



Minutes

Policy, Projects and Resources Committee Wednesday, 23rd January, 2019

Attendance

Cllr Mrs McKinlay (Chair)	Cllr Hossack
Cllr Kerlake (Vice-Chair)	Cllr Kendall
Cllr Barrett	Cllr Mynott
Cllr Hirst	Cllr Parker

Apologies

Cllr Ms Rowlands

Substitute Present

Cllr Bridge

Also Present

Cllr Poppy
Cllr Russell

Officers Present

Philip Ruck	-	Chief Executive
Zoe Borman	-	Governance and Member Support Officer
Kim Anderson	-	Partnership, Leisure and Funding Manager
Phoebe Barnes	-	Interim Financial Controller
Greg Campbell	-	Director of Operations
Philip Drane	-	Director of Strategic Planning
Chris Leslie	-	Executive Director of Commercial Services
Jacqueline Mellaerts	Van	Chief Financial Officer
Lorne Spicer	-	Business Development and PR Manager

296. Apologies for Absence

Apologies were received from Cllr Rowlands and Cllr Bridge substituted.

297. Minutes of the Previous Meeting

The Minutes of the Policy, Projects and Resources Committee held on 20th November 2018 were approved as a true record.

298. Chair's Update

Questions from Members were answered by the Chair who advised as follows:

With regard to the LDP consultation, it was advised that in light of changes made at the Regulation 19 meeting in November, and the implementation of those changes into the LDP prior to submission, it was planned to proceed with the Regulation 19 consultation in late January. Communication with Central Government is ongoing and the consultation is due to start very soon. Residents will be well informed of the process and Members briefed in order to assist their residents if required.

The new tenant joining the Town Hall will be occupying allocated business space.

299. Asset Development Programme Update

The aim of the Council's Asset Development Programme ("ADP") is to realise the potential of the Council's property asset base so as to deliver improved revenue streams from the portfolio but at the same time securing the regeneration, economic development and housing objectives of the Council. This report provides an update on the work of the Asset Development Programme Project Board ("Project Board") to date.

The report outlined the progress made by the Project Board on a) the Joint Venture Partner Procurement, b) the wholly owned Company (Seven Arches Investments Ltd) and c) the Early Successes Programme.

Cllr McKinlay **MOVED** and Cllr Kerlake **SECONDED** the recommendations in the report.

Members asked for sight of the updated Asset List. This will be distributed but Members should be mindful that this information is commercially sensitive.

Following a full discussion a vote was taken by a show of hands and it was **RESOLVED:**

- 1. To approve the direction of the Asset Development Programme.**

Reasons for Recommendation

To update the Committee on the progress of the Asset Development Programme.

300. Response to Highways England M25 Junction 28 Improvement Scheme Statutory Consultation, December 2018

Highways England is consulting on an improvement scheme to Junction 28 of the M25 (Brook Street roundabout, Brentwood). Proposals relate to anti-clockwise traffic connecting with the A12 eastbound towards Chelmsford. This follows consultation that concluded in January 2017 when three route options were presented. Now that the preferred route has been selected, this consultation presents further detail for comment.

In response to the consultation, a proposed response was set out with this report (see Appendix A). As a major national infrastructure project with implications for the Borough, it is important that the Council respond and further consider issues through the Local Development Plan and Duty to Cooperate processes.

Cllr McKinlay **MOVED** and Cllr Kerlake **SECONDED** the recommendations in the report.

Members asked whether Havering's view was known. Mr Drane confirmed that during past meetings with Havering officers they had concerns regarding the link road and the impact of properties in existing residential developments and were supportive in the fact that action should be taken.

Following a full discussion a vote was taken by a show of hands and it was **RESOLVED UNANIMOUSLY:**

1. To approve the response to the M25 Junction 28 improvement Scheme Statutory Consultation as set out in Appendix A.

Reasons for Recommendation

It was recommended that the issues set out in Appendix A be issued in response to the consultation from the Council. The current consultation provides more detail to the preferred route.

The changes detailed in this consultation are technical in nature, and so it is proposed that no specific comment be made on this detail. The proposed development is to the west of the M25, wholly within the London Borough of Havering. Whilst the Council should respond to broader strategic issues, it is not considered necessary to offer a view about the specific proposals.

It is proposed that the strategic points raised in the Council's response to

- the previous consultation be repeated, where relevant. This includes:
- a) Support for a scheme given congestion issues at the junction and the implications of these;
 - b) Concern that the scheme does not address wider congestion issues across the junction and on surrounding roads, such as the A1023 Brook Street (junction issues at Nags Head Lane and Mascalls Lane that can cause queuing back onto the junction in peak periods).
 - c) Concern that the scheme does not address wider congestion issues all at once, meaning it is likely that future improvement projects cause longer term and multiple disruptions in the area.
 - d) Support for the proposals presented that require less realignment on the A12, reducing construction activity and disruption.
 - e) Comments about the need to consider existing byways and cycle routes as part of comprehensive consideration of the junction;
 - f) Importance of the Green Belt in this location, and that development should be sensitive to this; and
 - g) Comment about joint working on transport evidence.

(Appendix B was tabled on the night and is appended to the Minutes for reference.)

301. Safeguarding Report

At Ordinary Council on 14 November 2018 (Min 202 refers) a motion was raised that all Members should have a Disclosure and Barring Service (DBS) check as part of their role as an elected member. It was recommended that Officers investigate the requirement including budget implications and that a report be brought back to Policy, Projects and Resources Committee for their consideration.

Cllr McKinlay **MOVED** and Cllr Bridge **SECONDED** the recommendations in the report.

Following a full discussion a vote was taken by a show of hands and it was **RESOLVED:**

- 1. That if Members feel it appropriate, they can request a Basic Disclosure and Barring Service Check.**
- 2. That all Members attend a Safeguarding training session in 2019.**

Reasons for Recommendation

Ultimately, this is the decision of the 'employer' to ensure they request the correct level of Disclosure for the work their employees are undertaking. Basic Disclosures can be requested by an individual or by the employer for any role, including those adhering to the Cabinet Office Baseline Personnel Security Standard (BPSS). Both Standard and Enhanced DBS checks could not be justified as a requirement from the Disclosure and Barring Service in respect of the role of an elected Member with the

guidance that has been provided by them. However, it may be a requirement for an elected member in their professional lives or in a role outside of that of being an elected member to have a DBS check.
(Cllr Hirst declared a non-pecuniary interest as his role as Police, Fire and Crime Commissioner for Essex)

(Cllr McKinlay declared a non-pecuniary interest in her role as Cabinet Member for Finance and Commercial at Essex County Council)

302. King George's Playing Fields

A Leisure Development Partner, Alliance Leisure Services has been appointed to develop a sustainable business plan for King George's Playing Fields, one of the key projects that sits under the Council's Leisure Strategy.

Their business plan has been submitted and officers have reviewed it around the assumptions of the capital investment required, the projected income generation and the proposed management arrangements, all which will be integral to the viability of the project.

A report was referred from Community Health and Housing Committee on 4 December 2018 (min. ref. 136) to agree the budget requirement as part of the Council's budget setting process for 2019/20 which will come to 5 February Policy, Projects and Resources Committee. Officers are in the process of the obtaining legal advice on the operating model which will inform the final business plan and financial model for the project. It is currently estimated that the project will build costs will cost up to £7m. Therefore, it is recommended that this is brought back to a future Policy, Projects and Resources Committee to agree the business plan before any monies are utilized of this budget requirement.

The proposed new pavilion will include improved changing facilities, indoor play facility including a dedicated space for children and young people with physical or sensory disabilities, including a 'Changing Places' toilet changing facility, TAG Active, improved food and drink offer, improved facilities for Hartswood Golf Club and multi-use space. The outdoor adventure play will include a splash pad, sky trail and net cubes.

Cllr Hossack **MOVED** and Cllr Parker **SECONDED** the recommendations in the report.

Following a full discussion a vote was taken by a show of hands and it was **RESOLVED UNANIMOUSLY:**

- 1. Members support the inclusion of £7m for the development of Kings George's Playing Fields within the Capital Programme for 2019/20. This will be considered as part of the budget setting process. Expenditure will only occur, subject to the full business plan and operating model details being approved by a future Projects, Policy & Resources Committee.**

Reasons for Recommendation

As part of the Council's due diligence in delivery a successful Leisure Strategy, Members and offices need to have a complete picture of the current associated costs, risk profiles of the Borough's Leisure facilities and identify opportunities for income generation.

Comments from Sport England as part of the Local development Plan consultation, stated that a Leisure Strategy is required that assesses Council owned sports and leisure facilities in order that the Council can continue to work with partners to ensure that appropriate provision is made for the residents of Brentwood. The strategy should not only consider how the Council can provide services, but also how other partners can. The strategy should also use current sports facility evidence to identify strategic priorities to then inform what will be included in the Council's Infrastructure Delivery Plan. Following this feasibility work, the Council will then be able to determine which projects will be funded by the Community Infrastructure Levy (CIL) and those funded by planning obligations.

303. Play Area Strategy

The Council's Leisure Strategy was agreed by Members at the Community Health and Housing Committee and Policy Projects and Resources Committee. One of the workstreams that sits under the Leisure Strategy is the play areas. The report before Members was the Council's five-year Play Area Strategy which sets out the clear strategic vision for the future of the Council's play areas.

Cllr Hossack **MOVED** and Cllr Hirst **SECONDED** the recommendations in the report.

Following a full discussion a vote was taken by a show of hands and it was **RESOLVED:**

- 1. That Members agreed to the Play Area Strategy and associated guidelines within as attached in Appendix A of this report and;**
- 2. That the phased budget requirements are considered as part of the budget setting process for Medium-Term Financial Plan; and**
- 3. That subject to budget approval officers look at a compliant procurement exercise and that this process is brought back to the Community Health and Housing Committee.**

Reasons for Recommendation

As part of the Council's due diligence in delivering a successful Leisure

Strategy, Members and officers need to have a complete picture of the current associated costs, risk profiles of the Borough's Leisure facilities and identify opportunities for income generation.

Comments received from Sport England as part of the Local Development Plan consultation, stated that a Leisure Strategy is required that assesses Council owned sports and leisure facilities in order that the Council can continue to work with partners to ensure that appropriate provision is made for the residents of Brentwood. The strategy should not only consider how the Council can provide services, but also how other partners can. The strategy should also use current sports facility evidence to identify strategic priorities to then inform what will be included in the Council's Infrastructure Delivery Plan. Following this feasibility work, the Council will then be able to determine which projects will be funded by the Community Infrastructure Levy (CIL) and those funded by planning obligations.

304. Merrymeade Site Parking Order

This report considered the introduction of parking restrictions at the site of Merrymeade House, to be known as Merrymeade Chase Car Park. The site is in two parts, 9 flats leased to a Housing Trust and a community facility managed by Brentwood Leisure Trust (BLT) for Brentwood Borough Council. The site also contains a Coach House and two semi-detached houses which accommodate the day nursery.

The Site has become increasingly dangerous for pedestrians walking to, from and around the location due to increased levels of vehicle use and poor parking.

There is clearly a need to regulate the parking on the site and to stop the abuse from vehicles seeking free all-day parking facilities.

It is proposed to add Merrymeade Chase to the Brentwood Off Street Parking Order with the objective of formalising the parking arrangements, discourage inappropriate parking and to address the parking abuse that is increasing.

By carrying out these changes, site safety will improve and the residents, businesses, their customers and staff will all benefit. It will further reduce the likelihood of an accident occurring.

Cllr McKinlay **MOVED** and Cllr Kerlake **SECONDED** the recommendations in the report.

Members welcomed this report and following a discussion a vote was taken by a show of hands and it was **RESOLVED UNANIMOUSLY:**

- 1. To agree to delegate authority following consultation with Ward Members to the Director of Operations and Section 151 Officer in**

consultation with the Chair of PP&R Committee to add the Merrymeade Chase site to the Brentwood Off Street Parking Places Order.

Reasons for Recommendation

To secure the safety of pedestrians visiting and using the site and ensure the parking is available for legitimate users of the site.

To formalise the parking arrangements, discourage inappropriate parking and to address the parking abuse that is increasing which, in turn, will improve the pedestrian safety at the site.

305. Parking Order London Road Cemetery

The purpose of this report is to add the area within London Road Cemetery to the Parking Order.

The Cemetery has recently become more congested with parked cars who are not necessarily at the location for cemetery purposes.

The report aims to regularise the situation and ensure the cemetery is and remains a place for funerals and cemetery visitors.

Cllr McKinlay **MOVED** and Cllr Kerslake **SECONDED** the recommendations in the report.

Following a full discussion a vote was taken by a show of hands and it was **RESOLVED UNANIMOUSLY:**

1. To delegate authority following consultation with Ward Members to the Director of Operations, Section 151 Officer in consultation with the Chair of PP&R Committee to add London Road Cemetery to the Parking Order.

Reasons for Recommendation

To regularise parking arrangements within the borough.

306. Fees and Charges 2019/20

Fees and charges levied by the Council for various services are reviewed on an annual basis by the relevant Committees relating to the Services.

Recommended amendments to fees and charges are incorporated into the budget setting process to take effect from the following financial year.

Cllr McKinlay **MOVED** and Cllr Kerslake **SECONDED** the recommendations in the report.

Members queried some increased fees, in particular the parking season tickets and community alarms. With regard to the community alarms Members were advised that this is a discretionary service and the ceasing of funding from other external partners, meant costs need to be passed on to residents. However, this remained a competitive service.

Following a full discussion a vote was taken by a show of hands and it was **RESOLVED:**

- 1. That the proposed fees and charges attached in Appendices A – C are approved and are incorporated as part of the budget setting process to be reported at the next Policy, Projects & Resources Committee and Ordinary Council.**

Reasons for Recommendation

The recommended increases to fees and charges will enable the Council to recover the cost of services provided.

307. Urgent Business

There were no items of urgent business.

The meeting concluded at 20.15

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M25 junction 28 improvement scheme

Statutory consultation

Share your views



M25 junction 28 improvement scheme

Statutory consultation

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

We look forward to hearing your views.

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



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Investing in your roads

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

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

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

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

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

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

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

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

www.highwaysengland.co.uk/m25j28

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



How to respond

We're now holding a statutory consultation on our proposal. We'd like to hear what you think, so please share any views, ideas or local knowledge that you may have. The consultation will run for eight weeks, from 3 December 2018 to 28 January 2019 and there are lots of ways you can tell us what you think. Why not come along to one of our consultation exhibitions? Alternatively, you can view all the consultation material on our webpage www.highwaysengland.co.uk/m25j28.

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

Please respond using one of the following methods by 11.59pm on the 28 January 2019:

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

All responses should be returned by 11:59pm on the 28 January 2019. Responses received after this date may not be considered.

Consultation material available:

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

Consultation exhibitions

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

Date	Location	Time	Address
Wednesday 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

Mobile consultation vehicle

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

Date	Location	Time	Address
Thursday 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	Ingatstone and Fryerning Community Hall	9am to 1pm	7 High Street, Ingatstone CM4 9ED



Where to get the brochure

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

Location	Address	Consultation materials available
Romford Central Library	St Edwards Way, Romford RM1 3AR	Consultation brochures, response forms and consultation materials (listed on page 4)
Brentwood Library	New Road, Brentwood CM14 4BP	Consultation brochures, response forms and consultation materials (listed on page 4)
Chelmsford Library	County Hall, Market Road, Chelmsford CM1 1QH	Consultation brochures, response forms and consultation materials (listed on page 4)
Chelmsford City Council	Civic Centre, Duke Street, Chelmsford CM1 1JE	Consultation brochures and response forms only
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
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

Why is the scheme needed?

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

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

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

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

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

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

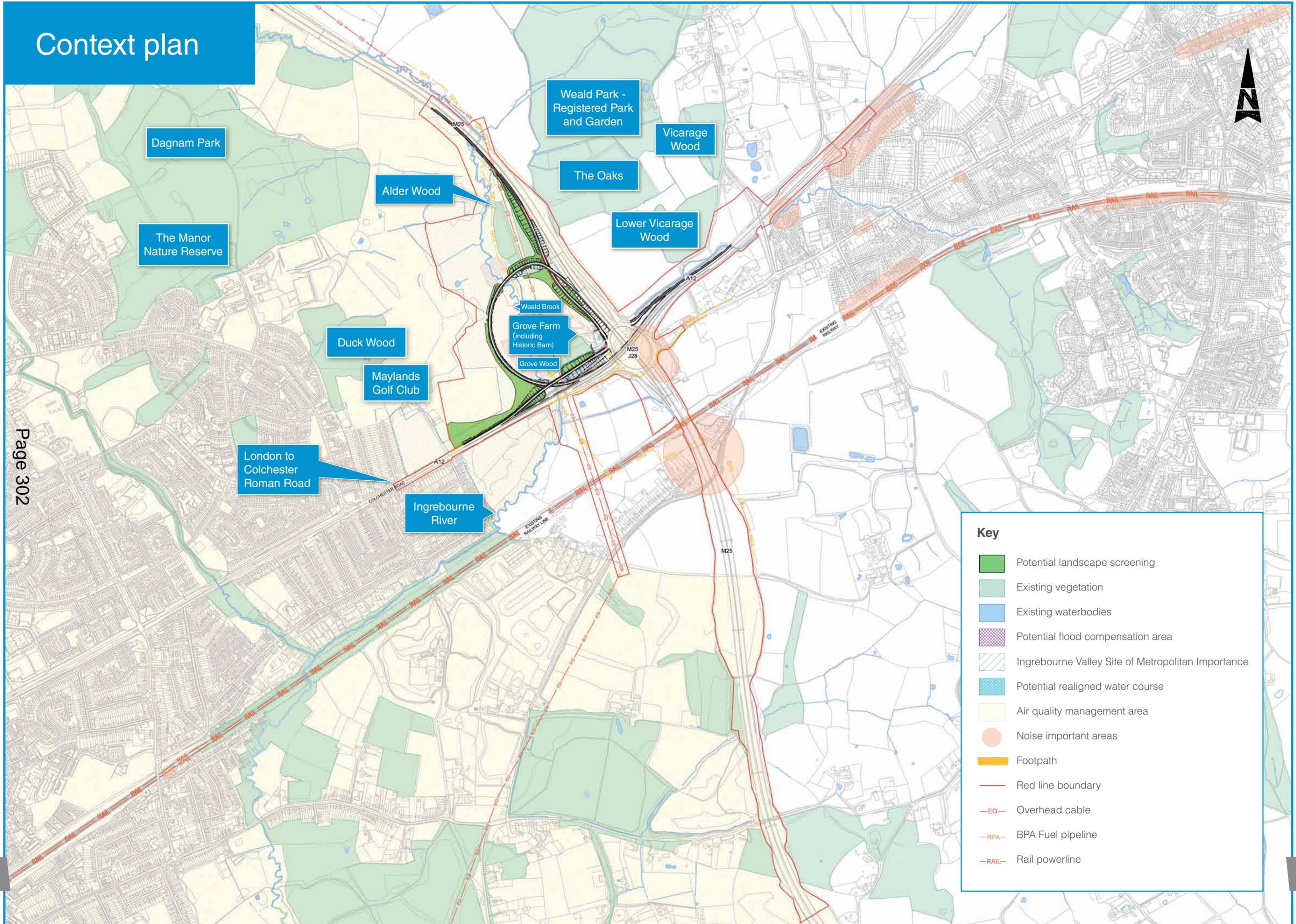
- Increased congestion and lengthy queues – with delays at least five times longer than experienced now
- A 25% reduction in average speeds through the junction (excluding M25 and A12 mainline)
- Widespread disruption following incidents
- Constraints on future growth opportunities
- Local air quality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

Scheme objectives

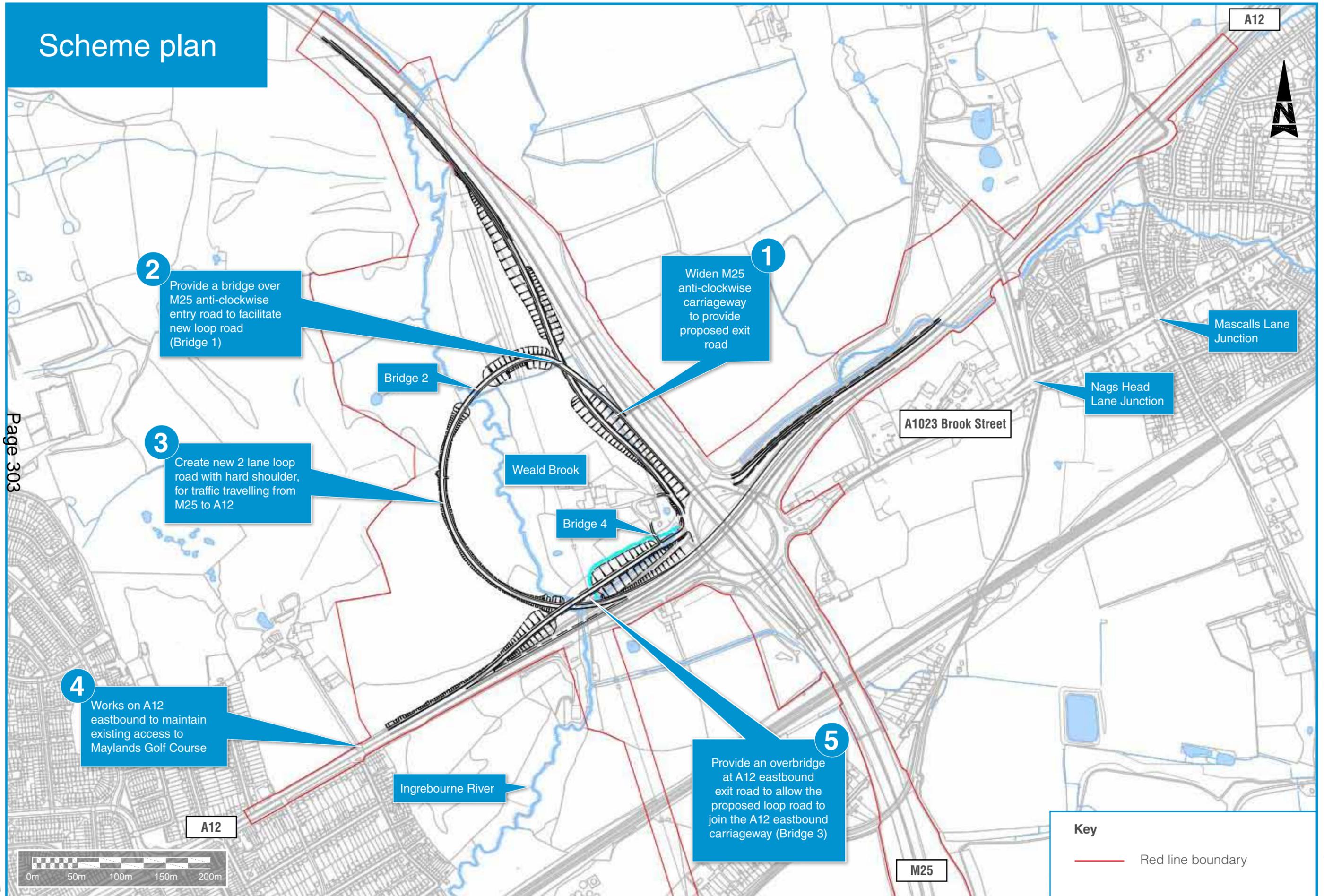
We've established a number of scheme objectives to address the challenges:

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

Context plan



Scheme plan



2 Provide a bridge over M25 anti-clockwise entry road to facilitate new loop road (Bridge 1)

1 Widen M25 anti-clockwise carriageway to provide proposed exit road

3 Create new 2 lane loop road with hard shoulder, for traffic travelling from M25 to A12

4 Works on A12 eastbound to maintain existing access to Maylands Golf Course

5 Provide an overbridge at A12 eastbound exit road to allow the proposed loop road to join the A12 eastbound carriageway (Bridge 3)

Key

— Red line boundary

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Our proposed design

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

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

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

www.highwaysengland.co.uk/m25j28

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

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

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

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

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

Height of scheme from the ground

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

Structures

Four new bridges will need to be constructed:

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

Access to local properties

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

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

Benefits and effects of the proposed design

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

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

For more detailed information, please visit our scheme webpage:

www.highwaysengland.co.uk/m25j28 where you will find our Scheme Assessment Report and Preliminary Environmental Information Report.

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

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

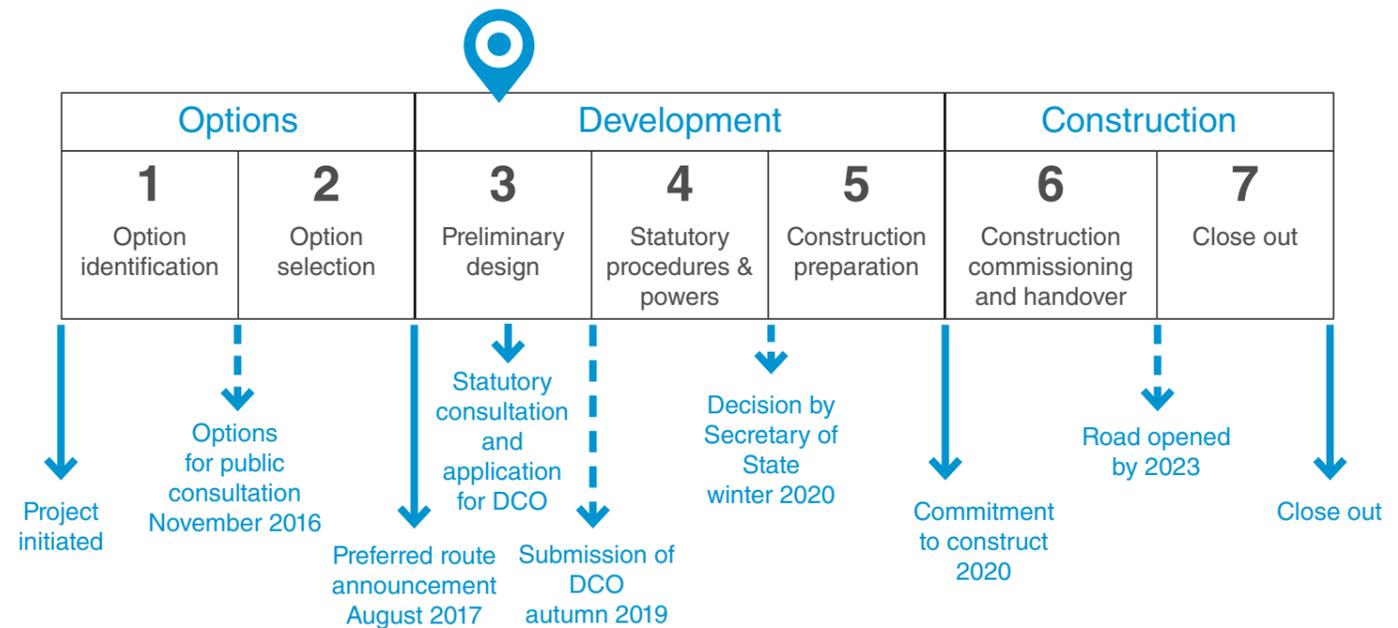
Next steps

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

To help us shape the final design in preparation of our submission to the Planning Inspectorate, it is important you are involved now and [submit your responses by 11.59pm on Monday 28 January 2019](#).

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

The process for this is explained in the table below.



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Contact us

Please use the following methods to contact us or to respond to the statutory consultation:

- Complete the consultation response form online at www.highwaysengland.co.uk/m25j28

You can also:

- Attend a consultation exhibition and complete a response form
- Complete the response form and send to us at: **FREEPOST M25 junction 28 improvement scheme**
- Email (You can also sign up for email alerts) info@highwaysengland.co.uk
- Call **0300 123 5000** (24 hours).

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