

M25 junction 28 improvement scheme

Targeted non-statutory
consultation

December 2020

(with minor revisions to photomontages
7 January 2021)



Introduction

Highways England is responsible for the operation, maintenance and improvement of England's motorways and major A roads, known as the strategic road network (SRN).



The Government announced its commitment to improving the M25 junction 28 in its first Road Investment Strategy (RIS) published in 2014 for the investment period 2015 to 2020 and then again in its second Road Investment Strategy published in March 2020 (RIS2). The Application is for the M25 junction 28 improvement scheme ("the Scheme") and seeks a development consent order ("DCO") to construct, operate and maintain the Scheme. The Scheme is described in RIS2 as an 'upgrade of the junction between the M25 and A12 in Essex, providing a free-flowing link from the northbound M25 to the eastbound A12'.

This targeted consultation relates to an application (the "Application") made by Highways England to the Planning Inspectorate, acting on behalf of the Secretary of State for Transport, under section 37 of the Planning Act 2008. The Application was accepted for examination on 24 June 2020.

As a result of further development, Highways England has identified some improvements to the Scheme that it wishes to pursue. The intention to make changes to the Scheme was first notified by Highways England in a letter to the Planning Inspectorate dated 4 December 2020.



M25 junction 28 improvement scheme

Currently junction 28 is a heavily used junction which features a roundabout controlled by traffic lights. It is used by up to 7,500 vehicles an hour during peak times. The junction is already operating at capacity, with motorists regularly experiencing congestion and delays. By 2037, traffic levels in the area are expected to increase

by up to 22% by 2037, with more than 9,000 vehicles travelling through the roundabout every hour at peak times. Average delay due to congestion during peak travel times is predicted to increase from over a minute per vehicle at present, to four minutes per vehicle in 2037 without the Scheme.



The objectives of the Scheme are:

- to increase capacity and reduce congestion and delays by providing an improved link from M25 to A12.
- to reduce the incident rate and resulting disruption by increasing the capacity of the roundabout.
- to improve safety on the roundabout by reducing traffic levels and redesigning the existing layout.
- to cater for future traffic demands to enable development and economic growth.
- to minimise the impact on local air quality and noise by smoothing traffic flow.
- to protect access for non-motorised users (pedestrians and cyclists) and improve conditions wherever possible.



Alongside these objectives, the Scheme also aims to:

- where possible, improve air quality with regards to vehicle emission generally, and specifically at the existing declared Air Quality Management Areas (AQMA).
- minimise the environmental impact as measured in accordance with Design Manual for Roads and Bridges (DMRB).

About this targeted non-statutory consultation

Since the Application for the Scheme was accepted by the Planning Inspectorate for examination in June 2020, we have developed our plans further, including considering feedback and have identified potential changes to the Scheme that we are proposing to make.

We are proposing four changes to the Scheme. The changes are being proposed for environmental reasons and also in response to issues raised by those affected by the Scheme.

We would now like to hear your views on the changes we are proposing. This document sets out the background to the proposed changes, together with a summary of the impact of each change on the Scheme. We are consulting relevant stakeholders, landowners and those with property interests in land affected by the changes and interested parties registered with the Planning Inspectorate. This consultation relates only to the proposed changes to the Scheme.



The consultation closes at 23:45 on 4 February 2021

Following consultation, all feedback will be taken into consideration and outlined in a consultation statement. Highways England will then decide whether to make a formal request to the Examining Authority to include the changes as part of the Scheme under consideration.

Scheme changes ▶▶▶▶

The four changes listed below have been identified following engagement with and feedback from key stakeholders – including statutory environmental bodies and landowners – and as a result of ongoing design refinement.



Change 1 (see page 5)

Removal of surplus construction materials deposit to the west of Weald Brook (Work No. 17).



Change 2 (see page 6)

Amendment to the deposit of surplus construction materials (Work No. 18) situated to the south-east of Maylands golf course to form an environmental bund.



Change 3 (see page 9)

Refinement of Maylands golf course accommodation works (Work No. 32).



Change 4 (see page 12)

Amendment to the limits of deviation for the Cadent gas pipeline diversion – southern connection (Work No. 29).



Change 1: Removal of surplus construction materials deposit to the west of Weald Brook (Work No. 17)

Highways England included two surplus construction material areas (Work No. 17 and Work No. 18) in the Application for the Scheme. Following feedback from the Environment Agency, Highways England proposes to remove Work No. 17 from the Application. The surplus materials generated by the Scheme will instead be reused within the permanent works and in the creation of an environmental bund at Work No. 18 (see Change 2 below).

The removal of Work No. 17 does not involve any changes to the Scheme Order Limits or the permanent land take proposed in this area which is still required for the construction and maintenance of the ecological compensation area (Work No. 25).

There will be no environmental effects associated with this change.

Figure 1: Work No. 17 as included in the DCO Application

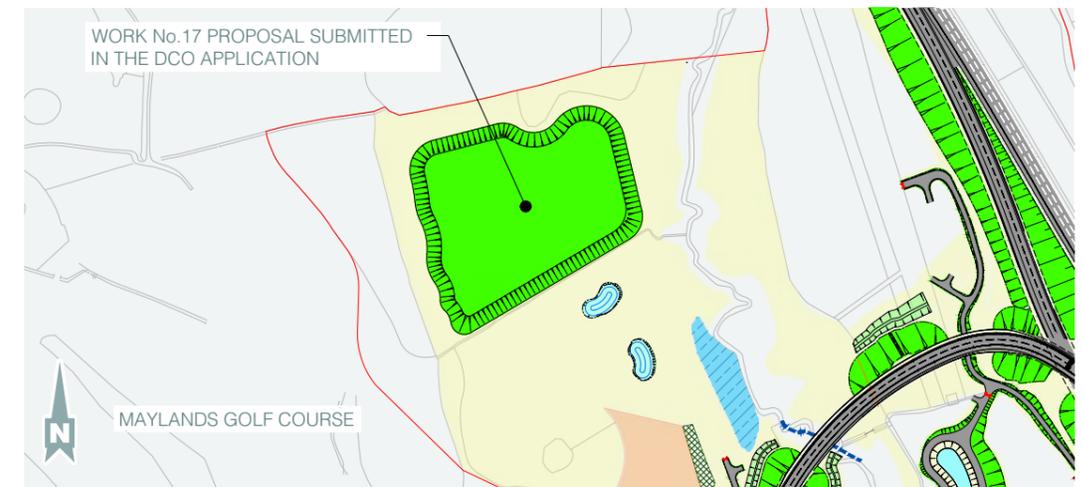


Figure 2: Proposed change to Work No. 17



Legend

	DCO boundary		Drainage ditch		Ground lowering for flood compensation or ecological mitigation
	Proposed carriageway / access track and existing carriageway resurfacing		Environmental mitigation area / grassland (see Figure 2.2 in the ES (application document TR010029/6.2) for further details)		New Pond
	Earthworks		Golf Course accommodation works		
	Earthworks (varying slope)		Proposed Native Woodland Planting		
	Realignment of watercourses				

 **Change 2: Amendment to the surplus construction materials deposit (Work No. 18) situated to the south-east of Maylands golf course to form an environmental bund**

Highways England included two surplus construction material areas (Work No. 17 and Work No. 18) in the Application for the Scheme. Following feedback from the Environment Agency, it is proposed to remove Work No. 17 from the Scheme (see Change 1 above). Highways England proposes to remodel Work No. 18 into an environmental bund which follows the outline of the environmental works (part of Work No. 25) alongside the new loop road and to the north of Work No. 19B (a drainage pond and associated access).

The proposed environmental bund would be approximately 2.5 metres high and will be mainly grassed with a strip of woodland planting along the southern section.

This proposed change would not involve any changes to the Scheme Order limits. However, it would require the land which forms the environmental bund to be acquired on a permanent rather than a temporary basis to enable the long-term maintenance of the bund.

The proposed environmental bund will provide visual and noise screening benefits to residents at Maylands Cottages and Woodstock Avenue, as well as to Maylands golf course.

The environmental effects of the proposed change are summarised below.



Topic	Effect
 Noise and vibration	Noise modelling of the proposed environmental bund shows that there will be a change from negligible noise benefits to perceptible noise benefits during the operation of the Scheme for residents at Maylands Cottages, for some residents in Woodstock Avenue and for players on some parts of the Maylands golf club.
 Biodiversity	The inclusion of the environmental bund instead of a surplus material area will not change the habitats that are proposed to be created as part of the Scheme. Therefore, the conclusions in the biodiversity assessment set out in the Environmental Statement submitted with the Application remain the same.
 Landscape and visual	Remodelling of Work No. 18 into an environmental bund and associated mitigation woodland planting around the loop road will provide a greater degree of visual screening for residential receptors at Maylands Cottages. It will contribute to a change to findings within the landscape and visual assessment set out in the Environmental Statement submitted with the Application from an anticipated very large adverse visual impact at year 1 and moderate adverse impact at year 15 to an anticipated moderate adverse impact at year 1 and slight adverse impact at year 15. There would be no anticipated change to the predicted landscape impacts. Photomontages from Maylands Cottages are provided in the Appendix.
 People and communities	The remodelling of Work No. 18 into an environmental bund would require the land on which it is to be constructed to be permanently acquired. This would mean a revision to the land plans submitted with the Application to show part of plot 1/11 to be permanently acquired for the environmental bund. The Application identifies plot 1/11 for temporary possession. The conclusions in the people and communities assessment set out in the Environmental Statement submitted with the Application remain the same.
 Materials and waste	Remodelling of Work No. 18 into an environmental bund will increase the amount of site-won materials that can be re-used on site and reduce the amount of materials that will need to be taken offsite for disposal. Therefore, the conclusions in the materials and waste assessment set out in the Environmental Statement submitted with the Application will change the significance of effects of wastes arising from a moderate (significant) effect to a slight (not significant) effect.

Figure 3: Work No. 18 as proposed in the Application

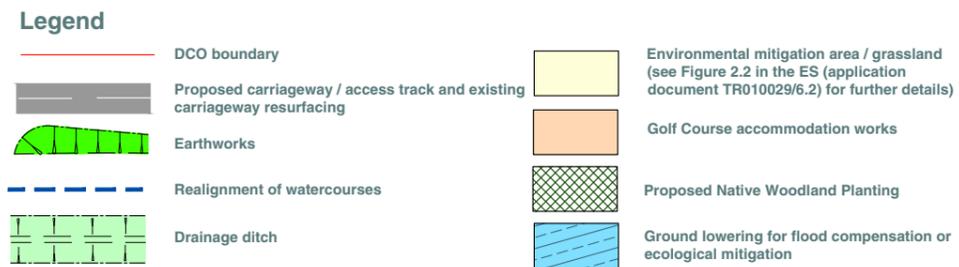
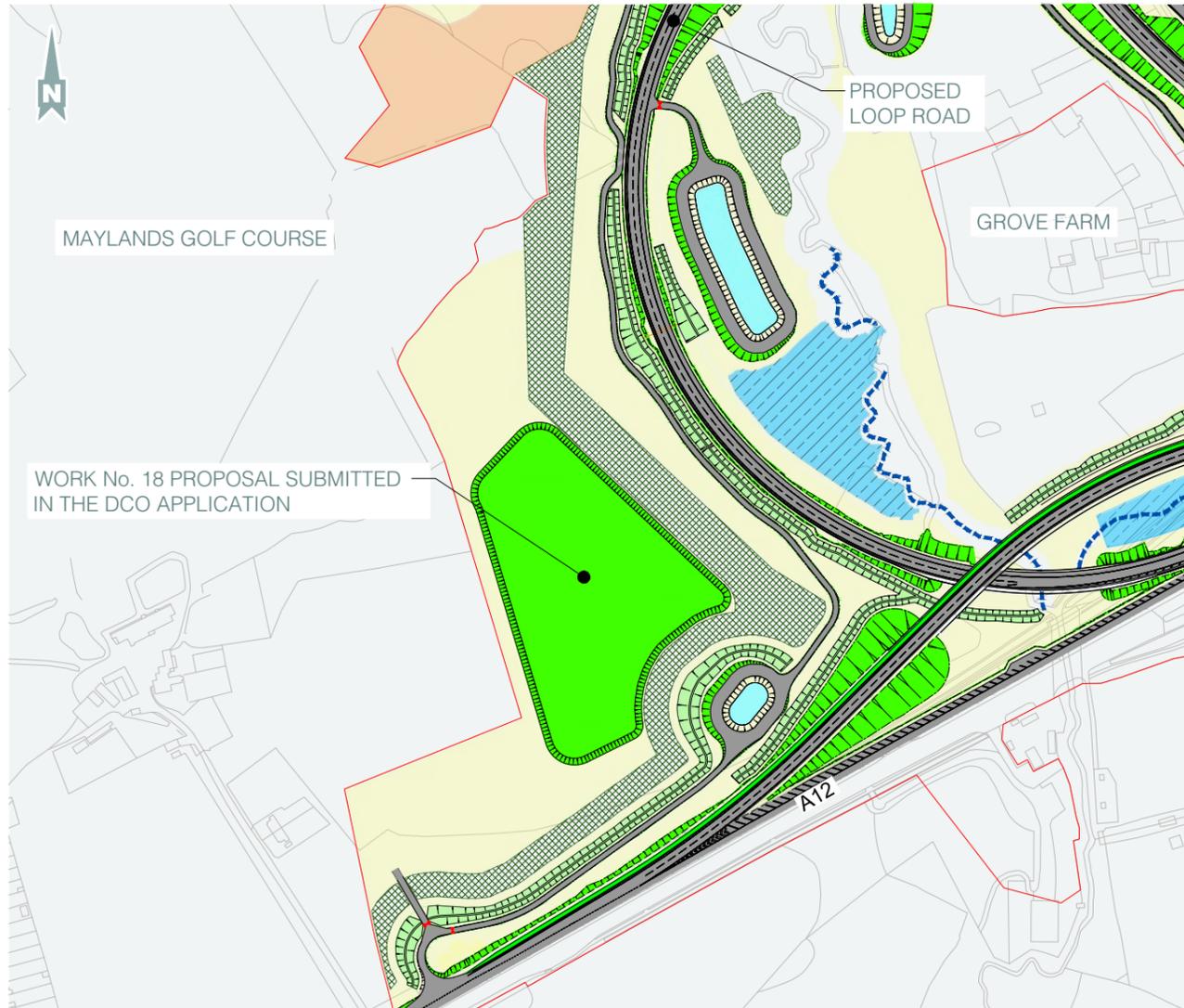
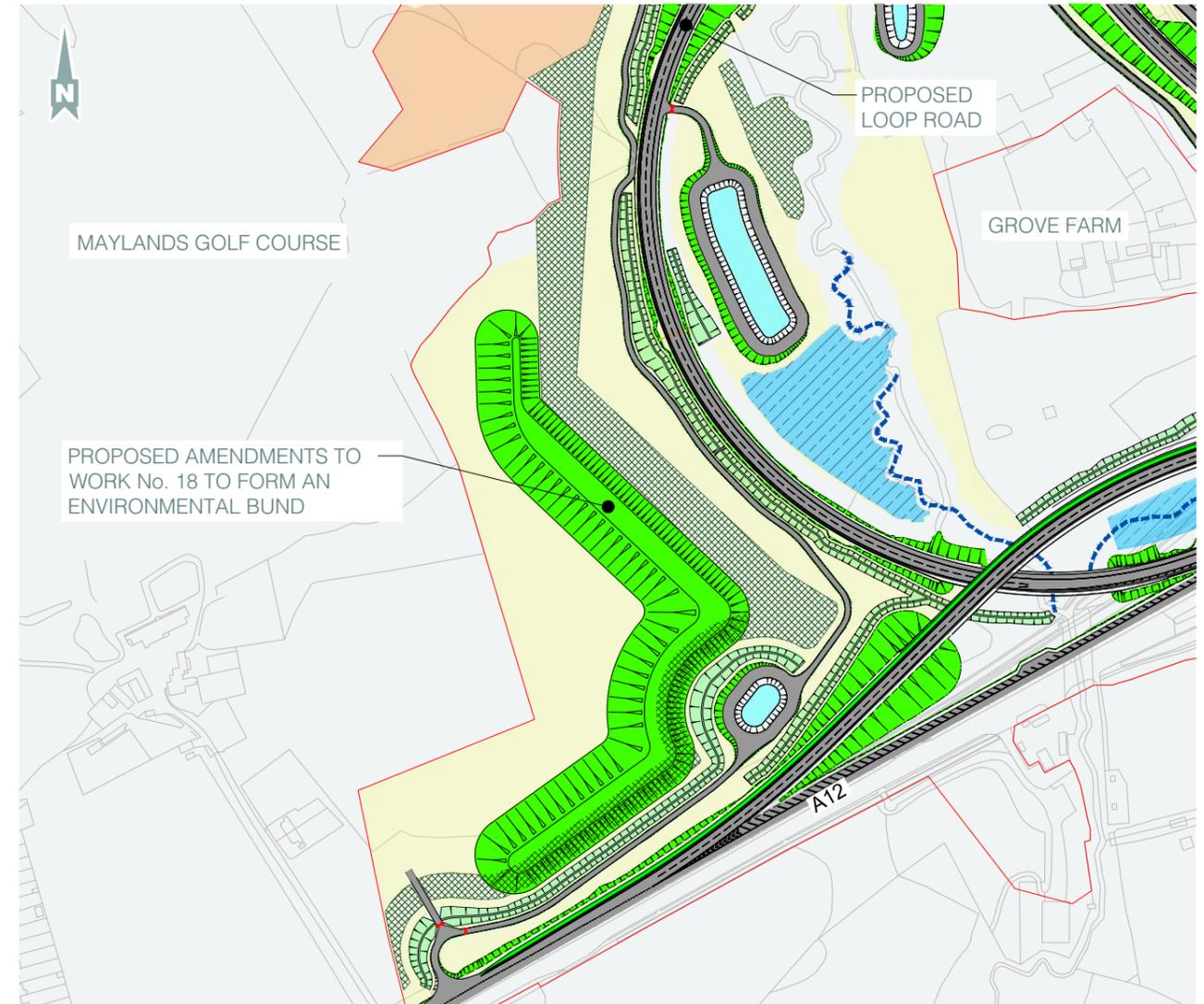


Figure 4: Proposed change for Work No. 18



 **Change 3: Refinement of golf course accommodation works (Work No. 32)**

Highways England included golf course accommodation works (Work No. 32) in the Application for the Scheme. The golf course accommodation works have been considered further and as a result it is proposed to amend those works to enable the provision of a boardwalk. This boardwalk would provide a safe route for players to walk back from the green of the realigned second hole to the third tee while minimising any interruption to play. The full extent

of the golf course accommodation works has been refined to reflect the proposed layout of the replacement hole as shown in the drawing below.

This proposed change and introduction of a boardwalk will not involve any changes to the Scheme Order Limits.

There will be no change in environmental effects associated with this change.

Figure 5: Work No. 32 as included in the Application

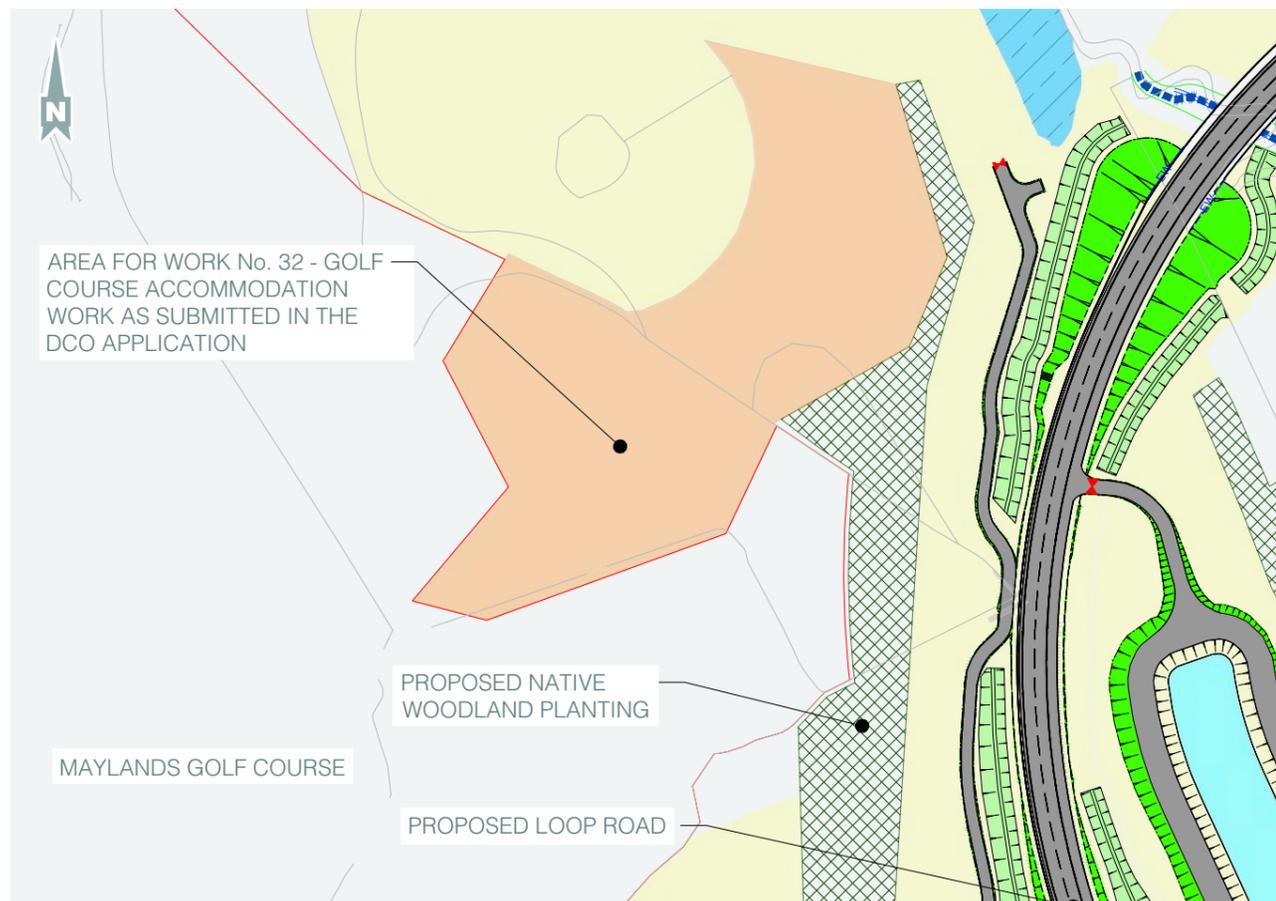


Figure 7: Proposed change for Work No. 32

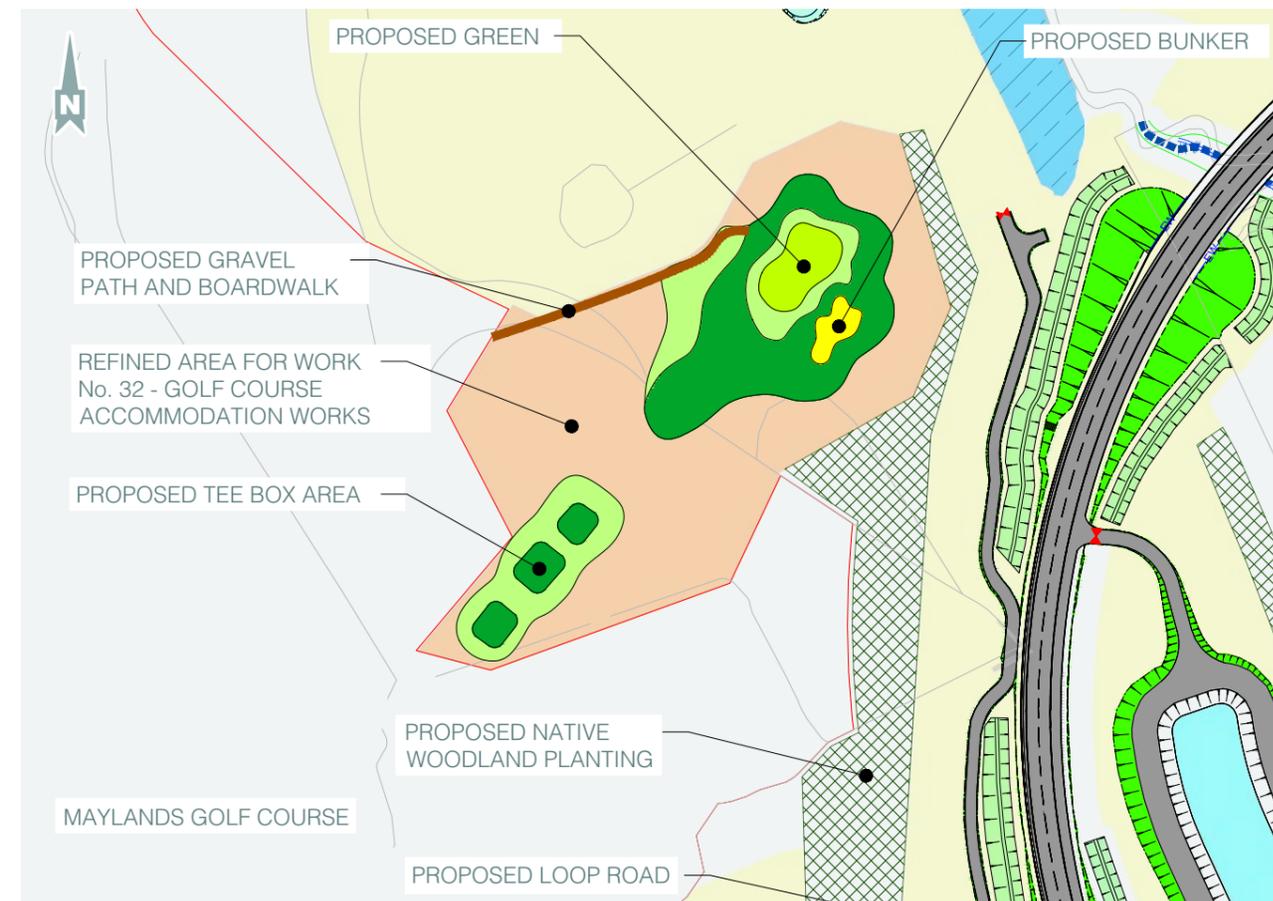


Figure 6: Maylands golf course accommodation works indicative layout with proposed change



Legend

-  DCO boundary
-  Proposed carriageway / access track and existing carriageway resurfacing
-  Earthworks
-  Realignment of watercourses
-  Drainage ditch
-  Environmental mitigation area / grassland (see Figure 2.2 in the ES (application document TR010029/6.2) for further details)
-  Golf Course accommodation works
-  Proposed Native Woodland Planting
-  Ground lowering for flood compensation or ecological mitigation
-  New Pond

Change 4: Amendment to the lateral limits of deviation for the Cadent gas pipeline diversion – southern connection (Work No. 29)

Highways England included the provision of a Cadent Gas Limited (“Cadent”) pipeline diversion (Work No. 29) in the Application for the Scheme. Since acceptance of the Application Highways England, alongside Cadent, has undertaken further detailed design work and taken on board comments raised by stakeholders.

To connect the diversion with the existing Cadent pipeline that runs beneath plot 1/8 an amendment to the limits of deviation for this work are proposed in plot 1/8 and across the A12.

In the Application Highways England is seeking the acquisition of permanent rights over the entirety of plot 1/8, with rights required to construct, operate, access, protect and maintain the pipeline. Highways England is now proposing to reduce the extent of permanent rights sought in plot 1/8. Temporary possession of the remainder of plot 1/8 will be needed in order to undertake the required diversion works.

There will be no change in environmental effects associated with this change.

Figure 8: Work No. 29 as included in the Application

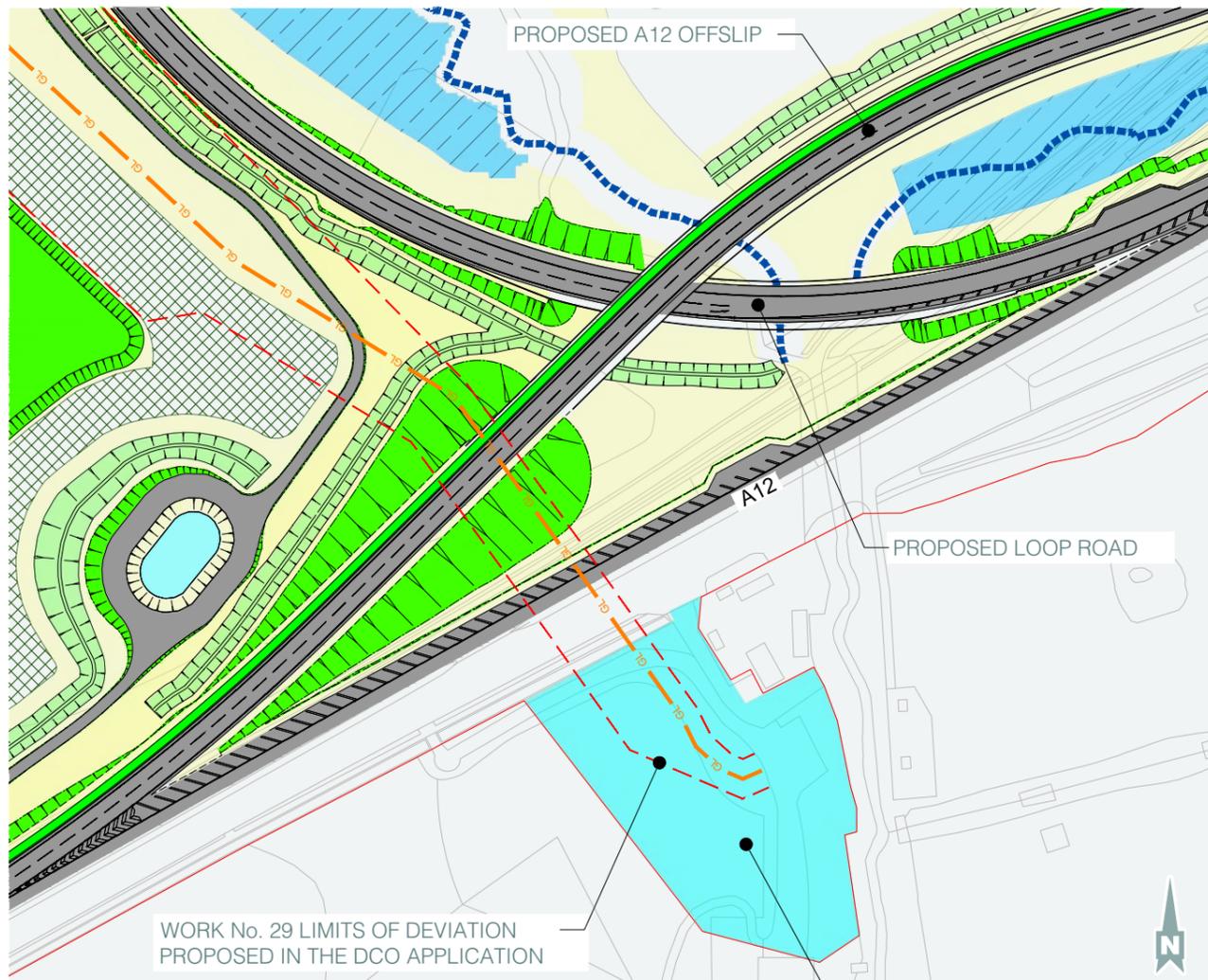
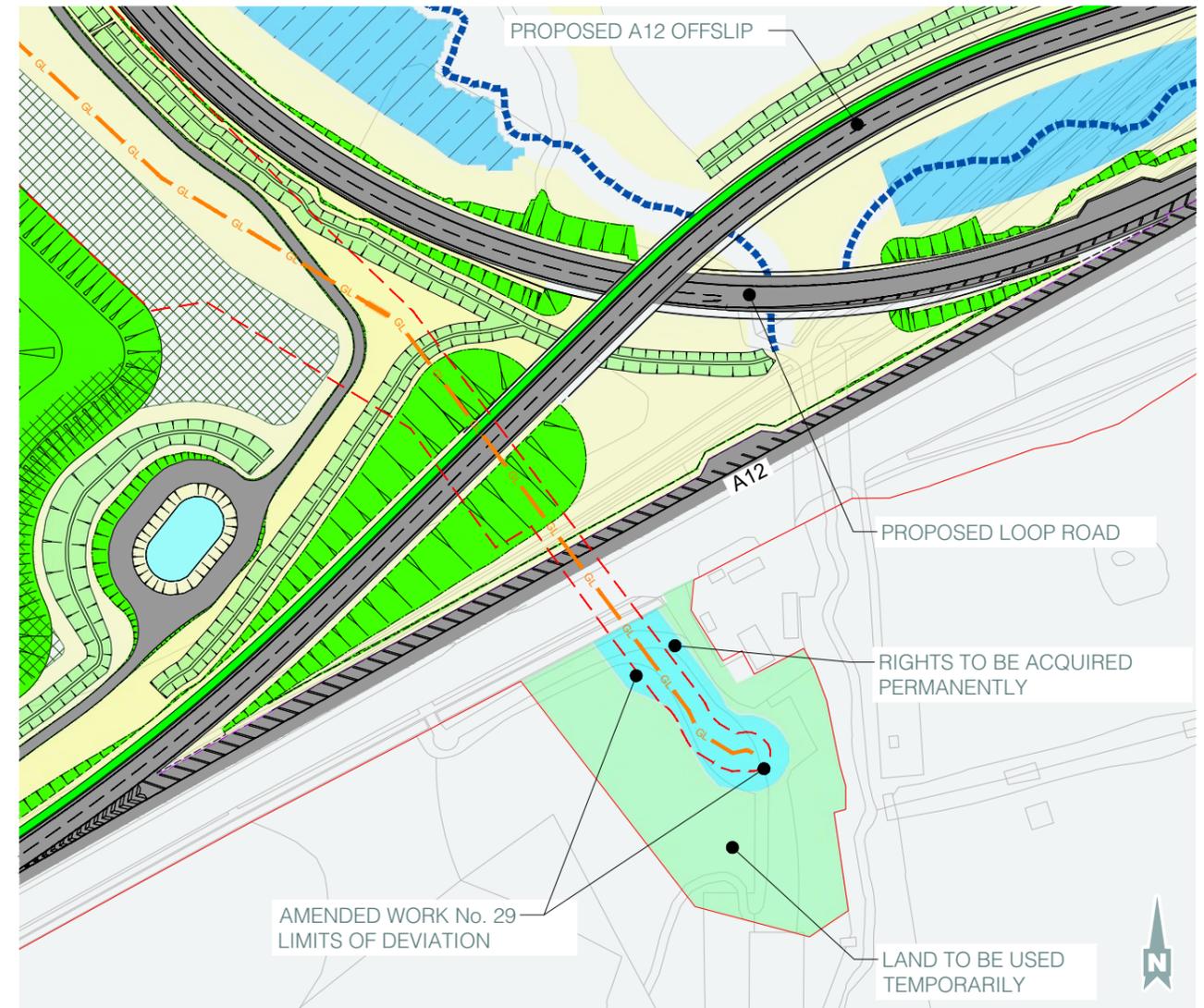


Figure 9: Proposed change for Work No. 29

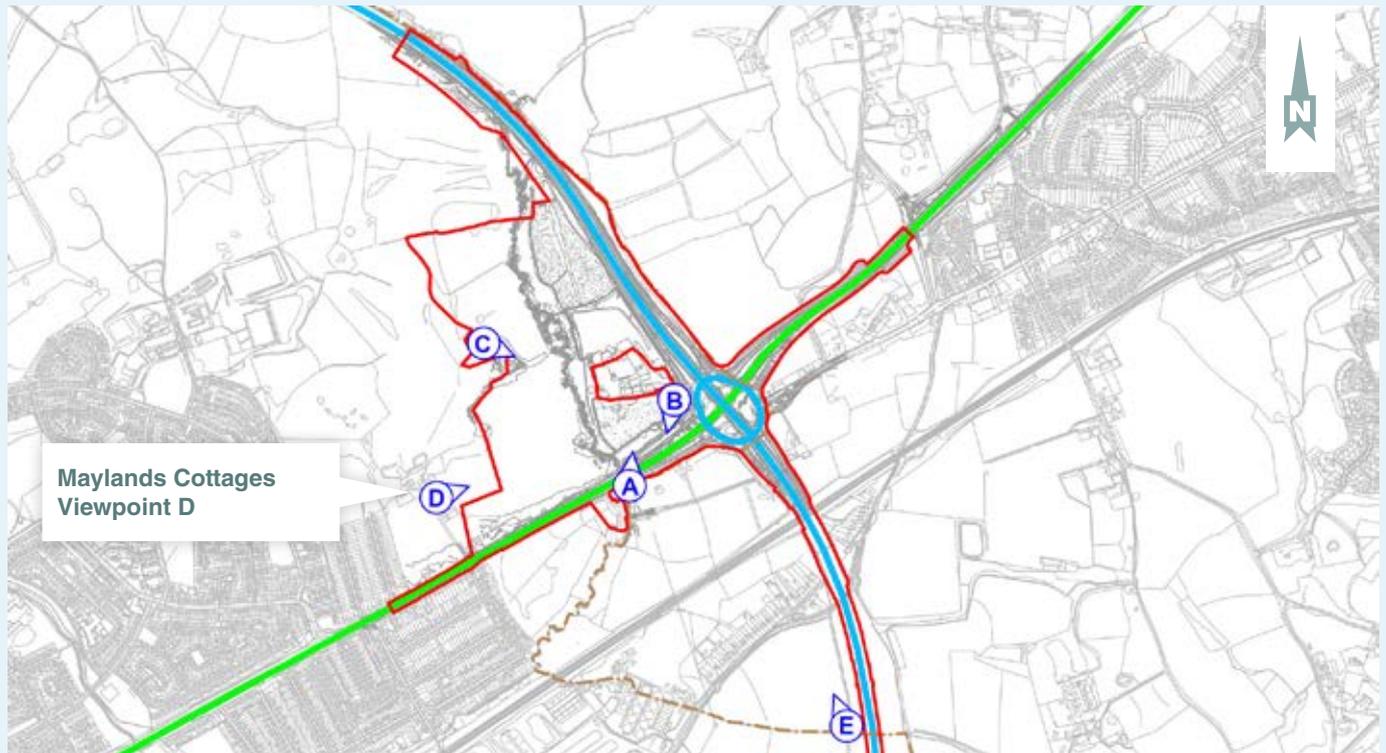


- Legend**
- DCO boundary
 - Proposed carriageway / access track and existing carriageway resurfacing
 - Earthworks
 - Realignment of watercourses
 - Drainage ditch
 - Environmental mitigation area / grassland (see Figure 2.2 in the ES (application document TR010029/6.2) for further details)
 - Proposed Native Woodland Planting
 - Ground lowering for flood compensation or ecological mitigation
 - High Pressure Gas Pipeline diversion and Limits of Deviation
 - Rights to be acquired permanently
 - Land to be used temporarily

Appendix: Viewpoint D Maylands Cottages photomontages

This appendix shows the visual changes arising from the proposed change to Work No. 18 (as described in Change 2 above). The change to Work No. 18 will provide better visual screening to the residents at Maylands Cottages and Woodstock Avenue and this is illustrated in the figures below.

📍 The following list of 8 figures are provided below:



Summer photomontages in the DCO Application	DCO Application: Viewpoint D (Maylands cottages), existing photo (summer)
	DCO Application: Viewpoint D (Maylands cottages), opening year photomontage (summer)
	DCO Application: Viewpoint D (Maylands cottages), year 15 photomontage (summer)
Proposed summer photomontages showing the proposed environmental bund (Work No. 18)	Viewpoint D (Maylands cottages), opening year photomontage (summer)
	Viewpoint D (Maylands cottages), year 15 photomontage (summer)
Proposed winter photomontages showing the proposed environmental bund (Work No. 18)	Viewpoint D (Maylands cottages), existing photo (winter)
	Viewpoint D (Maylands cottages), opening year photomontage (winter)
	Viewpoint D (Maylands cottages), year 15 photomontage (winter)



Submitted DCO Application: Viewpoint D (Maylands cottages), existing photo (summer)



Submitted DCO Application: Viewpoint D (Maylands cottages), opening year photomontage (summer)



Submitted DCO Application: Viewpoint D (Maylands cottages), year 15 photomontage (summer)



Proposed environmental bund: Viewpoint D (Maylands cottages), opening year photomontage (summer)



Proposed environmental bund: Viewpoint D (Maylands cottages), year 15 photomontage (summer)



Proposed environmental bund: Viewpoint D (Maylands cottages), existing photo (winter)



Proposed environmental bund: Viewpoint D (Maylands cottages), opening year photomontage (winter)



Proposed environmental bund: Viewpoint D (Maylands cottages), year 15 photomontage (winter)

Have your say

If you have any questions about the targeted consultation, the information in this brochure, to request a hard copy, or if you need help accessing this information, please call

 **0300 123 5000** and we will help you.

Feedback on any aspect of the changes can be sent to:

 Email us:
M25j28@highwaysengland.co.uk

 or by writing to us at
FREEPOST M25 J28 improvement scheme
(please note that due to current restrictions, postal mail may not be regularly retrieved as our offices are not fully open).

All feedback will be taken into consideration and outlined in a consultation statement that will be prepared by Highways England.

If Highways England decides to make a formal request to the Examining Authority to include the changes in the Scheme, the consultation statement will form part of that request.

 **The consultation closes at 23:45 on 4 February 2021**



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Highways England creative job number GFD20_0149

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