorways and major A-roads. The M25 junction 28 improvement scheme is a critical part of our ongoing investment. It is a key connection between London and Chelmsford, Ipswich and Brentwood. It will play a vital role connecting the M25 with the A12, as well as providing local access to Brentwood via the A1023, which will bring benefits to the area.

We are publishing this Statement of Community Consultation (SoCC) to outline our approach to consulting with the local community for the above scheme. It provides details about how you (the local community) can take part and how feedback will be used to influence our proposed design.

To make sure we approach our statutory consultation in the very best way for the local community, we've consulted on this document with The London Borough of Havering, Brentwood Borough Council, Essex County Council and the Greater London Authority which are the local authorities in the area in which the scheme is proposed to be built and/or scheme may significantly impact.

This document also gives you the background to the scheme and how our application to build it will progress.

The scheme is being developed under the Planning Act 2008 and we are publishing this statement under Section 47 (duty to consult local community) of that Act.

Under the Planning Act 2008, we are required to make an application to the Secretary of State (SoS) through the Planning Inspectorate for a Development Consent Order (DCO) to build this scheme. The Planning Inspectorate will examine our application and the SoS will decide on whether the scheme should go ahead based on a recommendation made by the Planning Inspectorate. We anticipate that our DCO application for the scheme will be submitted in Autumn 2019.

A key consideration for the Planning Inspectorate and the SoS when assessing our DCO application is the National Networks National Policy Statement (NNNPS). The NNNPS sets out the need for development of road projects on the national networks, and is the policy against which decisions on major road projects will be made.

When we submit our application, the Planning Inspectorate must consider whether our consultation has been adequate.

The best time for you to have your say to inform our final design on this scheme is by taking part in this consultation.

You can find more information about the Planning Inspectorate and the Planning Act 2008 on their National Infrastructure Planning website:
<http://infrastructure.planninginspectorate.gov.uk> or by calling the Planning Inspectorate on 0303 444 5000.

The scheme

Junction 28 on the M25 is heavily used and features a roundabout mainly controlled by traffic lights. Up to 7,500 vehicles per hour currently travel through the roundabout at peak times. It is already operating at capacity, with motorists regularly experiencing congestion and delays.

Our proposals for the junction include the following main key features:

- Introduce a second exit road from the M25 anti-clockwise carriageway onto the new loop road
- Create new two-lane loop road with hard shoulder, for traffic travelling from M25 to A12 eastbound
- Provide a bridge over the M25 anti-clockwise entry road to facilitate a new loop road
- Provide an overbridge at A12 eastbound exit road to allow the proposed loop road to join the A12 eastbound carriageway
- Our scheme design retains the existing access to Maylands Gold Course and Grove Farm
- Re-configuration of the lane markings and destination signing on the existing Brook Street roundabout.

We are carrying out an Environmental Impact Assessment (EIA) for the scheme. The requirement for certain projects to report their effects on the environment is derived from EU legislation and adopted into UK legislation notably the Town and Country Planning (EIA) Regulations 2017 and the related Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Due to the likelihood of significant environmental effects a statutory EIA is required to be undertaken to inform the scheme and an Environment Statement will report on the likely significant effects taking into account mitigation measures. To inform the statutory consultation, we are publishing Preliminary Environmental Information Report (PEIR) as part of the consultation material. The report gives information about the potential environmental effects of the scheme and the measures proposed to reduce those effects.

The report will be available on the scheme webpage and hard copies will be available to view at the consultation events and the display locations listed in this SoCC.

Additional information about the scheme, including maps/plans and associated benefits, will also be included in our consultation brochure. Copies of the brochure will be available at local display and deposit locations, as well as consultation events and on the scheme webpage detailed in this SoCC during the consultation period.

Consulting the community and previous consultations

We have a two-step process for consultation.

We have already carried out the first round of non-statutory public consultation in the vicinity of the scheme. We consulted on our proposed options for the scheme design in November 2016 and January 2017.

Consultees were asked about their current travel habits, their views on if there was a need for the scheme, key concerns relating to junction improvements and their preferred option from the proposed route options.

We held six public consultation exhibitions and 228 respondents completed questionnaires, results showed:

- 92% agreed there was a need for improvement overall
- Key concerns relating to junction improvements were around congestion (96%), limited capacity (80%), road safety (82%) and construction (76%)
- 49% supported Option 5F over Option 5B (17%) and Option 5C (12%).

More details, including the results of this consultation and how we decided to progress Option 5F are included in the *Public Consultation Report* and *Preferred Route Announcement leaflet*, available to download from www.highwaysengland.co.uk/m25j28, on request or will be available to view for the duration of the consultation period at local display locations.

Next consultation – why and when

It is important to us that our statutory consultation will:

- Enable members of the public to influence our proposals
- Provide the opportunity to give feedback on potential options
- Encourage the community to help shape our proposals to maximise local benefits and minimise any impacts
- Help local people understand the potential nature and local impact of our proposals
- Enable potential mitigation measures to be considered and, if appropriate, incorporated into the scheme design before an application is submitted
- Identify ways in which our proposals, without significant costs, support wider strategic or local objectives.

Your comments will help us achieve these objectives. We will listen to and consider everyone's views before we submit our DCO application.

The second consultation (statutory) will run for eight weeks, from Monday 03 December 2018 until Monday 28 January 2019. During this consultation period, we will be consulting on the following particular elements of the scheme:

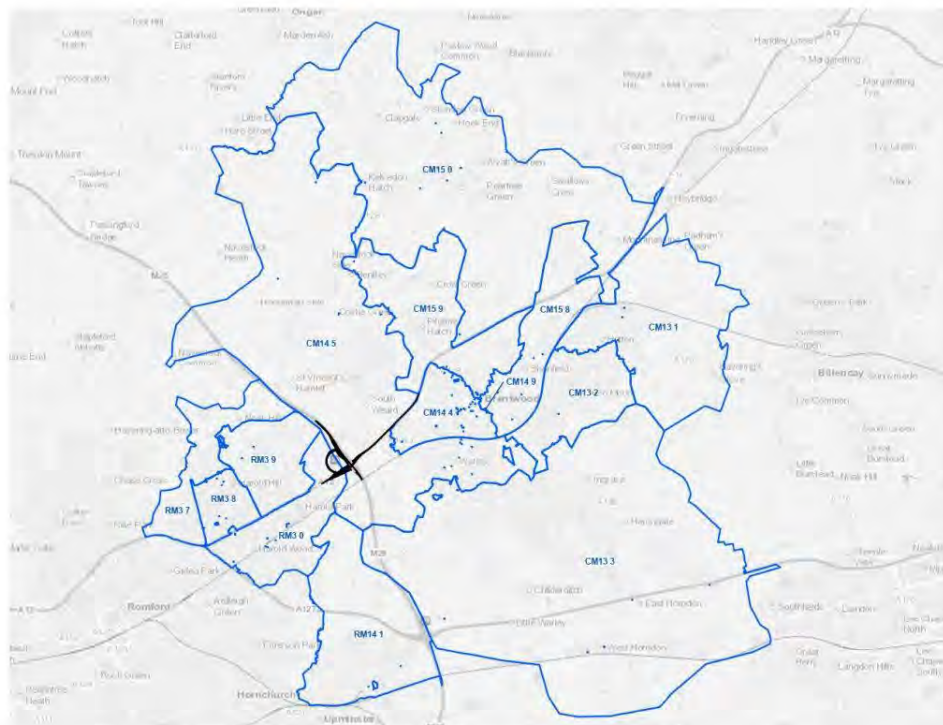
- Respondents current travel habits around the junction
- The need for an improvement scheme
- Suitability of Option 5F with regard to congestion, safety and the environment
- Environmental assessments and potential environmental impacts
- Environmental mitigation measures.

Working with The London Borough of Havering, Brentwood Borough Council, Essex County Council and the Greater London Authority we have developed a consultation target area for the distribution of our consultation materials. This is based on who we think will be affected by our proposed design. We'll let people living/working in this area know about our consultation by posting information in advance.

Our consultation target area will include the following postcodes:

RM3 0
RM3 7
RM3 8
RM3 9
RM14 1
CM13
CM14
CM15

See our map below that outlines these, with our proposed scheme outlined in black.



Who can take part?

Anyone who is interested in this scheme is welcome to take part. We welcome all views and will take them into account to help before we submit our final design.

How will we consult?

We will use the following methods to promote our statutory consultation:

Method	Detail
Consultation events	Consultation events at local venues where members of the project team will be available to answer questions about the proposals. Visitors to the consultation events will be able to submit their consultation responses if they choose to: • Wednesday 05 December 2018, 1pm to 9pm – Holiday Inn, Brentwood CM14 5NF • Thursday 06 December 2018, 9am to 8pm – Holiday Inn, Brentwood CM14 5NF • Tuesday 11 December 2018, 9am to 9pm – CEME Conference Centre Marsh Way, Rainham, Havering RM13 8EU • Monday 17 December 2018, 1pm to 9pm – MyPlace, 343 Dagnam Park, Romford RM3 9EN • Tuesday 08 January 2019, 9am to 9pm – YMCA, 29 Rush Green Road, Romford RM7 0PH • Saturday 12 January 2019, 1.30pm to 7pm – South Weald Parish Hall 85 London Road, Brentwood, CM14 4NP • Thursday 17 January 2019, 10.30 am to 9pm – Havering Town Hall, Romford, RM1 3BD • Friday 18 January 2019 9am to 8pm – Havering Town Hall, Romford, RM1 3BD

Method	Detail
	There will also be some mobile consultation exhibitions in our consultation vehicle. These will be promoted locally and details will be available on our website www.highwaysengland.co.uk/m25j28
Scheme webpage	Consultation material including, a full summary of the scheme, this SoCC, the consultation brochure, consultation response form, Preliminary Environmental Information Report and non-technical summary, plan showing the extent of the scheme (red line boundary) will be available at: www.highwaysengland.co.uk/m25j28
Consultation brochure and response form	The consultation brochure contains details of the scheme and consultation events. We will deliver this to those living within the extent of the scheme (red line boundary) i.e. those whose land may be directly needed for the scheme. Flyers or letters will be sent to local people within the vicinity of the scheme, but will not be directly affected (no land take) by the scheme. Copies of both these documents will also be available to view at local display and deposit locations. The suite of documents will include a PEIR and a non-technical summary (more details below) which will set out environmental impacts and possible mitigation measures – all of which we'd like your views on.
Council and community / area forum briefings	Where possible we'll speak when invited to local Council forums and community / area forums affected or in the vicinity our scheme.
Stakeholder briefings	Where possible we'll attend when invited, meetings of local community groups affected by the proposal.
Statutory notices	Statutory notices to publicise the proposed DCO application and the SoCC will be issued: • Proposed DCO application – once in a national newspaper and the London Gazette and twice in the Romford Recorder and the Brentwood Gazette. • Publicising the SoCC – once in the Romford Recorder and the Brentwood Gazette

Method	Detail
Media adverts & press releases	We will also advertise the statutory consultation by placing media ads in locally circulating newspapers: • Romford Recorder • Brentwood Gazette • Essex Chronicle The adverts will promote the launch of the consultation period and include details of consultation events. Press releases detailing the consultation period and how the community and road users can get involved will also be issued.
Social media	The statutory consultation will also be publicised on: • Facebook • Twitter

Any activity(s) that cannot be undertaken due to circumstances beyond our control (such as severe weather conditions) will be substituted with similar activity(s), where possible, and press releases will be circulated in the vicinity of the scheme to make people are aware of this.

How to respond to the consultation:

A consultation response form will be produced to help you provide comments on the scheme design. All consultation responses must be made in writing by:

- Completing the online response form at www.highwaysengland.co.uk/m25j28
- Attending a consultation event where you can meet the project team and complete a paper copy
- Picking up a hardcopy at one of our display or deposit locations which can be returned by posting to FREEPOST M25 junction 28 improvement scheme.

Alternatively, you can email info@highwaysengland.co.uk or write to us at FREEPOST M25 junction 28 improvement scheme.

All responses must be received by **11.59pm on Monday 28 January 2019**. Responses received after this date may not be considered.

Information available at and details of local display locations:

The documents listed below will be made available for your information to help inform your consultation response. They will be available to view free of charge at three display locations, during the consultation period:

- 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 process in more detail
- Scheme Assessment Report
- Technical Appraisal Report
- Statement of Community Consultation.

Display location	Opening times
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 – 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 6.30pm Wednesday – 9am to 6.30pm Thursday – 9am to 6.30pm Friday – 9am to 6.30pm Saturday – 9am to 5.30pm Sunday – 1pm to 4pm

In addition to the above, the following locations will be deposit points where consultation brochures and response forms will be available to collect and takeaway:

- Havering Town Hall – Main Road, Romford RM1 3BD
- Chelmsford City Council (Customer Service Centre) – Civic Centre, Duke Street, Chelmsford CM1 1JE
- Central Park Leisure Centre – Gooshays Drive, Harold Hill, Romford RM3 9LB
- Upminster Library – 26 Corbets Tey Road, Upminster RM14 2BB
- Old Harlow Library – 30 High Street, Old Harlow CM17 0DW
- North Weald Library – 138 High Road, North Weald, Epping CM16 6BZ
- Epping Library – St John's Road, Epping CM16 5DN
- Harold Hill Library – 19A Farnham Road, Harold Hill, Romford RM3 8ED
- Gidea Park Library – Balgores Lane, Gidea Park RM2 6BS
- Shenfield Library – Hutton Road, Shenfield, Brentwood CM15 8NJ
- Hornchurch Library – 44 North Street, Hornchurch, RM11 1TB.

Next steps

We will record and carefully consider all responses received during the consultation, and these will be taken into account in finalising our application before we submit it to the Planning Inspectorate.

We'll summarise our findings in a Consultation Report which will include a description of how our application was informed by the responses received, and outline any changes made as a result of consultation. The Consultation Report forms part of our submission to the Planning Inspectorate. We anticipate that our DCO application for the scheme will be submitted in Autumn 2019.

The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination and will determine whether our consultation has been adequate.

For more information visit our scheme webpage where you can also sign up for email alerts whenever the webpage is updated. If you have any queries about this scheme, please contact us by calling 0300 123 5000, emailing info@highwaysengland.co.uk or writing to us at: *FREEPOST M25 junction 28 improvement scheme*.

D7 Advert publicising the consultation



M25 junction 28 improvement scheme

Share your views

We will be consulting from
3 December 2018 – 28 January 2019

Find out more and share your views:

- Online: www.highwaysengland.co.uk/m25j28
- In person: [visit one of our public exhibition events](#)
- Via a paper questionnaire: [pick up a response form and send it to us free of charge](#)

To find out more:

Visit: www.highwaysengland.co.uk/m25j28
Email: info@highwaysengland.co.uk
Call: **0300 123 5000** (local call rate)

GFD18_0244

Annex E. Statutory consultation (section 47)

E1 List of all other stakeholders consulted under S42

Name of stakeholder	Category of stakeholder	Sub-category
Alex Burghart MP	Brentwood and Ongar	Political
Julia Lopez MP	Hornchurch and Upminster	Political
London Borough of Havering	Prescribed consultee	Local authority - host
Essex County Council	Prescribed consultee	Local authority - host
Brentwood Borough Council	Prescribed consultee	local authority - host
Greater London Authority	Prescribed consultee	local authority - host
Transport for London	Prescribed consultee	Traffic Generator
London Borough of Barking and Dagenham	Prescribed consultee	Neighbouring authority
London Borough of Redbridge	Prescribed consultee	Neighbouring authority
Epping Forest District Council	Prescribed consultee	Neighbouring authority
Basildon District Council	Prescribed consultee	Neighbouring authority
Chelmsford City Council	Prescribed consultee	Neighbouring authority
London Borough of Bexley	Prescribed consultee	Neighbouring authority
Hertfordshire County Council	Prescribed consultee	Neighbouring authority
Thurrock Unitary	Prescribed consultee	Neighbouring authority
Southend-on-Sea Borough Council	Prescribed consultee	Neighbouring authority
Suffolk County Council	Prescribed consultee	Neighbouring authority

Name of stakeholder	Category of stakeholder	Sub-category
Cambridgeshire County Council	Prescribed consultee	Neighbouring authority
Essex County Council	Prescribed consultee	Neighbouring authority
Essex County Council	Prescribed consultee	Neighbouring authority
London Borough of Enfield	Prescribed consultee	Neighbouring authority
Medway Council	Prescribed consultee	Neighbouring authority
Waltham Forest Council	Prescribed consultee	Neighbouring authority
National Grid	Prescribed consultee	Statutory Body
Fulcrum Pipelines Limited	Prescribed consultee	Statutory Body
Environment Agency	Prescribed consultee	Statutory Body
Natural England	Prescribed consultee	Statutory Body
Historic England - East of England	Prescribed consultee	Statutory Body
Blackmore, Hook End & Wyatts Green Parish Council	Prescribed consultee	Political
Doddington Parish Council	Prescribed consultee	Political
Herongate and Ingrave Parish Council	Prescribed consultee	Political
Ingastone and Fryerning Parish Council	Prescribed consultee	Political
Kelvedon Hatch Parish Council	Prescribed consultee	Political
Navestock Parish Council	Prescribed consultee	Political
Stondon Massey Parish Council	Prescribed consultee	Political
West Horndon Parish Council	Prescribed consultee	Political
East of England Ambulance Service	Prescribed consultee	Emergency Services

Name of stakeholder	Category of stakeholder	Sub-category
Crown Estate Commisioners	Prescribed consultee	Statutor Body
Disabled Persons Transport Advisory Committee	Prescribed consultee	Statutory Body
Equality and Human Rights Commission	Prescribed consultee	Community
Health and Safety Executive	Prescribed consultee	Community
National Health Service Commissioning Board	Prescribed consultee	Community
National Health Service Commissioning Board	Prescribed consultee	Community
Havering Clinical Commissioning Group	Prescribed consultee	Traffic Generator
Havering Clinical Commissioning Group	Prescribed consultee	Traffic Generator
Basildon and Brentwood Clinical Commissioning Group	Prescribed consultee	Traffic Generator
Basildon and Brentwood Clinical Commissioning Group	Prescribed consultee	Traffic Generator
London Fire Brigade	Prescribed consultee	Emergency Services
Historic England - Greater London	Prescribed consultee	Statutory Body
Mayor's Office for Policing and Crime (MOPAC)	Prescribed consultee	Statutory Body
Essex Fire and Rescue	Prescribed consultee	Emergency Services
Police Fire and Crime Commissioner for Essex	Prescribed consultee	Statutory Body
Public Health England	Prescribed consultee	Statutory Body
Royal Mail Group	Prescribed consultee	Statutory Body
Affinity Water	Prescribed consultee	Statutory undertaker
Anglian Water	Prescribed consultee	Statutory undertaker
Cadent Gas	Prescribed consultee	Statutory Body

Name of stakeholder	Category of stakeholder	Sub-category
Energetics	Prescribed consultee	Statutory Body
Energy Assets Pipelines Limited	Prescribed consultee	Statutory Body
ESP Utilities Group	Prescribed consultee	Statutory Body
GTC Pipelines Limited	Prescribed consultee	Statutory Body
Indigo Pipelines Limited	Prescribed consultee	Statutory Body
Scotland Gas Network	Prescribed consultee	Statutory Body
Southern Gas Networks Plc	Prescribed consultee	Statutory Body
Wales and West Utilities Ltd	Prescribed consultee	Statutory Body
G2 Energy IDNO Limited	Prescribed consultee	Statutory Body
Harlaxton Energy Networks Limited	Prescribed consultee	Statutory Body
Peel Electricity Networks Limited	Prescribed consultee	Statutory Body
UK Power Distribution Limited	Prescribed consultee	Statutory Body
UK Power Networks Limited	Prescribed consultee	Statutory Body
Utility Assets Limited	Prescribed consultee	Statutory Body
NHS Basildon and Brentwood, Clinical Commissioning Group	Prescribed consultee	Community
NHS Basildon and Brentwood, Clinical Commissioning Group	Prescribed consultee	Community
Herongate and Ingrave Parish Council	Prescribed consultee	Political
Environment Agency	Prescribed consultee	Statutory Body
The Commission for Sustainable Development	Prescribed consultee	Community
The Home and Communities Agency	Prescribed consultee	Community

Name of stakeholder	Category of stakeholder	Sub-category
Highways England	Prescribed consultee	Community
Public Health England	Prescribed consultee	Statutory Body
Anglian Water Services Limited	Prescribed consultee	Statutory Body
Anglian Water Services Limited	Prescribed consultee	Statutory Body
ESP Connections Limited	Prescribed consultee	Statutory Body
ESP Networks Ltd	Prescribed consultee	Statutory Body
ESP Pipelines Ltd	Prescribed consultee	Statutory Body
Independent Pipelines Limited	Prescribed consultee	Statutory Body
Indigo Pipelines Limited	Prescribed consultee	Statutory Body
Quadrant Pipelines Limited	Prescribed consultee	Statutory Body
Scotland Gas Network	Prescribed consultee	Statutory Body
Energetics Electricity Limited	Prescribed consultee	Statutory Body
ESP Electricity Limited	Prescribed consultee	Statutory Body
Independent Power Networks Limited	Prescribed consultee	Statutory Body
The Electricity Network Company Limited	Prescribed consultee	Statutory Body
Utilit Distribution Networks Limited	Prescribed consultee	Statutory Body
East of England Ambulance Service	Prescribed consultee	Statutory Body
Ministry of Defence	Prescribed consultee	Statutory Body
Gardens History Society	Prescribed consultee	Statutory Body
Sports England	Prescribed consultee	Statutory Body

Name of stakeholder	Category of stakeholder	Sub-category
Essex Local Resilience Forum	Prescribed consultee	Community
London Local Resilience Forum	Prescribed consultee	Community
Transport Focus	Prescribed consultees	Community
National Grid Electricity Transmission PLC	Prescribed consultees	Statutory Body
Ford of Britain	Business	Business Group
The Havering Business Network	Business	Business Group
Forestry Commission	Environment	Statutory Body
Essex Wildlife Trust	Environment	Statutory Body
RSPB	Environment	Statutory Body
Brentwood Community Transport	Community	Resident/community group
Hornchurch Cycle Club	Community	Resident/community group
Romford Cycling Club	Community	Resident/community group
Havering Cyclists	Community	Resident/community group
Romford Town Management Partnership	Community	Resident/community group
TFL Buses	Traffic Generator	Transport
Southern Regional Flood & Coastal Committee	Traffic Generator	Water
Havering Chamber of Industry and Commerce	Business Group	Political
Brentwood Chamber of Commerce	Business Group	Political
London Ambulance Service NHS Trust	Prescribed consultee	Statutory Body
252 x individuals	Respondents to non-statutory consultation	Community

E2 Roller banners

Welcome

M25 junction 28 improvement scheme

Welcome to our consultation exhibition for the
M25 junction 28.

We are now running our statutory consultation
from **3 December 2018 to 28 January 2019.**

As part of this consultation we want to tell as
many people as possible about our scheme,
so we are hosting eight exhibitions.

We would like to thank you for coming today and
encourage you to meet the project team and ask
them any questions you may have.





M25 junction 28 improvement scheme

The scheme so far

At Highways England we believe in a connected country and our network makes these connections happen. That's why we're delivering a £15 billion investment on our network. The M25 junction 28 is a critical part of this.

In November 2016 we held a non-statutory consultation, presenting three Options (5B, 5C and 5F) for consideration.

Following an in-depth assessment of the work done to date, as well as your feedback, in August 2017 we announced Option 5F as our preferred route.

We have now developed [Option 5F](#) and want to hear your views.





M25 junction 28 improvement scheme

Developments and changes, since our preferred route announcement

The [layout of the merge for the new loop road](#) with the A12 eastbound has been slightly reconfigured, to avoid the need to realign the A12 carriageway, resulting in less roadworks during construction.

The [latest traffic forecasts](#) have been considered for the M25 which includes new developments such as the Lower Thames Crossing. These predictions have been key in developing our scheme to accommodate future traffic volumes.

We are developing options to mitigate potential [environmental issues](#) associated with the scheme, for example flooding, ecology and landscape.





M25 junction 28 improvement scheme

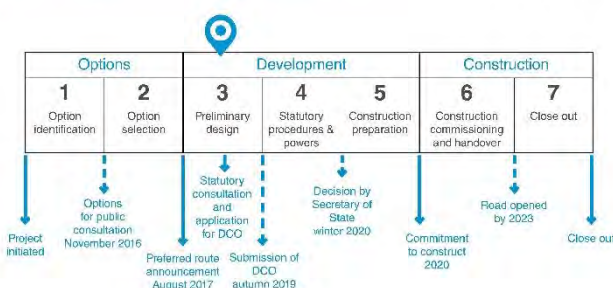
The Development Consent Order (DCO)

Due to the amount of additional land we require to build and operate this proposal, we are required by law to make an application for a Development Consent Order (DCO).

We submit our application to the Planning Inspectorate, who is the body appointed by the Government to examine our proposal, and will make recommendations to the Secretary of State for Transport on whether the DCO should be granted or not.

A short video of how this process works can be found online

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





M25 junction 28 improvement scheme

Give us your views



We want to hear your views, ideas and local knowledge.

The consultation will run for eight weeks, from **3 December 2018 to 28 January 2019** and there are lots of ways you can tell us what you think:

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

Please respond by 11:59pm on the 28 January 2019.

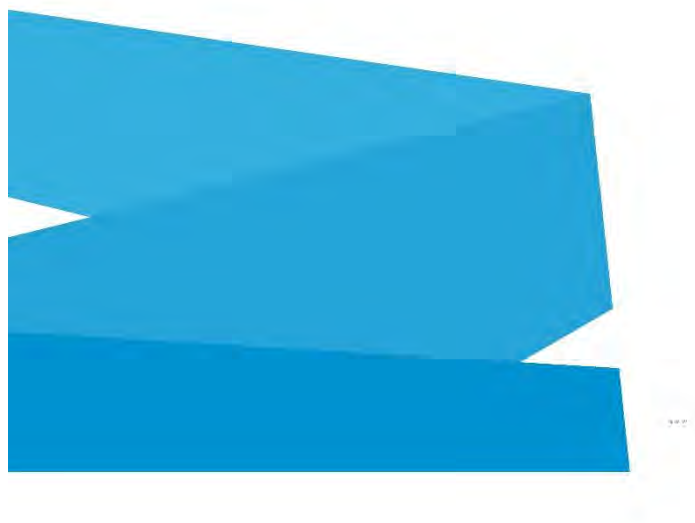




M25 junction 28 improvement scheme

Scheme benefits

- **Reduce future traffic delays** on the roundabout by providing a new dedicated link from the M25 northbound to A12 eastbound
- **Cater for future traffic demands** to enable development and economic growth
- **Safer roads and fewer accidents** by increasing the capacity of the junction and reducing traffic levels using the roundabout
- **Improve driver behaviour and safety** by redesigning the direction signage and road markings
- **Minimise the impact on local air quality and noise** by smoothing the traffic flow
- **Protect access for pedestrians and cyclists** and improve conditions where possible.





M25 junction 28 improvement scheme

Environmental considerations

The scheme aims to minimise the impact on the environment.

A Preliminary Environmental Information Report (PEIR) has been prepared to provide information on the likely environmental impacts identified at this stage of the design:

- Air quality
- Noise and vibration
- Biodiversity (nature conservation)
- Landscape and visual
- Road drainage and the water environment
- Geology and soils
- Cultural heritage
- Materials and waste
- Climate change

Potential mitigation measures are outlined, and we would welcome your views on these.

A full Environmental Impact Assessment (EIA) will be carried out following the consultation and will be submitted as part of our DCO.





M25 junction 28 improvement scheme

What happens next

When the consultation has closed we will consider your feedback in taking the scheme forward.

We will set out a summary of your feedback in a consultation report and describe how it has been considered. This will form part of our DCO submission.

We expect to submit our DCO by autumn 2019 and, provided it is granted, works will start in June 2021.

In addition to this consultation process, we will continue to engage with anyone interested in, or impacted by the scheme.



E3 Photographic image of junction 28



E4 Letter sent to people living or working in the consultation target area



- 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 contact the libraries to find out their opening hours:

- Romford Central Library (01708 432389) – St Edwards Way, Romford RM1 3AR
- Brentwood Library (0345 603 7628) – New Road, Brentwood CM14 4BP
- Chelmsford Library (01245 492758) – County Hall, Market Road, Chelmsford CM1 1QH

Public consultation exhibitions

One of the best ways to find out more about our proposals is to come to one of our consultation exhibitions and speak to members of the project team.

Date	Location	Time	Address
Wednesday 05 December 2018	Holiday Inn	1pm to 9pm	Brentwood CM14 5NF
Thursday 06 December 2018	Holiday Inn	9am to 8pm	Brentwood CM14 5NF
Tuesday 11 December 2018	CEME Conference Centre	9am to 9pm	Marsh Way, Rainham, Havering RM13 8EU
Monday 17 December 2018	MyPlace	1pm to 9pm	343 Dagnam Park Drive, Romford RM3 9EN
Tuesday 08 January 2019	YMCA	9am to 9pm	29 Rush Green Road, Romford RM7 0PH
Saturday 12 January 2019	South Weald Parish Hall	1.30pm to 7pm	85 London Road, Brentwood, CM14 4NP
Thursday 17 January 2019	Havering Town Hall	10.30am to 9pm	Romford, RM1 3BD
Friday 18 January 2019	Havering Town Hall	9am to 8pm	Romford, RM1 3BD

We also have a **mobile consultation vehicle** which will come and visit the local communities, making it even easier for you to find out about our scheme and have your say. Find out where we will be visiting on www.highwaysengland.co.uk/m25j28.

Paper copies of the consultation brochure and response forms will be available to take away during the consultation period from the following locations, during normal business hours:

- **Chelmsford City Council** – Civic Centre, Duke Street, Chelmsford CM1 1JE
- **Havering Town Hall** – Main Road, Romford RM1 3BD
- **Central Park Leisure Centre** – Gooshays Drive, Harold Hill, Romford RM3 9LB
- **Upminster Library** – 26 Corbets Tey Road, Upminster RM14 2BB
- **Old Harlow Library** – 30 High Street, Old Harlow CM17 0DW
- **North Weald Library** – 138 High Road, North Weald, Epping CM16 6BZ
- **Epping Library** – St John's Road, Epping CM16 5DN
- **Harold Hill Library** – 19A Farnham Road, Harold Hill, Romford RM3 8ED
- **Gidea Park Library** – Balgores Lane, Gidea Park RM2 6BS
- **Shenfield Library** – Hutton Road, Shenfield, Brentwood CM15 8NJ
- **Hornchurch Library** – 44 North Street, Hornchurch, RM11 1TB.

How to respond to the consultation

Please use one of the following methods to respond to our proposals by 11.59pm on the 28 January 2019. Responses received after this date may not be considered:

- **Online:** complete the response form at www.highwaysengland.co.uk/m25j28
- **Complete the consultation response form** and return it using the freepost address
FREEPOST M25 junction 28 improvement scheme
- **Email** your response to 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,



Eve Herrington
M25 junction 28 Project Manager
Highways England
0300 123 5000
info@highwaysengland.co.uk

E5 Press release



News release

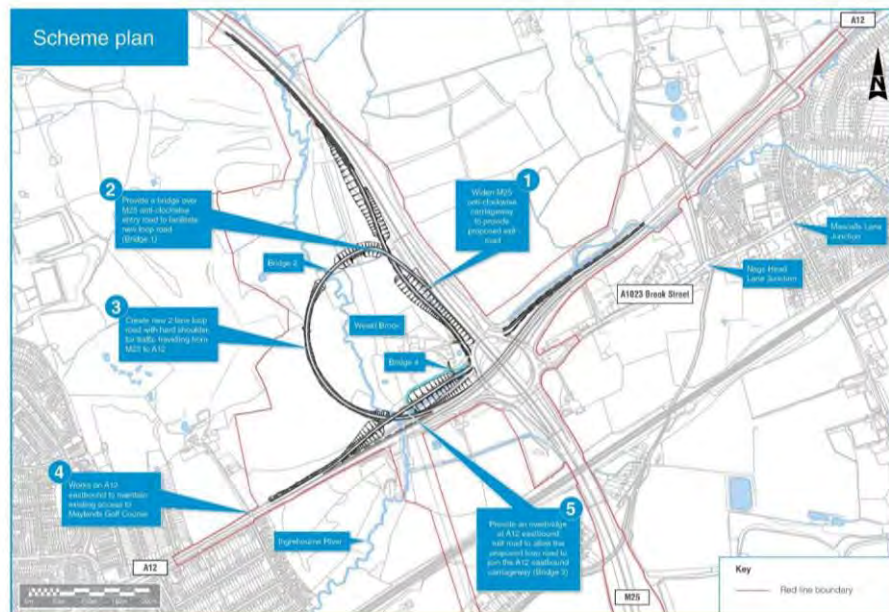
www.highways.gov.uk

4 December 2018

Major improvements to M25 J28 will boost local economic growth

Proposals to tackle congestion at a busy M25 junction in Essex, go on show this week.

Under the plans, junction 28 of the M25, where the motorway meets the A12 near Brentwood, will be reconfigured to improve traffic flow. A new two-lane link road will be created for traffic leaving the M25 for the A12, a short section of the M25 will be widened with the eastbound A12 interchange at the junction being redesigned to reduce congestion.



Caption: Proposed improvements to the M25 junction 28 roundabout

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





News release
www.highways.gov.uk

Highways England Project Manager Eve Herrington, said:

"Improving this junction will mean better journeys for the drivers who use it – up to 7,500 of them every hour at peak times. It will increase capacity and cut the risk of accidents, both of which will improve people's journeys and boost the economy. I encourage anyone who uses this junction, or who lives or works nearby to find out more and let us know what they think."

The M25 J28 is a heavily used 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 travel through the roundabout at peak times.

The scheme will connect 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 economy. The scheme will also reconfigure the lane markings and destination signing on the roundabout.

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 Mascalls Lane junctions. Traffic regularly develops along Brook Street and often back on to the roundabout, with queues blocking the entry and exit roads to the M25 and A12.

A public consultation on the options was previously held from Wednesday 16 November 2016 to Friday 6 January 2017. A total of 228 responses were received during this consultation.

Over 90% of people taking part in the consultation agreed that improvements were needed at the junction, with nearly half of respondents backing Option 5F – more than twice as many as the other two Options put together.

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





News release

www.highways.gov.uk

Details on the plans along with the consultation response form will be available online from today until 28 January 2019 at: <https://highwaysengland.co.uk/m25j28>

Public information events dates and locations

Wednesday 05 December 2018	Holiday Inn	1pm to 9pm	Brentwood CM14 5NF
Thursday 06 December 2018	Holiday Inn	9am to 8pm	Brentwood CM14 5NF
Tuesday 11 December 2018	CEME Conference Centre	9am to 9pm	Marsh Way, Rainham, Havering RM13 8EU
Monday 17 December 2018	MyPlace	1pm to 9pm	343 Dagnam Park Drive, Romford RM3 9EN
Tuesday 08 January 2019	YMCA	9am to 9pm	29 Rush Green Road, Romford RM7 0PH
Saturday 12 January 2019	South Weald Parish Hall	1.30pm to 7pm	85 London Road, Brentwood, CM14 4NP
Thursday 17 January 2019	Havering Town Hall	10.30am to 9pm	Romford, RM1 3BD
Friday 18 January 2019	Havering Town Hall	9am to 8pm	Romford, RM1 3BD

There will also be a mobile consultation vehicle where we will come and visit several local locations making it even easier for you to find out about our scheme and have your say.

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





News release

www.highways.gov.uk

Mobile Consultation Vehicle

Thursday 13 December 2018	Thurrock services	9am to 1pm	Arterial Road, West Thurrock, Grays RM16 3BG
Friday 14 December 2018	Romford Market	8.30am to 4pm	98 Market Place, Romford RM1 3ER
Saturday 15 December 2018	Ingatestone and Fryerning Community Hall	9am to 1pm	7 High Street, Ingatestone CM4 9ED

Locations to collect consultation material

Consultation brochures and response forms are available at the following locations from Monday 03 December 2018 to Monday 28 January 2019 (availability will depend on opening times).

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
Chelmsford Library	County Hall, Market Road, Chelmsford CM1 1QH	Consultation brochures, response forms and consultation materials
Chelmsford City Council	Civic Centre, Duke Street, Chelmsford CM1 1JE	Consultation brochures and response forms only
Havering 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

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





News release

www.highways.gov.uk

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
Hornchurch Library	44 North Street, Hornchurch RM11 1TB	Consultation brochures and response forms only

Anyone interested in the scheme can sign up to receive updates via the project page on the Highways England website where they can also find an animated visualisation of the proposed scheme::

www.highwaysengland.co.uk/m25j28

Ends

NOTES TO EDITORS

1. Highways England is the wholly government-owned company responsible for modernising, maintaining and operating England's motorways and major A roads.
2. **Maintenance and improvement projects:** We plan maintenance and improvement projects carefully to allow road works to be completed safely, in a cost effective way while keeping disruption to road users to a minimum. We do as much work as possible overnight and when roads are less busy in order to keep more lanes open for road users at peak travel times. Drivers are advised to check their route for road works and allow extra time for their journeys where needed. We have a variety of journey planning tools that road users can use to check travel conditions on the roads we manage, and we will do all we can to keep road users informed.
3. **Safety at roadworks:** Highways England is working with the industry and road users to reduce the risks of working on the roads. For the safety of road workers and all road users, when you are approaching roadworks:
 - Keep within the speed limit – it is there for your safety.
 - Get into the correct lane in good time – don't keep switching.
 - Concentrate on the road ahead, not the roadworks.
 - Be alert for works' traffic leaving or entering roadworks.
 - Keep a safe distance – there could be queues in front.

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



**INVESTORS
IN PEOPLE**



News release

www.highways.gov.uk

- Observe all signs – they are there to help you.
 - And be alert for road workers, the roads are their workplace.
4. **Real-time traffic information** for England's motorways and major A roads is available:
- From the **web** at www.highways.gov.uk/traffic or from a phone or mobile device at m.highways.gov.uk
 - By **phone** from the Highways England Customer Contact Centre on 0300 123 5000 at any time. (Calls to 03 numbers are charged at no more than a national call to an 01 or 02 number and are included in all discount schemes and call allowances. This applies to all landlines, mobiles and payphones. Call costs will vary depending on your landline or mobile supplier.) Make sure it's safe and legal before you call. Before using any mobile, find a safe place to park. Never stop on the hard shoulder of a motorway except in an emergency.
 - On **Apple and Android mobile devices** via the [Apple App Store](#) or [Google Play Store](#).
 - From **Twitter** – there are eight feeds with live traffic information provided by region. For information on roads in the South East follow us at [@HighwaysSEAST](#) or for the full index visit www.highways.gov.uk/twitter.

Issued by Highways England.

For further information please contact the South East press office on 0300 470 1214. Media enquiries out of hours should be made to Highways England's National Press Office (24hrs) on 0844 693 1448.

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



E6 Tabulated summary of responses from section 47 consultees

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Widely supportive. Negative impacts would be compensated for by traffic improvement.		Noted.
Broadly positive view. Work is needed, heavy traffic and lane abuse.		Noted.
Positive view, no further comments.		Noted.
Positive view, no further comments.		Noted.
Roundabout is currently dangerous, need for improvements. Broadly positive view.		Noted.
Positive view, no further comments.		Noted.
Broadly positive view. No further comments.		Noted.
Broadly positive view. No further comments.		Noted.
Broadly positive view. No further comments.		Noted.
Positive view. Notes the economic benefit of getting work completed ASAP and coordinating with Lower Thames Crossing for haulers.		The Applicant has been in close liaison with the LTC team to understand the relationship between the two projects, including the construction programme.
Positive response, no further comment.		Noted.
Broadly positive view. Please plan construction carefully, experience previously from Ardleigh Bridge has been poor.		Noted. The proposed traffic management arrangements for the construction of the Scheme will aim, where possible, to minimise disruption.

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Junction needs improvement, there is too much traffic and the layout is poor.		Noted.
Broadly positive. Attention to traffic westbound from Brook Street and A12.		Noted.
Broadly positive view, no further comments.		Noted.
Broadly positive view, no further comments.		Noted.
Generally positive, environmental negative view.	Negative impact on the environment	Noted. The Applicant has undertaken an Environmental Impact Assessment (EIA) of the Scheme and mitigation measures are proposed.
Agrees with need. Slip road would make more sense to rise over the junction instead of loop.	Suggested change	The Applicant considered a number of options alongside the cloverleaf style loop. Some of these alternative options included connector links that went over the M25 and A12 following different configurations. All options were assessed based on the expected impacts of achieving the Scheme objectives, design and operation feasibility, indicative cost ranges and value for money, and key issues and risks relating to the Scheme delivery. One of the critical design and safety issues related to the arrangements across the different options for

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		successive merges on the A12. The cloverleaf loop option was assessed as the safest option in this respect as it provided an acceptable and safe distance between the new merge created by the loop and the existing merge to the east of the M25 junction 28. The cloverleaf loop option was also assessed as being less expensive relative to the other options that went over the M25 and A12, largely due to the lower requirement for viaduct and bridge structures - hence the loop provided better value for money. Based on this assessment the cloverleaf loop was selected.
Widely positive view, need to improve flow of traffic which also clogs local roads.		Noted.
Broadly positive, concern over timescale.		Noted.
Widely positive view, no further comments.		Noted.
Widely positive view, no further comments.		Noted.
Widely positive view, no further comments.		Noted.
Widely positive view, no further comments.		Noted.
Broadly positive view, no further comments.		Noted.

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Broadly positive view. Concern re: construction impacts.	Concerns about construction impacts.	The Applicant has undertaken an Environmental Impact Assessment (EIA) which included assessment of construction impacts. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Broadly positive. Install a left turning slip road from A12 eastbound to M25 northbound. Construction works will cause even worse congestion.	Concerns about construction.	Any re-routing of heavy goods vehicles during construction, will, where possible to be kept to a minimum.
Positive view. Need to coordinate with councils over previous flood mitigation works in the area.		Noted. The FRA (application document TR010029/APP/6.6) submitted in support of the application sets out the assessment of flooding. The Environment Agency's flood risk mapping and the London Borough of Havering Strategic Flood Risk Assessments' have been used as the main sources of flood risk information to inform the understanding of flood risk within the area.
Broadly positive. Need for clarity on construction timeframe.		Noted. The Outline CEMP (application document TR010029/APP/7.2) submitted with the application sets out a

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		high level construction programme for the Scheme. The construction programme will be updated by the Principal Contractor when appointed during detailed design and will be provided in the CEMP.
Agree on need, and that this would benefit.		Noted.
Scheme appears to be broadly positive. Does not result in loss of housing. Some reservations re wildlife particularly deer.	Reservations about deer.	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 7 of the ES (application document TR010029/APP/6.1) reports the results the Applicant's assessment on biodiversity effects arising from the Scheme and the measures proposed to mitigate and minimise these effects. Currently there is a fence running almost in parallel to the M25 is a chain-linked fence which is approximately 2.4 m high and The biodiversity assessment outlines that although there is a large population of fallow deer in the area they have not been considered an important biodiversity receptor in the context of the assessment and have not been included in the assessment of impacts. The

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		presence of deer has been taken into account within the biodiversity assessment where measures may be necessary to ensure appropriate establishment of planting designs, or where safety measures are required for the road users.
Broadly positive. No further comment		Noted
Need for the scheme - constant traffic and poor lane layout. Difficult to get from J28 onto Brook Street. Works should be integrated with the several other road construction schemes in the area to minimise local misery.	Construction works should be co-ordinated.	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 15 of the ES (application document TR010029/APP/6.1) contains a cumulative effects assessment.
Broadly positive, no further comments		Noted
Broadly positive, concerns over construction impact.	Concerns about construction.	The Applicant has undertaken an EIA which included assessment of construction impacts. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Generally an improvement, though there are traffic problems on the inverse east to south flow. Some negative views environmentally.	Some concerns about the environment.	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Need for the works agreed. Concern about rat-running on local roads during construction.	Concerns about construction.	Traffic management will be used to ensure a safe environment for the workforce and minimise the effects of construction on the journey times for road users. These will be subject to a traffic management plan that is also included as a requirement in the draft DCO (application document TR010029/3.1).
Broadly positive view, no further comments.		Noted
Widely positive. Install a left turning slip road from A12 eastbound to M25 northbound.	Increase scope of scheme.	Additional left turn slip-roads at the roundabout (to ease movements to and from M25/A12/Brook Street) were considered but not progressed because: the demand for the turns was not sufficient to justify the incremental investment.

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		- the dedicated lane would also expose pedestrians and cyclists to additional safety risks. - the dedicated lane would sever access to adjacent private properties.
Broadly positive. Concern over vehicles jumping red lights.		Noted.
Widely positive. No further comments.		Noted.
Positive view, minimise traffic using the roundabout.		Noted.
Broadly positive. There is often congestion here. Attention to flooding needed.	Need to consider flooding.	The FRA (application document TR010029/APP/6.6) submitted in support of the application sets out the assessment of flooding. Flood compensation areas are proposed to mitigate against lost floodplain volume as a result of the Scheme.
Broadly positive. There is often congestion here. Attention to flooding needed. Roadworks will increase inconvenience.	Need to consider flooding.	The FRA (application document TR010029/APP/6.6) submitted in support of the application sets out the assessment of flooding. Flood compensation areas are proposed to mitigate against lost floodplain volume as a result of the Scheme. The proposed traffic management arrangements for

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		the construction of the Scheme will aim, where possible, to minimise disruption.
Supportive of need. Need for widening of A1023 Brook Street as this is hazardous as you turn onto M25. Some flooding and widening needed on roundabout east side. Annotated map mentioned but not received.	Need to consider flooding Improvements needed at A1023 Brook Street.	The FRA (application document TR010029/APP/6.6) submitted in support of the application sets out the assessment of flooding.
Broadly positive view. Difficult to know the extent of impacts, but that is always the case.		Noted.
Widely positive view. Need to preserve nearby woodland.	Need to preserve woodland.	Noted.
Widely positive view, no further comments.		Noted.
Works are needed due to congestion. Should consider widening M25 & congestion towards Dartford Crossing.	Increase scope.	The Applicant is undertaking road widening, where it is considered necessary as part of the Scheme.
Broadly supportive. Consultation booklet - Weald Park is incorrectly labelled p8. Photo on p4 is misleading.		Noted.
Broadly positive view. How will scheme ensure people will take the slip road not the roundabout.		Noted.
Agree with need. Negative view on environmental impacts. The A1023 Brook Street not solved.	Negative impact on environment A1023 needs to be resolved.	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed, such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3). The A1023 Brook Street is not part of the Applicant's SRN, but falls under the remit of Essex CC. The Applicant has continued to liaise with Essex CC throughout the development of the Scheme to ensure any future proposals for the Brook Street are not prejudiced by the Scheme.
Agree with need. Negative view on environmental aspects, impacts on local properties.	Negative impact on environment and local properties.	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed, including screening vegetation. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		(application document TR010029/APP/7.3).
Broadly supportive. Need to see further info and traffic modelling to have full understanding.	Need for more info on traffic modelling.	Noted. A Transport Assessment Report, (application document TR010029/APP/7.4) is submitted in support of the application, which contains details of the traffic modelling undertaken.
Broadly positive, no further comments.		Noted.
Positive view, no further comments.		Noted.
Broadly positive, construction is a necessary evil.		Noted.
Positive view, no further comments.		Noted.
Broadly positive. No further comments.		Noted.
Widely positive. No further comments.		Noted.
Widely supportive. Consider impacts during construction.		The Applicant has undertaken an EIA which included assessment of construction impacts. which included assessment of construction impacts and measures to mitigate and minimise these effects.
Supportive of need, particularly notes traffic problem on A12.		The Applicant is undertaking separate investigations into the need for improving the A12 north of M25 junction 28. The A12 corridor is not within the

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		scope of this Scheme which focuses only on junction 28 and its approaches.
Broadly positive, no further comments.		Noted.
Widely supportive. Attention to lane markings needed.		Noted. Lane markings within the parameters of the Scheme will be proposed at the detailed design phase.
Need for the scheme - widely positive view.		Noted.
Broadly positive. Raised issue of congestion Brook Street to M25.		Noted. The A1023 Brook Street is not part of the Applicant's SRN, but falls under the remit of Essex CC. The Applicant has continued to liaise with Essex CC throughout the development of the Scheme to ensure any future proposals for the Brook Street are not prejudiced by the Scheme.
Mainly positive view, some environmental concerns, no further comment.	Some environmental concerns.	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed, such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		management of woodland. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Broadly positive view, no further comments.		Noted.
Widely positive, no further comments.		Noted.
Broadly positive, exception of noise and air pollution.	Some environmental concerns.	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapters 5 and 6 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments on Air Quality and Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects.
Broadly positive view. Negatives mostly environmental.	Some environmental concerns.	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		compensation area and long term management of woodland. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Widely positive, no further comments.		Noted.
Positive view, but this is only a start, further filters will be needed in future.		Noted.
Broadly supportive. Need for a more direct route through this junction. Freight should be given its own lane and lane markings should be clearer for car traffic. Traffic lights are difficult to negotiate. Should start works ASAP.	Improved lane marking.	Noted. Lane markings within the parameters of the Scheme will be proposed at the detailed design phase.
Widely positive no further comments.		Noted.
Widely positive. Attention to parking provision for workers.		Noted and the appropriate level of parking will be provided with workers.
Positive view, no further comments.		Noted.
Broadly positive. Only comment to provide for pedestrians and cyclists.	Improvements required for pedestrians and cyclists.	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements would be funded

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		and delivered separately from the Scheme.
Positive view as to approach to congestion, capacity, noise and air quality. Agrees with need for works.	General	Noted.
Supports the need for the scheme, trusts that suitable measures will be taken to protect the environment.	General	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed.

Scheme is inadequate		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Vital that bottlenecks are reduced particularly at Brook Street. Missed opportunity, scheme should provide also left turn slip roads across all exits to minimise congestion on roundabout.	Scheme is inadequate	Additional left turn slip-roads at the roundabout (to ease movements to and from M25/A12/Brook Street) were considered but not progressed because: - the demand for the turns was not sufficient to justify the incremental investment. - the dedicated lane would expose pedestrians and cyclists to additional safety risks. - the dedicated lane would sever access to adjacent properties.

Scheme is inadequate		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Proposal only resolves one route through junction, others, particularly westbound from A12 into the junction, need improvements too.		The Scheme is not about improving a single movement. Instead the Scheme aims to improve congestion and reduce delays across several movements through the roundabout, by diverting one movement from the roundabout via the new loop road. The traffic assessment of the Scheme indicates that a number of key movements through the junction would see a significant improvement in travel times – see Transport assessment report (application document TR010029/APP/7.4).
Scheme will have minimal effect because only deals with one flow of traffic.		By diverting the one movement from the roundabout, the Scheme aims to reduce congestion and delays for several movements through the M25 junction 28. The traffic assessment of the Scheme indicates that a number of key movements through the junction would see a significant improvement in travel times – see Transport assessment report (application document TR010029/APP/7.4).
Improvements from steady traffic flow will be negated as increase in numbers.		The Scheme has been assessed against a Do minimum scenario, which

Scheme is inadequate		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		represents the future situation at junction 28 with an increase in traffic volumes if no improvements are implemented to cater for these. The Scheme has been developed to best cater future demands by providing a significant improvement to capacity at junction 28 through the creation of the new loop road. A summary of this assessment is provided in the Transport assessment report (application document TR010029/APP/7.4).
Broadly positive, does not adequately address Brook Street.	Does not address Brook Street	The A1023 Brook Street is not part of the Applicant's SRN, but falls under the remit of Essex CC. The Applicant has continued to liaise with Essex CC throughout the development of the Scheme to ensure any future proposals for the Brook Street are not prejudiced by the Scheme.
Proposal only addresses M25 N to A12 E, doesn't address other routes or poor lane layout which causes weaving.	Does not address all issues at junction 28	The Scheme would result in significant improvements to capacity at junction 28 through the creation of a new loop road thereby reducing the number of traffic movements through the junction 28

Scheme is inadequate		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		roundabout – see Transport assessment report (application document TR010029/APP/7.4).
Proposals do not resolve traffic flow issues or crossings at A1023 Brook Street or westbound A12. Lane reorganisation may help also southbound exit M25 onto eastbound A12.	Does not address all issues at junction 28	The Scheme sets out to improve congestion, delays and safety at the M25 junction 28, and is not concerned with issues further along Brook Street or the A12 west. A review of the lane markings and lane designations on the roundabout is part of the Scheme and will be developed further during the detailed design stage.
Scheme does not take account of traffic between M25 S and A12 W and vice versa, where there is also significant congestion.	Does not address all issues at junction 28	By diverting the right turn between the M25 northbound and the A12 eastbound via a new loop road, the Scheme will improve congestion and delays for other key movements through the roundabout. Additional left turn slip-roads at the roundabout (to ease movements to and from M25/A12/Brook Street) were considered but not progressed because: the demand for the turns was not sufficient to justify the incremental investment.

Scheme is inadequate		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		- the dedicated lane would also expose pedestrians and cyclists to additional safety risks. - the dedicated lane would sever access to adjacent private properties.
Does not address most of the traffic flows using the junction only south to east	Does not address all issues at junction 28	By diverting the right turn between the M25 northbound and the A12 eastbound via a new loop road, the Scheme would significantly improve the capacity at junction 28 through the creation of a new loop road thereby reducing the number of traffic movements through the junction 28 roundabout, and hence reduce congestion and delay for several movements. See the Transport assessment report (application document TR010029/APP/7.4).
Insufficient to ease westbound and southbound traffic	Does not address all issues at junction 28	By diverting the right turn between the M25 northbound and the A12 eastbound via a new loop road, the Scheme will improve congestion and delays for other key movements through the roundabout, including some westbound and southbound movements.

A1023 issues need to be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Need to address entry to roundabout from A1023 Brook St. (Annotated sketch mentioned was not received)		The A1023 Brook Street approach to the roundabout is not controlled by traffic lights, and our assessments show that the Scheme could impede the movement of traffic from Brook Street. The Applicant has considered this impact on Brook Street and has completed work to examine the feasibility of measures to adjust the signal times and settings to mitigate this potential impact. This issue is described in chapter 5 of the Transport Assessment (application document TR010029/APP/7.4).
Does not address the A1023 Brook Street where all traffic is filtered into one lane and queues regularly occur. A12 westbound, traffic for the slip road often blocks other lanes - this should be resolved		The A1023 is not part of the Highways England SRN, but falls under the remit of Essex CC. The Applicant continued to liaise with Essex CC throughout the development of the Scheme to ensure any future proposals for the A1023 are not prejudiced by the Scheme. By diverting the right turning traffic between the M25 northbound and the A12 eastbound via a new loop road, the Scheme will improve congestion and

A1023 issues need to be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		delays for other key movements through the roundabout. The Scheme proposes yellow boxes to discourage traffic blocking the entries to the roundabout, and these will be considered in more detail during the next detailed design stage.
Proposal does not address the pinch point at the end of Brook Street A1023 which causes long queues		The A1023 is not part of the Highways England SRN, but falls under the remit of Essex CC. The Applicant continued to liaise with Essex CC throughout the development of the Scheme to ensure any future proposals for the A1023 are not prejudiced by the Scheme.
Need to address entry to A1023 Brook Street from both M25 and A12		By diverting the right turning traffic between the M25 northbound and the A12 eastbound via a new loop road, the Scheme will improve congestion and delays for other key movements through the roundabout including those from the M25 and A12. With regards addressing the entry to Brook Street there are downstream factors affecting this including the fact it is single land, features frontage accesses, and two traffic signals at Nags

A1023 issues need to be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		Head Lane and Mascalls Lane. The A1023 Brook Street is not part of the Highways England SRN, but falls under the remit of Essex CC. The Applicant continued to liaise with Essex CC throughout the development of the Scheme to ensure any future proposals for the A1023 are not prejudiced by the Scheme.

In favour of Scheme but other concerns		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Supportive of need. Need for widening of A1023 Brook Street as this is hazardous as you turn onto M25. Some flooding and widening needed on roundabout east side. Annotated map mentioned but not received	Need to consider flooding Improvements needed at A1023 Brook Street	Noted. This response refers to an existing situation and the Scheme will seek to ensure that this is not made worse. The A1023 is not part of the Highways England SRN, but falls under the remit of Essex CC. The Applicant continued to liaise with Essex CC throughout the development of the Scheme to ensure any future proposals for the A1023 are not prejudiced by the Scheme.
Agree with need. Negative view on environmental impacts. The A1023 Brook Street not solved	Negative impact on environment/A1023 needs to be resolved	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC

In favour of Scheme but other concerns		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		(application document TR010029/APP/7.3). The A1023 is not part of the Highways England SRN, but falls under the remit of Essex CC. The Applicant continued to liaise with Essex CC to ensure any future proposals for the A1023 are not prejudiced by the Scheme. The Applicant has considered the impact of the Scheme on Brook Street and with measures to adjust the signal times and settings have been identified – see chapter 5 of the Transport Assessment (application document TR010029/APP/7.4).

A12 to and from M25 issues should be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Traffic queues are also very heavy on the A12 going westbound into the junction. Poor lane layout results in people trying to cut across. May also be necessary to widen to two lanes where new slip road joins A12 eastbound		The Respondent refers to congestion occurring on the A12 for through traffic due to westbound traffic backing up from the junction 28 roundabout onto the A12 and blocking through traffic on the A12.

A12 to and from M25 issues should be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		The Applicant notes that this queueing occurs for two reasons: i) the congestion on the junction 28 roundabout blocking the circulatory carriageway of the roundabout, and ii) traffic travelling to Brentwood on Brook Street queueing up, and backing up on to the junction 28 roundabout and blocking traffic approaching from the A12. The Scheme removes a large movement from the roundabout, thereby improving congestion on the roundabout for many movements, including the A12 eastbound off slip road. So in doing so, this will alleviate part of the cause of the queueing on the A12 westbound off slip. The Applicant notes that Brook Street is the responsibility of Essex Highways, and has engaged with the Council to update them on the issues raised regards Brook Street and check that the Scheme does not conflict with their plans for Brook Street. The respondent suggests the need to widen the A12 eastbound. The Applicant is undertaking separate investigations looking into the need for improving the

A12 to and from M25 issues should be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		A12 north of M25 junction 28; this section is not within the scope of the Scheme which focuses only on improving junction 28.
Existing A12 eastbound is only one lane. This must be widened if the slip road will join here		The Scheme includes two lanes on the A12 eastbound after the point where the loop road merges with the A12 with a lane gain arrangement.
Scheme does not address west bound traffic on A12		The Scheme has been identified by the Applicant to address significant congestion and safety issues on the junction 28 roundabout. The A12 carriageway was not within the scope of the project, except for the short section of the A12 that runs under the roundabout between the on slip and off slip roads. The Applicant is undertaking a separate investigations looking into the need for improving the A12 to the north of junction 28, which are not within the scope of this Scheme which focuses on junction 28.
Scheme only addresses one issue - there are also significant problems going from A12 westbound to M25		The Scheme is not about improving a single movement. Instead the Scheme aims to improve congestion and reduce

A12 to and from M25 issues should be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
north, which will be worsened by Lower Thames Crossing		delays across several movements through the roundabout, by diverting one movement from the roundabout via the new loop road. The traffic assessment of the Scheme indicates that a number of key movements through the junction would see a significant improvement in travel times, including the A12 eastbound off slip approach. See Transport assessment report (application document TR010029/APP/7.4). The traffic modelling and assessments undertaken for the Scheme include the traffic generated by the LTC scheme.
This does not resolve tailbacks along A12 eastbound, and the merging traffic will worsen this. Also doesn't help A12 & A1023 westbound.		The Applicant is undertaking a separate investigations looking into the need for improving the A12 to the north of junction 28, which are not within the scope of this Scheme which focuses on junction 28.
Need for improvements, but scheme should also address A12 to M25 S. Broadly negative view		The Respondent refers to improving the A12 to M25 south. There is often congestion occurring on the A12 westbound slip road due to traffic queues backing up from the junction 28

A12 to and from M25 issues should be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		roundabout onto the A12 and blocking through traffic on the A12. The Applicant notes that this queueing occurs for two reasons: i) the congestion on the junction 28 roundabout blocking the circulatory carriageway of the roundabout, and ii) traffic travelling to Brentwood on Brook Street queueing up, and backing up on to the junction 28 roundabout and blocking traffic approaching from the A12. When this queue backs up on to the roundabout it often blocks the 2 nearside lanes on the A12 off-slip, the lanes that are trying to reach Brook Street and the M25 south. The Scheme removes a large movement from the roundabout, thereby improving congestion on the roundabout for many movements, including the A12 eastbound off slip road. So in doing so this will alleviate part of the cause of the queueing on the A12 westbound off slip. The Applicant notes that Brook Street is the responsibility of Essex Highways, and has engaged with the Council to update them on the issues raised regards Brook Street and check that the

A12 to and from M25 issues should be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		Scheme does not conflict with their plans for Brook Street.
Does not address the traffic coming onto the roundabout from the A12 which is a larger issue		The Respondent refers to improving the A12 to M25 south. There is often congestion occurring on the A12 westbound slip road due to traffic queues backing up from the junction 28 roundabout onto the A12 and blocking through traffic on the A12. The Applicant notes that this queueing occurs for two reasons: i) the congestion on the junction 28 roundabout blocking the circulatory carriageway of the roundabout, and ii) traffic travelling to Brentwood on Brook Street queueing up, and backing up on to the junction 28 roundabout and blocking traffic approaching from the A12. When this queue backs up on to the roundabout it often blocks the 2 nearside lanes on the A12 off-slip, the lanes that are trying to reach Brook Street and the M25 south. The Scheme removes a large movement from the roundabout, thereby improving congestion on the roundabout for many movements, including the A12

A12 to and from M25 issues should be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		eastbound off slip road. So in doing so this will alleviate part of the cause of the queueing on the A12 westbound off slip. The Applicant notes that Brook Street is the responsibility of Essex Highways, and has engaged with the Council to update them on the issues raised regards Brook Street and check that the Scheme does not conflict with their plans for Brook Street.
Problems at this roundabout often knock on to heavy congestion right through Brentwood town centre. Scheme does not address A12 westbound traffic, nor Brook Street exit onto M25 which could use another slip road		The Applicant acknowledges that there is congestion on the A1023 Brook Street for traffic heading towards the town centre. The A1023 is not part of the Highways England SRN, but falls under the responsibility of Essex CC. The Applicant continued to liaise with Essex CC throughout the development of the Scheme to ensure any future proposals for the A1023 are not prejudiced by the Scheme. The Respondent refers to congestion occurring on the A12 westbound slip roads backing up from the junction 28 roundabout onto the A12 and blocking through traffic on the A12. The

A12 to and from M25 issues should be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		Applicant notes that this queueing occurs for two reasons: i) the congestion on the junction 28 roundabout blocking the circulatory carriageway of the roundabout, and ii) traffic travelling to Brentwood on Brook Street queueing up, and backing up on to the junction 28 roundabout and blocking traffic approaching from the A12. When this queue backs up on to the roundabout it often blocks the 2 nearside lanes on the A12 off-slip, the lanes that are trying to reach Brook Street and the M25 south. The Scheme removes a large movement from the roundabout, thereby improving congestion on the roundabout for many movements, including the A12 eastbound off slip road. So in doing so this will alleviate part of the cause of the queueing on the A12 westbound off slip. The Applicant notes that Brook Street is the responsibility of Essex Highways, and has engaged with the Council to update them on the issues raised regards Brook Street and check that the Scheme does not conflict with their plans for Brook Street.

A12 to and from M25 issues should be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Traffic problems also exist from A12 westbound to M25 southbound which are unaddressed. Also Brook Street is congested, people use this road as a rat-run		There is often congestion occurring on the A12 westbound slip road due to traffic queues backing up from the junction 28 roundabout onto the A12 and blocking through traffic on the A12. The Applicant notes that this queueing occurs for two reasons: i) the congestion on the junction 28 roundabout blocking the circulatory carriageway of the roundabout, and ii) traffic travelling to Brentwood on Brook Street queueing up, and backing up on to the junction 28 roundabout and blocking traffic approaching from the A12. When this queue backs up on to the roundabout it often blocks the 2 nearside lanes on the A12 off-slip, the lanes that are trying to reach Brook Street and the M25 south. The Scheme removes a large movement from the roundabout, thereby improving congestion on the roundabout for many movements, including the A12 eastbound off slip road. So in doing so this will alleviate part of the cause of the queueing on the A12 westbound off slip.

A12 to and from M25 issues should be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		The Applicant notes that Brook Street is the responsibility of Essex Highways, and has engaged with the Council to update them on the issues raised regards Brook Street and check that the Scheme does not conflict with their plans for Brook Street.
Proposal fails as does not address the traffic come from east A12 and from the north on M25 into the junction. Lower Thames Crossing will compound this.		There is often congestion occurring on the A12 westbound off slip road and the M25 southbound off slip road. This congestion is often caused by two reasons: i) the congestion on the junction 28 roundabout blocking the circulatory carriageway of the roundabout, and ii) traffic travelling to Brentwood on Brook Street queueing up, and backing up on to the junction 28 roundabout and blocking traffic approaching from the A12, and occasionally also blocks the M25 southbound off slip. The Scheme removes a large movement from the roundabout, thereby improving congestion on the roundabout for many movements, including the A12 eastbound off slip road. So in doing so

A12 to and from M25 issues should be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		this will alleviate part of the cause of the queueing on the A12 westbound off slip. The Applicant notes that Brook Street is the responsibility of Essex Highways, and has engaged with the Council to update them on the issues raised regards Brook Street and check that the Scheme does not conflict with their plans for Brook Street. The traffic modelling and assessments undertaken for the Scheme include the traffic generated by the LTC scheme.
This is a halfway measure, traffic needs to be filtered from A12 westbound onto the M25 in both directions		There is often congestion occurring on the A12 westbound off slip road and the M25 southbound off slip road. This congestion is often caused by two reasons: i) the congestion on the junction 28 roundabout blocking the circulatory carriageway of the roundabout, and ii) traffic travelling to Brentwood on Brook Street queueing up, and backing up on to the junction 28 roundabout and blocking traffic approaching from the A12, and occasionally also blocks the M25 southbound off slip.

A12 to and from M25 issues should be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		The Scheme removes a large movement from the roundabout, thereby improving congestion on the roundabout for many movements, including the A12 eastbound off slip road. So in doing so this will alleviate part of the cause of the queueing on the A12 westbound off slip. The Applicant notes that Brook Street is the responsibility of Essex Highways, and has engaged with the Council to update them on the issues raised regards Brook Street and check that the Scheme does not conflict with their plans for Brook Street.
Proposal does not address the more significant problem of traffic from A12 westbound to M25 clockwise (and from Brook Street). Particular issues with traffic lights currently		There is often congestion occurring on the A12 westbound off slip road and the M25 southbound off slip road. This congestion is often caused by two reasons: i) the congestion on the junction 28 roundabout blocking the circulatory carriageway of the roundabout, and ii) traffic travelling to Brentwood on Brook Street queueing up, and backing up on to the junction 28 roundabout and blocking traffic approaching from the A12, and

A12 to and from M25 issues should be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		occasionally also blocks the M25 southbound off slip. The Scheme removes a large movement from the roundabout, thereby improving congestion on the roundabout for many movements, including the A12 eastbound off slip road. So in doing so this will alleviate part of the cause of the queueing on the A12 westbound off slip. The Applicant notes that Brook Street is the responsibility of Essex Highways, and has engaged with the Council to update them on the issues raised regards Brook Street and check that the Scheme does not conflict with their plans for Brook Street.
Further loops should be considered for traffic coming off the M25 onto A12. Overuse of traffic lights and lack of yellow hatching worsen congestion at roundabout		By diverting the right turn between the M25 northbound and the A12 eastbound via a new loop road, the Scheme will improve congestion and delays for other key movements through the roundabout. Additional left turn slip-roads at the roundabout (to ease movements to and from M25/A12/Brook Street) were considered but not progressed because:

A12 to and from M25 issues should be addressed		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		- the demand for the left turns was not sufficient to justify the incremental investment. - the dedicated lanes would also expose pedestrians and cyclists to additional safety risks (i.e. would not be controlled). - the dedicated lanes would sever access to adjacent private properties on south west and north west quadrants of the junction. - A dedicated lane between the A12 east and M25 south would be difficult to achieve without affecting access to Brook Street from the roundabout.

Concerns about construction work		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Noise & Pollution as a result of construction will cause health issues.		The Applicant has undertaken an EIA of the Scheme, including construction and operational impacts, and mitigation measures are proposed. Chapters 5 and 6 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments on Air Quality and Noise and Vibration effects and measures to mitigate and minimise these effects. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Noise as a result of construction will cause health issues.		The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 6 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessment on Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects. The mitigation required is set out in the Outline CEMP (application document

Concerns about construction work		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Long term construction and scale of works will have negative impact on quality of life through noise and inconvenience		The Applicant has undertaken an EIA of the Scheme, including construction impacts, and mitigation measures are proposed. Chapter 6 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessment on Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects. The proposed traffic management arrangements for the construction of the Scheme will aim, where possible, to minimise disruption.

Concerns about disruption and impact of roadworks		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Impact of long term construction will be very negative, no need for the works	Concerns about disruption/impact of networks	The Applicant has undertaken an EIA of the Scheme, including construction impacts, and mitigation measures are proposed. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3). The Case for the Scheme (application document TR010029/APP/7.1) and the Statement of reasons (application document TR010029/APP/4.1) submitted in support of the application set out comprehensively the need for the Scheme.

Concerns about increased levels of noise and inconvenience		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Mixed views. Request further sound barriers in area to south of A12 north of Holiday Inn	Noise levels - A12 north of Holiday Inn	Chapter 6 of the ES (application document TR010029/APP/6.1) contains the Applicant's assessment

Concerns about increased levels of noise and inconvenience		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		on Noise and Vibration, which concludes that all properties in the area are expected to experience either no change or a negligible and not significant change in noise in both opening and future years are predicted.
Mixed views. Explicit concern over noise, and night time construction	Concerns about increased noise levels	Chapter 6 of the ES (application document TR010029/APP/6.1) contains the Applicant's assessment on Noise and Vibration, which concludes that all properties in the area are expected to experience either no change or a negligible and not significant change in noise in both opening and future years. Details of working hours are set out in the Outline CEMP (application document TR010029/APP/7.2) submitted with the application.
Avoid night working to minimise impact on local residents through noise	Concerns about increased noise levels	Chapter 6 of the ES (application document TR010029/APP/6.1) contains the Applicant's assessment on Noise and Vibration. Details of working hours are set out in the Outline CEMP (application

Concerns about increased levels of noise and inconvenience		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		document TR010029/APP/7.2) submitted with the application.
Scheme would increase noise and nuisance for local residents. Money should be spent elsewhere (not specified)	Concerns about increased noise levels	Chapter 6 of the ES (application document TR010029/APP/6.1) contains the Applicant's assessment on Noise and Vibration, which concludes that all properties in the area are expected to experience either no change or a negligible and not significant change in noise in both opening and future years are predicted.
Importance of adequate sound barriers	Concerns about increased noise level - mitigation required	Chapter 6 of the ES (application document TR010029/APP/6.1) contains the Applicant's assessment on Noise and Vibration, which concludes that all properties in the area are expected to experience either no change or a negligible and not significant change in noise in both opening and future years are predicted.
Negative view, cites noise and inconvenience no further comment	Concerns about noise and inconvenience	Chapter 6 of the ES (application document TR010029/APP/6.1) contains the Applicant's assessment on Noise and Vibration.

Concerns about increased levels of noise and inconvenience		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Noise pollution has increased following loss of trees for cemetery and would further increase due to scheme.	Concerns about increased noise	Chapter 6 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessment on Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Main concern is an increase in background traffic noise as a result causing disturbance	Concerns about increased noise levels	Chapter 6 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessment on Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects are set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).

Effects of other road projects		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Improvements should be coordinated with Lower Thames Crossing works. Important that works are done ASAP	Effects of other road projects	Close liaison is ongoing with the LTC team to ensure co-ordination.

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Air pollution and noise held up in disruptions will cause issues.	Environment	The Applicant has undertaken an IA of the Scheme and mitigation measures are proposed. Chapters 5 and 6 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments on Air Quality and Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Wants to know what is being done about noise, air pollution and tree planting	Environment	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapters 5, 6 and 7 of the ES (application document TR010029/APP/6.1)

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		report the results of the Applicant's assessments on Air Quality, Noise and Vibration and Biodiversity effects arising from the Scheme and measures to mitigate and minimise these effects. An Arboricultural Impact Assessment (AIA) (application document TR010029/APP/6.3) is included in Chapter 7 of the ES which reports on the impacts on trees. The mitigation required is set out in those documents, as well as in the Outline CEMP (application document TR010029/APP/7.2), the Outline LEMP ((Appendix 7.16, application document TR010029/APP/6.3) and the REAC (application document TR010029/APP/7.3). The Scheme includes the planting of trees around the outer edge of the loop road – see Figure 2.2 (Preliminary environmental design) of the Environmental Statement.
Mainly negative view, particularly with regard to environment. No further comments	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		REAC (application document TR010029/APP/7.3).
Will irreversibly change environmental landscapes for the worse. There should be extensive landscaping work to mitigate	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 9 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessments on Landscape and Visual effects arising from the Scheme and measures to mitigate and minimise these effects, including tree planting to screen the loop road. An Outline LEMP is included within the ES (Appendix 7.16 application document TR010029/APP/6.3) which sets out the areas identified for appropriate mitigation.
Air quality noise landscape and habitat impacts are not justifiable given the minimal traffic impact.	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme, including assessment of air quality, noise, landscape and habitat impacts and mitigation measures are proposed, such as the creation of new habitats and woodland. Details are set out in Chapters 5 (Air Quality), 6 (Noise and Vibration), 7 (Biodiversity) and 9 (Landscape and Visual) of the ES (application document TR010029/APP/6.1).

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2), Outline LEMP (Appendix 7.16 application document TR010029/APP/6.3) and the REAC (application document TR010029/APP/7.3).
Adding extra roads will only further negatively impact pollution, biodiversity while increasing traffic volumes	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapters 5 and 7 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments on Air Quality and Biodiversity effects arising from the Scheme and measures to mitigate and minimise these effects, such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland, grassland and scrub habitats.
Scheme would represent a negative impact upon wildlife	Negative impact on the environment	Noted. The Applicant has undertaken an EIAs of the Scheme and mitigation measures are proposed. Chapter 7 of the ES (application document

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		TR010029/APP/6.1) reports the results of the Applicant's assessment on Biodiversity effects arising from the Scheme and measures to mitigate and minimise these effects. The mitigation proposals include the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland, grassland and scrubs habitats.
Negative view. Mental health (autism & sensory processing disorder) cited, no in depth comments	Negative impact on local residents	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 13 of the ES (application document TR010029/APP/6.1) contains the Applicant's assessment on People and Communities effects arising from the Scheme and measures to mitigate and minimise these effects, such as screening vegetation.
Work is directly outside occupant's property and will have significant negative effect on way of life (not specified). Will be seeking significant compensation	Negative impact on local residents/communities	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 13 of the ES (application document TR010029/APP/6.1) contains the

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		Applicant's assessment on People and Communities effects arising from the Scheme and measures to mitigate and minimise these effects, such as screening vegetation.
Mixed view, negatives mainly environmental. No further comments	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Mainly negative view, particularly with regard to environment. No further comments	Negative impact on the environment	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed, such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		wildlife, creation of an ecological compensation area and long term management of woodland. The preliminary environmental design is set out in Figure 2.2 (application document TR010029/APP/6.2). The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Mixed view. Concern stated on biodiversity including deer, and air quality impacts	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapters 5 and 7 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments on Air Quality and Biodiversity effects arising from the Scheme and measures to mitigate and minimise these effects.
Viewed as necessary due to congestion, but concern over noise and pollution	Negative impact on environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed, such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		wildlife, creation of an ecological compensation area and long term management of woodland. Chapters 5 and 6 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments on Air Quality and Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects.
Mixed view. Notes that there may be worsening noise and air quality and some environmental drawbacks, worries over construction	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed which are set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Mixed view, negatives mainly environmental. No further comments	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Negative view, pollution will worsen, unsafe to walk, no further comments	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 5 of the ES (application document TR010029/APP/6.1) reports the results of

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		the Applicant's assessment of Air Quality effects arising from the Scheme and measures to mitigate and minimise these effects. The impact of the Scheme on the walking and cycling network has been addressed in the People and Communities Chapter 13 of the ES. The mitigation measures proposed by the Scheme are set out in in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Concern over long term consideration of noise and air pollution as a result of the scheme, and long-term capacity. Needs to be backed up by scientific study	Negative impact on environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland. Chapters 5 and 6 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments of Air

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		Quality and Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects.
Attention to noise and air pollution impacts	Negative impact on environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland. Chapters 5 and 6 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments of Air Quality and Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects.
Mixed view. Negatives mostly environmental and Brook Street	Negative impact on environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		wildlife, creation of an ecological compensation area and long term management of woodland. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Negative view. More roads will attract more cars, requiring more roads and so on. Detrimental to environment	Negative impact on environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Works will drive away deer in the area particularly at Maylands	Negative impact on environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed such as the realignment of currently straight and uniform sections of the two watercourses by creating a more

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland. Chapter 7 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessment of Biodiversity effects arising from the Scheme and measures to mitigate and minimise these effects.
Air pollution, noise and vibration will worsen as a result of increased traffic. Attention needed to drainage, as area already has issues with this	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland. Chapters 5 and 6 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments of Air Quality and Noise and Vibration effects arising from the

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		Scheme and measures to mitigate and minimise these effects. The FRA (application document TR010029/APP/6.6) submitted in support of the application sets out the assessment of flooding and the Applicant's proposals to ensure flooding concerns are addressed.
Mixed views, negative on historic env & construction, no further comments.	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 11 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessment of impacts on heritage assets and measures to mitigate and minimise these effects.
There is need for some works. Should be an alternative route for Woodstock Ave. Need further information as to detailed traffic layouts (particularly Brook Street)	Negative impact on the environment	Noted. Drawings have been submitted in support of the application that detail the proposed traffic arrangements (application document TR010029/APP/2.6) The Applicant has undertaken an Environmental Impact Assessment of the Scheme and mitigation measures are proposed such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		to support local wildlife, creation of an ecological compensation area and long term management of woodland.
Concern over biodiversity, air pollution some other environmental impact. No further comments	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland. Chapters 5 and 7 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments of Air Quality and Biodiversity effects arising from the Scheme and measures to mitigate and minimise these effects.
Concern over noise air pollution and wildlife especially with the scale of the loop	Negative impact on environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland. Chapters 5, 6 and 7 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments of Air Quality, Noise and Vibration and Biodiversity effects arising from the Scheme and measures to mitigate and minimise these effects.
Concern that this will have negative effect on health and quality of life (not specified)	Negative impact on local residents/communities	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland. The health impacts of the Scheme are included within the People and Communities chapter of the ES (application document TR010029/APP/6.1).
Noise and pollution are already too high, the works are not justified for minimal traffic improvements	Negative impact on environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		are proposed. Chapters 5 and 6 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments of Air Quality and Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects.
Works will negatively impact upon biodiversity notably local deer population. Environmental works would not mitigate long term traffic increases	Negative impact on environment	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed, such as the realignment of currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland. Chapter 7 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessment of Biodiversity effects arising from the Scheme and measures to mitigate and minimise these effects.
Route is an over elaborate eyesore which will damage woodland, and habitats such as deer. Traffic noise will increase	Negative impact on environment	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed such as the realignment of

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		currently straight and uniform sections of the two watercourses by creating a more natural form and function within Ingrebourne River and Weald Brook to support local wildlife, creation of an ecological compensation area and long term management of woodland. Chapters 6 and 7 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessment of Noise and Vibration and Biodiversity effects arising from the Scheme and measures to mitigate and minimise these effects. The assessment concludes that all properties in the area are expected to experience either no change or a negligible change.
Mixed view, negatives mainly environmental. No further comments	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Mixed view, negatives for biodiversity, historic env, construction, foot/cycle paths	Negative impact on the environment	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapters 7 and 11 of the ES

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		(application document TR010029/APP/6.1) reports the results of the Applicant's assessment of Biodiversity and Cultural Heritage effects arising from the Scheme and measures to mitigate and minimise these effects. The impact of the Scheme on the walking and cycling network has been addressed in the People and Communities Chapter 13 of the ES.
Do not feel that impact upon deer herds has been fully considered. How will they be protected and how to stop them crossing the slip road	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 7 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessment of Biodiversity effects arising from the Scheme and measures to mitigate and minimise these effects. Fallow deer are not a priority species and so impacts were not assessed however, the presence of deer has been taken into account within the biodiversity assessment where measures may be necessary to ensure appropriate establishment of planting designs, or where measures required for road safety may affect other priority species.

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Mixed view, negatives mainly environmental. Improve signage, no further comments	Negative impact on the environment/improve signage	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3). Signage within the parameters of the Scheme will be proposed at the detailed design phase.
Will result in a significant increase in noise and lower air quality at Woodstock Ave	Negative impact on local residents/communities	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapters 5 and 6 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments of Air Quality and Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects.
Widening and improvement works have had negative impact on noise, air quality and drainage on Nags Head Lane. Flooding on Nags Head Lane holds for days, needs improvement	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapters 5 and 6 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments of Air Quality and Noise and Vibration effects arising from the Scheme

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		which includes receptors along Nags Head Lane and measures to mitigate and minimise these effects. The FRA submitted in support of the application sets out the assessment of flooding and the Applicant's proposals to ensure flooding concerns are addressed (application document TR010029/APP/6.6). Flooding along Nags Head Lane was out of scope for the assessment.
Design is an eyesore and will have negative effect on local properties	Negative impact on the environment	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 9 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessment of Landscape and Visual effects arising from the Scheme and measures to mitigate and minimise these effects.
Mixed view. Concerns about pollution (particularly air quality and noise)	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapters 5 and 6 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments of Air Quality and Noise and Vibration effects arising from the Scheme

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		and measures to mitigate and minimise these effects.
Destruction of countryside around Grove Farm, adverse impact on biodiversity, landscape and cultural heritage. Wide disagreement across all areas of PEIR	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapters 7, 9 and 11 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments of Biodiversity, Landscape and Visual and Cultural Heritage effects arising from the Scheme and measures to mitigate and minimise these effects.
Mixed view. Negative view environmentally. Scheme has not considered roundabout layout	Negative impact on the environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3). The Scheme is not proposing any changes to the roundabout layout however, the loop road has been designed to limit impacts on the environment including following the existing gradient of the land to reduce visual impacts, minimising woodland loss and veteran tree loss as far as possible.

Environment		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Significant air and noise issues will arise during construction	Negative impact on environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapters 5 and 6 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments of Air Quality and Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects.
Will result in worsened air pollution, loss of habitat and woodland within the Green Belt	Negative impact on environment	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapters 5 and 7 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments of Air Quality and Biodiversity effects arising from the Scheme and measures to mitigate and minimise these effects.

General		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Mixed view, broadly negative re traffic flow	General	The Applicant has identified the Scheme to increase capacity of the junction in order to more efficiently cater future traffic volumes with less congestion and delays relative to a situation with no scheme. A Transport Assessment Report, (application document TR010029/APP/7.4) is submitted in support of the application.
Negative view, no further comments	General	Noted
Agrees that there is a need for works, but broadly negative views. No further comments, except re: noise from construction	General	An assessment of noise and vibration impacts and the need for noise mitigation has been carried out. Chapter 6 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessment of Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects.
Mixed view. No further comment	General	Noted
Mixed view. No further comment	General	Noted

General		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Neutral - impacts are unknown as work has not begun	General	Noted. Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed.
Negative view, no further comments	General	Noted
A12 is not an issue compared to the A13, consultation is meaningless as works will go ahead whatsoever.	General	The Applicant has identified M25 junction 28 in their current investment programme because traffic congestion and a high occurrence of accidents is currently experienced and is in need of improvement. Without intervention traffic conditions will deteriorate further with delays expected to triple by 2037 over current levels.
Cannot comment before action has taken place	General	Noted
Neutral (Consultant test response)	General	
Mixed view, negatives mainly environmental. No further comments	General	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).

General		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Mixed view, negatives mainly environmental. Suggests door-to-door survey	General	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Mixed view. Emphasis on the need to widen A1023 Brook Street in the lead up to the roundabout	General	The A1023 is not part of the Highways England SRN, but falls under the remit of Essex CC. The Applicant continued to liaise with Essex CC to ensure any future proposals for the A1023 are not prejudiced by the Scheme.
Broadly supportive. Development is long overdue, signage needed warning of alterations. Drivers currently act dangerously at junction	General	Noted
Mostly negative view. Wants to know if there will be alterations to access to properties on Colchester Road	General	Noted. The Scheme does not propose any alterations to the access to properties on Colchester Road.
Mostly positive view, no further comments	General	Noted
Concern in all areas listed, very concerned about congestion, capacity, economic growth, landscape, nature conservation, impact during construction.	General	Noted. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. The environmental chapters in the ES

General		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		(application document TR010029/APP/6.1) report the results of the Applicant's assessment of a range of effects arising from the Scheme, including biodiversity and landscape and visual, and set out measures to mitigate and minimise these effects.
Associated with above response - same concerns	General	Noted. See above response.

Non-motorised users		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Walking conditions are inconvenient and unsafe	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.
No consideration appears to have been given to cyclists and pedestrians in the scheme. Current layout	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the

Non-motorised users		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
is highly dangerous and inconvenient and would not be improved		Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.
Should be integrating wider modes of transport, particularly cycling. More strategic quality infrastructure is needed, less encouragement for car use	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.
No consideration given to non-powered users (cyclists horses and pedestrians) loop road would only worsen access. Provide a bridge for these users	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.

Non-motorised users		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Broadly positive. Would like lower speed limits and attention to sharpness of the curve, better pedestrian provision	Improvements required for pedestrians and cyclists	The Scheme has been designed using current design standards, including those for geometric alignment and design speeds. A road safety audit has been completed based on the design to date. There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.
Lack of provision for cycle crossings, needs to be traffic light controlled opportunity to cross	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme. Installing a controlled pedestrian/cycle crossing on the existing exits to the roundabout to

Non-motorised users		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		M25 south and A12 west, would create considerable safety issues, and delay to the junction. In the above initiatives that the Applicant is pursuing with the local authorities an alternative arrangement of using traffic signals for crossing is being considered.
Proposals should improve the pedestrian and cycle crossings through the junction	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.
Cyclist/footpath provision must be improved	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.

Non-motorised users		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Please improve the shared use crossing at the M25 exit of roundabout	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme. Installing a controlled pedestrian/cycle crossing on the existing exits to the roundabout to M25 south would create considerable safety issues, and delay to the junction. In the above initiatives that the Applicant is pursuing with the local authorities an alternative arrangement of using traffic signals for crossing is being considered.
Difficult to cross the junction as a cyclist	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would

Non-motorised users		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		be funded and delivered separately from the Scheme.
Works needed, junction is often gridlocked. Need for safer crossings for pedestrians and cyclists	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.
Pedestrian and horse crossing needs to be improved.	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.
Scheme does not adequately address walking and cycling traffic through the junction. No justification of capacity increase when should be lessening private car traffic	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case

Non-motorised users		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		can be made for their delivery, would be funded and delivered separately from the Scheme.
Inadequate provision for cyclists and pedestrians	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.
Negative view. No cycling and pedestrian works are proposed at present	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.
Improvements are needed for cyclists	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and

Non-motorised users		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.
Provision needed of traffic lights for crossing southbound sliproad towards Dartford	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.
Broadly positive, some environmental concerns. Raises the issue of accommodating pedestrians and cyclists within the scheme	Improvements required for pedestrians and cyclists	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.

Non-motorised users		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
No safe walking route or cycling route is provided	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme. There is a walk / cycle route through the junction connecting Brook Street and the A12 corridor. However, the Applicant acknowledges that the uncontrolled crossings on the existing exits from the roundabout to M25 south and A12 west do mean that pedestrians and cyclists need to be vigilant. Putting traffic signals at these locations would also raise safety issue and would cause more delay to the junction. In the above initiatives that the Applicant is pursuing with the local authorities an alternative arrangement of using traffic signals for crossing is being considered.

Non-motorised users		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Need further details for pedestrian crossing	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.
Footpaths cross the slip roads at uncontrolled and dangerous crossings	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.
More consideration needed for pedestrians as there are no crossing points	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would

Non-motorised users		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		be funded and delivered separately from the Scheme.
Walking conditions are unsafe due to only one crossing on roundabout	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.
Improve pedestrian crossings - M25 slip road to A12 and M25 slip road from Brook Street. Possibly the current pedestrian usage here is low, so new demand based traffic light would not impact traffic flow too much	Improvements required for pedestrians and cyclists	There would be no worsening of the NMU facilities as a result of the Scheme. However, the Applicant is working with local authorities to pursue wider improvements in the area and these types of improvements, if a case can be made for their delivery, would be funded and delivered separately from the Scheme.

Land		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Scheme would appear to take land which would result in the loss of one of the Golf Course's holes - golf course relies on having 18 holes	Land	The applicant has engaged with Midlands Golf Course in regard to this and accommodation works are now proposed to enable the relocation and reconfiguration of the second tee (see Scheme Layout Plans (application document TR010029/APP/.4) and Works Plans (application document TR010029/APP/2.3).

Lane markings and signage		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Widely positive view. Need for clear and obvious signage for people with out of date sat navs	Lane markings/signage should be improved	Signage for road users within the parameters of the Scheme will be developed at the detailed design phase.
Lane markings are not clear or safe leading to confusion and road rage. Consider adding works A12 westbound to M25 southbound which is also congested	Lane markings/signage should be improved	Lane markings within the parameters of the Scheme will be developed at the detailed design phase. The Scheme removes a large movement from the roundabout, thereby improving congestion on the roundabout for many movements,

Lane markings and signage		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		including the A12 westbound to M25 southbound.
Agrees with the need for work. Attention needed on road markings	Lane markings/signage should be improved	Road markings within the parameters of the Scheme will be developed at the detailed design phase.
Dangerous road markings are the main cause of problems	Lane markings/signage should be improved	Road markings within the parameters of the Scheme will be developed at the detailed design phase.
Need to improve lane markings on the roundabout. Otherwise positive	Lane markings/signage should be improved	Lane markings within the parameters of the Scheme will be developed at the detailed design phase.
Better signage needed to make exits clearer. Roundabout redesign to stop cars from blocking the exits	Lane markings/signage should be improved	Lane markings and signage within the parameters of the Scheme will be developed at the detailed design phase.
Lane markings, especially on roundabout for Brook Street exit are not safe and are routinely ignored	Lane markings/signage should be improved	Lane markings within the parameters of the Scheme will be developed at the detailed design phase.
Needs revision to lane markings at the roundabout for Brook Street	Lane markings/signage should be improved	Lane markings within the parameters of the Scheme will be developed at the detailed design phase.
Mixed view. Current lane signage and markings are wrong and unsafe.	Lane markings/signage should be improved	Lane markings and signage within the parameters of the Scheme will be

Lane markings and signage		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		developed at the detailed design phase.
Traffic lights and lane markings are currently poor, scheme may help address this.	Lane markings/signage should be improved	There will be a review, at detailed design stage, of the existing lane markings and traffic lights within the Scheme's red line boundary.
Clear need for work - lane markings, traffic control is poor. Brook street especially poor. Woodstock Avenue can only turn left meaning always have to use the junction, requests right turn, construction will only worsen	Lane markings/signage should be improved	There will be a review, at detailed design stage, of the existing lane markings and traffic lights within the Scheme's red line boundary.
Traffic buildup is often caused because of merging traffic and lack of separate on/off lanes. Lack of yellow hatching at the roundabout blocks exits, as well as better enforcement needed.	Lane markings/signage should be improved	Lane markings within the parameters of the Scheme will be developed at the detailed design phase.
Lane markings on the roundabout need to be improved and amended to reflect changing traffic patterns.	Lane markings/signage should be improved	Lane markings within the parameters of the Scheme will be developed at the detailed design phase.

Lane widening		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
As show in drawing (Reference A & C) request for lane widening in these locations	Lane Widening	The Applicant has considered the request but lane widening works at the location indicated were not identified as being required as part of the Scheme.

Opposed to the Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Negative view. Works are not necessary, and construction will have negative impact	Opposed to the scheme	The Applicant has undertaken an EIA which included assessment of construction impacts. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC (application document TR010029/APP/7.3).
Traffic is not bad enough regularly to justify the scheme. Construction will cause traffic delays instead.	Opposed to the scheme	The Case for the Scheme (application document TR010029/APP/7.1) submitted in support of the application sets out comprehensively the need for the Scheme.

Opposed to the Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		The proposed traffic management arrangements for the construction of the Scheme will aim, where possible, to minimise disruption. The Scheme will be subject to a traffic management plan that is also included as a requirement in the draft DCO (application document TR010029/APP/3.1).
Scheme is not needed, congestion is intermittent, but roadworks will worsen. Increasing capacity will not solve traffic problems, just bringing more cars	Opposed to the scheme	The Case for the Scheme (application document TR010029/APP/7.1) submitted in support of the application sets out comprehensively the need for the Scheme. The proposed traffic management arrangements for the construction of the Scheme will aim, where possible, to minimise disruption.
Widely negative view. No further comments	Opposed to the scheme	Noted
Negative view, no further comments	Opposed to the scheme	Noted
Negative view, no further comments	Opposed to the scheme	Noted
Widely negative view. Concerns over noise from traffic and pollution impact upon health	Opposed to the scheme	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapters 5 and 6 of the ES (application document

Opposed to the Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		TR010029/APP/6.1) report the results of the Applicant's assessments of Air Quality and Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects.
Concern cost versus improvement time seems negligible and there would be considerable environmental impact	Opposed to the scheme	The Case for the Scheme (application document TR010029/APP/7.1) submitted in support of the application sets out comprehensively the need for the Scheme. The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed.
Broadly negative view, concern that noise and light pollution from the construction and operation will impact tranquil character of area	Opposed to the scheme	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 6 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessment of Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects.
No need for the scheme. The more important issue is delays along Brook Street	Opposed to the scheme	The A1023 is not part of the Highways England SRN, but falls under the remit

Opposed to the Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		of Essex CC. The Applicant continued to liaise with Essex CC to ensure any future proposals for the A1023 are not prejudiced by the Scheme.
Very negative view. Damage to biodiversity, air pollution, noise.	Opposed to the scheme	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapters 5, 6 and 7 of the ES (application document TR010029/APP/6.1) report the results of the Applicant's assessments of Air Quality, Noise and Vibration and Biodiversity effects arising from the Scheme and measures to mitigate and minimise these effects.
Project not needed, inconvenience during construction for two years. All that is needed is the removal of traffic lights. Concerned with preserving golf course access. Projected traffic growth figures are disingenuous and should be ignored	Opposed to the scheme	The Case for the Scheme (application document TR010029/APP/7.1) submitted in support of the application sets out comprehensively the need for the Scheme. The Applicant has engaged with representatives of residents, Essex CC and Maylands Golf Course in regard to arrangements for the construction of the Scheme, and where possible will mitigate and minimise disruption.

Opposed to the Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Proposal will only shift congestion to another route. Roundabout lane markings are dangerous	Opposed to the scheme	Noted. Lane markings within the parameters on the Scheme will be proposed at the detailed design phase. The traffic modelling and assessment undertaken for the Scheme is summarised in the Transport assessment report (application document TR010029/APP/7.4), which includes both local and strategic traffic modelling assessments.
Widely negative view. Scheme should look to diminish car use through other means to lessen congestion instead	Opposed to the scheme	Noted
Negative view. Asks about traffic simulations. No further comments	Opposed to the scheme	The traffic modelling and assessment undertaken for the Scheme is summarised in the Transport assessment report (application document TR010029/APP/7.4).
Negative view. Feel that simply adding yellow boxes as to not block up the junction would be sufficient	Scheme not required	Yellow boxes are an important consideration of the scheme, to complement the introduction of the new loop road and reorganisation of the land markings and signal settings on the roundabout. Yellow boxes will discourage drivers blocking the entry

Opposed to the Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		areas for the slip road approaches, however on their own the yellow boxes will not increase the capacity to cater future growth in travel demands at junction 28.

Safety		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Safety concerns over the tightness of the loop. Perhaps need to avoid use of a tigertail to smooth the curve	Other	The Scheme has been designed using current design standards, including those for geometric alignment and design speeds. A road safety audit has been completed based on the design to date.

Public health and wellbeing		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Concern re: visual impact and night working	Public health & wellbeing	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 9 of the ES (application document

Public health and wellbeing		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		TR010029/APP/6.1) reports the results of the Applicant's assessment of Landscape and Visual effects arising from the Scheme and measures to mitigate and minimise these effects. Details of working hours are set out in the Outline CEMP (application document TR010029/APP/7.2) submitted with the application.
Concern re: visual impact to rear and night working	Public health & wellbeing	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 9 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessment of Landscape and Visual effects arising from the Scheme and measures to mitigate and minimise these effects. Details of working hours are set out in the Outline CEMP (application document TR010029/APP/7.2) submitted with the application.
Concern about increase in noise and lowering of property value	Public health & wellbeing	The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 6 of the ES (application document

Public health and wellbeing		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		TR010029/APP/6.1) reports the results of the Applicant's assessment of Noise and Vibration effects arising from the Scheme and measures to mitigate and minimise these effects.

Signals and traffic lights need improving		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Traffic lights and tightness of roundabout cause constant congestion blocking A12 and A1023	Traffic lights need improvement	The Scheme removes a large movement from the roundabout, thereby improving congestion on the roundabout for many movements. The traffic lights on the roundabout will be optimised to maximise the benefits of the released capacity on the roundabout following the diversion of the right turn via the new loop road.
Stop traffic through roundabout northbound M25 to eastbound A12. Stop traffic through roundabout A12 to southbound M25. Improve traffic lights on roundabout	Signals and traffic lights need improvement	The Scheme will include a sign strategy to direct M25 northbound to A12 eastbound traffic via the new loop road. Signal timings will be adjusted to favour other movements and not

Signals and traffic lights need improving		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		make the roundabout attractive for the right turn to A12 east.
Current layout of roundabout unacceptable. Causes rat running through local roads. Signage and traffic light signalling is poor	Signals and traffic lights need improvement	There will be a review, at detailed design stage, of the existing lane markings and traffic lights settings within the Scheme's red line boundary.
Traffic light phasing needs to be fixed	Signals and traffic lights need improvement	There will be a review, at detailed design stage, of the existing lane markings and traffic lights timings and offsets within the Scheme's red line boundary.
All that is required is proper signal control and management	Signals and traffic lights need improvement	The signal times, phasing and offsets are important considerations of the scheme, to complement the introduction of the new loop road and reorganisation of the land markings on the roundabout. Upgrading or optimising the signal phasing and timings may improve the performance of the roundabout marginally, however on its own will not increase the capacity to cater future growth in travel demands at junction 28.
Signage needs to be improved on the roundabout. More consideration for Brook Street	Signals and traffic lights need improvement	During the detailed design stage, there will be a review of the existing lane

Signals and traffic lights need improving		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		markings and traffic lights phasing and timings/offsets within the Scheme's red line boundary. The A1023 is not part of the Highways England SRN, but falls under the remit of Essex CC. The Applicant continued to liaise with Essex CC to ensure any future proposals for the A1023 are not prejudiced by the Scheme.
Lights are currently always out of sync needs to be fixed, uses Brook Road normally. Attention to impact during construction on daily life	Signals and traffic lights need improvement	During the detailed design stage, there will be a review of the existing lane markings and traffic lights phasing and timings/offsets within the Scheme's red line boundary. The proposed traffic management arrangements for the construction of the Scheme will aim, where possible, to minimise disruption.
Ensure construction works adhere to mitigation & safeguarding and do not park in residential streets. Road signage needs improvement	Signals and traffic lights need improvement Measures needed for construction traffic	There will be a review, at detailed design stage, of the existing road signing, lane markings and traffic lights within the Scheme's red line boundary. The proposed traffic management arrangements for the construction of the Scheme will aim, where possible, to minimise disruption to local users and residents.

Signals and traffic lights need improving		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Mixed view. Current arrangement with traffic lights is not workable especially re Brook Street	Signals and traffic lights need improvement	During the detailed design stage, there will be a review of the existing lane markings and traffic lights phasing and timings/offsets within the Scheme's DCO boundary.

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
A12 exit slip risks creating a bottleneck which will cause traffic to tail back, could lead to issues exiting Woodstock & Kenilworth Avenues	Traffic flow	Using traffic models the Scheme has been assessed against a Do minimum scenario, which represents the future situation at junction 28 with an increase in traffic volumes if no improvements are implemented to cater for these. The Scheme has been developed to best cater future demands with reduced queueing and delays by providing a significant improvement to capacity at junction 28 through the creation of the new loop road. A summary of this assessment is provided in the Transport assessment

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		report (application document TR010029/APP/7.4).
Need for more immediate measures to improve safety at the junction including traffic management to stop red light jumping.	Traffic management measures needed	Noted
Main issue is traffic from A12 both directions onto the roundabout, blocking A1023 Brentwood - not addressed	Traffic flow	There is often congestion occurring on the A12 westbound slip road due to traffic queues backing up from the junction 28 roundabout onto the A12 and blocking through traffic on the A12. The Applicant notes that this queueing occurs for two reasons, i) the congestion on the junction 28 roundabout blocking the circulatory carriageway of the roundabout: and ii) traffic travelling to Brentwood on Brook Street queueing up, and backing up on to the junction 28 roundabout and blocking traffic approaching from the A12. When this queue backs up on to the roundabout it often blocks the 2 nearside lanes on the A12 off-slip, the lanes that are trying to reach Brook Street and the M25 south. The Scheme removes a large movement from the roundabout,

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		thereby improving congestion on the roundabout for many movements, including the A12 eastbound off slip road. In doing so, this will alleviate part of the cause of the queueing on the A12 westbound off slip. The Applicant notes that Brook Street is the responsibility of Essex Highways, and has engaged with the Council to update them on the issues raised regards Brook Street and check that the Scheme does not conflict with their plans for Brook Street.
Remains to be seen whether the single flow south to east will be sufficient. Does not resolve A1023 Brook Street	Traffic flow	The Scheme removes a large movement from the roundabout, thereby improving congestion on the roundabout for many movements. The A1023 is not part of the Highways England SRN, but falls under the remit of Essex CC. The Applicant continued to liaise with Essex CC to ensure any future proposals for the A1023 are not prejudiced by the Scheme.
Woodstock Avenue - attention needed as to how construction will affect residents. Request introduction of right turning	Traffic flow	The Applicant has engaged with representatives of residents, Essex CC and Maylands Golf Course in

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		regard to arrangements for the construction of the Scheme, and where possible will minimise disruption. The development of the traffic management plans has considered the feedback from these meetings. The request for a right turn from Woodstock Avenue will need to be take up with TfL, the highway authority for the A12 to the west of junction 28.
Improvement is crucial, junction is currently dangerous. Woodstock Ave residents are forced around the roundabout. Worried about construction impacts. Possibility of right turn for Woodstock?	Traffic flow	The Applicant has engaged with representatives of residents in Woodstock Avenue and Essex CC in regard to arrangements for the construction of the Scheme, and where possible will minimise disruption. The development of the traffic management plans has considered the feedback from these meetings. The request for a right turn from Woodstock Avenue will need to be taken up forward by TfL, the highway authority for the A12 to the west of junction 28.

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Woodstock Ave concern of construction impacts. Must use roundabout every time - need for a right turn.	Traffic flow	The Applicant has engaged with representatives of residents in Woodstock Avenue and Essex CC in regard to arrangements for the construction of the Scheme, and where possible will minimise disruption. The development of the traffic management plans has considered the feedback from these meetings. The request for a right turn from Woodstock Avenue will need to be taken up forward by TfL, the highway authority for the A12 to the west of junction 28.
Woodstock Ave concern of construction impacts. Must use roundabout every time	Traffic flow	The Applicant has engaged with representatives of residents in Woodstock Avenue and Essex CC in regard to arrangements for the construction of the Scheme, and where possible will minimise disruption. The development of the traffic management plans has considered the feedback from these meetings. The request for a right turn from Woodstock Avenue will need to be taken up forward by TfL, the

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		highway authority for the A12 to the west of junction 28.
Proposal must address other flows of traffic, primarily A12 westbound onto M25	Traffic flow	A dedicated lane between the A12 westbound and M25 southbound would be difficult to achieve without affecting access to Brook Street from the roundabout.
Scheme does not represent value for money. Instead consider - a dedicated third lane on A12 eastbound slip road to M25 north, avoiding traffic lights. - dedicated lane for M25 S to A12 W traffic. - Add yellow boxes to the roundabout to avoid blocking traffic	Traffic flow	The transport and economic assessments demonstrate that the Scheme has good impacts in terms of achieving the scheme objectives and offers high value for money. Additional left turn slip-roads at the roundabout (to ease movements to and from M25/A12/Brook Street) have been considered (including the A12 eastbound and M25 northbound approaches), but these were progressed because: • the demand for the turns was not sufficient to justify the incremental investment. • the dedicated lanes would also expose pedestrians and cyclists to

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		additional safety risks (i.e. would not be controlled). the dedicated lanes would sever access to adjacent private properties on south west and north west quadrants of the junction. Lane markings within the parameters of the Scheme will be developed at the detailed design phase.
Works on A128 and A127 would be more productive and less disruptive	Traffic flow	The RIS strategy has identified M25 junction 28 as an improvement scheme to address current (and future) congestion and safety issues. The M25 junction 28 is a key junction catering major movement between the M25 and A12 east; improving the A128 and A127 would not be expected to address the issues observed at junction 28.
Woodstock & Kenilworth Avenue. Severe concerns over impact from construction. Request junction at Maylands Golf Course to allow U turn.	Traffic flow	The Applicant has engaged with representatives of residents in Woodstock Avenue and Essex CC in regard to arrangements for the construction of the Scheme, and where possible will minimise disruption. The development of the

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		traffic management plans has considered the feedback from these meetings. The request for a right turn from Woodstock Avenue will need to be taken up forward by TfL, the highway authority for the A12 to the west of junction 28. The request for a U-turn on the A12 at a junction with the Maylands Golf Club access will need to be take up with TfL, the highway authority for the A12 to the west of junction 28.
Concern about rerouting of heavy goods vehicles during construction process	Traffic flow	Any re-routing of heavy goods vehicles during construction, will, where possible to be kept to a minimum. The Applicant has engaged with representatives of residents, Essex CC and Maylands Golf Course in regard to arrangements for the construction of the Scheme, and where possible will minimise disruption. The development of the traffic management plans has considered the feedback received.

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Request clearer lane markings on roundabout	Traffic flow	Lane markings within the parameters on the Scheme will be proposed at the detailed design phase.
Scheme does not deal with congestion of through traffic on A12 beneath the junction. This congestion backs up Brook Street Roundabout. There would not be enough distance between existing and new feeders for traffic to disperse. A12 from junction 28 should be widened to 3 lanes instead.	Traffic flow	The Respondent refers to congestion occurring on the A12 for through traffic due to traffic backing up from the junction 28 roundabout onto the A12 and blocking through traffic on the A12. The Applicant notes that this queueing occurs for two reasons: i) the congestion on the junction 28 roundabout blocking the circulatory carriageway of the roundabout, and ii) traffic travelling to Brentwood on Brook Street queueing up, and backing up on to the junction 28 roundabout and blocking traffic approaching from the A12. The Scheme removes a large movement from the roundabout, thereby improving congestion on the roundabout for many movements, including the A12 eastbound off slip road. So in doing so this will alleviate part of the cause of the queueing on the A12 westbound off slip. The

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		Applicant notes that Brook Street is the responsibility of Essex Highways, and has engaged with the Council to update them on the issues raised regards Brook Street and check that the Scheme does not conflict with their plans for Brook Street. The respondent suggests the need to improve the A12 to three lanes. The Applicant is undertaking separate investigations looking into the need for improving the A12 north of M25 junction 28; these are not within the scope of the Scheme which focuses only on improving junction 28.
Woodstock Avenue residents must turn left onto the roundabout. Construction will cause further delays, consider a right turn	Woodstock Avenue design improvements and suggestions	The Applicant has considered all the areas during construction and has carried out assessments where appropriate. The Applicant has engaged with representatives of residents in Woodstock Avenue and Essex CC in regard to arrangements for the construction of the Scheme, and where possible will minimise disruption. The development of the

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		traffic management plans has considered the feedback from these meetings. The request for a right turn from Woodstock Avenue will need to be taken up forward by TfL, the highway authority for the A12 to the west of junction 28.
Access to Woodstock Avenue does not work properly. There are many other pressures adding to congestion including the new cemetery	Woodstock Avenue design improvements and suggestions	The Applicant has engaged with representatives of residents in Woodstock Avenue and Essex CC in regard to arrangements for the construction of the Scheme, and where possible will minimise disruption. The development of the traffic management plans has considered the feedback from these meetings. The request for a right turn from Woodstock Avenue will need to be taken up forward by TfL, the highway authority for the A12 to the west of junction 28.
Woodstock Avenue residents are filtered onto the roundabout no matter what. Construction will worsen this, right turn is needed	Woodstock Avenue design improvements and suggestions	The Applicant has considered all the areas during construction and has carried out assessments where appropriate.

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		The request for a right turn on the A12 will need to be take up with TfL, the highway authority for the A12 to the west of junction 28.
Woodstock Avenue residents are filtered onto the roundabout no matter what. Construction will worsen this, right turn is needed. Works to improve roundabout would be more useful	Woodstock Avenue design improvements and suggestions	The Applicant has considered all the areas during construction and has carried out assessments where appropriate. The request for a right turn on the A12 at a junction will need to be take up with TfL, the highway authority for the A12 to the west of junction 28.
Woodstock Avenue access needs to be considered, traffic always filtered onto the roundabout which is often congested. Road works will be even more inconvenient	Woodstock Avenue design improvements and suggestions	The Applicant has considered all the areas during construction and has carried out assessments where appropriate.
Woodstock Avenue access needs to be altered, currently all traffic has to filter around the roundabout no matter destination. Worry about scale and time needed for construction. Road markings poor at roundabout	Woodstock Avenue design improvements and suggestions	The Applicant has considered all the areas during construction and has carried out assessments where appropriate. Any concerns that the residents have regarding the operation of this section of the A12 to the west of the M25 will need to be take up with TfL.

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		Road markings will be reviewed as part of the Scheme, and will be developed further during the detailed design.
Woodstock Avenue access needs to be altered, currently all traffic has to filter around the roundabout no matter destination. Worry about scale and time needed for construction	Woodstock Avenue design improvements and suggestions	The Applicant has considered all the areas during construction and has carried out assessments where appropriate. The Applicant has engaged with representatives of residents in Woodstock Avenue and Essex CC in regard to arrangements for the construction of the Scheme, and where possible will minimise disruption. The development of the traffic management plans has considered the feedback from these meetings. The request for a right turn from Woodstock Avenue will need to be taken up forward by TfL, the highway authority for the A12 to the west of junction 28.
Woodstock Avenue access needs to be altered, currently all traffic has to filter around the roundabout no matter destination. Suggests use of a traffic light at end of road	Woodstock Avenue design improvements and suggestions	The Applicant has held a meeting with representatives from Woodstock Avenue, Essex CC and TfL to explain

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		the constraints around making changes. The request to use the traffic lights at the end of Woodstock Avenue, to say right turn on the A12, will need to be take up with TfL, the highway authority for the A12 to the west of junction 28.
Woodstock Avenue access needs to be altered, currently all traffic has to filter around the roundabout no matter destination.	Woodstock Avenue design improvements and suggestions	The Applicant has held a meeting with representatives from Woodstock Avenue, Essex CC and TfL to explain the constraints around making changes. It was agreed that any concerns that the residents have regarding the operation of this section of the A12 to the west of the M25 will need to be take up with TfL.
Woodstock Avenue access needs to be altered, currently all traffic has to filter around the roundabout no matter destination, meaning that residents get stuck in the associated traffic. Possibility of U-Turn option at Maylands Golf Course?	Woodstock Avenue design improvements and suggestions	The Applicant has engaged with representatives of residents in Woodstock Avenue and Essex CC in regard to arrangements for the construction of the Scheme, and where possible will minimise disruption. The development of the traffic management plans has considered the feedback from these meetings. The request for a right turn

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		from Woodstock Avenue will need to be taken up forward by TfL, the highway authority for the A12 to the west of junction 28.
Woodstock Avenue residents are filtered onto the roundabout no matter what. Traffic moving closer will increase noise	Woodstock Avenue design improvements and suggestions	The Applicant has held a meeting with representatives from Woodstock Avenue, Essex CC and TfL to explain the constraints around making changes. The Applicant has carried out assessments of noise.
Access to Woodstock Avenue does not work properly and needs to be resolved	Woodstock Avenue design improvements and suggestions	The Applicant has held a meeting with representatives from Woodstock Avenue, Essex CC and TfL to explain the constraints around making changes. It was agreed that any concerns that the residents have regarding the operation of this section of the A12 to the west of the M25 will need to be take up with TfL.
Access to Woodstock Avenue does not work properly and needs to be resolved. Also need confirmation that construction won't affect WA access	Woodstock Avenue design improvements and suggestions	The Applicant has held a meeting with representatives from Woodstock Avenue, Essex CC and TfL to explain the constraints around making changes. The Applicant has considered all the areas during construction and has carried out

Traffic flow and management		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		assessments where appropriate. Arrangements for traffic management during construction have been developed and will be finalised during detailed design prior to construction.
Woodstock Avenue works will impact in particular, need to turn right from this road	Woodstock Avenue design improvements and suggestions	The Applicant has held a meeting with representatives from Woodstock Avenue, Essex CC and TfL to explain the constraints around making changes. Traffic management during construction will involve some speed restriction but everything will be done to maintain existing access arrangements to and from Woodstock Avenue.
Woodstock Avenue must use the junction always, need for a right turn provision or access to Petersfield Ave. Brook Street roundabout needs improvement. Traffic light for A12 west to M25 south is inefficient, a slip road would be better	Woodstock Avenue design improvements and suggestions	The Applicant has held a meeting with representatives from Woodstock Avenue, Essex CC and TfL to discuss this matter. As this section of the A12 is on TfL's road network it was agreed that this is an issue that the Woodstock Avenue residents need to pursue with TfL.

Utility grids and infrastructure		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Concern that there may be works to overhead pylons		Noted. The Scheme does not involve the any works or diversion to National Grid's high voltage overhead cables and pylons. The only involved an undergrounding diversion of the UK Power Networks (UKPN) overhead cables.

Waste		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Attention needed to clean up of spoil and waste - not to end up spilling this out onto public roads or to involve road sweeping		The Applicant has undertaken an EIA of the Scheme and mitigation measures are proposed. Chapter 12 of the ES (application document TR010029/APP/6.1) reports the results of the Applicant's assessment of Materials and Waste effects arising from the Scheme and measures to mitigate and minimise these effects. The mitigation required is set out in the Outline CEMP (application document TR010029/APP/7.2) and the REAC

Waste		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		(application document TR010029/APP/7.3).

Annex F. Supplementary consultation

F1 Consultation brochure and response form



M25 junction 28 improvement scheme

Supplementary consultation

4 November to 2 December 2019



November 2019

M25 junction 28 improvement scheme

Why we are undertaking a supplementary consultation

From late 2018 to early 2019 we held a statutory consultation and invited the community, affected landowners and other stakeholders to comment on our proposals to improve junction 28 on the M25.

Since then, we have been considering feedback, developing our design and undertaking further environmental assessments including additional survey work.

From this, we have developed our plans to take into account key infrastructure in the area and have identified further measures to mitigate the effects of the scheme.

As a result, we are now proposing changes to the scheme and to the extent of the scheme red line boundary. The plan to the right shows the red line boundary identified at statutory consultation (refer to key) and the new proposed red line boundary.

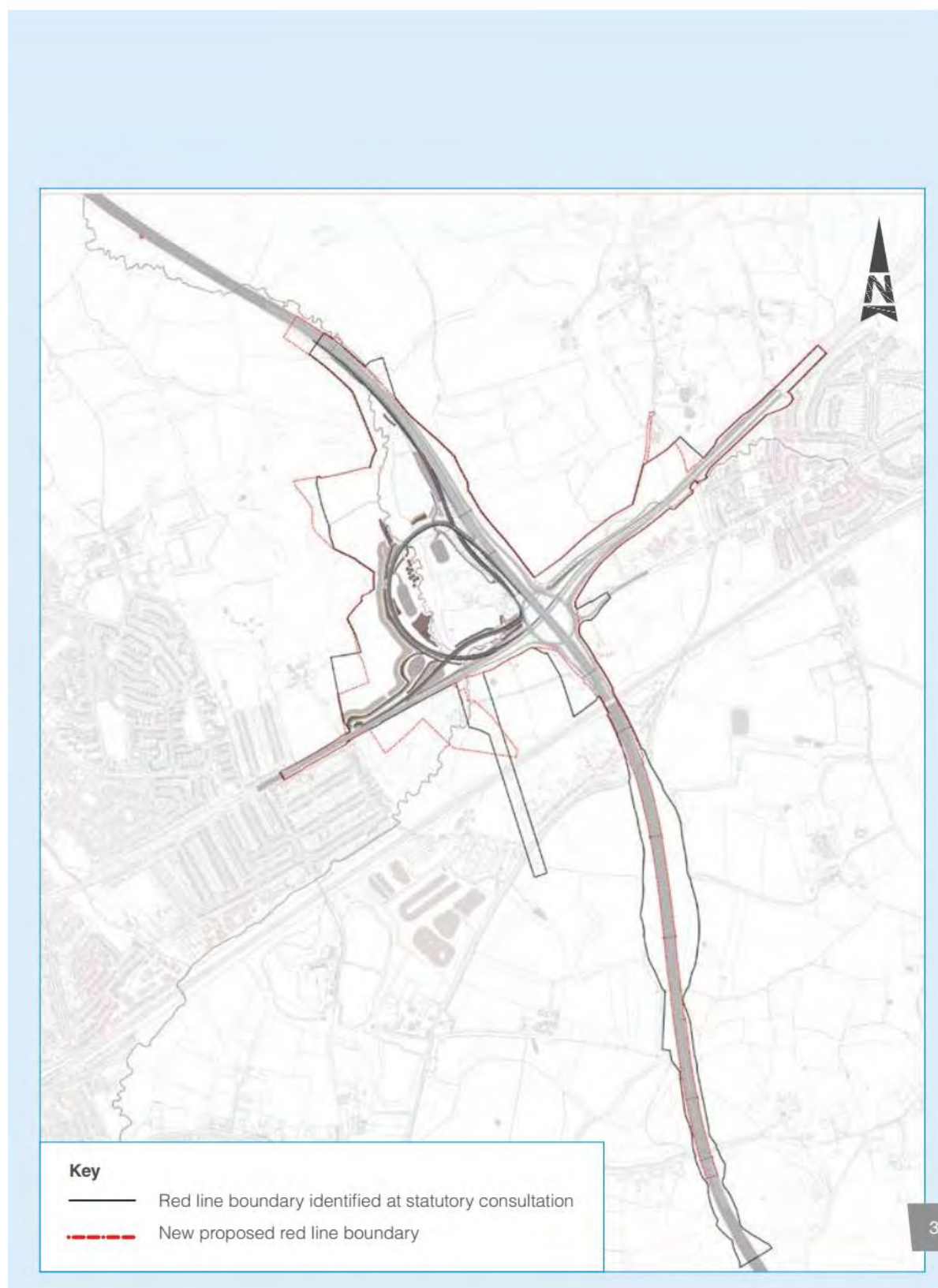
We have identified ten key changes to the proposals on which we would welcome your views:

1. Mitigation proposals
2. Weald Brook mitigation works
3. High-pressure gas main diversion
4. Proposed construction compound
5. Proposed satellite compound
6. Redesign of the A12 eastbound exit road
7. Ingrebourne River mitigation works
8. Drainage ponds and access tracks
9. Location of replacement of gantry
10. Potential use of existing access track

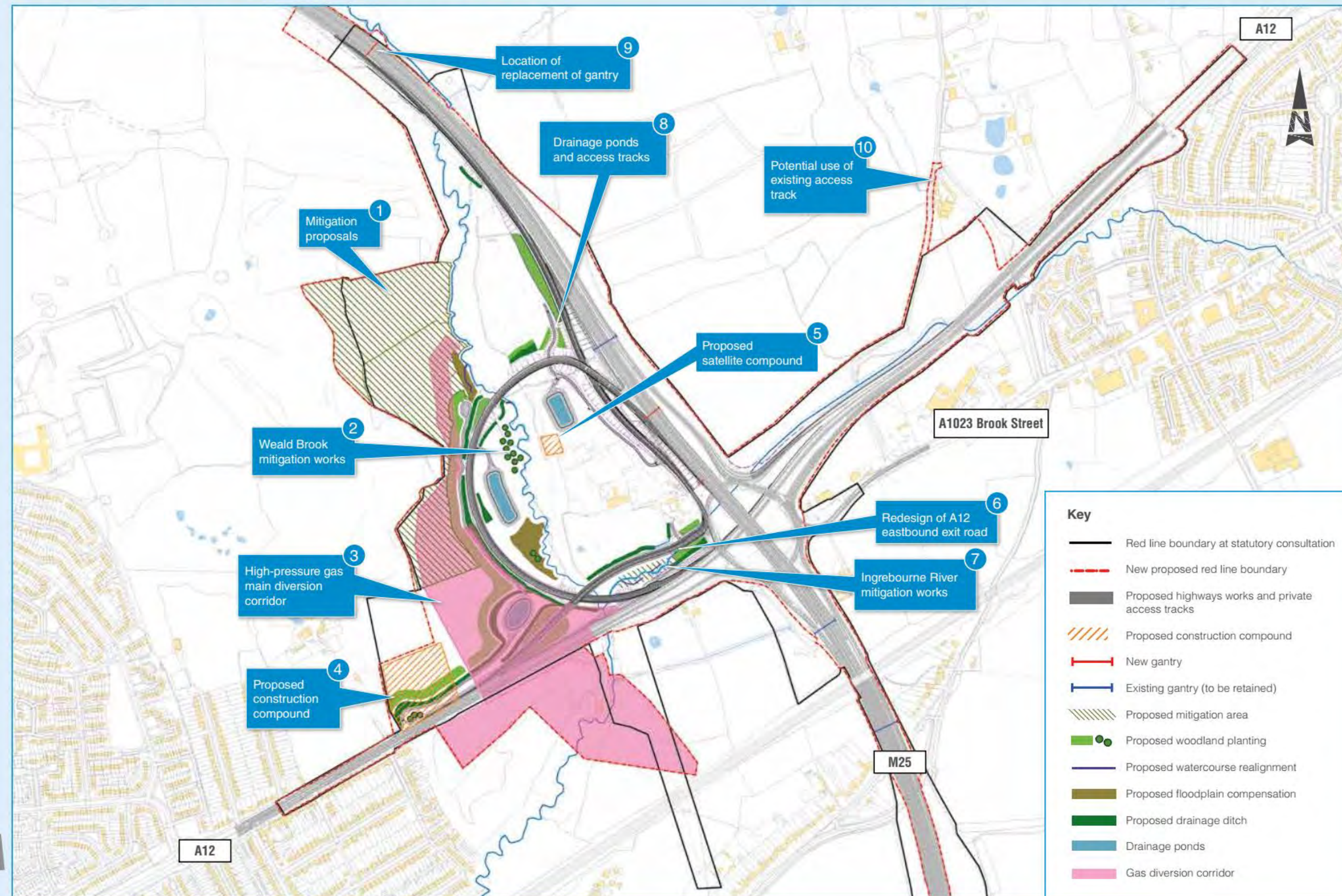
Please refer to **Overview of key scheme changes** plan on page 4.

We would welcome your views now, before we submit our Development Consent Order (DCO) application to build the scheme.

Consultation on the proposed changes and newly identified impacts runs from 4 November to 2 December 2019.



Overview of key scheme changes



The changes we are consulting on

The changes are outlined in the following sections and then tables set out how the main preliminary environmental effects are now different from those presented at our statutory consultation.

We have also collected new baseline information and established the presence of veteran trees (a tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value). Therefore, we have also included a section in this brochure on **newly identified impacts** which outlines further preliminary environmental information relating to effects on veteran trees including details of the surveys we have completed to date.

1. Mitigation proposals

Parts of the scheme are within the Ingrebourne Valley Site of Metropolitan Importance (Ingrebourne Valley SMI) for Nature Conservation, which is used by protected species including great crested newts. A biodiversity assessment has been undertaken to establish the impacts of the scheme on the Ingrebourne Valley SMI. This has enabled us to develop our mitigation proposals that include improving an existing part of the Ingrebourne Valley SMI to compensate for loss of habitats and other impacts.

Further assessment work has also been undertaken to establish other impacts of the scheme, including the visual impact of the new loop road and the potential impact on Maylands golf course.

To ensure we can adequately mitigate the impacts, we have extended the red line boundary and identified the area shown on the **Overview of key changes** plan as being utilised for mitigation purposes. The ecological elements are likely to include:

- habitat features for great crested newts (including terrestrial refuges and ponds)
- installing habitat management for reptiles

- management of the habitat to reduce (or remove) invasive plant species of negligible ecological value
- planting of woodland and scrub
- management of grassland to encourage species diversity
- overall management of the area in a way that is sympathetic to the habitats in the Ingrebourne Valley SMI
- management of the river corridor to clear or coppice trees and scrub and open it up to provide more diversity
- ground lowering next to a reach of the Weald Brook to create a back channel and area of wet grassland that floods regularly

We continue to develop our mitigation proposals for this area and the detailed proposals are subject to ongoing discussions with key stakeholders including Maylands Golf Club.

Question 1 in the response form (at the end of this brochure) gives you the opportunity to comment on the proposed use of this area to reduce the impacts of the scheme.

2. Weald Brook mitigation works

As explained at our last consultation, the proposed loop road would involve crossing the Weald Brook in two locations as indicated in [diagram 1](#). These crossings would involve the construction of bridges over and straightening of the watercourse. Further design refinement has identified that the bridge pier of Duck Wood bridge and the loop road embankment would encroach onto the floodplain.

Working in consultation with the Environment Agency, we have been developing proposals to mitigate these impacts on the watercourse and floodplain. It is now proposed to alter the course of the Weald Brook within the loop road to a more natural form as shown in [diagram 2](#).



Diagram 1: Proposal at statutory consultation



Diagram 2: Current proposal

Question 2 in the response form gives you the opportunity to provide your views on our proposals for the Weald Brook.

3. High-pressure gas main diversion

Since statutory consultation we have had further discussions with Cadent Gas and understand we would need to divert an existing high-pressure gas main that runs through the site of the proposed loop road. This diversion is unavoidable, and work is underway to identify the route that the new section of gas main would take.

Whilst the precise alignment of the proposed gas diversion is not yet known, the corridor within which it would be located has been identified in consultation with Cadent Gas and is shown in diagram 3 on the right.

To accommodate the proposed gas main diversion, the red line boundary has been extended to cover land situated to the south of the A12. This includes parts of Oak Farm, part of which has planning permission for use as a burial ground and is next to the Caravan Park Putwell Bridge.

Question 3 in the response form gives you the opportunity to comment on the corridor identified for the proposed gas diversion.



Diagram 3: Corridor within which the gas diversion could take place

4 and 5. Proposed construction and satellite compounds

Since our previous consultation, we have developed our plans to construct the scheme and have now identified the proposed locations for the temporary construction compound and the satellite compound.

The key purpose of the main construction compound would be to provide site offices, storage areas and car parking, as well as to provide access to the main construction areas through internal haul roads within the site.

The satellite compound would also contain some welfare accommodation and provide an area to store materials, waste and equipment. By utilising a satellite compound in this way, it can help to minimise vehicle movements around the construction site.

As part of our DCO application we will produce a draft Outline Construction Environmental Management Plan (OCEMP). This will outline the measures we will adopt to minimise the impact of the works on the local environment and communities during construction.

The proposed location of the two compounds has been determined having regard to; existing utility infrastructure, the need to provide safe access and exit from the A12, the floodplain of the watercourses, existing land uses and maintaining accesses to local properties and businesses.

We seek to minimise disruption to neighbouring occupiers and road users and will put in place measures to control nuisances such as noise and dust. The land would be used for the compounds and haul roads on a temporary basis. When they are no longer needed for construction purposes, it is intended that the land would be reinstated and its current use restored, unless otherwise shown on the scheme plans or agreed with the relevant land owner.

[Question 4 in the response form gives you the opportunity to tell us about anything you think we need to consider as we develop our plans for the proposed construction and satellite compounds.](#)



6. Redesign of A12 eastbound exit road

Our proposals at statutory consultation showed the A12 eastbound exit road situated closer to the existing A12. Following ongoing discussions with the owners of existing infrastructure in this location we need to ensure there would be sufficient clearance between the new A12 eastbound exit road, existing overhead electricity lines and an underground pipeline. As a result, the proposed exit road has been relocated northwards. This change would mean the

extension of an existing culvert (underground channel which carries the Ingrebourne River beneath junction 28) from approximately 40 to 80 metres in length. As well as affecting the watercourse this change will still be within the Ingrebourne Valley SMI. We have therefore also developed proposed mitigation measures in relation to this change and these are described in the section on the [Ingrebourne River mitigation works](#) below and illustrated in [diagrams 4 and 5](#).



Diagram 4: Proposal at statutory consultation



Diagram 5: Current proposal

7. Ingrebourne River mitigation works

Change 6 on page 9 describes a proposed design change to the A12 eastbound exit road. As a result of this change and the resulting effect it would have on the Ingrebourne River we have developed proposals to realign a section of the river creating a more natural form. We are also proposing to lower ground levels on either side of the river to reconnect the channel with its floodplain. The slopes of the river banks would also be slackened (made less steep) to increase ecological diversity. These mitigation works have been developed in consultation with the Environment Agency. Our proposed mitigation works along this section of the Ingrebourne River would also involve the creation of a wet grassland and woodland habitat to compliment the local habitat within the Ingrebourne Valley SMI.

[Question 5 in the response form gives you the opportunity to comment on our mitigation proposals for the Ingrebourne River and Ingrebourne Valley SMI \(see changes 6 and 7\).](#)

8. Drainage ponds and access tracks

We need to consider how we will deal with water falling on the road when it rains to ensure it drains effectively for the safety of drivers but does not flood the local water system by draining too quickly. Taking into account the existing drainage catchments, utility infrastructure and floodplain, we have identified three locations near the proposed loop road, where we could dig drainage ponds as shown (in blue) on our **Overview of key scheme changes** plan. These ponds would fill with water in the event of heavy rain and drain gradually to ensure the local water system is not flooded.

We would also need to provide private access tracks in various locations to ensure that the new road, drainage ponds and existing overhead electricity lines could be maintained in the future, as well as providing the landowner with access to their land.

[Question 6 in the response form gives you the opportunity to let us know what you think about the location of the drainage ponds and access tracks.](#)

9. Location of replacement gantry

Our plans at statutory consultation indicated a working area on the southbound side of the M25 to enable us to modify an existing gantry (structure over the motorway that holds signage). Following discussions with landowners, we are now proposing a new gantry further northwards to avoid potential impacts that could arise to Maylands golf course from the previous gantry proposal. Therefore, we have extended the red line boundary northwards to accommodate the new proposed gantry. The plans on page 11 show the area at our last consultation ([diagram 6](#)) and our current proposal ([diagram 7](#)).

[Question 7 in the response form provides you with the opportunity to tell us what you think about the location of the replacement gantry.](#)



Diagram 6: Proposal at statutory consultation

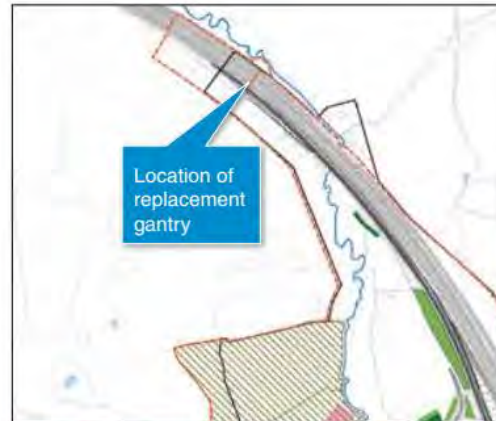


Diagram 7: Current proposal

10. Potential use of existing access track

We are exploring the potential provision of environmental mitigation in the area to the north of the A12 and east of the M25. Further consideration has been given to the means by which we might access this area. Rather than creating a new access from the main road, Wigley Bush Lane, we are considering using an existing access from Wigley Bush Lane to minimise disruption. We have therefore reduced the red line boundary away from the main road and extended it along the existing access lane as shown in [diagram 8](#) and [diagram 9](#).

Discussions with the Environment Agency are ongoing to identify appropriate mitigations on the Ingrebourne River.

[Question 8 in the response form asks for your comments on the potential use of this existing access track.](#)



Diagram 8: Proposal at statutory consultation



Diagram 9: Current proposal

Preliminary environmental information relating to the scheme changes

The following tables summarise the main preliminary environmental effects of the key changes we are consulting on now, compared with the effects of the proposals presented for statutory consultation.

Where a topic is not covered in the tables (changes 6, 8, 9 and 10), there are no differences arising from the proposed scheme changes as against the effects assessed at the time of our statutory consultation.

1. Mitigation proposals		
Scheme change		
Topic	Preliminary environmental effects at statutory consultation	Preliminary environmental effects after change
Biodiversity	The areas for ecological compensation had not been confirmed.	The proposed ecological compensation area has now been identified and the majority of the compensation area lies within the Ingrebourne Valley SMI. These areas will be used to provide habitat for great crested newts and to enhance habitats as compensation for permanent habitat loss within the Ingrebourne Valley SMI. This is part of a wider package of compensation including the enhancement of the river corridors and appropriate reinstatement and management of habitats to reduce the effect of the scheme on the Ingrebourne Valley SMI and great crested newts in the long-term. The exact extent and composition of the ecological compensation area is dependent on finalisation of temporary works, landscape design and negotiations with land owners. However, the aim is to avoid as far as possible net loss of the habitats which comprise the Ingrebourne Valley SMI.
Landscape and visual	Receptors nearby would have experienced visual impacts from the proposed loop road, but mitigation had not been identified.	Additional landscape design has been developed to mitigate the landscape and visual impacts on nearby receptors, and enable a greater degree of woodland screen planting, primarily along the western edge of the proposed loop road. Where present, this will screen receptors from the proposed scheme and help mitigate adverse impacts.
People and communities	Land take for mitigation purposes had not been identified.	The proposed area for mitigation would involve permanent land take resulting in a slight adverse effect at both construction and operational stages. This results in a change from an unknown effect.
Road drainage and the water environment	Mitigation measures had not been identified.	Part of the mitigation area next to the Weald Brook has been lowered to compensate for loss of flood storage resulting from the scheme. This has provided opportunities to landscape the area to reconnect the brook with its floodplain and create wet grassland area. Backwaters are also proposed to create additional still water habitat. Accounting for the proposed mitigation measures, the overall effect is neutral.

Scheme change	2. Weald Brook mitigation works	
Topic	Preliminary environmental effects at statutory consultation	Preliminary environmental effects after change
Biodiversity	These features were described as potential mitigation opportunities to reduce the effect of the scheme on the Weald Brook to neutral in the long-term.	Mitigation features are now part of the embedded design to integrate the Weald Brook and floodplain habitats, which will increase ecological diversity by including backwaters and natural meanders. With additional design detail it is now possible to assess the residual impacts on the Weald Brook and Ingrebourne Valley SMI with more certainty and potential for long term beneficial effects on the receptor.
Road drainage and the water environment	Bridges spanned the extent of the floodplain and avoided physically impacting the Weald Brook.	Accounting for the proposed mitigation measures, the overall effect of the scheme remains neutral.

Scheme change	3. High-pressure gas main diversion	
Topic	Preliminary environmental effects at statutory consultation	Preliminary environmental effects after change
People and communities	The scheme was not impacting Oak Farm (part of which has planning permissions for use as a burial ground), south of the A12.	Requires provision to be made for temporary land take on the south side of the A12 and permanent access would be required to the new section of the gas main. Due to these land interest requirements, the effect on Oak Farm (including the proposed burial ground) is considered to have changed from neutral to moderate adverse.
Noise and vibration	The scheme was not impacting Oak Farm (part of which has planning permissions for use as a burial ground), south of the A12.	There is potential for a temporary significant noise impact for the receptors at Caravan Park Putwell Bridge and 17 Colchester Road due to their proximity to the gas diversion construction works. Best practice mitigation measures will be applied to minimise any impact through the application of appropriate noise control measures. These measures will be detailed in the OCEMP.
Cultural heritage	The scheme was not impacting Oak Farm (part of which has planning permissions for use as a burial ground), south of the A12.	The construction of the gas main diversion has the potential to have direct impacts on a recently identified early medieval archaeological site south of the A12. This area includes the London to Colchester Roman Road Archaeological Priority Area and Alluvial Deposit Archaeological Priority Zone. The site has been partially excavated but may extend beyond the features identified during trenching for the burial ground proposal. As the original design included similar impacts on these archaeological assets, the overall effect remains the same. The OCEMP will outline the measures required to identify and evaluate archaeological remains impacted by the works, including measures required to be implemented when preservation <i>in situ</i> is determined to be appropriate.

Scheme change		
4 and 5. Proposed construction and satellite compounds		
Topic	Preliminary environmental effects at statutory consultation	Preliminary environmental effects after change
Noise and vibration	It was assumed that construction compounds were required within the red line boundary, but their locations were not known.	There could be a temporary significant noise impact at Maylands Cottages and temporary adverse effect at both the Caravan Park Putwell Bridge and 17 Colchester Road. The mitigation measures proposed to be implemented during the construction phase will be detailed in the OCEMP which would reduce the noise impact on these receptors.
Biodiversity	It was assumed that construction compounds were required within the red line boundary, but their locations were not known.	The proposed main compound lies partly within Ingrebourne Valley SMI on an area of grassland. The satellite compound lies outside of Ingrebourne Valley SMI. Haul roads will be required which may include temporary working areas within Ingrebourne Valley SMI and could include temporary crossings over the Weald Brook. The overall effect on the SMI during construction remains temporary moderate due to the temporary loss of habitat.
Cultural heritage	It was assumed that construction compounds were required within the red line boundary, but their locations were not known.	The construction compounds have the potential to impact as-yet unknown archaeological remains in areas where topsoil may be stripped. The OCEMP will outline the measures required to identify and evaluate archaeological remains impacted by the works, including measures required to be implemented when preservation <i>in situ</i> is determined to be appropriate.

Scheme change		
7. River Ingrebourne mitigation works		
Topic	Preliminary environmental effects at statutory consultation	Preliminary environmental effects after change
Road drainage and the water environment	Bridges spanning the floodplain minimise physical impacts on the River Ingrebourne.	Measures including floodplain reconnection and re-meandering of rivers have been proposed on the Ingrebourne and elsewhere in the scheme to mitigate the effects of the new A12 eastbound exit road realignment. Accounting for the proposed mitigation measures, the overall effect of the scheme remains neutral.

Newly identified impacts

Further environmental surveys have been undertaken since statutory consultation, including arboricultural, ecological, noise, landscape and visual surveys as outlined in the Preliminary Environmental Information Report (PEIR) presented at statutory consultation. These were needed to establish the environmental baseline information for the scheme, as well as identifying appropriate mitigation measures through design and construction stages. Results of these surveys will be detailed in the Environmental Statement that will be submitted in support of our DCO application.

Prior to the above surveys, an initial desktop study was undertaken during the preparation of the PEIR, and this did not identify the presence of veteran trees. Since then, the arboricultural survey has been undertaken and this has identified the presence of 15 veteran trees within the scheme red line boundary, with three of these trees directly impacted by the scheme.

Through the ongoing design process, efforts have been made to avoid where possible the removal of veteran trees. Design changes were possible to avoid the removal of one veteran tree. Further design and construction alterations to avoid all veteran trees are not feasible, mainly due to highways design and road safety requirements.

Therefore, the proposed scheme would involve:

- the removal of two veteran trees
- protective measures to eight of the veteran trees during construction works (these will be outlined in the OCEMP)

The remaining five veteran trees within the scheme red line boundary are not considered to be directly impacted.

The plan on page 16 shows the indicative locations of the likely affected veteran trees.

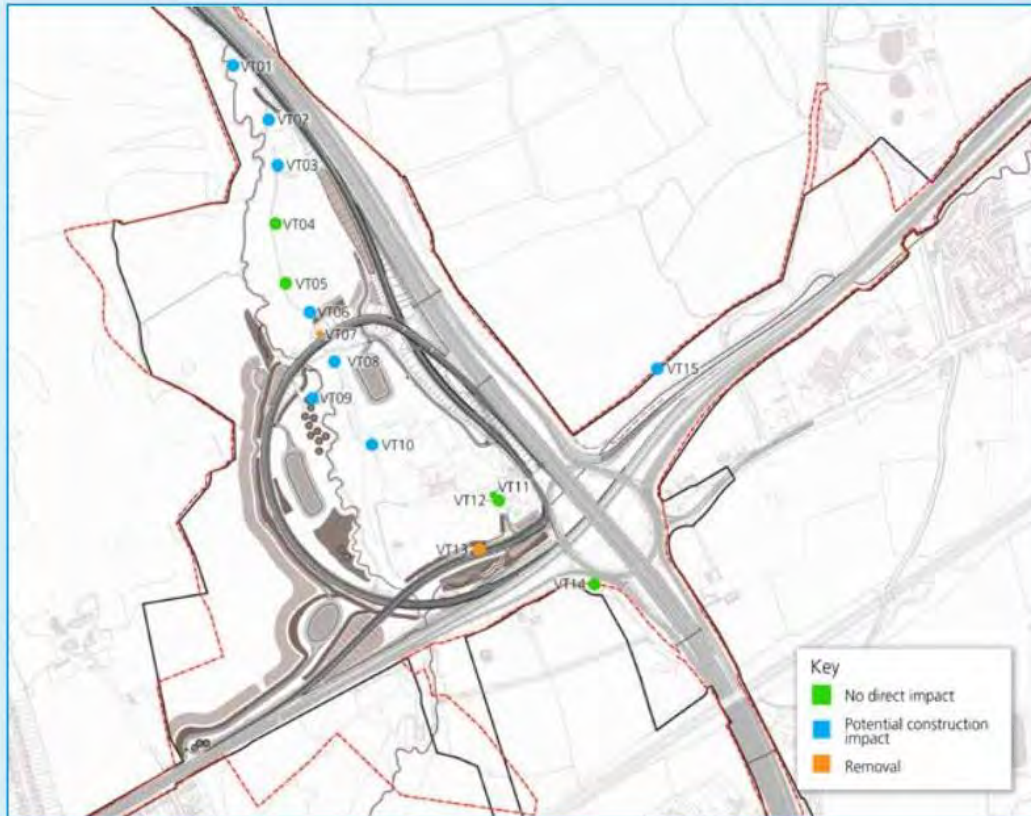
The removal of two veteran trees is a newly identified ecologically significant effect resulting from additional baseline information rather than a change in the design. The removal of these veteran trees will be assessed as part of the Environment Statement. The overall landscape and visual effect remains as 'slight adverse' post construction, as identified in the PEIR.

We will be submitting an Environmental Statement and an OCEMP in support of our DCO application that will set out the environmental impacts of the scheme and our mitigation proposals.



15

Indicative locations of veteran trees



This supplementary consultation runs from 4 November to 2 December 2019.

How to have your say

This is your opportunity to give your views on our proposals.

Please respond using one of the following methods by 23:59 on 2 December 2019:

- **Online:** complete the response form at www.highwaysengland.co.uk/m25j28
- **Complete the response form** at the end of this brochure and return to **FREEPOST M25 junction 28 improvement scheme** (no need to add a stamp)
- **Email your response to** info@highwaysengland.co.uk
- **Write to us at** **FREEPOST M25 junction 28 improvement scheme**

Next steps

Your feedback will inform our continuing development of the scheme. You will be able to view all the changes we are making in response to consultation in our Consultation Report. Similarly, the likely significant environmental effects of the scheme will be reported in our Environmental Statement. These will be published as part of our DCO submission which we expect to make in spring 2020 and will be made available to the public then.

Data protection statement

Your comments will be analysed by Highways England and its appointed agents. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate and other relevant statutory authorities so that your comments can be considered as part of the DCO application process. We will request that your personal details are not placed on public record and will be held securely by Highways England in accordance with the General Data Protection Regulations and will be used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties. If you would like more information about how we manage data, or a copy of our privacy notice, please contact:

DataProtectionAdvice@highwaysengland.co.uk

Contact us

Visit our scheme website for more information and how to have your say, or call or email us:

- **Online:** www.highwaysengland.co.uk/m25j28
- **Email:** info@highwaysengland.co.uk
- **Telephone:** 0300 123 5000
- **Post:** **FREEPOST M25 junction 28 improvement scheme**

Response form: M25 junction 28 improvement scheme

Section 1: About you

Please tell us your name and address. This information is optional but will allow us to update you on the outcome of the consultation and the next stages in the project. If you do not want to provide these details, please just give us your postcode.

Name: _____

Address: _____

Postcode: _____

Email: _____

Are you an affected landowner? (Tick box)

Yes ☐ No ☐

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

Section 2: Your feedback on our proposed changes and newly identified impacts

Additional sheets can be attached, but please mark each one with **M25 junction 28 improvement scheme** and include the question number you are responding to.

Q1: Do you have any comments on the area, that we are proposing to use, to reduce the impacts of the scheme? (See change 1)

Q2: What is your view on our proposals for Weald Brook? (See change 2)

Q3: Do you have any comments on the corridor identified for the proposed gas diversion? (See change 3)

Q4: Is there anything we need to consider as we develop our plans for the proposed construction and satellite compounds? (See changes 4 and 5)

Q5: Do you have any comments on our proposals for the Ingrebourne River and Ingrebourne Valley SMI? (See changes 6 and 7)

Q6: What is your view on the location of the drainage ponds and access tracks? (See change 8)

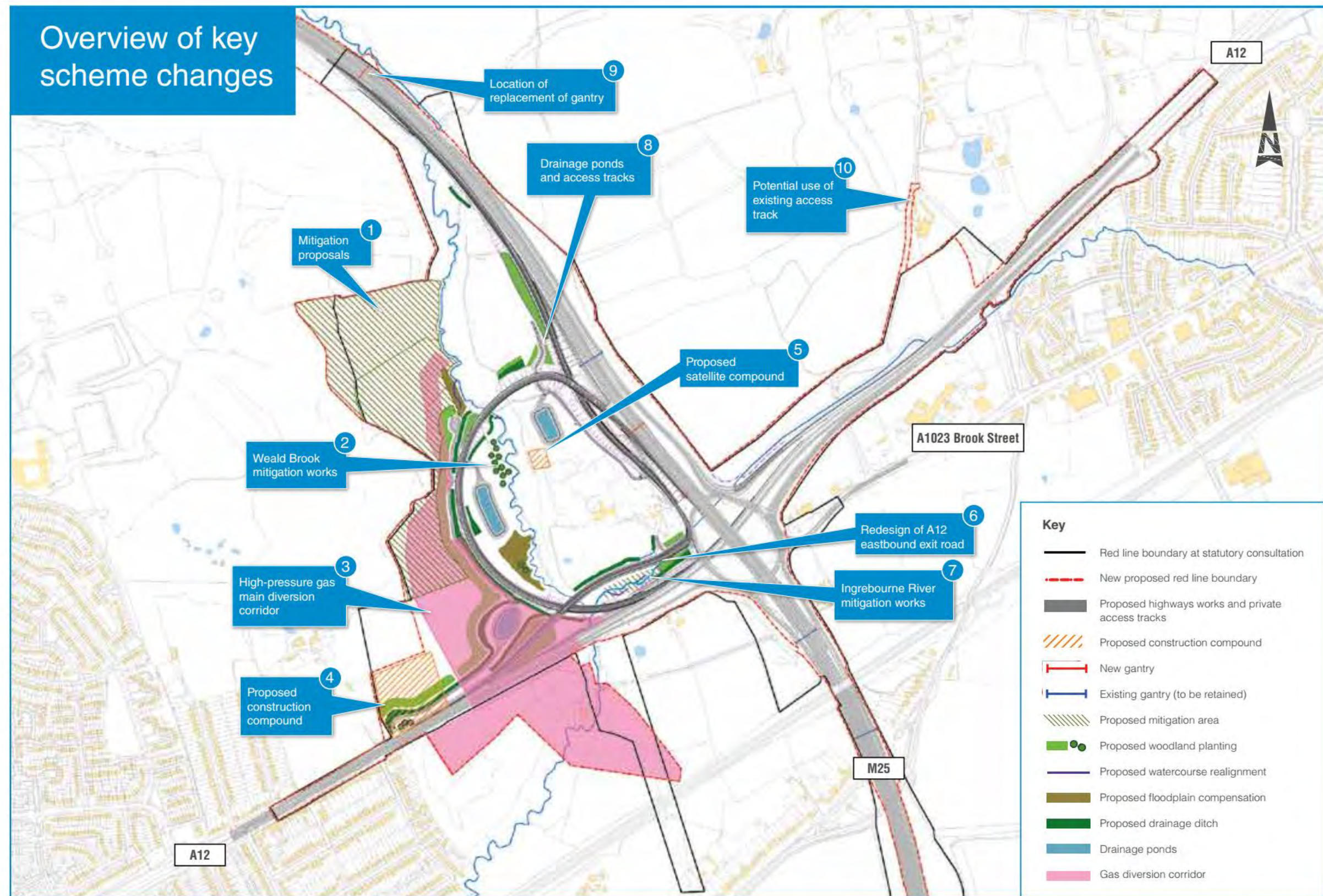
Q7: What do you think about the location of the replacement gantry? (See change 9)

Q8: Do you have any comments on the potential use of the existing access track? (See change 10)

Q9: Do you have any further comments on the scheme changes and newly identified impacts detailed in this brochure?

Please detach this form, place in an envelope and send to us at [FREEPOST M25 junction 28 improvement scheme](#). Alternatively, you can complete it online at www.highwaysengland.co.uk/m25j28

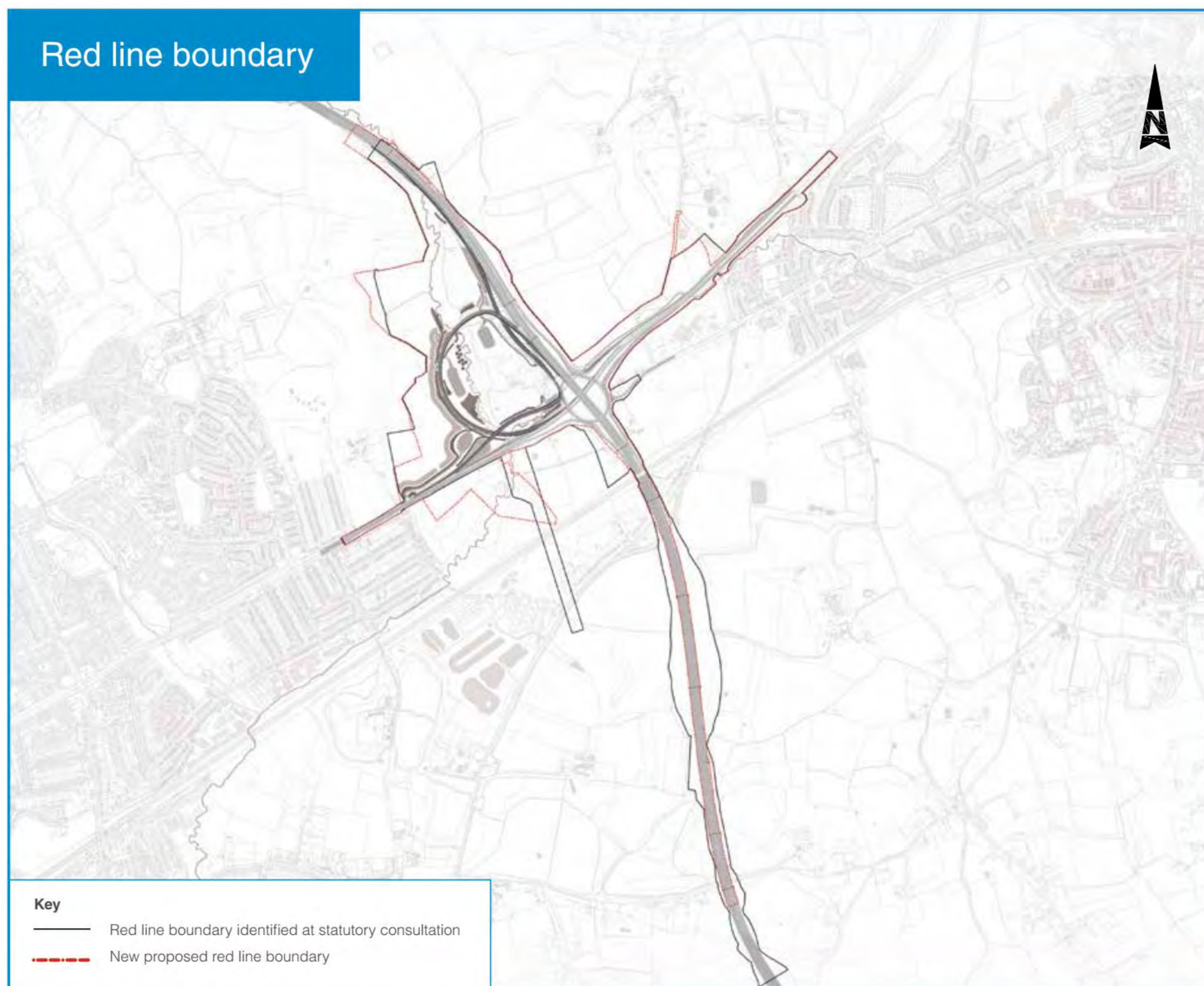
F2 Overview of key scheme changes plan



GFD19_0142

© Crown copyright and database rights 2019 OS 100030649 • Diagrammatic plan • Not to scale

F3 Red line boundary plan



GFD19_0142

© Crown copyright and database rights 2019 OS 100030649 • Diagrammatic plan • Not to scale

F4 Newspaper notices

Romford Recorder

52

Friday, 1 November 2019 romfordrecorder.co.uk



GOODS VEHICLE OPERATOR'S LICENCE
GARY CHARLES HUNT trading as GCH Haulage of 9 Sunningdale Road Rainham RM13 7BD is applying to change an existing licence as follows: To add an operating centre to keep 4 goods vehicles and 0 trailers at Berwick Pond Farm Berwick Pond Road Rainham RM13 9EU. Owners or occupiers of land (including buildings) near the operating centre(s) 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.

Legal and Public Notices

IRIS DOREEN DUKE (Deceased)

Pursuant to the Trustee Act 1925 any person having a claim against or an interest in the Estate of the above-named deceased, late of 35 Stafford Avenue Hornchurch Essex RM11 2BU who died on 14/05/2019, are required to send particulars thereof in writing to the undersigned solicitors on or before 15/01/2020, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

PINNEY TALFOURD SOLICITORS

OWN HOUSE 60 NORTH STREET HORNCHURCH RM11 3EU (200000)

MARIE RITA HAMMOND (Deceased)
Pursuant to the Trustee Act 1925 any person having a claim against or an interest in the Estate of the above-named deceased, late of 1 Farnborough Lodge 1 Farnborough Avenue North Hill, Romford RM2 8BA, who died on 25/05/2019, are required to send particulars thereof in writing to the undersigned or at before 10/01/2020, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

CO-OP LEGAL SERVICES LIMITED

400-015 Arden West, Mordenby, South Essex SS20 4SD (200000)

Goods Vehicle Operator's Licence

Zebra Fuel Ltd of Swedish Wharf, 2 Townsmead Road, Fulham, London SW6 2SN is applying for a licence to use Plot 1 Albright Industrial Estate, Ferry Lane, Rainham, Essex RM13 9BU as an operating centre for 2 goods vehicles and 0 trailers. Owners or occupiers of land (including buildings) near the operating centre(s) 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.

LONDON BOROUGH OF HAVERING NOTICE OF APPLICATIONS FOR PLANNING PERMISSION

Notice is hereby given that the Council has received the following applications which need to be advertised for the reasons set out below:

M0009.19, Adjacent to Avon Coach Travel Danes Road, Removal of the existing 17.5m monopole to be replaced with an 18m lattice tower supporting 12No. antennas, 1 No. 300mm dish and 1No 600mm dish, the removal of 4No. cabinets to be replaced with 6No new cabinets and ancillary works thereto

The application seeks prior approval for the siting and appearance of telecommunications apparatus or equipment

P1490.19, 37 The Mall Hornchurch, Removal of existing conservatory and replacing it with a rear extension which has a reduce footprint depth compared to the conservatory. This proposal to supersede previous granted planning application

The development is in a Conservation Area

P1501.19, 19 Risebridge Road, Gidea Park, Romford, Replacement windows & doors The development is in a Conservation Area

P1527.19, Cranham Golf Course, St Marys Lane, Upminster, Proposed Adventure Golf Facility with ancillary overspill car parking associated with existing golf course-Outline

The application is contrary to the Metropolitan Green Belt Policies of the Core Strategy and Development Control Policies Development Plan Documents.

P1548.19, 14 Haynes Road, Hornchurch, Full planning application for the demolition of a single-family dwelling and erection of six 2-storey Houses with accommodation in the roof, containing 5x4 bedroom and 1x3 bedroom, with associated access, 9 parking spaces, cycle storages and refuse store at 14 Haynes Road, Hornchurch, RM11 2HT.

The development would affect a right of way to which Part III of the Wildlife and Countryside Act 1981 (public rights of way) applies

P1565.19, Rom Skate Park, Upper Rainham Road, Hornchurch, Retrospective application to use land of Rom Skate Park for storage use.

The application is contrary to the Metropolitan Green Belt Policies of the Core Strategy and Development Control Policies Development Plan Documents.

Application details, including the plans, can be viewed online at www.havering.gov.uk/planning or at the Planning reception, located in the Public Advice and Service Centre (PASC), accessed via the Liberty Shopping Centre, Romford, between 9am and 11am, Monday, Wednesday or Friday, except for the last Wednesday of each month when the reception is closed. If you wish to comment on an application, please use the online comment form available on the Council's web site or alternatively write to Development, 5th Floor, Mercury House, Mercury Gardens, Romford, RM1 3SL quoting the application number and location. Comments must be received within 21 days from the date on this notice. Please note that members of the public are entitled to see and take copies of any comments you make and your comments may also be available to view on the internet.

Development & Building Control-Published in the Romford Recorder on 1st November 2019

jobs24.co.uk

WANT TO LET PEOPLE KNOW YOU HAVE
A JOB VACANCY?... then call the team on

020 8477 3720



NOTICE OF SUPPLEMENTARY CONSULTATION IN RESPECT OF THE APPLICATION FOR THE PROPOSED M25 JUNCTION 28 IMPROVEMENT SCHEME DEVELOPMENT CONSENT ORDER APPLICATION REFERENCE NO: TR010029

Highways England Company Limited ("the Applicant") of Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ intends 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 ("DCO") to authorise proposed improvements to junction 28 of the M25 on the border of London and Essex. The Applicant intends to make the DCO application in spring 2020. The DCO would authorise improvements to junction 28 of the M25 within the London Borough of Havering and Brentwood Borough Council. The main aspects of the proposed development include:

- The creation of a new 2 lane loop road with hard shoulder, for traffic travelling from the M25 anti-clockwise onto the A12 eastbound.
- The realignment of the A12 eastbound exit slip road and M25 anti-clockwise entry slip road to accommodate the new loop road.
- The widening of the M25 anti-clockwise carriageway to provide for the proposed exit onto the new loop road.
- The provision of a bridge over the M25 anti-clockwise entry slip road to facilitate the new loop road.
- The provision of an overbridge at the A12 eastbound exit slip road to allow the proposed loop road to join the A12 eastbound carriageway.

The Applicant carried out statutory consultation in relation to the scheme between December 2018 and February 2019. Since then the Applicant has been considering feedback, developing its design and undertaking further environmental assessments and survey work. From this the Applicant has identified some changes to the scheme. The changes on which the Applicant is now consulting are summarised below along with the reasons for each change:

- Mitigation proposals – further assessment work has established the impacts of the scheme and we have identified an area that we could use for mitigation purposes.
- Weald Brook mitigation works – we are proposing to alter the watercourse following further design refinement and consultation with the Environment Agency.
- High-pressure gas main diversion – as a result of the scheme it is necessary to divert an existing high-pressure gas main. The corridor within which it would be located has been identified.
- Locations for the proposed construction and satellite compounds have now been identified.
- Redesign of the A12 eastbound exit road – it is proposed to move the new A12 eastbound exit road northwards to ensure sufficient clearance between the new road, existing overhead electricity lines and an underground pipeline.
- Ingrebourne River mitigation works – mitigation proposals for the scheme's impact on this watercourse have been developed further and includes realigning a section of the river and lowering ground levels.
- Drainage ponds and access tracks – three locations for drainage ponds have been identified to manage 'run off' from the road in the event of heavy rain. Tracks will also be needed throughout the site to provide access to maintain key elements of the scheme.
- Location of replacement gantry – the red line boundary has been extended northwards to accommodate a new proposed gantry on the M25 motorway to avoid potential impacts that could arise to Maylands golf course with the previous proposal for the gantry.
- Potential use of existing access track – we are exploring the potential provision of environmental mitigation to an area to the north of the A12 and east of the M25. Rather than create a new access to this area from Wigley Bush Lane, it is proposed to use an existing track if required.

The Applicant has also collected new baseline environmental information and established the presence of veteran trees. These findings, including newly identified impacts are outlined in the supplementary consultation brochure.

Further information on the current scheme proposals, including plans showing the proposed changes and newly identified impacts, can be found on the Applicant's website from 4 November 2019: www.highwaysengland.co.uk/m25j28

The supplementary consultation brochure showing the proposed changes, as well as the materials previously consulted on at statutory consultation, will be available for inspection free of charge from Monday 4 November 2019 until Monday 2 December 2019 at the following locations and times.

Venue	Opening Times
Romford Central Library St Edwards Way, Romford, RM1 3AR Tel: 01708 432389	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 Tel: 0345 6037628	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 Tel: 01245 492758	Monday – 9am to 6.30pm, Tuesday – 9am to 6.30pm, Wednesday – 9am to 6.30pm, Thursday – 9am to 6.30pm, Friday – 9am to 6.30pm, Saturday – 9am to 5.30pm, Sunday – 1pm to 4pm

This is a supplementary consultation which provides you with an opportunity to comment on the proposed changes to the scheme. The consultation starts on **Monday 4 November 2019** and will end on **Monday 2 December 2019** at 23.59.

Please respond to the consultation via the following methods:

- Online:** complete the response form at www.highwaysengland.co.uk/m25j28
- Email:** your response to info@highwaysengland.co.uk
- Write to us at FREEPOST M25 junction 28 improvement scheme** (no need to add a stamp)
- Telephone:** 0300 123 5000 and request a hard copy brochure is sent to you.

Highways England adheres to the government's consultation principles: the Planning Act 2008 and the Highways Act 1980 as required and may collect personal data to help shape the development of highways schemes. Personal data collected by the project team will be processed and retained by Highways England and its appointed contractors in accordance with the Data Protection Act 2018 until the scheme is complete. If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: DataProtectionAdvice@highwaysengland.co.uk

Dated 1 November 2019

SET UP A JOB
ALERT TODAY

Look local with
jobs24.co.uk

CHADWELL HEATH ACADEMY

Christie Gardens, Chadwell Heath, Essex. RM6 4RS
Headteacher: Mr. S.N.Bull
Tel: 020 8252 5151 - Fax: 020 8252 5152
Email: office@chadwellacademy.org.uk
Website: www.chadwellacademy.org.uk



Media Technician

Required as soon as possible
Salary: Scale 2 (£17,209.71 to 17,519.46) dependant on experience.
35 hours per week Monday to Friday 8:30 am to 4pm (Term Time)

This is an exciting opportunity for an ambitious person to join a highly successful department in an outstanding school with state of the art facilities. The successful candidate will be skilled in the use of Media Software, Sound & Stage lighting and they will have an interest in film and film studies. They will be required to assist students and staff in their work in the department, and to provide technical support for school events.

Please see our website for full advert details and job description.

Please download the **Non-Teaching Application Form** and email to the Headteacher Mr Bull at office@chadwellacademy.org.uk

Closing date for applications is 12 noon on Friday 8th November 2019

Gazette

WEDNESDAY, OCTOBER 30, 2019 GAZETTE 47

Public Notices

Public Notices



NOTICE OF SUPPLEMENTARY CONSULTATION IN RESPECT OF THE APPLICATION FOR THE PROPOSED M25 JUNCTION 28 IMPROVEMENT SCHEME DEVELOPMENT CONSENT ORDER APPLICATION REFERENCE NO: TR010029

Highways England Company Limited ("the Applicant") of Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ intends 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 ("DCO") to authorise proposed improvements to junction 28 of the M25 on the border of London and Essex. The Applicant intends to make the DCO application in spring 2020.

The DCO would authorise improvements to junction 28 of the M25 junction within the London Borough of Havering and Brentwood Borough Council. The main aspects of the proposed development include:

- The creation of a new 2 lane loop road with hard shoulder, for traffic travelling from the M25 anti-clockwise onto the A12 eastbound.
- The realignment of the A12 eastbound exit slip road and M25 anti-clockwise entry slip road to accommodate the new loop road.
- The widening of the M25 anti-clockwise carriageway to provide for the proposed exit onto the new loop road.
- The provision of a bridge over the M25 anti-clockwise entry slip road to facilitate the new loop road.
- The provision of an overbridge at the A12 eastbound exit slip road to allow the proposed loop road to join the A12 eastbound carriageway.

The Applicant carried out statutory consultation in relation to the scheme between December 2018 and February 2019. Since then the Applicant has been considering feedback, developing its design and undertaking further environmental assessments and survey work. From this the Applicant has identified some changes to the scheme. The changes on which the Applicant is now consulting are summarised below along with the reasons for each change:

- Mitigation proposals – further assessment work has established the impacts of the scheme and we have identified an area that we could use for mitigation purposes.
- Weald Brook mitigation works – we are proposing to alter the watercourse following further design refinement and consultation with the Environment Agency.
- High-pressure gas main diversion – as a result of the scheme it is necessary to divert an existing high-pressure gas main. The corridor within which it would be located has been identified.
- Locations for the proposed construction and satellite compounds have now been identified.
- Redesign of the A12 eastbound exit road – it is proposed to move the new A12 eastbound exit road northwards to ensure sufficient clearance between the new road, existing overhead electricity lines and an underground pipeline.
- Ingrebourne River mitigation works – mitigation proposals for the scheme's impact on this watercourse have been developed further and includes realigning a section of the river and lowering ground levels.
- Drainage ponds and access tracks – three locations for drainage ponds have been identified to manage 'run off' from the road in the event of heavy rain. Tracks will also be needed throughout the site to provide access to maintain key elements of the scheme.
- Location of replacement gantry – the red line boundary has been extended northwards to accommodate a new proposed gantry on the M25 motorway to avoid potential impacts that could arise to Maylands golf course with the previous proposal for the gantry.
- Potential use of existing access track – we are exploring the potential provision of environmental mitigation to an area to the north of the A12 and east of the M25. Rather than create a new access to this area from Wigley Bush Lane, it is proposed to use an existing track if required.

The Applicant has also collected new baseline environmental information and established the presence of veteran trees. These findings, including newly identified impacts are outlined in the supplementary consultation brochure.

Further information on the current scheme proposals, including plans showing the proposed changes and newly identified impacts, can be found on the Applicant's website from 4 November 2019: www.highwaysengland.co.uk/m25j28

The supplementary consultation brochure showing the proposed changes, as well as the materials previously consulted on at statutory consultation, will be available for inspection free of charge from Monday 4 November 2019 until Monday 2 December 2019 at the following locations and times.

Venue	Opening Times
Romford Central Library St Edwards Way, Romford, RM1 3AR Tel: 01708 432389	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 Tel: 0345 6037628	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 Tel: 01245 492758	Monday – 9am to 6.30pm, Tuesday – 9am to 6.30pm, Wednesday – 9am to 6.30pm, Thursday – 9am to 6.30pm, Friday – 9am to 6.30pm, Saturday – 9am to 5.30pm, Sunday – 1pm to 4pm

This is a supplementary consultation which provides you with an opportunity to comment on the proposed changes to the scheme. The consultation starts on **Monday 4 November 2019** and will end on **Monday 2 December 2019** at 23.59.

Please respond to the consultation via the following methods:

Online: complete the response form at www.highwaysengland.co.uk/m25j28

Email: your response to info@highwaysengland.co.uk

Write to us at: FREEPOST M25 junction 28 improvement scheme (no need to add a stamp)

Telephone: 0300 123 5000 and request a hard copy brochure is sent to you

Highways England adheres to the government's consultation principles; the Planning Act 2008 and the Highways Act 1980 as required and may collect personal data to help shape the development of highways schemes. Personal data collected by the project team will be processed and retained by Highways England and its appointed contractors in accordance with the Data Protection Act 2018 until the scheme is complete. If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: DataProtectionAdvice@highwaysengland.co.uk

Dated 30 October 2019



M25 MOTORWAY – JUNCTION 28 (NEAR BRENTWOOD) TEMPORARY TRAFFIC RESTRICTIONS

Notice is hereby given that Highways England Company Limited has made an Order on the M25 Motorway in the Counties of London and Essex, under Section 14(1)(a) of the Road Traffic Regulation Act 1984 because works are proposed to be executed on the road.

The effect of the Order is to authorise the overnight closure, in phases, of:-

- 1) the entire circular carriageway of the roundabout at M25 Junction 28 (A12);
- 2) all of the roads leading to and from both carriageways of the M25 at Junction 28 (A12);
- 3) all of the roads leading to and from both carriageways of the A12 at Brook Street Interchange (M25 Junction 28);
- 4) the road connecting the M25 clockwise exit slip to the A12 eastbound entry slip road at Junction 28 (A12); and
- 5) the A1023 local road at junction with the roundabout described in 1) above.

These measures are in the interests of road safety while contractors undertake junction improvement works to include road marking, yellow box marking, stud reinstatement, and signage renewal.

It is expected that the work will last for approximately 8 weeks starting on or after Friday 8th November 2019. The overnight closures will take place between the following hours (maximum period):

Monday – Thursday	2200 – 0530
Friday	2300 – 0600
Saturday	2200 – 0600
Sunday	2230 – 0530

The Order will come into force on 6 November 2019 and have a maximum duration of eighteen months.

Traffic affected by the closures will be diverted using other junctions on the M25 and A12, and by using the A127 and A1023. The diversion in operation will vary according to the closure in force.

The temporary closures and diversion routes will be clearly indicated by traffic signs when they are in operation during the works period.

J Downham, an Official of Highways England Co Ltd. Ref: HE/SE/2019/M25/223

Highways England Company Limited, (Company No. 9346363). Registered Office: Bridge House, Walnut Tree Close, Guildford, Surrey, GU1 4LZ. A company registered in England and Wales.

For enquiries, please contact the Customer Contact Centre on 0300 123 5000 or info@highwaysengland.co.uk <https://www.highwaysengland.co.uk>

Notice of variation application to alcohol licence

Bedwith Retail Ltd 1a Budgens of Ingatesstone 46-54 High Street Ingatesstone Essex CM4 9DW Amendment of licenced hours for the sale of alcohol to 6:30am – 10:00pm Monday to Sunday Any representations by a Responsible Party or Interested Party must be made in writing to the Licensing Authority at Town Hall, Brentwood, Essex CM15 8AY by 20/11/2019



Self-Serve online

marketplacelive.co.uk



Booking online, what a great idea

Any item any price free online

marketplacelive.co.uk
Your best place to buy and sell

Legal Notices

RUTH HOLLISTER

Deceased
Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the deceased, late of Olafley Care Home, Corporation Road, Chelmsford, Essex (formerly of 653 Rayleigh Road, Hutton, Brentwood, Essex CM13 1SS), who died on 14/05/2019, must send written particulars to the address below by 02/01/2020, after which date the Estate will be distributed having regard only to claims and interests notified.

Birkett Long Solicitors
Phoenix House, Christopher Martin Road, Basildon, Essex SS14 3EZ
Ref: JCV163275-2

SHEILA ANNE PATRICK (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of 40 The Paddocks, Ingatestone, Essex CM4 0BH, who died on 18/05/2019, are required to send particulars thereof in writing to the undersigned Solicitors on or before 08/01/2020, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

BIRKETTS LLP
Briefly Place New London Road
Chelmsford Essex CM2 6AP www.birketts.co.uk

SIDNEY PHILIP SIMPSON (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of 21 The Grove, Billericay Essex CM11 1AU, who died on 21/11/2015, are required to send particulars thereof in writing to the undersigned Solicitors on or before 10/01/2020, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

SANDERS WINTERGARDEN LLP
Unit 7, Ashdon, Chelmsford, Essex CM12 0DU www.sanderswintergarden.co.uk

WINIFRED MARJORIE AGNES BAINES (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of 14 Goring Road, Westwood, Essex CM4 9DW, who died on 12/03/2019, are required to send particulars thereof in writing to the undersigned Solicitors on or before 10/01/2020, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

SANDERS WINTERGARDEN LLP
Unit 7, Ashdon, Chelmsford, Essex CM12 0DU www.sanderswintergarden.co.uk

Any item any price free online



Find an out of this world bargain online

Self-Serve online

marketplacelive.co.uk

24/7

marketplacelive.co.uk
Your best place to buy and sell

marketplacelive.co.uk
Your best place to buy and sell

marketplacelive.co.uk
Your best place to buy and sell

F5 Supplementary consultation letters

Category A letter



Our ref: TR010029/S42(1)(a)/October 2019

Letter A – New Cat 1/2 parties identified either from
the LIQs after the last consultation or otherwise
through data refresh.
Recipients address

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

0300 122 5000

[] 2019

Dear **NAME**

M25 junction 28 improvement scheme
Supplementary consultation (4 November to 2 December 2019)
Sections 42(1)(d) and 44 Planning Act 2008
Duty to consult on proposed application

I am writing to you about Highways England's proposed M25 junction 28 improvement scheme (the scheme) and invite you to take part in our supplementary consultation on the proposed changes to the scheme design.

The consultation will run from 4 November to 2 December 2019 and is aimed at statutory organisations, people with an interest in land and those who have expressed an interest in the scheme or responded to any of our previous consultations.

About the scheme

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 is a heavily used junction and is already operating at full capacity, with traffic queues and lengthy delays, resulting in longer and increasingly unreliable journey times for motorists.

Traffic in the area is expected to increase by up to 40% by 2037, so without intervention, conditions will continue to deteriorate. If no action is taken to improve junction 28, there will be a significant negative impact on traffic flow, road safety, the environment and users of the strategic road network.

The proposed scheme includes the provision of a new two-lane loop road between the M25 anti-clockwise and associated slip roads. The proposed loop road would exit the M25 to the north of the existing junction and then circle round to join the A12. The A12 eastbound exit slip road would be realigned and so would the M25 anti-clockwise entry slip road. The scheme will also involve other components, such as drainage ponds, access roads and bridges.

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



Consent for the scheme

The proposed scheme has been identified as a Nationally Significant Infrastructure Project 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 secure the consent we need to build and operate the scheme. This application will be made to the Planning Inspectorate (the Inspectorate) who will examine it on behalf of the Secretary of State for Transport. We intend to make the application for a DCO in spring 2020.

EIA development

As the scheme constitutes Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), preliminary environmental information in the form of a Preliminary Environmental Information Report (PEIR) has been prepared.

Statutory consultation

During the pre-application process, we must consult with a variety of persons and organisations about the proposed application in accordance with the requirements of the 2008 Act.

Between 3 December 2018 and 28 January 2019, we undertook a statutory consultation on the proposed scheme, in accordance with the pre-application requirements of the 2008 Act.

During the statutory consultation, the following documents were made available:

- Consultation brochure and response form (enclosed)
- 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

Details of where these documents can be found are set out in this letter under 'Further information.'

Supplementary consultation – changes to the scheme

Following the statutory consultation, we have been considering feedback and developing our design for the scheme, including carrying out further environmental assessments and surveys. This work has led to ten changes being proposed to the scheme. In addition, survey work has resulted in the identification of new environmental impacts.

Although each scheme change is not (in itself) significant, given the number of changes proposed we are undertaking a further supplementary consultation to inform you about these changes and provide you with the opportunity to provide further feedback before we submit our DCO application to the Inspectorate.

Impacts on your land and property interest

The proposed changes to the scheme, a response to a Land Interest Questionnaire or a refresh of title information supplied by Land Registry, means we consider that you are newly identified as either:

- an owner, lessee, tenant or occupier of land affected by the proposed scheme
- having an interest in, or having power to sell and convey, or to release, the land affected by the proposed scheme

To enable construction and on-going operation of the scheme we may need to seek legal powers to compulsorily acquire parts of your land, or rights over parts of your land. We may also need to take temporary possession of parts of your land.

Whilst we will seek to acquire any land interests needed for the scheme by reaching agreement with you, powers to acquire land interests compulsorily will be included in the DCO application. These powers, if granted, would only be exercised in the event that agreement cannot be reached and to ensure the land is free from any interests that might otherwise impede the scheme.

Further information

Enclosed with this letter is a copy of the:

- Statutory consultation brochure and response form issued in December 2018 where we explain our proposal for the scheme and the preliminary environmental information presented in the PEIR at that time. **Please note:** this refers to previously held consultation dates.
- Supplementary consultation brochure which provides you with details of the proposed scheme changes, newly identified impacts and where appropriate, updates to the preliminary environmental information presented in the PEIR since our statutory consultation, as well as a response form at the end of the brochure.
- Section 48 Notice issued on **3 December 2018** which provides formal notification of the application (in accordance with Regulation 13 of the EIA Regulations). **Please note:** this refers to previously held consultation dates.

All documents provided during the statutory consultation, along with the current supplementary consultation material can be viewed on the scheme webpage at www.highwaysengland.co.uk/m25j28 from 4 November 2019.

Hard copies of both the statutory consultation material and current supplementary consultation material are also available to view, at the three display locations listed below, from 4 November 2019:

- **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 – 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 6.30pm, Wednesday – 9am to 6.30pm,
Thursday – 9am to 6.30pm, Friday – 9am to 6.30pm, Saturday 9am to 5.30pm,
Sunday – 1pm to 4pm

Meet our project team

If you would like to talk through any of the information in this letter, then we are holding a specific drop in session on Thursday 7 November at the Holiday Inn (Brentwood, CM14 5NF).

The project team will be available from 8am to 7pm, there is no need to make an appointment, please just come along. If this date is not convenient for you, then please contact us (details at the bottom of the letter) and we can arrange a specific appointment with you at a later date.

Have your say

We are consulting with you to give you an opportunity to express your views on the proposed scheme, as described in both the statutory and supplementary consultation materials. We strongly encourage you to provide your views on both the statutory and supplementary consultation. This will enable us to take your feedback into account in developing and refining our proposals in advance of our DCO submission.

All consultation responses should be submitted by **11.59pm on 2 December 2019**, and you can do this in one of the following ways:

Statutory consultation (December 2018):

- **complete the response form** enclosed from December 2018 (even though this date has passed we can accept your feedback now) and return to *FREEPOST M25 junction 28 improvement scheme (no need to add a stamp)*
- **email** your response to info@highwaysengland.co.uk
- **write to us at** *FREEPOST M25 junction 28 improvement scheme*

Supplementary consultation:

- **online:** complete the response form at www.highwaysengland.co.uk/m25j28
- **complete the response form** at the end of the supplementary consultation brochure and return to *FREEPOST M25 junction 28 improvement scheme (no need to add a stamp)*
- **email** your response to info@highwaysengland.co.uk
- **write to us at** *FREEPOST M25 junction 28 improvement scheme*

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

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

If you have any queries about this letter, the proposed scheme or the consultation, please contact me using the details below.

Yours sincerely,



Brian Gash
Senior Project Manager: M25 junction 28 improvement scheme
Email: info@highwaysengland.co.uk
Tel: 0300 123 5000

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



**INVESTORS
IN PEOPLE**

Enc. Statutory consultation brochure (December 2018), statutory consultation response form (December 2018), supplementary consultation brochure (November 2019) Section 48 notice (3 December 2018).

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



Category B letter



Our ref: TR010029/S42(1)(a)/October 2019

Letter B – New Cat 3 parties identified either from the LIQs after the last consultation or otherwise through data refresh.
Recipients address

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

0300 122 5000

[] 2019

Dear NAME

M25 junction 28 improvement scheme
Supplementary Consultation (4 November 2019 until 2 December 2019)
Sections 42(1)(d) and 44 Planning Act 2008
Duty to consult on proposed application

I am writing to you about Highways England's proposed M25 junction 28 improvement scheme (the scheme) and to invite you to respond to our supplementary consultation on the proposed changes to the scheme design.

The consultation will run from 4 November to 2 December 2019 and is aimed at statutory organisations, people with an interest in land, and those who have expressed an interest in the scheme or responded to any of our previous consultations.

About the scheme

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 is a heavily used junction and is already operating at full capacity, with traffic queues and lengthy delays, resulting in longer and increasingly unreliable journey times for motorists.

Traffic in the area is expected to increase by up to 40% by 2037, so without intervention, conditions will continue to deteriorate. If no action is taken to improve junction 28, there will be significant negative impact on traffic flow, road safety, the environment and users of the strategic road network.

The proposed scheme includes the provision of a new two-lane loop road between the M25 anti-clockwise and associated slip roads. The proposed loop road would exit the M25 to the north of the existing junction and then circle round to join the A12. The A12 eastbound exit slip road would be realigned and so would the M25 anti-clockwise entry slip road. The scheme will also involve other components, such as drainage ponds, access roads and bridges.

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



Consent for the scheme

The proposed scheme has been identified as a Nationally Significant Infrastructure Project 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 secure the consent we need to build and operate the scheme. This application will be made to the Planning Inspectorate (the Inspectorate) who will examine it on behalf of the Secretary of State for Transport. We intend to make the application for a DCO in spring 2020.

EIA development

As the scheme constitutes Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), preliminary environmental information in the form of a Preliminary Environmental Information Report (PEIR) has been prepared.

Statutory consultation

During the pre-application process, we must consult with a variety of persons and organisations about the proposed application in accordance with the requirements of the 2008 Act.

Between 3 December 2018 and 28 January 2019, we undertook a statutory consultation on the proposed scheme, in accordance with the pre-application requirements of the 2008 Act.

During the statutory consultation, the following documents were made available:

- Consultation brochure and response form
- 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

Details of where these documents can be found are set out in this letter under 'Further information'.

Supplementary consultation – changes to the scheme

Following the statutory consultation, we have been considering feedback and developing our design for the scheme, including carrying out further environmental assessments and surveys. This work has led to ten changes being proposed to the scheme. In addition, survey work has resulted in the identification of new environmental impacts.

Although each scheme change is not (in itself) significant, given the number of changes proposed we are undertaking a further supplementary consultation to inform you about these changes and provide an opportunity to provide further feedback before we submit our DCO application to the Inspectorate.

Impacts on your land and property interest

The proposed changes to the scheme, a response to a Land Interest Questionnaire or a refresh of title information supplied by land registry, means we have recently identified that you might be entitled to make a relevant claim for compensation due to the effects of construction or operation of the scheme.

A relevant claim is described under the 2008 Act as being either:

- a claim under section 10 of the Compulsory Purchase Act 1965
- a claim under Part I of the Land Compensation Act 1973
- a claim under section 152(3) of the 2008 Act

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

Further information

Enclosed with this letter is a copy of the:

- Supplementary consultation brochure which provides you with details of the proposed scheme changes, newly identified impacts and where appropriate, updates to the preliminary environmental information presented in the PEIR as well as a response form.
- Section 48 Notice issued on **3 December 2018** which provides formal notification of the application (in accordance with Regulation 13 of the EIA Regulations). **Please note:** this refers to previously held consultation dates.

All documents provided during the statutory consultation, along with the current supplementary consultation material can be viewed on the scheme webpage at www.highwaysengland.co.uk/m25j28 from 4 November 2019.

Hard copies of both the statutory consultation material and current supplementary consultation material are also available to view from 4 November 2019, at the three 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 – 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 6.30pm, Wednesday – 9am to 6.30pm,
Thursday – 9am to 6.30pm, Friday – 9am to 6.30pm, Saturday 9am to 5.30pm,
Sunday – 1pm to 4pm

Meet our project team

If you would like to talk through any of the information in this letter, we are holding a specific drop in session on Thursday 7 November at the Holiday Inn (Brentwood CM14 5NF).

The project team will be available from 8am to 7pm, there is no need to make an appointment, please just come along.

If this date is not convenient for you, then please contact us (details at the bottom of the letter) and we can arrange a specific appointment with you at a later date.

Have your say

We are consulting with you to give you an opportunity to express your views on the proposed scheme, as described in the statutory and supplementary consultation materials. We strongly encourage you to provide your views to us now through this supplementary consultation. This will enable us to take your feedback into account in developing and refining our proposals in advance of our DCO submission.

All consultation responses should be submitted by **11.59pm on 2 December 2019**, and you can do this in one of the following ways:

- **online:** complete the response form at www.highwaysengland.co.uk/m25j28
- **complete the response form** at the end of the supplementary consultation brochure and return to *FREEPOST M25 junction 28 improvement scheme (no need to add a stamp)*
- **email** your response to info@highwaysengland.co.uk
- **write to us at** *FREEPOST M25 junction 28 improvement scheme*

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

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

If you have any queries about this letter, the proposed scheme or the consultation, please contact me using the details provided below.

Yours sincerely,



Brian Gash
Senior Project Manager: M25 junction 28 improvement scheme
Email: info@highwaysengland.co.uk
Tel: 0300 123 5000

Enc. Section 48 notice (3 December) and supplementary consultation brochure

Category C letter



Our ref: TR010029/S42(1)(a)/October 2019

Letter C – PiLS (who were originally consulted and are still affected), prescribed consultees, respondents to previous consultations, attendees and those who have signed up to the scheme web site.

Recipients address

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

0300 122 5000

[] 2019

Dear **NAME**

M25 junction 28 improvement scheme **Supplementary consultation (4 November 2019 to 2 December 2019)**

I am writing to you regarding Highways England's proposed M25 junction 28 improvement scheme (the scheme) and invite you to take part in our supplementary consultation on the proposed changes to the scheme design.

The consultation will run from 4 November to 2 December 2019 and is aimed at statutory organisations, people with an interest in land, and those who have expressed an interest in the scheme or responded to any of our previous consultations.

About the scheme

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 is a heavily used junction and is already operating at full capacity, with traffic queues and lengthy delays, resulting in longer and increasingly unreliable journey times for motorists.

Traffic in the area is expected to increase by up to 40% by 2037, so without intervention, conditions will continue to deteriorate. If no action is taken to improve junction 28, there will be significant negative impact on traffic flow, road safety, the environment and users of the strategic road network.

The proposed scheme includes the provision of a new two-lane loop road between the M25 anti-clockwise and associated slip roads. The proposed loop road would exit the M25 to the north of the existing junction and then circle round to join the A12. The A12 eastbound exit slip road would be realigned and so would the M25 anti-clockwise entry slip road. The scheme will also involve other components, such as drainage ponds, access roads and bridges.

Between 3 December 2018 and 28 January 2019, we consulted with you as part of our statutory consultation on the proposed scheme.

As part of that consultation we explained that the proposed scheme has been identified as a Nationally Significant Infrastructure Project under the Planning Act 2008 (as amended) (the 2008 Act) and that we are required to make an application for a Development Consent Order (DCO) to secure the consent we need to build and operate the scheme. This application will be made to the Planning Inspectorate (the Inspectorate) who will examine it on behalf of the Secretary of State for Transport.

We intend to make the application for a DCO in spring 2020.

Supplementary consultation – changes to the scheme

Following the statutory consultation, we have been considering feedback and developing our design for the scheme, including carrying out further environmental assessments and surveys. This work has led to ten changes being proposed to the scheme. In addition, survey work has resulted in the identification of new environmental impacts.

Whilst each scheme change is not (in itself) significant, given the number of changes proposed we are undertaking a further supplementary consultation to inform consultees about these changes and provide an opportunity for further feedback to be provided before we submit our DCO application to the Inspectorate.

Further information

Enclosed with this letter you will find a 'Supplementary consultation' brochure which provides you with details of the proposed scheme changes, newly identified impacts, and where appropriate updates to the preliminary environmental information presented in the PEIR, as well as details of changes now proposed to the scheme's red line boundary. It also includes a 'response form' at the end where you can provide your views to us.

The supplementary consultation brochure, alongside all documents provided during the statutory consultation, can be viewed on the scheme webpage at www.highwaysengland.co.uk/m25j28 from the 4 November 2019.

Hard copies of the supplementary consultation brochure and all documents provided during the statutory consultation are also available to view at the three display locations listed below from 4 November 2019.

- **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 – 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 6.30pm, Wednesday – 9am to 6.30pm,
Thursday – 9am to 6.30pm, Friday – 9am to 6.30pm, Saturday 9am to 5.30pm,
Sunday – 1pm to 4pm

Have your say

We are consulting with you to give you an opportunity to express your views on the scheme changes and newly identified impacts described in the supplementary consultation brochure. We strongly encourage you to provide your views to us now through this supplementary consultation. This will enable us to take your feedback into account in developing and refining our proposals in advance of our DCO submission.

All consultation responses should be submitted by 11.59pm on 2 December 2019, and you can do this in one of the following ways:

- **online:** complete the response form at www.highwaysengland.co.uk/m25j28
- **complete the response form** at the end of the supplementary consultation brochure and return to *FREEPOST M25 junction 28 improvement scheme (no need to add a stamp)*
- **email** your response to info@highwaysengland.co.uk
- **write to us at** *FREEPOST M25 junction 28 improvement scheme*

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

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

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

Yours sincerely,



Brian Gash
Senior Project Manager: M25 junction 28 improvement scheme
Email: info@highwaysengland.co.uk
Tel: 0300 123 5000

Enc. Supplementary consultation brochure

MPs letter



Our ref: MP/October 2019

Letter for MPs whose constituents reside in the area of the scheme. Instead of asking them to take part, we are making them aware and sign posting where constituents (or them) can take part.
MP address

**Chris Welby Everard
Highways England
Bridge House
1 Walnut Tree Close
Guildford
GU1 4LZ**

0300 122 5000

[] 2019

Dear NAME

M25 junction 28 improvement scheme Supplementary consultation (4 November 2019 to 2 December 2019)

You may recall that at the end of last year, we let you know about a statutory consultation on Highways England's proposed M25 junction 28 improvement scheme (the scheme). Since then we have been developing our proposals further and I am writing to inform you of supplementary consultation on recent design changes to the scheme.

This supplementary consultation will run from 4 November to 2 December 2019 and is aimed at statutory organisations, people with an interest in land, and those who have expressed an interest in the scheme or responded to any of our previous consultations.

We are publicising the consultation in the local area where some of your constituents may live or work, and this letter includes details about how to find out more information and respond to the consultation. We would be happy to meet with you over the coming weeks to discuss any information in this letter, including our scheme proposals in more detail and answer any questions you may have.

About the scheme

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 is a heavily used junction and is already operating at full capacity, with traffic queues and lengthy delays, resulting in longer and increasingly unreliable journey times for motorists.

Traffic in the area is expected to increase by up to 40% by 2037, so without intervention, conditions will continue to deteriorate. If no action is taken to improve junction 28, there will be significant negative impact on traffic flow, road safety, the environment and users of the strategic road network.

The proposed scheme includes the provision of a new two-lane loop road between the M25 anti-clockwise and associated slip roads. The proposed loop road would exit the M25 to the

north of the existing junction and then circle round to join the A12. The A12 eastbound exit slip road would be realigned and so would the M25 anti-clockwise entry slip road. The scheme will also involve other components, such as drainage ponds, access roads and bridges.

Between 3 December 2018 and 28 January 2019, we consulted with stakeholders as part of our statutory consultation on the proposed scheme.

As part of that consultation we explained that the proposed scheme has been identified as a Nationally Significant Infrastructure Project under the Planning Act 2008 (as amended) (the 2008 Act) and that we are required to make an application for a Development Consent Order (DCO) to secure the consent we need to build and operate the scheme. This application will be made to the Planning Inspectorate (the Inspectorate) who will examine it on behalf of the Secretary of State for Transport.

We intend to make the application for a DCO in spring 2020.

Supplementary consultation – changes to the scheme

Following the statutory consultation, we have been considering feedback and developing our design for the scheme, including carrying out further environmental assessments and surveys. This work has led to ten changes being proposed to the scheme. In addition, survey work has resulted in the identification of new environmental impacts.

Whilst each scheme change is not (in itself) significant, given the number of changes proposed we are undertaking a further supplementary consultation to inform consultees about these changes and provide an opportunity for further feedback to be provided before we submit our DCO application to the Inspectorate.

Further information

We have enclosed with this letter a copy of our 'Supplementary consultation' brochure which provides the details of the proposed scheme changes, newly identified impacts, and where appropriate updates to the preliminary environmental information presented in the PEIR, as well as details of changes now proposed to the scheme's red line boundary. It also includes a 'response form' at the end.

The supplementary consultation brochure, alongside all documents provided during the statutory consultation, will be made available to view on our scheme webpage www.highwaysengland.co.uk/m25j28 on the 4 November 2019.

Hard copies of the supplementary consultation brochure and all documents provided during the statutory consultation will also be available to view at the three display locations listed below from 4 November 2019:

- **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 – 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 6.30pm, Wednesday – 9am to 6.30pm,
Thursday – 9am to 6.30pm, Friday – 9am to 6.30pm, Saturday 9am to 5.30pm,
Sunday – 1pm to 4pm

How to respond to our supplementary consultation

We are consulting with statutory organisations, people with an interest in land, and those who have expressed an interest in the scheme or responded to any of our previous consultations, so customers have the opportunity to express their views on the scheme changes and newly identified impacts described in the supplementary consultation brochure. This will enable us to take any feedback into account in developing and refining our proposals in advance of our DCO submission.

All consultation responses need to be submitted by 11.59pm on 2 December 2019, and can be done in any of the following ways:

- **online:** by completing the response form at www.highwaysengland.co.uk/m25j28
- **completing the response form** at the end of the supplementary consultation brochure and returning it to *FREEPOST M25 junction 28 improvement scheme (no need to add a stamp)*
- **emailing** a response to info@highwaysengland.co.uk
- **writing to us at** *FREEPOST M25 junction 28 improvement scheme*

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

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

If you would like to discuss anything in this letter in more detail we would be happy to meet with you, please contact Brian Gash, our Senior Project Manager for this scheme on MPArea5_M25Jn28Improvements_RIS@highwaysengland.co.uk.

Yours sincerely,

Chris Welby Everard
Email: info@highwaysengland.co.uk
Tel: 0300 123 5000

Enc. Supplementary consultation brochure

F6 Tabulated summary of responses from section 47 consultees

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Happy with proposed area/scheme - acceptable/reasonable	I consider the scheme to be essential for the area. The proposal addresses traffic flow from both the A12 East and A12 West finalising that the flow of traffic onto the anti-clockwise route of the M25 is greatly improved.	Noted
Weald Brook	No problems/happy with proposals	Noted
Weald Brook	Again, this is important and welcomed.	Noted
Weald Brook	Necessary change - acceptable/sensible	Noted
Weald Brook	Trust land will be returned to its original state afterwards.	Any land returned to a landowner will be done so to their reasonable satisfaction and in line with the DCO (application document TR010029/APP/3.1).
Ingrebourne River and Ingrebourne Valley mitigation works	Good, necessary and rational	Noted
Location of the drainage ponds and access tracks	Acceptable and sensible, assuming they do their job and don't add to flooding potential, no problem.	Noted. The Drainage strategy (application document TR010029/APP/6.8) submitted in support of the application outlines the drainage system proposed for the Scheme. Flood compensation areas are proposed as part of the Scheme, as shown on the Works plans (application document TR010029/APP/2.3).

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Location of replacement gantry	Necessary/rational – agreed	Noted
Location of replacement gantry	Clearly this will be necessary with the introduction of the anti-clockwise loop and the need to keep drivers informed.	Noted. Signs for road users will be part of the Scheme and will be developed as part of the design process.
Potential use of existing access track	Good plan - this would cause less impact to local traffic.	Noted but it has been decided that this part of the Scheme is no longer required.
General	I have looked online, and from what I've found I will support improvements.	Noted
Scheme is inadequate		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Scheme is inadequate	Congestion issues not resolved.	One of the Scheme objectives is to increase capacity and reduce congestion at the junction and the Scheme is considered to achieve this.
Scheme is inadequate	The bend in the road look too tight and will slow the traffic down too much	The Scheme has been designed in accordance with current design standards. Appropriate signage is also proposed to advise drivers of the bend in the road.

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Noise and pollution	The impact on the area is increase in traffic, road noise and pollution for the Area. The noise will double as a result for people living on Colchester road. We will have pay extra to change or windows doors and sound insulation. Who will pick up the bill for this?	An Outline CEMP has been submitted in support of the application and sets out the proposed mitigation commitments in section 6 of the Register of Environmental Actions and Commitments. The ES provides an assessment of the environmental impacts of the Scheme and proposes mitigation. Requirement 5 of the DCO ensures these mitigation measures are secured.
Weald Brook	Course of brook should not be altered and difficult to judge	Sections of the Weald Brook are being altered to mitigate the impact of the Scheme and in line with discussions with the Environment Agency (EA).
Weald Brook	Copies of the flood risk assessment should be provided on the plans so that one can clearly see the extent of the damage likely to be caused in a 100- year flood. The natural course of Weald Brook should not be altered.	The Flood risk assessment (application document TR010029/APP/6.6) outlines the mitigation measures proposed as part of the Scheme, including the flood plain compensation areas. The Applicant submitted the flood modelling data for EA review and confirmed that the Scheme has been designed to attenuate storm water on site up to 1 in 100 (1%) annual probability rainfall event including an allowance for climate change.
High-pressure gas mains diversion	Don't fully understand impact/map provided	Noted. All consultation materials have been available in a variety of formats and adhere to accessibility standards.

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
High-pressure gas mains diversion	Where is the current gas main shown on a plan?"	The location of the proposed gas pipe diversion is indicated on the Works plans (application document TR010029/APP/2.3).
High-pressure gas mains diversion	Provide details of any above ground works likely to be visible on completion.	No above ground structures are proposed in connection with the gas diversion.
Proposed construction and satellite compound	The site compound proposed location will cause greater strain on the existing inadequate road requiring HGV's arriving via the M25 to use a small turning facility which can barely cope with peak traffic flows. How will the traffic management be enforced?	A traffic management plan will be produced and is secured by requirement 10 of the draft DCO (application number TR010029/APP/3.1).
Proposed construction and satellite compound	Noise will be a big issue for people living A12. What is the proposal to protect us from this noise?"	Chapter 6 of the ES (application document TR010029/APP/6.1) reports the results of Noise and Vibration effects arising from the Scheme. The measures to mitigate and minimise these effects are set out in the Outline CEMP (application document TR010029/APP/7.2) and the Register of Actions and Commitments (application document TR010029/APP/7.3).
Ingrebourne River and Ingrebourne Valley mitigation works	River should not be realigned – may lead to flooding etc	The course is being altered to mitigate the impact of the Scheme and in line with discussions with the EA. The Water Framework Directive (application document TR010029/APP/6.7) submitted in support

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		of the application sets out these mitigation works proposed within the Ingrebourne River and Weald Brook. The FRA (application document TR010029/APP/6.6) submitted in support of the application sets out the assessment of flood risk. Flood compensation areas are proposed as part of the Scheme as shown on the Works plans (application document TR010029/APP/2.3).
Ingrebourne River and Ingrebourne Valley mitigation works	Concern about potential wider area of flooding in locality after prolonged, heavy rain.”	The FRA (application document TR010029/APP/6.6) submitted in support of the application sets out the assessment of flood risk. Flood compensation areas are proposed as part of the Scheme as shown on the Works plans (application document TR010029/APP/2.3).
Location of the drainage ponds and access tracks	History of flooding issues – unresolved	The Applicant submitted the flood modelling data for EA review and confirmed that the Scheme has been designed to a minimum 1 in 100 year. The FRA (application document TR010029/APP/6,6) submitted in support of the application sets out the assessment of flood and the Scheme will not make the existing situation worse. The drainage system has been developed in line with the current planning policy requirements and it is described in detail within the

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		Drainage strategy report (application document TR010029/APP/6.8).
Location of the drainage ponds and access tracks	Currently, we have extensive flooding on the east side of Brook Street roundabout (between the westbound exit slip road as it joins Brook Street roundabout and the exit slip road with Brook Street.) If the Highways Agency / TFL / Essex County Council cannot currently fix this small problem, what confidence can we have that this scheme will not adversely affect the surrounding areas?"	The drainage system has been developed in line with the current planning policy requirements and it is described in detail within the Drainage strategy report (application document TR010029/APP/6.8). The FRA (application document TR010029/APP/6.6) submitted in support of the application sets out the assessment of flood risk. Flood compensation areas are proposed as part of the Scheme as shown on the Works plans (application document TR010029/APP/2.3) and the Scheme would not make the existing situation worse.
Location of replacement gantry	Should not be relocated if tree felling/destruction of habitat required. If this involves further tree felling and destruction of nature habitats etc then it should not be relocated."	The existing gantry requires relocation to avoid impact on Maylands Golf Course. Any removal of trees connected with the relocation of the new gantry are considered in the provision of appropriate mitigation as set out in the REAC. The proposed location has been selected to provide the least environmental impact.
Potential use of existing access track	If this means more traffic will use Weald Road the response is "Don't do it". The traffic at School Times is horrendous.	Noted but it has been decided that this part of the Scheme is no longer required.

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
Potential use of existing access track	Negative effect on surrounding area/roads - farms, businesses etc. Assuming this is access past French's Farm I have concerns that disruption should be minimal for owners, livestock & wildlife. Wild deer are often seen in this field.	Noted but it has been decided that this part of the Scheme is no longer required.
General	All of my concerns are for the natural environment, wildlife and trees. Where veteran trees are facing impact, we can only trust that you will honour the commitment to protect them during construction works, not just pay lip service to this.	The Biodiversity chapter (Chapter 7) of the ES (application document TR010029/APP/6.1) outlines the ecology assessment of the Scheme and the mitigation measures proposed. Also an Outline LEMP (Appendix 7.16 – application document TR010029/APP/6.3) sets out the long term monitoring and maintenance of the landscape and ecological areas. An Outline CEMP (application document TR010029/APP/7.2) has been developed and will be adopted into a CEMP for all construction operations to protect retained veteran trees. Measures regarding the protection of retained veteran trees and actions to be taken to limit the adverse impacts of construction and compensate for veteran tree loss are also provided as environmental commitments in the REAC (application document TR010029/APP/7.3) and has been developed in discussion with LPAs and Natural England. Implementation of the CEMP is secured by

In favour of Scheme		
Summary of consultee response	Additional comments	How the Application has had regard to responses received (section 49)
		Requirement 4 of the DCO (application document TR010029/3.1).
General	"Would it not be more cost effective to properly manage the traffic at Brook Street roundabout/M25 as it stands? Has this actually been evaluated? Please provide details.	A full options analysis was undertaken and further details can be found in Chapter 3 of the ES (application document TR010029/APP/6.1).
General	I found diagrams unhelpful as there were no name places, no directions e.g. to Brentwood, to Romford, no significant buildings noted e.g. hotels - Holiday Inn - schools e.g. St Peters	Noted

Annex G. Targeted consultation

G1 Letters sent to the three identified consultees



Our ref: TR010029/S42(1)(a)/


Planning Service
London Borough of Havering
Mercury House
Mercury Gardens
Romford
RM1 3SL

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

0300 123 5000

30 January 2020

Dear Mr Thomas

M25 junction 28 improvement scheme
TARGETED CONSULTATION RELATING TO MAYLANDS GOLF COURSE
31 January 2020 until 27 February 2020

I am writing to you regarding Highways England's proposed M25 junction 28 improvement scheme (**the Scheme**) and to invite you to respond to our targeted consultation relating to proposed changes to the Scheme design in so far as it affects Maylands Golf Course.

This targeted consultation will run from Friday 31 January until Thursday 27 February 2020 and follows our recent supplementary consultation on the Scheme which took place between 4 November and 2 December 2019.

As part of our previous consultations, we explained that the proposed Scheme has been identified as a Nationally Significant Infrastructure Project under the Planning Act 2008 (as amended) (**the 2008 Act**) and that we are required to make an application for a Development Consent Order (**DCO**) to secure the consent we need to build and operate the Scheme. This application will be made to the Planning Inspectorate (**the Inspectorate**) who will examine it on behalf of the Secretary of State for Transport.

Why are we undertaking this targeted consultation?

This consultation relates directly to the impact of the Scheme on Maylands Golf Course. You are being consulted as the relevant local authority for the land affected¹.

As explained within the consultation materials published as part of our recent supplementary consultation, the Scheme will necessitate the diversion of an existing high pressure gas pipeline. The consultation materials identified a potential corridor within which this diversion would be undertaken. Since the supplementary consultation, the proposed alignment of the gas diversion has been refined and we now enclose a plan which illustrates the proposed

¹ For the avoidance of doubt, this targeted consultation and engagement is being conducted on a non-statutory basis – it is not a "formal" consultation under the requirements of the Planning Act 2008

route of the gas diversion as well as the limits within which that diversion might be constructed. We also enclose a copy of the plan produced as part of the recent supplementary consultation marked to assist you to identify the location of the change proposed.

The proposed alignment runs across the second hole of Maylands Golf Course.

Whilst installation of the pipeline may be possible without disruption to the surface of the Golf Course, future maintenance activities may result in such disruption.

In order to mitigate the potential future effects of the diverted gas pipeline on the Golf Course, works to the Course are now proposed to be undertaken within the area identified on the enclosed plan as part of the Scheme. This proposal would necessitate an extension of the red line boundary, as it lies within the Golf Course, from that shown within the consultation materials published as part of the recent supplementary consultation. The extent of this change is illustrated on the enclosed plan.

The proposed mitigation works would involve the reconfiguration of the second hole of the Golf Course such that the proposed gas diversion would no longer cross beneath it.

We are writing to you now to inform you about this proposed change to the red line boundary and the reasons for it and to provide you with the opportunity to provide feedback to us regarding this proposal before we submit our DCO application to the Inspectorate.

As part of this targeted consultation, we are also seeking feedback on the above matters from both the freehold owner of the area of land that it is now proposed to include within the red line boundary of the Scheme and Maylands Golf Club as the occupier of that land.

Further information

As explained above, the plan enclosed with this letter shows the route of the proposed alignment of the diverted gas pipeline, the proposed area within which it is intended to undertake mitigation works to the Golf Course and the extent of the change being proposed to the Scheme's red line boundary.

The supplementary consultation brochure, alongside all documents provided during the statutory consultation, can still be viewed at the project website at www.highwaysengland.co.uk/m25j28.

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

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

Next Steps

To allow us time to consider any comments you may have on the proposals contained within this consultation before finalising our DCO application, please ensure your response reaches us by **11.59pm on Thursday 27 February 2020**.

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

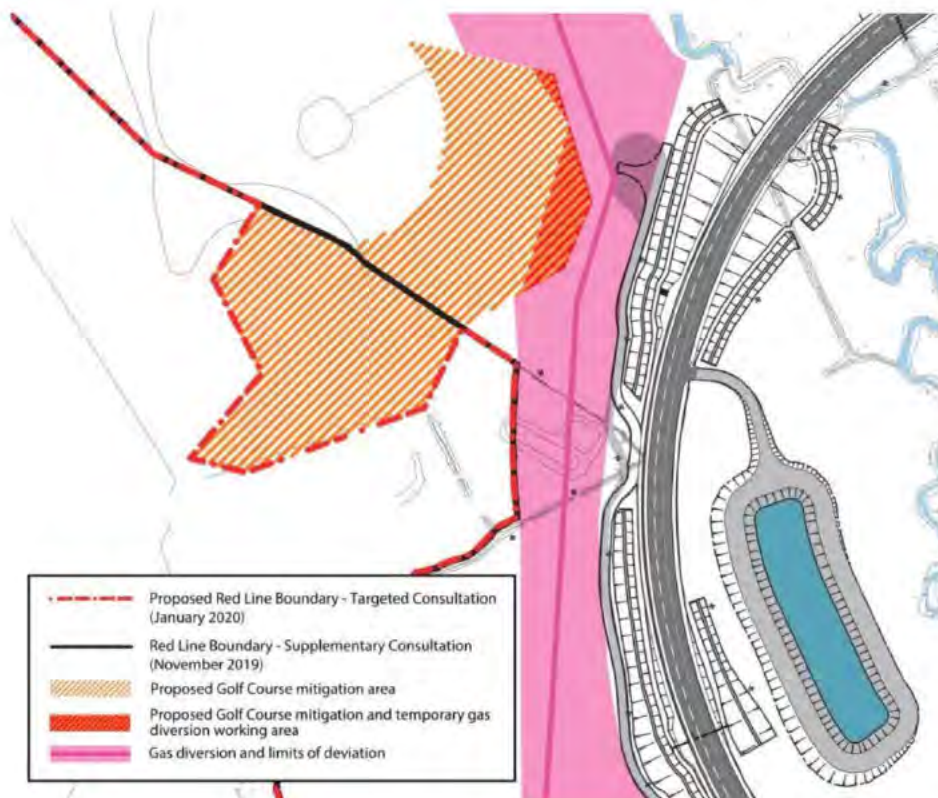
Yours sincerely,

Brian Gash
Project Manager: M25 junction 28 improvement scheme
Email: info@highwaysengland.co.uk
Tel: 0300 123 5000

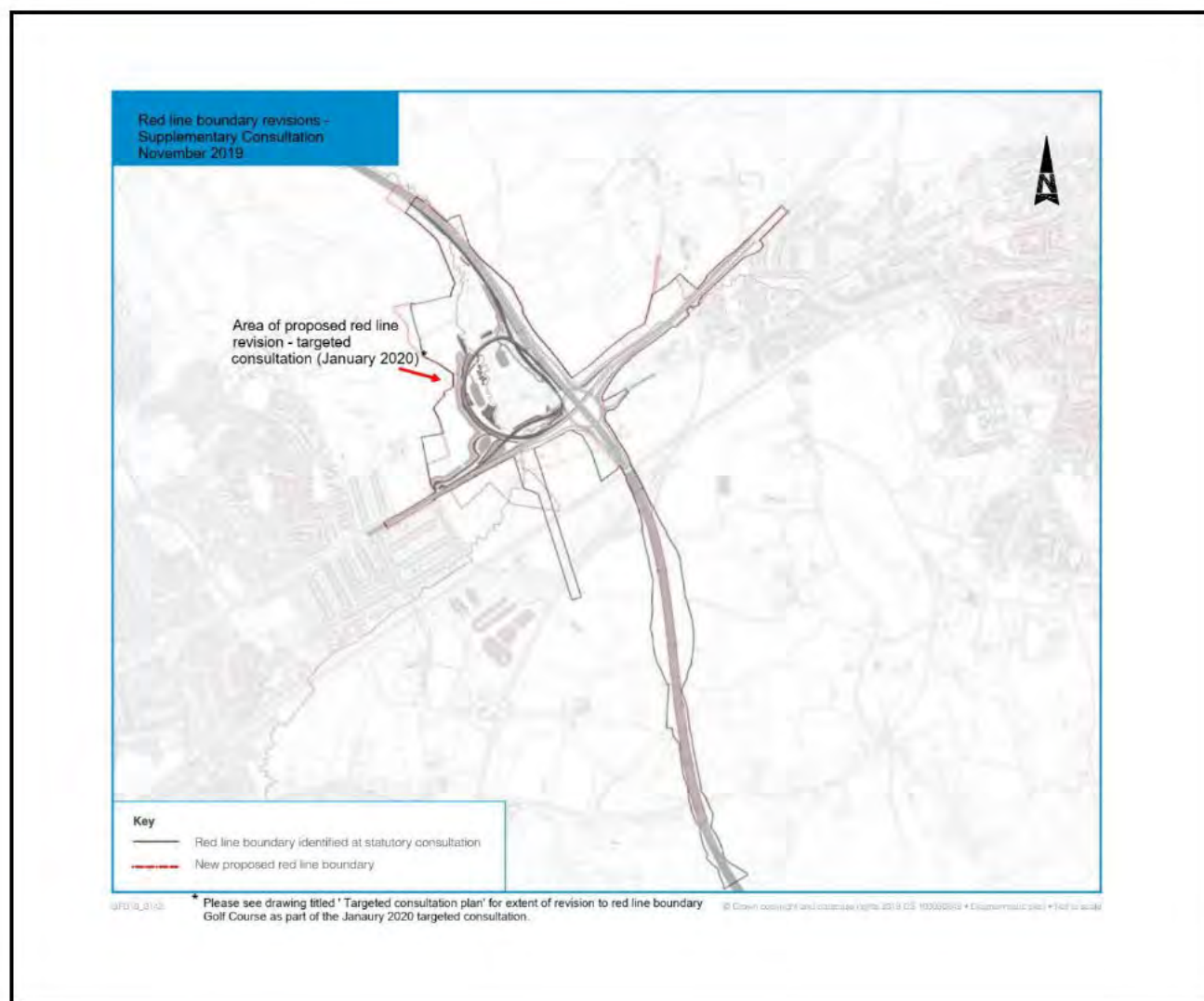
Copy to Daniel Douglas

Enc.
Targeted Consultation Plan
Red line boundary plan presented at supplementary consultation indicating area of proposed change

Targeted consultation plan



Red line boundary plan presented at supplementary consultation indicating area of proposed change





Our ref: TR010029/S42(1)/(a)

The Secretary
Glebelands Estates Limited
28 Avenue Road
Leigh-on-Sea
Essex
SS9 1AX

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

0300 123 5000

30 January 2020

Dear Mr Singh

**M25 junction 28 improvement scheme
TARGETED CONSULTATION RELATING TO MAYLANDS GOLF COURSE
31 January 2020 until 27 February 2020**

I am writing to you regarding Highways England's proposed M25 junction 28 improvement scheme (**the Scheme**) and to invite you to respond to our targeted consultation relating to proposed changes to the Scheme design in so far as it affects Maylands Golf Course.

This targeted consultation will run from Friday 31 January until Thursday 27 February 2020 and follows our recent supplementary consultation on the Scheme which took place between 4 November and 2 December 2019.

As part of our previous consultations, we explained that the proposed Scheme has been identified as a Nationally Significant Infrastructure Project under the Planning Act 2008 (as amended) (**the 2008 Act**) and that we are required to make an application for a Development Consent Order (**DCO**) to secure the consent we need to build and operate the Scheme. This application will be made to the Planning Inspectorate (**the Inspectorate**) who will examine it on behalf of the Secretary of State for Transport.

Why are we undertaking this targeted consultation?

This consultation relates directly to the impact of the Scheme on Maylands Golf Course. You are being consulted as the freehold owner of the land affected¹.

As explained within the consultation materials published as part of our recent supplementary consultation, the Scheme will necessitate the diversion of an existing high pressure gas pipeline. The consultation materials identified a potential corridor within which this diversion would be undertaken. Since the supplementary consultation, the proposed alignment of the gas diversion has been refined a plan which illustrates the proposed route of the gas

¹ For the avoidance of doubt, this targeted consultation and engagement is being conducted on a non-statutory basis – it is not a "formal" consultation under the requirements of the Planning Act 2008

diversion as well as the limits within which that diversion might be constructed. We also enclose a copy of the plan produced as part of the recent supplementary consultation marked to assist you to identify the location of the change proposed.

The proposed alignment runs across the second hole of Maylands Golf Course.

Whilst installation of the pipeline may be possible without disruption to the surface of the Golf Course, future maintenance activities may result in such disruption.

In order to mitigate the potential future effects of the diverted gas pipeline on the Golf Course, works to the Course are now proposed to be undertaken within the area identified on the enclosed plan as part of the Scheme. This proposal would necessitate an extension of the red line boundary, as it lies within your landholding and the Golf Course, from that shown within the consultation materials published as part of the recent supplementary consultation. The extent of this change is illustrated on the enclosed plan.

The proposed mitigation works would involve the reconfiguration of the second hole of the Golf Course such that the proposed gas diversion would no longer cross beneath it.

We are writing to you now to inform you about this proposed change to the red line boundary and the reasons for it and to provide you with the opportunity to provide feedback to us regarding this proposal before we submit our DCO application to the Inspectorate.

As part of this targeted consultation, we are also seeking feedback on the above matters from Maylands Golf Club, as the occupier of the area of land that it is now proposed to include within the red line boundary of the Scheme, and the London Borough Havering in its capacity as the relevant local authority for that land.

Further information

As explained above, the plan enclosed with this letter shows the route of the proposed alignment of the diverted gas pipeline, the proposed area within which it is intended to undertake mitigation works to the Golf Course and the extent of the change being proposed to the Scheme's red line boundary.

The supplementary consultation brochure, alongside all documents provided during the statutory consultation, can still be viewed at the project website at www.highwaysengland.co.uk/m25j28.

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

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

Next Steps

To allow us time to consider any comments you may have on the proposals contained within this consultation before finalising our DCO application, please ensure your response reaches us by **11.59pm on Thursday 27 February 2020**.

Highways England would welcome the opportunity to meet with you in the next few weeks to discuss the proposed changes to the Scheme and following our recent email we would be grateful if you could let us know when would be suitable for you.

In the meantime, if you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact us using the details provided below.

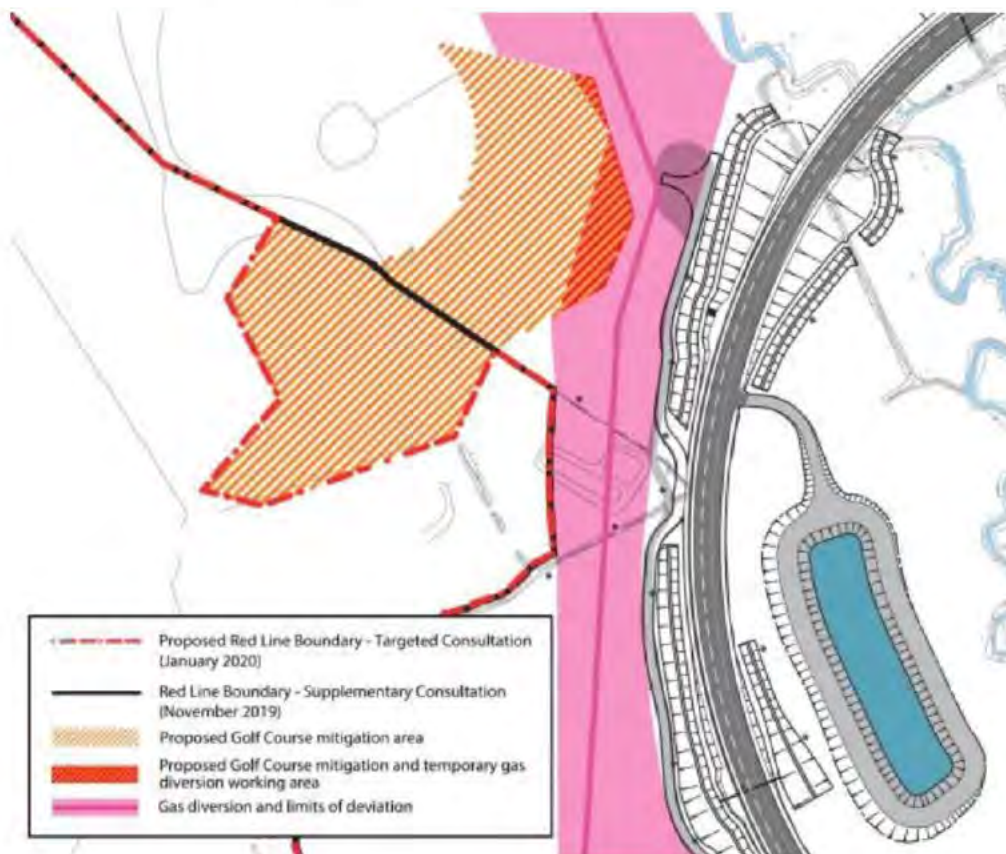
Yours sincerely,



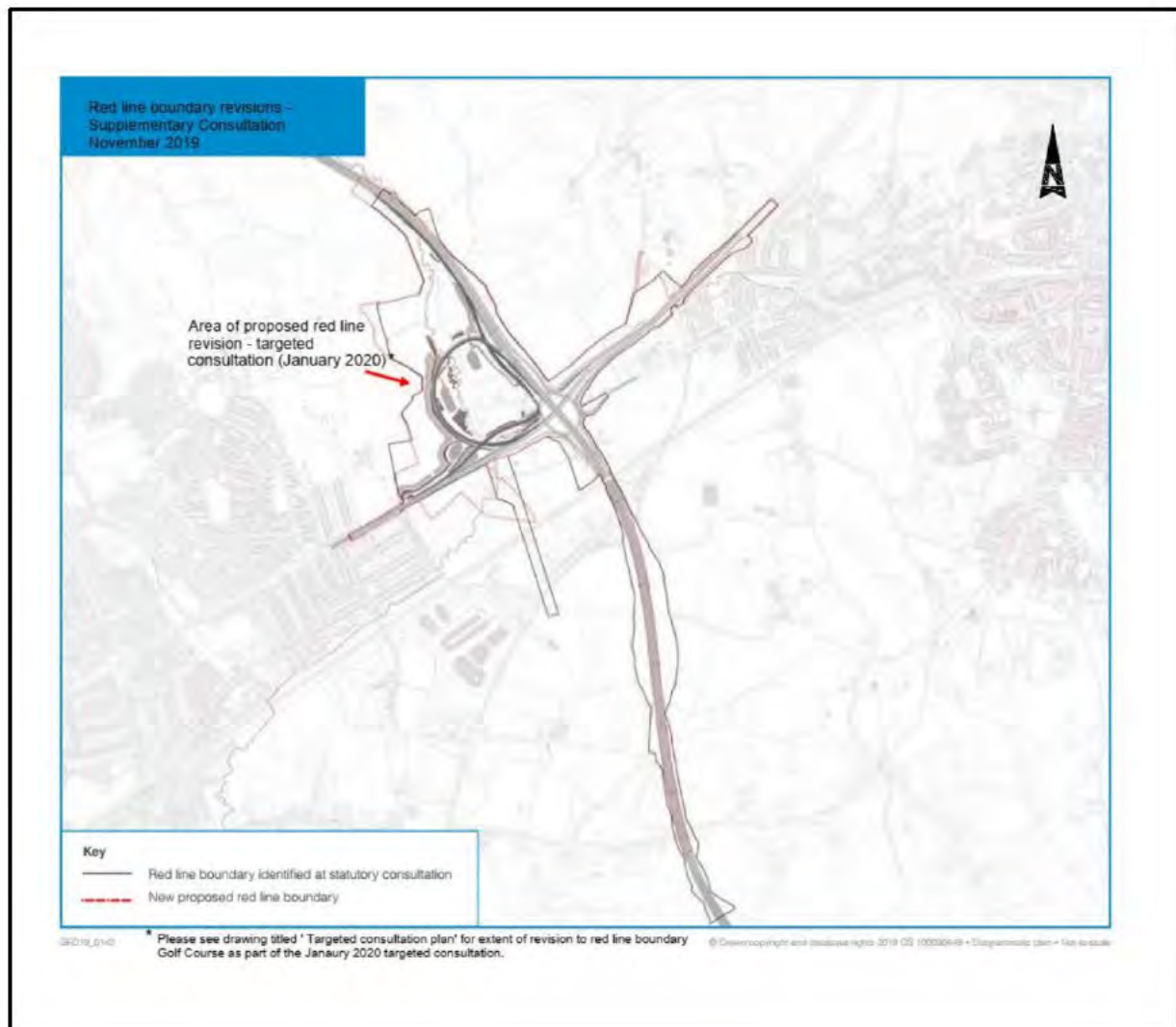
Brian Gash
Project Manager: M25 junction 28 improvement scheme
Email: info@highwaysengland.co.uk
Tel: 0300 123 5000

Enc.
Targeted Consultation Plan
Red line boundary plan presented at supplementary consultation indicating the area of proposed change

Targeted consultation plan



Red line boundary plan presented at supplementary consultation indicating the area of proposed change





Our ref: TR010029/S42(1)(a)/

The Secretary
Luddington Golf Limited
19 Station Road
Addlestone
KT15 2AL

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

0300 123 5000

30 January 2020

Dear Sir,

**M25 junction 28 improvement scheme
TARGETED CONSULTATION RELATING TO MAYLANDS GOLF COURSE
31 January 2020 until 27 February 2020**

I am writing to you regarding Highways England's proposed M25 junction 28 improvement scheme (**the Scheme**) and to invite you to respond to our targeted consultation relating to proposed changes to the Scheme design in so far as it affects Maylands Golf Course.

This targeted consultation will run from Friday 31 January until Thursday 27 February 2020 and follows our recent supplementary consultation on the Scheme which took place between 4 November and 2 December 2019.

As part of our previous consultations, we explained that the proposed Scheme has been identified as a Nationally Significant Infrastructure Project under the Planning Act 2008 (as amended) (**the 2008 Act**) and that we are required to make an application for a Development Consent Order (**DCO**) to secure the consent we need to build and operate the Scheme. This application will be made to the Planning Inspectorate (**the Inspectorate**) who will examine it on behalf of the Secretary of State for Transport.

Why are we undertaking this targeted consultation?

This consultation relates directly to the impact of the Scheme on Maylands Golf Course. You are being consulted as the occupier of the land affected¹.

As explained within the consultation materials published as part of our recent supplementary consultation, the Scheme will necessitate the diversion of an existing high pressure gas pipeline. The consultation materials identified a potential corridor within which this diversion would be undertaken. Since the supplementary consultation, the proposed alignment of the gas diversion has been refined, and we now enclose a plan which illustrates the proposed route of the gas diversion as well as the limits within which that diversion might be constructed. We also enclose a copy of the plan produced as part of the recent

¹ For the avoidance of doubt, this targeted consultation and engagement is being conducted on a non-statutory basis – it is not a “formal” consultation under the requirements of the Planning Act 2008

supplementary consultation marked to assist you to identify the location of the change proposed.

The proposed alignment runs across the second hole of Maylands Golf Course.

Whilst installation of the pipeline may be possible without disruption to the surface of the Golf Course, future maintenance activities may result in such disruption.

In order to mitigate the potential future effects of the diverted gas pipeline on the Golf Course, works to the Course are now proposed to be undertaken within the area identified on the enclosed plan as part of the Scheme. This proposal would necessitate an extension of the red line boundary, as it lies within the Golf Course, from that shown within the consultation materials published as part of the recent supplementary consultation. The extent of this change is illustrated on the enclosed plan.

The proposed mitigation works would involve the reconfiguration of the second hole of the Golf Course such that the proposed gas diversion would no longer cross beneath it.

We are writing to you now to inform you about this proposed change to the red line boundary and the reasons for it and to provide you with the opportunity to provide feedback to us regarding this proposal before we submit our DCO application to the Inspectorate.

As part of this targeted consultation, we are also seeking feedback on the above matters from both the freehold owner of the area of land that it is now proposed to include within the red line boundary of the Scheme and the London Borough Havering in its capacity as the relevant local authority.

Further information

As explained above, the plan enclosed with this letter shows the route of the proposed alignment of the diverted gas pipeline, the proposed area within which it is intended to undertake mitigation works to the Golf Course and the extent of the change being proposed to the Scheme's red line boundary.

The supplementary consultation brochure, alongside all documents provided during the statutory consultation, can still be viewed at the project website at www.highwaysengland.co.uk/m25j28.

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

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

With regards to the works proposed within the area identified on the plan as the 'proposed golf course mitigation area' we set out below further information of specific relevance to you.

In particular, we enclose a further drawing which illustrates a suggested realignment of the second hole of Maylands Golf Course to mitigate the potential impacts of the Scheme. The suggested reconfiguration would involve the use of land lying to the north of the existing second hole and currently situated beyond the existing boundary of the Course. The new second hole is proposed to be of a similar length (approximately 160 yards) to the existing one.

The suggested re-configuration has been developed in consultation with an independent golf course design advisor. In preparing this design, previous options for reconfiguration of the Golf Course, developed in close consultation with you, have been taken into account. In particular your option reports have been taken into account. Further iterative design has taken place in order that other local factors, in particular associated infrastructure, nearby environmental constraints (including a pond hosting Great Crested Newts, a European protected species,) and mitigation plans are reflected in the design.

Next Steps

To allow us time to consider any comments you may have on the proposals contained within this consultation before finalising our DCO application, please ensure your response reaches us by **11.59pm on Thursday 27 February 2020**.

In the meantime, we look forward to meeting you next week and if you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact us using the details provided below.

Yours sincerely,

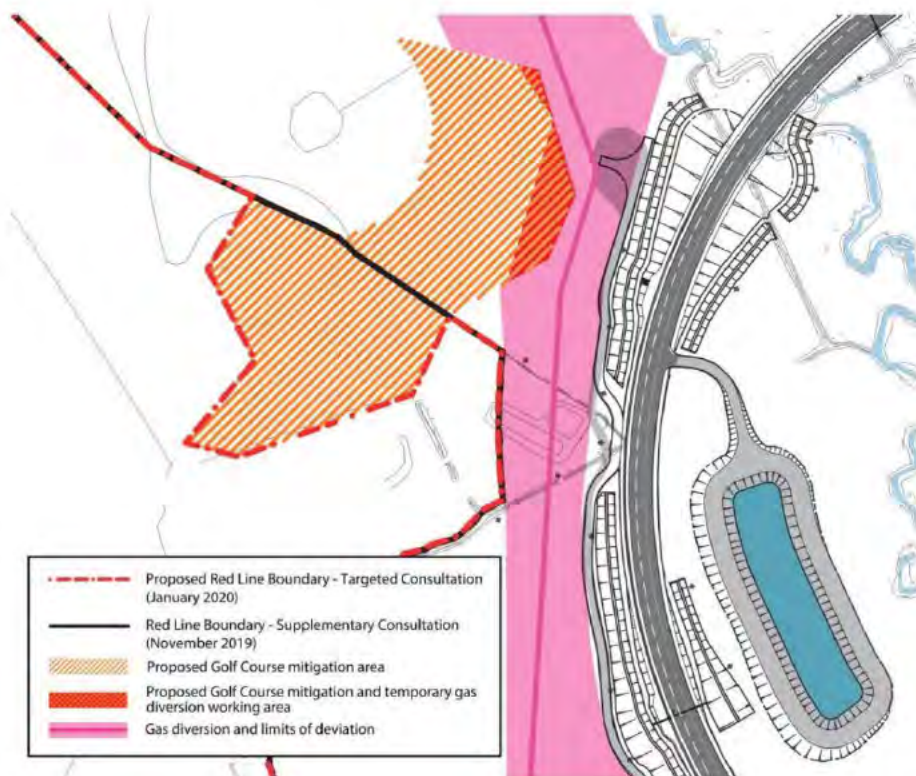


Brian Gash
Project Manager: M25 junction 28 improvement scheme
Email: info@highwaysengland.co.uk
Tel: 0300 123 5000

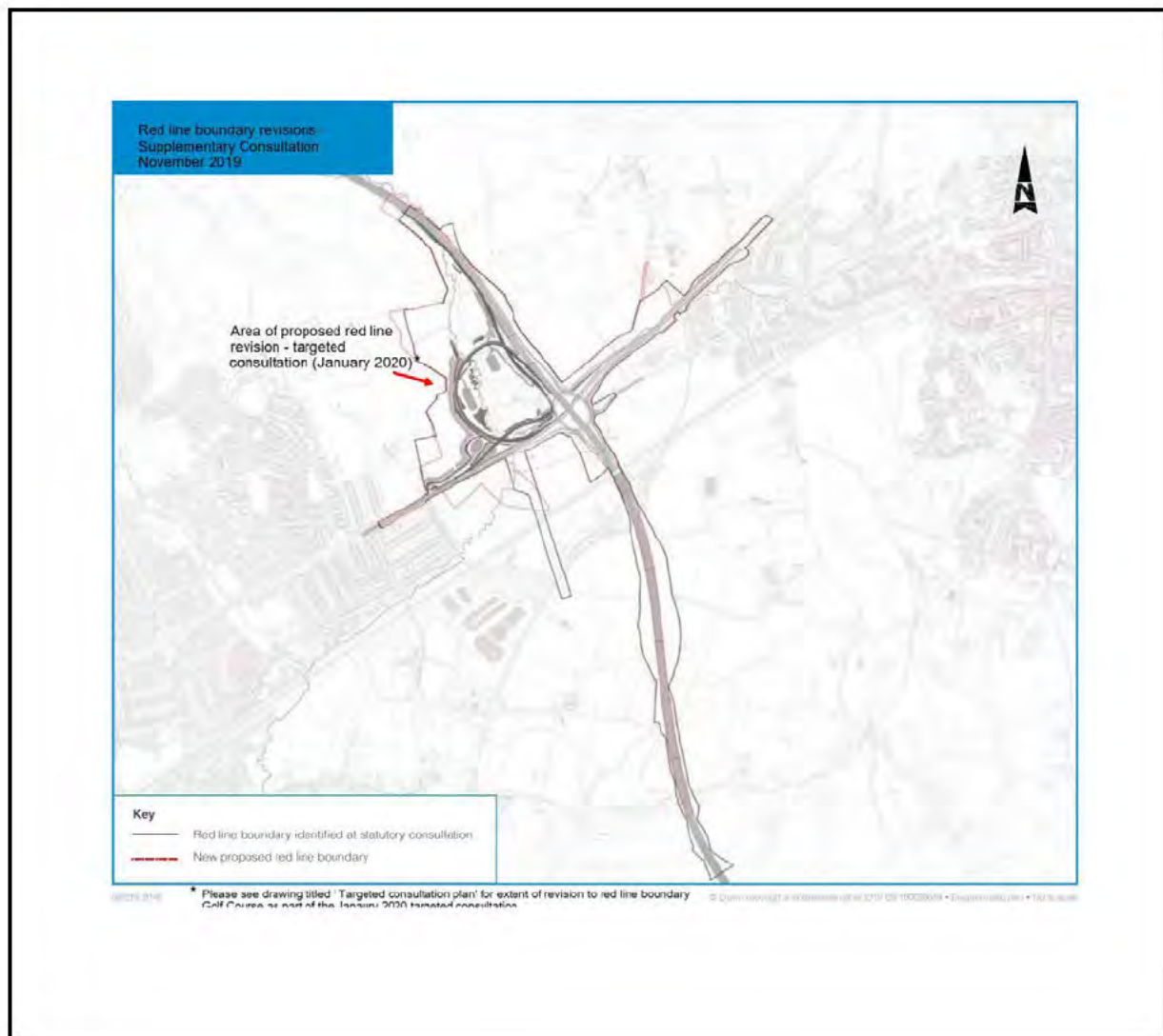
Enc.

Targeted Consultation Plan
Red line boundary revisions presented at supplementary consultation with an indication of the area of proposed change
Drawing of Proposed Golf Course Mitigation

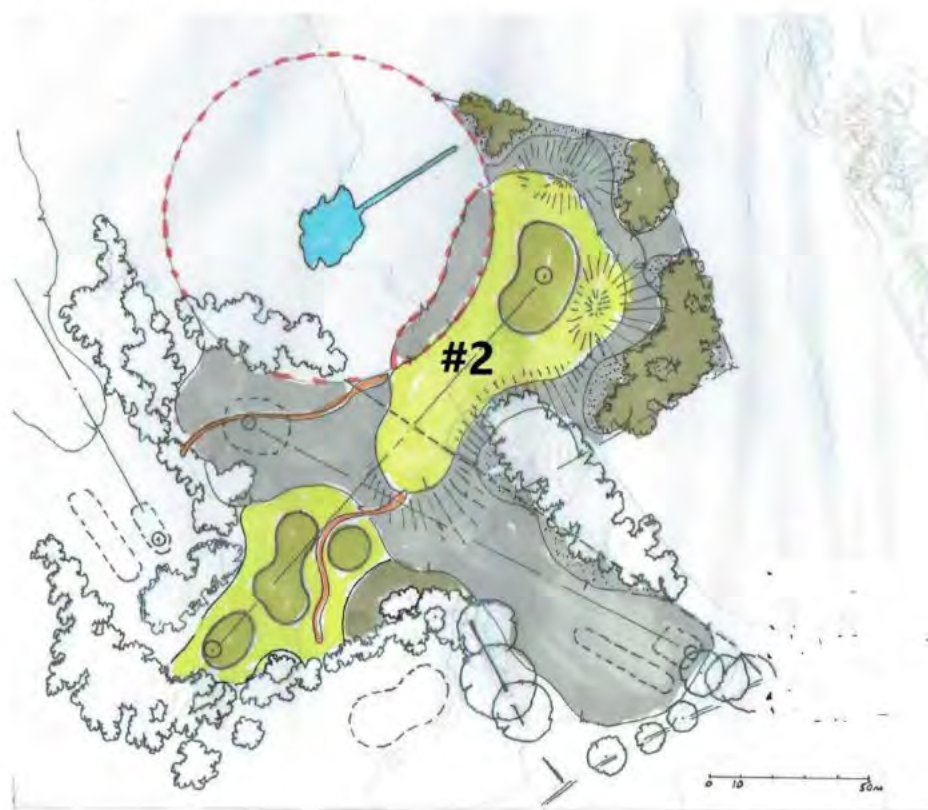
Targeted Consultation Plan



Red line boundary revisions presented at supplementary consultation with an indication of the area of proposed change



Drawing of Proposed Golf Course mitigation



G2 Responses from consultees

Marylands Golf Course

From: [REDACTED]

Sent: 26 February 2020 13:27

To: [REDACTED]

Cc: [REDACTED]

Subject: Re: M25 junction 28 improvement scheme and Maylands

Dear All ,

Following our recent meeting please find attached our formal response (including technical note by Weller Designs) to the Target Consultation relating to Maylands Golf Club.

We look forward to hearing from you once you have had a chance to review.

best regards

Christopher Foreman
Director

*Luddington Golf limited,
19 Station Road, Addlestone, Surrey KT15 2AL*

Brian Gash
Project Manger
Highways England. House
1 Walnut Tree Close
Guilford
GU14LZ

26th February 2020

Dear Mr Gash,

M25 junction 28 improvement scheme
Targeted Consultation relating to Maylands Golf Club 31/01/2020

I am writing to you as the operators and Leaseholders of Maylands Golf Club and as a formal response to the above consultation. As you know, we met with your team on the 4th February 2020 at Atkins offices as part of this consultation where the proposals were discussed in detail.

I attach a technical note from Weller designs that deals with our response to the design issues and practical implications of your proposed reconfiguration of the second hole. This supports our view that the reconfiguration proposed will not work from an operational and long term commercial point of view and would therefore be un acceptable to us. We also strongly believe that the proposal made within the 'do minimum addendum' (option 1) of the Wellers Designs Impact Assessment is a far more sustainable option commercially and environmentally and would satisfy the premise that the reconfiguration should not impact Maylands GC negatively, it should provide a golf course of "equal or better quality" to the one that is being impacted upon. The Wellers note compares the two proposals, yours and theirs, and deduces that actually there is little difference in the new land requirements for either.

For clarity, there is no justifiable reason why these works should impact negatively on the golf course, and the golf course business and its future sustainability. The course and the business have been in operation for many decades and the course was designed by Harry Colt, one of the finest Golf Course Architects of the 20th Century, it has provided an ever improving environment and a great service to the local community. The business has provided a great deal of employment to local families during that time and, if properly sustained, it will do so for many more years.

Additionally, of particular frustration and disappointment, and in our view completely unacceptable, is that during this consultation there has been no attempt by Highways to provide an alternative location or modification for the existing practice area of the club/business. The proposed highway works boundary will decimate the Clubs current Practice Ground rendering it unusable. This will leave the business in a far worse position commercially. This will have a huge effect on the existing operation of the Club, limiting the services we as operators can provide to the members and visitors.

The practice area is also a key lever into providing the future membership structure and customers. The loss of the facility will have a major effect on the sustainability of the business, meaning membership subscriptions fees and group rates will both be negatively impacted. As part of the Wellers mitigation statement, proposals were explored to re orientate the practice range which would release land to the M25 works and still provide Maylands with adequate practice facilities. We believe these proposals can be easily further explored /revised in consultation with your team so that your project can still be provided with the 'environmental and practical requirements' that it needs.

In conclusion we strongly object to both the proposal to re configure the 2nd hole and the removal of the practice facilities. We believe there are alternatives to both and are happy to explore/negotiate a resolution that is acceptable to all parties.

Yours sincerely



For Luddington Golf Limited

Impact Assessment of The Proposed M25, Junction 28 Improvements On Maylands Golf & Country Club

Response To Highways England Letter Of 30th January 2020 (ref TR010029/S42(1)(a))

Prepared By

Weller Designs Limited

20th February 2020



Weller Designs Golf Course Architects

Bishops Mead House, Bishops Mead, West St.
Farnham Surrey GU9 7DU tel/fax: [REDACTED]
Email: info@wellerdesigns.co.uk Web Site: www.wellerdesigns.co.uk



EIGCA

EUROPEAN INSTITUTE OF GOLF COURSE ARCHITECTS

1	INTRODUCTION	3
1.1	Background.....	3
2	RESPONSE TO ALTERNATIVE DESIGN PROPOSALPRESENTED BY HIGHWAYS ENGLAND	4
2.1	General	4
2.2	Distance of Walk to 3 rd Tees & Associated Safety Concerns	4
2.3	Proximity To Existing Pond Buffer Zone	4
2.4	Location Of The 2 nd Hole In Relation To The New Slip road	4
2.5	Impact On the 1 st Hole.....	5
2.6	Safety Margin from 2 nd Hole To The Public Highway	5
2.7	Loss Of Existing Habitat	5
3	SUMMARY & CONCLUSION	6

1 INTRODUCTION

1.1 Background

- 1.1.1 As part of the consultation process Weller Designs Ltd submitted a report (10th April 2019 plus addendum dated 15th July 2019) considering the potential impacts of the new slip road for the M25 / A12 interchange on Maylands Golf Club.
- 1.1.2 Highways England subsequently issued a response to the above submission on the 30th January 2020. This letter included additional information from an independent golf course consultant providing an alternative consideration for re-routing the golf course in response to the proposed highway development.
- 1.1.3 The following sections represent a formal response to the details provided Highways England in their letter of the 30th January 2020.

2 RESPONSE TO ALTERNATIVE DESIGN PROPOSAL PRESENTED BY HIGHWAYS ENGLAND

2.1 General

- 2.1.1 In considering the alternative design (see copy on Appendix 1) presented by Highways England letter of 30th January 2020 we would make the following observations:-

2.2 Distance of Walk to 3rd Tees & Associated Safety Concerns

- 2.2.1 Because the proposed 2nd hole has been rotated to point more north east (presumably to ensure it does not fall within the buffer zone for the existing pond and its associated newt population) the result is a tedious long and unacceptable (in operational terms) walk of up 170m (186yds) to the next tee complex. Of particular concern is the route that golfers will have to take to reach the third tees.
- 2.2.2 Based on the drawing provided there appears to be a route indicated (red dashed line) back to a new pathway to the 3rd tees (170m in length). We have concerns over safety of golfers based on this route. Golfers would be walking straight back into the hitting zone of the proceeding golfers playing the 2nd hole which would not be acceptable. While it could be possible to make players on the 2nd tee wait until those leaving the 3rd hole were clear of danger, this would result in a considerable delay and queuing of players on the 1st and 2nd holes.
- 2.2.3 Alternative safer routes of the pathway between the 2nd green and 3rd tees have been looked at but these are problematic on account of the extent of the newt buffer zone around the existing pond. It has to be assumed that an access pathway across the buffer zone would not be acceptable and, as a consequence of this, a pathway would have to run either north or south of the buffer zone. Both routes would be circa 280m (306yds) which is not acceptable (slowing up play, tedious and lowering the quality of the course).

2.3 Proximity To Existing Pond Buffer Zone

- 2.3.1 The design issued by Highways England illustrates the green as being in close proximity to the existing pond buffer zone, no more than 7m from its western edge. Given that the buffer will essentially be unmanaged grassland there is a concern that this represents an unfair hazard to golfers playing the hole, especially given that the hole is a relatively long par 3. Uncut grass in an area that is characteristically damp for a long period of the year will result lengthy searching and lost balls which will be both frustrating and lead to slow play.

2.4 Location Of The 2nd Hole In Relation To The New Slip road

- 2.4.1 The orientation of the Highways England layout will still mean that the hole is angled toward the carriageway and as a result golfers will be exposed to both visual and noise intrusion. The design presented does show mitigation in the form of mounding and planting, however, mounding will only limit a certain amount of the view and will not obscure the embankment created to the north east of the hole. Proposed planting will mitigate the views, but only in the long term.

2.5 Impact On the 1st Hole

- 2.5.1 The proposed 2nd hole presented by Highways England does not address the impact of the highways works on the 1st green. Option 1 presented by Weller Designs involved the 1st hole being re-aligned to the current 2nd green. This re-alignment effectively moved the golfers further away from the proposed highways works. The Highways England option would not permit this as the revised tees are located on the approach to the green.

2.6 Safety Margin from 2nd Hole To The Public Highway

- 2.6.1 While the design presented by Highways England illustrates a reasonable safety distance from the 2nd green to public highway it is still marginal in terms of balls reaching 3rd party land. While the majority will land within the margins illustrated there will still be a percentage that could potentially leave the boundaries of Maylands Golf Club.

2.7 Loss Of Existing Habitat

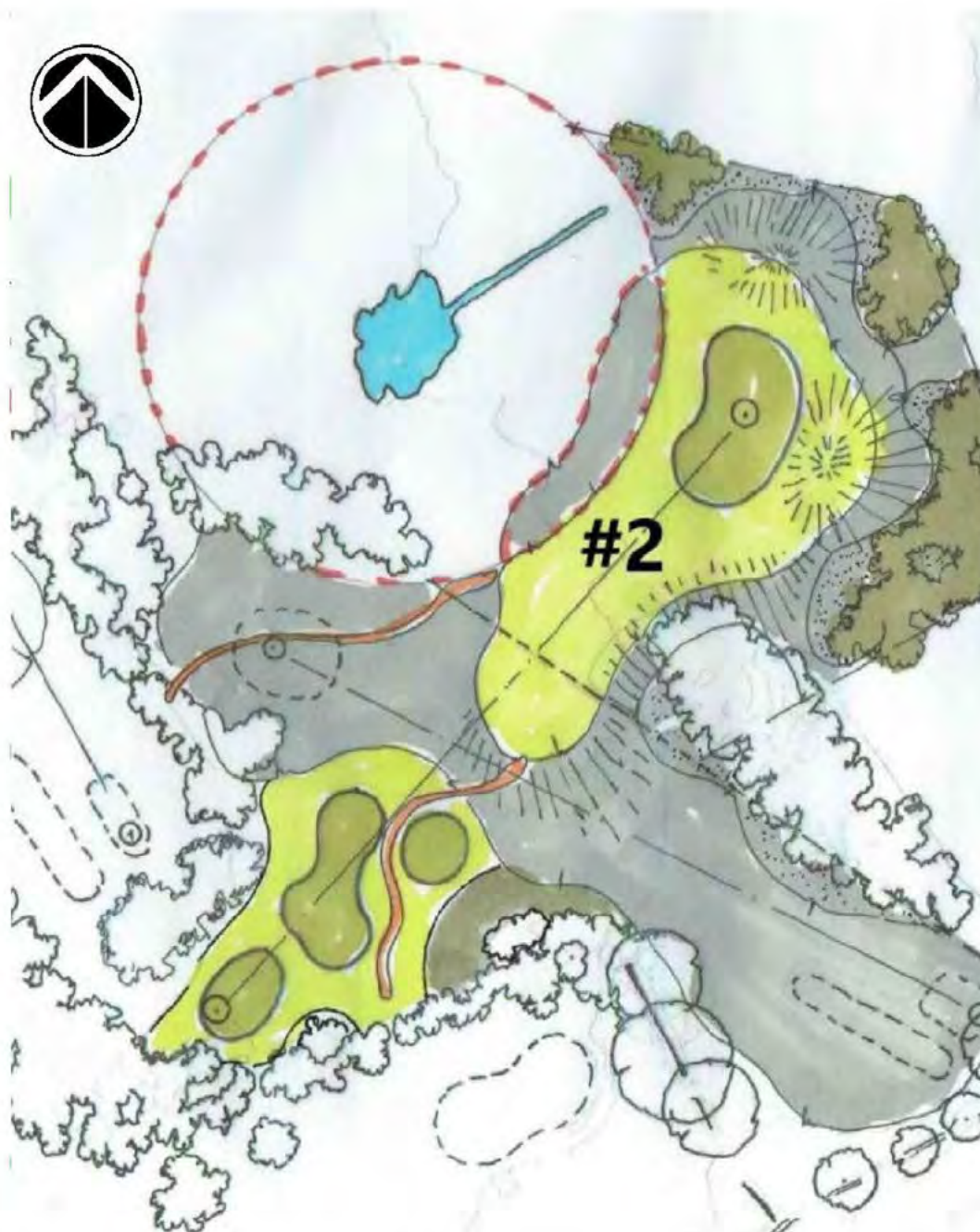
- 2.7.1 The design presented by Highways England illustrates an area of circa 8000m² will need to be topsoil stripped to build the hole.
- 2.7.2 While the design previously presented by Weller Designs Ltd (option 1 - 'Do Minimum Addendum') does currently show a requirement to strip a greater extent of land, there is scope to reduce this. By reducing the extent of the mounding to the right of the new 2nd fairway and minimising the stripping in front of the new 3rd tees it is possible to match the extent of stripping required to match that of the Highways England option.

3 SUMMARY & CONCLUSION

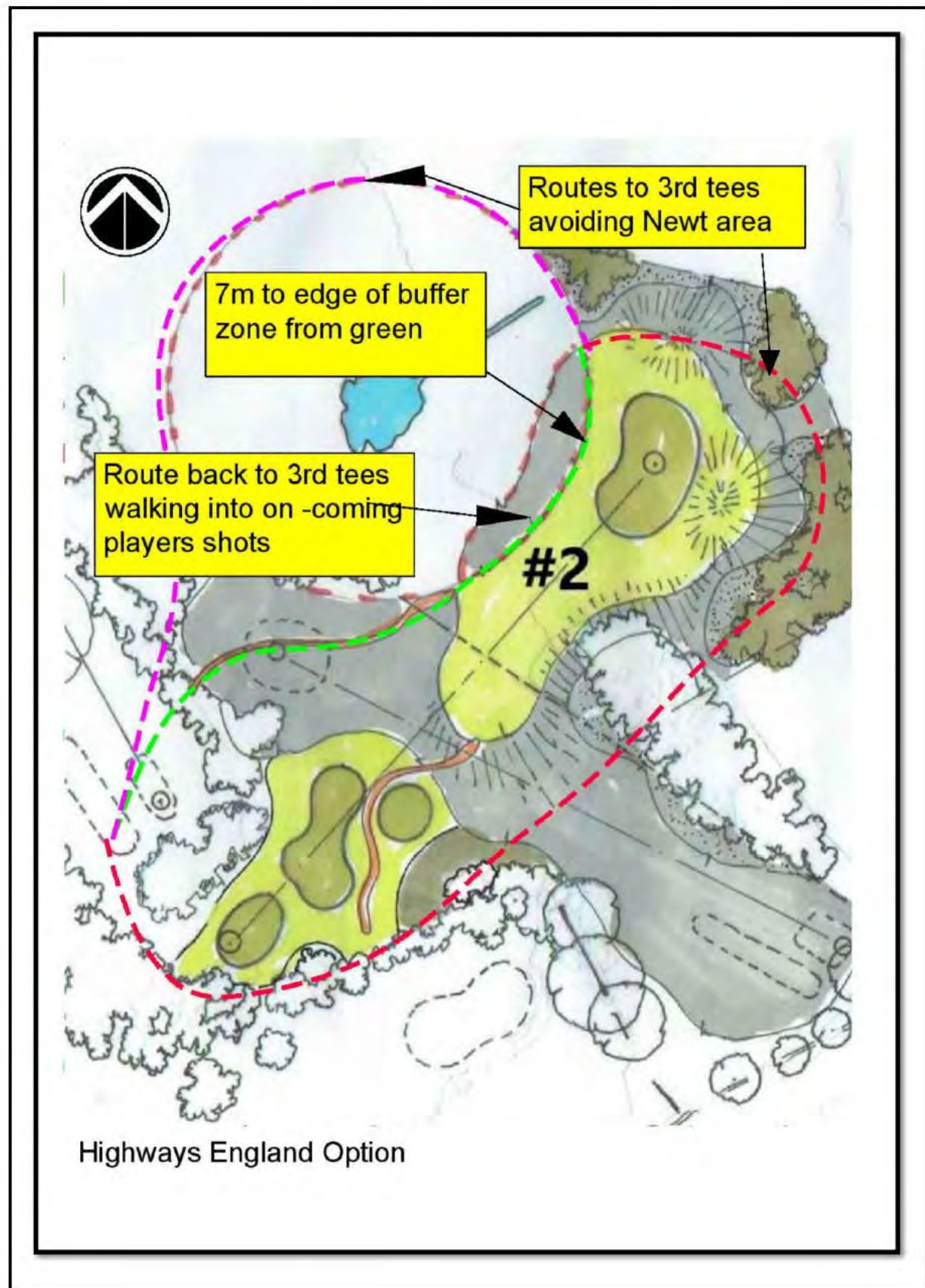
- 3.1.1 The design alternative presented by Highways England meets some criteria in terms of its length and proximity to the highways boundary but there are issues which will undoubtedly will weaken the standing of the golf course. The walk back to the proposed 3rd tees is not considered good design practice and could result in both safety issues and slow play. Option 1 presented by Weller Designs does not result in these concerns. Similarly the Highways England design does not improve the visual and noise intrusion on the golfers, whereas the Weller Design proposal does have a significant positive impact in this regard by re-locating the course away from the highways boundary.

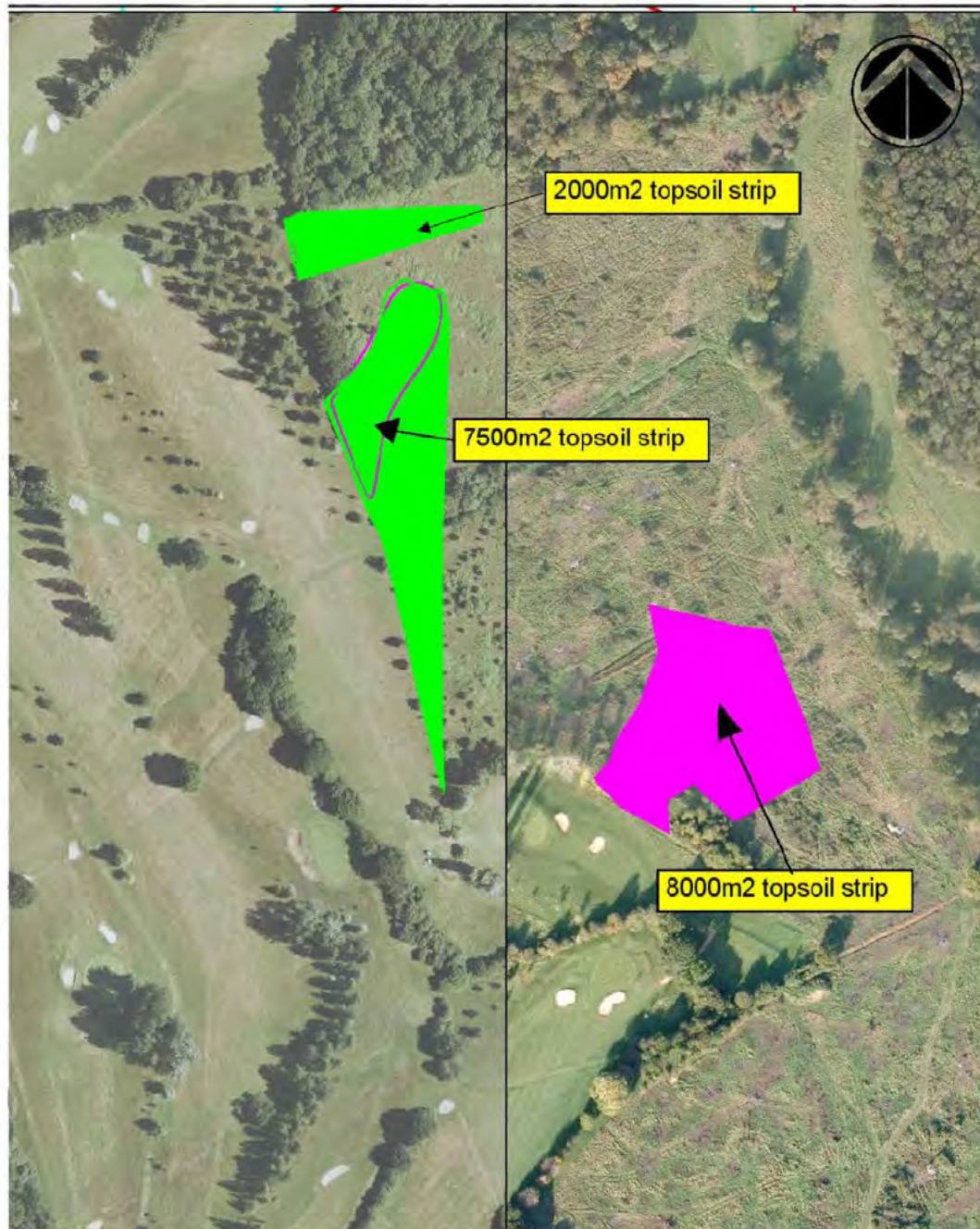
Loss of habitat is reduced in the Highways England design, however, there is scope to address this issue by reducing the amount of topsoil stripping required in option 1 of Weller Designs 'Do Minimum Addendum'. As part of a mitigation strategy there would also be a proposal to create a water feature and wetland in the area in front of the new 3rd hole to increase habitat diversity.

In conclusion we maintain that option 1 of Weller Designs 'Do Minimum Addendum' is the preferable option.



Highways England Option





Pink = Extent of strip for Highways England Option
Green = Extent of Strip for Weller Designs Option 1 (amended to reduce extent to east of fairway)

LB Havering

From: [REDACTED]

Sent: 02 March 2020 08:34

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: M25 junction 28 - details of targeted consultation

Hello Clare,

Thank you for this.

Please find below LBH Officer comments in response to the targeted consultation.

As the letter from Highways England (Brian Gash, 30 Jan 2020) states and from discussions with the applicant's ecological consultants, officers understand the need for this revision and support the decision to include land on Maylands Golf Course within the red line boundary for the DCO submission.

It is also noted that Highways England are seeking the views of Maylands Golf Course, and Highways England should work closely with Maylands Gold Course as these proposed mitigation works are developed further.

Officers strongly recommend the necessary works which will be near to pond 2, a breeding pond for Gt Crested Newt (GCN), are phased during the construction period and implemented to minimize impacts on the local population of this European Protected Species in strict compliance with the EPS mitigation licence.

Officers recommend that these changes are secured in the REAC and look forward to details for the creation of an area to grassland and scrub mosaic as mitigation for GCN impacts which we understand will be included in the Outline Construction Environment Management Plan (CEMP).

Securing this mitigation and compensatory habitat for GCN will be an important issue for the Local Impact Report and Statement of Common Ground with LB Havering in due course.

Thank you for consulting Havering on the M25 Junction 28 targeted consultation. Havering wishes to be kept informed as these proposals develop further.

Regards,

[REDACTED]

London Borough of Havering | Planning
Mercury House, Mercury Gardens, Romford, RM1 3SL

Cleaner, Safer, Prouder Together

© Crown copyright (2020).

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence:

visit www.nationalarchives.gov.uk/doc/open-government-licence/
write to the Information Policy Team, **The National Archives, Kew, London TW9 4DU**,
or email psi@nationalarchives.gsi.gov.uk.

Printed on paper from well-managed forests and other controlled sources.

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

