



Our Ref: HE551519-ATK-GEN-LN-XM-000011

Thomas Selby
Project Manager
Highways England
1 Walnut Tree Close
Guildford
Surrey GU1 4LZ

Mr Richard Allen
Lead Member Examining Authority
Planning Inspectorate
National Infrastructure Planning
By email only

M25j28@highwaysengland.co.uk
0300 123 5000

10 March 2021

Dear Sir

M25 junction 28 improvement scheme
Planning Inspectorate reference: TR010029
Notification of intention to make a request for additional changes to the
Scheme (Changes 5-7)

I am writing to inform you that Highways England intends to submit an additional request for three changes to its application for a Development Consent Order (DCO) for the M25 junction 28 improvement scheme ("the Application").

Since submission of the Application in May 2020, Highways England has continued to engage with stakeholders and has undertaken further preliminary design work to refine the plans for the implementation and construction of the Scheme. As a result of this work Highways England has identified three further changes that it wishes to make to the Application (the Proposed Changes), which are outlined below.

As Highways England submitted an earlier change request to the Examining Authority (ExA) at deadline 3A on 18 February 2021 for changes numbered 1-4, the changes outlined in this letter have been numbered to follow on sequentially from those, and as such are referred to as Changes 5, 6 and 7.

Change 5 – Reduction to the realignment of the Weald Brook (Work No. 23C)

This change would reduce the length of straightening of the Weald Brook from approximately 70 metres to 40 metres. Realignment (straightening) of the Weald Brook is required due to the construction of the new loop road (Work No. 6),

including a new bridge, 'Duck Wood bridge' (Work No. 6C) which will carry the new loop road over the Weald Brook.

The original design for Duck Wood bridge was a two-span bridge with a central supporting pier which resulted in the need to realign a stretch of the Weald Brook (Work No. 23C). As a result of design development, revisions are proposed to the design of the bridge, including removal of the central supporting pier, meaning that the extent of realignment of the Weald Brook is reduced.

This change has been discussed with the Environment Agency and the London Borough of Havering who have provided positive feedback on this proposed change.

Change 6 – Realignment of UK Power Networks (UKPN) diversion (Work No. 30)

This change is to the realignment of the diversion underground of an existing 11kV overhead electric line owned and operated by UKPN approximately 640 metres long (Work No. 30). In the Application the diversion commences at a point situated south of the loop road (Work No. 6) in proximity of the proposed Grove bridge, and terminates approximately 120 metres north of the loop road and Duck Wood bridge as shown on sheets 1 and 3 of the Works plans [APP-006].

Change 6 is to revise the alignment for the cable diversion – which would still be below ground – moving it closer to the M25. The diversion would commence from UKPN's existing underground cable adjacent to the Weald Brook culvert to the west of the M25 and terminate at UKPN's substation on the M25 northbound on-slip near the Brook Street roundabout.

Highways England consulted UKPN on the proposed alignment prior to the Application being made and the proposed diversion was agreed in principle at that time. However, UKPN has recently expressed concerns that sections of the proposed diversion route in the Application are subject to surface water flooding and so UKPN has asked for the route to be revised. Change 6 therefore is to revise the alignment to address those concerns and the revised route has been agreed with UKPN. Further details of the proposed realignment will be included in the consultation materials being prepared in relation to these changes.

Change 7 – Refinement of Maylands golf course accommodation works (Work No. 32)

Change 7 is a refinement of the golf course accommodation works (Work No. 32) to accommodate an alternative design for replacement hole 2, associated remodelling, landscaping and other related works. This change follows continued discussions with Luddington Golf Ltd, which included reviewing the information provided as part of their Written Representations [REP2-032] together with that received from the landowner, Glebelands Estates Ltd [REP2-031].

As explained at the Issue Specific Hearing 1 (ISH1) held on Wednesday 3 March and Thursday 4 March 2021, Highways England continues to engage with the operator of Maylands Golf Course, Luddington Golf Ltd, and the freeholder Glebelands Estates Ltd, in order to best mitigate impacts of the Scheme on the

existing layout at Maylands Golf Course. As a result, an alternative solution for the redesign of the relevant part of the golf course is proposed, and further details of this will be included in the consultation materials being prepared in relation to these changes.

Change 7 would require an extension to the Order limits in the Application to include additional land occupied by the golf course. The additional land is only needed on a temporary basis. Highways England does not need to acquire it or rights in it. Accordingly, The Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (the 2010 Regulations) would not be engaged.

Notwithstanding this prospective change, as explained at the ISH1, Highways England would be grateful if the ExA would proceed to determine whether to accept Change 3. If Change 7 is applied for following consultation and accepted by the ExA, Highways England's intention is to then withdraw Change 3 and proceed only with Change 7.

Proposed timetable for requesting the changes

In assessing the Proposed Changes, Highways England has had regard to the advice contained in the Planning Inspectorate's Advice Note 16 (How to request a change which may be material).

Highways England recognises that the decision as to whether any of the Proposed Changes individually or cumulatively constitute material changes is a matter for the ExA to determine. Having regard to the guidance, Highways England considers that Changes 5 and 6 are non-material. Change 7 may be regarded as a material change given that it would result in the need for additional land outside of the Order limits in the dDCO.

Highways England considers that it would be appropriate to engage with potentially affected stakeholders arising from these changes on a non-statutory, targeted basis. Consultation is therefore proposed with Luddington Golf Ltd, Glebelands Estates Ltd, the Environment Agency, affected utility companies, the London Borough of Havering, Brentwood Borough Council, Essex Country Council, those with an interest in land affected by the Proposed Changes and those registered as Interested Parties to the Scheme with the Planning Inspectorate.

The results of all such engagement will be provided in the formal change request, which will take into account all representations received. As for Changes 1-4, Highways England does not intend, subject to the ExA's views, to publish newspaper notices or erect site notices advertising the consultation due to the targeted nature of the changes.

Highways England intends to make a formal request to the ExA to accept the Proposed Changes no later than 27 April 2021 (Deadline 6).

I should be grateful if you would acknowledge safe receipt of this letter and arrange for a copy of it and its enclosures to be placed before the ExA.

I look forward to your response.

Yours faithfully,

Tom Selby

Thomas Selby
Highways England
Project Manager for the M25 junction 28 improvement scheme