

**M25 junction 28 improvement scheme
TR010029
6.3 Environmental Statement
Appendix 10.4: Historical maps summary**

APFP Regulation 5(2)(a)
Planning Act 2008

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



Infrastructure Planning

Planning Act 2008

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

M25 junction 28 scheme Development Consent Order 202[x]

6.3 ENVIRONMENTAL STATEMENT APPENDIX 10.4: HISTORICAL MAPS SUMMARY

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Appendix 10.4

Historical maps summary

11. Historical maps summary

Table 11.1: Historical maps summary

Date	Development within the Scheme and surrounding 250 m study area
1868	An unnamed road is mapped which follows a similar alignment to the current day 'Colchester Road A12' to the southwest of Junction 28, and 'Brook Street A1023' to the northeast. The Scheme and surrounding land is situated amongst open fields except for the area to the north of the Scheme, which is occupied by Alder Wood and Lower Vicarage Wood. Brook Street is a small village approximately 1km to the northeast of the location currently occupied by Junction 28 of the M25. Development within the village includes residential properties, a farm, a public inn and a hospital. The railway line is mapped in its current configuration and is identified as the Great Eastern Railway.
1872	Weald Brook is mapped in its current alignment, joining Ingrebourne River where the watercourse passes under the current A12, although the water features are expected to have been established prior to this date, previous maps did not illustrate the features. Mapping identifies that Putwell Bridge supports the road over the river. Three ponds are situated within 250m of the centre of Junction 28; two located approximately 200m to the northwest in open fields (one situated within the current extents of the M25 main carriageway) and one located approximately 100m southeast of Putwell Bridge. Putwell Farm is situated immediately south of Junction 28 in its current location. The Poplars is situated immediately southeast of the junction and the Grove (woodland) is situated immediately to the north-west. A windmill is located 100m to the northeast of the Poplars.
1896	No significant change.
1898	Brentwood Sewage Works is located approximately 540m to the southwest from the centre of the current location of Junction 28 and approximately within 150m of red line boundary in south west.
1920	The unnamed road (currently Colchester Road A12 and Brook Street A1023) is mapped as a Roman Road. Old filter beds are located approximately 250m to the southwest of the centre of Junction 28; alongside Nag's Head Lane and close to Brentwood sewage works (now mapped as 'Sewage Works (Billericay & Brentwood Joint Sewage Committee)'). The sewage works development has increased in size and now comprises at least six tanks; mapping is not available immediately to the west of the sewage works. Another sewage works is mapped as 'Sewage Works (Billericay R.D.C)' 250m to the west of the centre of Junction 28, and with it some new filter beds. The aforementioned windmill is no longer shown on the maps.
1938	The railway line is identified as the London and North Eastern Railway. Minor residential development of Harold Park is evident (approximately 1km southwest of Junction 28). Mapping is available for the area immediately to the west of Sewage Works (Billericay & Brentwood Joint Sewage Committee), where additional filter beds are mapped.
1947	Aerial photography indicates that Sewage Works (Billericay & Brentwood Joint Sewage Committee) now comprises at least 10 tanks.
1961	The Roman Road is identified as Brook Street north of Junction 28 location and as Colchester Road to the south. Significant residential development has occurred, namely in and around Brook Street and Harold Park and alongside Nag's Head Lane. A coal yard and garage now operate in the village of Brook Street. Pylons and overhead cables are mapped in their current configuration, running approximately north-south and located 320m to the west of Junction 28 at their closest point. An unnamed forecourt and buildings are mapped immediately to the west of Putwell

Date	Development within the Scheme and surrounding 250 m study area
	Bridge, approximately 400m to the south-west of the centre of Junction 28. The 'Sewage Works (Billericay R.D.C)' is no longer mapped.
1968	A roundabout has been constructed at the current location of Junction 28; significant earthwork construction has been undertaken to develop what appears to be an elevated roundabout. The Brook Street/Colchester Road follows the current day alignment. The road has seen structural changes and is raised on embankment. An electricity substation is located immediately east of Junction 28, and a garage is mapped to the north of Brook Street, 125m to the east of the centre of Junction 28.
1973	No significant change.
1978	A hotel has been constructed on the northern side of Brook Street; an electricity substation is situated within its grounds. This is 470m to the east of the centre of the junction.
1984	The M25 has been constructed in its current configuration and embankment extends some 60m either side of the road. The two ponds situated approximately 200m northwest of Junction 28 are no longer mapped (the M25 main carriageway has been built over one of them. The other is located within the vicinity of the recycling centre adjacent to Grove Farm, where a historic landfill site is indicated to be present. A reservoir is present approximately 100m to the south-east of the current location of the centre of Junction 28. The forecourt and buildings adjacent to Putwell Bridge are labelled as a 'filling station'.
1986	No significant change.
1992	The garage north of Brook Street is 225m to the east of Junction 28 is no longer mapped. A filling station is mapped adjacent to this and in the location of the current Shell South Weald fuel station, immediately to the east of Junction 28.
1999	A building is shown approximately 1.1km to the southwest of the centre of Junction 28 alongside the eastbound carriageway of the A12. The building appears to have the same outline as the Esso petrol station currently at its location. A golf course is illustrated approximately 400 m north-west of the centre of Junction 28.
2006	No significant change.
2016	The filling station adjacent to Putwell Bridge is no longer mapped

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