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Sent: 08 March 2021 10:18
To: [REDACTED]@planninginspectorate.gov.uk>
Cc: [REDACTED]@planninginspectorate.gov.uk>
Subject: Comments for deadline 4 from Jane Allan, [REDACTED] -
M25j28 Morning [REDACTED]

I hope you are well?

Last week was again quite overwhelming and gave me much food for thought.

I've attached my comments following all four meetings and hope it helps with the examination process?

If clarification is needed or I can be of any further assistance please let me know.

Kind regards.

Jane Allan
[REDACTED]

[Coronavirus advice image with text saying Hands, Face, Space]

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M25j28 Improvement Project.
Response to deadline 4 from Jane Allan- Interested Party (IP)

Thank you for allowing me to contribute to this process.

I am very concerned that at this late stage in the Examination (Ex) process there is still no Traffic Management Plan (TMP) from Highways England (HE) highlighting access issues for residents of Woodstock Avenue (WA). This has been a concern of many since the start of the consultation process (years ago) and nothing has been done to address this even though we (residents of WA) were advised by HE at a residents representative meeting (organised at our request on the 20 March 2019) that consultation responses from residents will be taken into consideration when HE produce their TMP.

Properties in WA (and those similarly affected along the eastbound A12 between Kenilworth Avenue and Woodstock Avenue) should be assessed separately to others in the Harold Park area as unlike other roads we do not have options for travelling westbound- we have to make a U turn via the M25/j28 roundabout hence any roadworks on (or closure of) the slip road will impact us greatly and disproportionately more than others.

When the eastbound A12 off slip is closed :

- It will be unacceptable for residents of WA (and the properties mentioned above) to have to undertake a 12 mile (minimum) diversion (on a busy section of the A12) to do a U turn to access local shops, schools, public transport and services within our own borough. Traffic on both sides of the A12 is often congested (particularly at peak times) in this area, which may result in residents having to make even longer diversions via Shenfield and Brentwood or Mounthnessing when the slip road is closed and traffic is heavy. Tailbacks are renowned in this area following any incident along the A12, M25 and A127 triangle between Gallows Corner, the M25j28 and the M25j29.
- It is unrealistic to expect residents to leave their vehicles (even with written notice) elsewhere when there are no safe, accessible, alternative parking locations (particularly for elderly and disabled residents) within our neighbourhood.
- It is unacceptable for health/social care workers providing essential services to residents (particularly those requiring long term multiple day/night visits) to make long diversions regularly on busy congested roads.
- Our main bus route (498) will be significantly disrupted for extended periods.

I was disappointed with the response from HE (at the Open Floor Hearing (OFH)) not wishing to entertain the idea of a right hand/ U turn along the A12 between WA and the current slip road because the A12 is owned/maintained by TFL.

I noted during subsequent meetings that examples of joint collaborative working (on intergreen and slip road matters) between the various agencies involved is required during both the construction and maintenance phases of this project. I would therefore like to request that a similar approach is taken for access issues in WA? This project will impact greatly on all adjoining roads whether they are maintained by HE, TFL, Essex CC or the London Borough of Havering (LBH).

WA has been 'severed' enough (via road, pathway and public transport) over the past 40 years following construction of the A12 dual carriageway and the M25.

I do not believe this development will reduce severance and improve accessibility to residents of WA without addressing access issues hence I would like to request that a **Site Specific Plan** is produced for this matter?

This project should also improve accessibility to pathways/cycle routes/public transport in the vicinity of WA. It would be helpful if there was a 498 bus stop on the eastbound A12 dual carriageway in a similar position to the Maylands Way bus stop on the westbound A12 carriageway. Safety barriers for pedestrians along the A12 could also be improved.

**M25j28 Improvement Project.
Response to deadline 4 from Jane Allan- Interested Party (IP)**

As the COVID situation is improving and we are likely to be out of lockdown before the Examination process is complete I would like to request another OFH/ Issue Specific Hearing (ISH) for local residents if access issues are not resolved?

The new double loop road could at times reduce accessibility for local residents as tailbacks along the eastbound A12 could form quicker:

- The eastbound A12 is currently single lane under the Brook Street roundabout which will post construction have four lanes (two from the new double loop road plus two from the existing eastbound A12 dual carriageway) merging into one lane which could create more traffic congestion.
- Having a new double loop road joining the A12 within approximately half a mile of WA will create another area (in addition to traffic entering and leaving the petrol station and Maylands Golf Club plus the A12 off slip and Grove Farm exit on to the slip road) for incidents and congestion to occur.

I do believe residents of WA will be affected by noise and vibration during and post construction of this project hence I hope both (suitable) temporary and long term noise mitigation barriers are put in place.

There will be increased traffic in the vicinity of WA during construction from deliveries of equipment/ raw materials and the workforce.

WA is built on an incline resulting in properties towards the top of the road being higher than Maylands Cottages hence please take this into consideration when comparisons are made for noise mitigation purposes.

Contamination, pollution and air quality issues are important to residents of WA. Please note there has already been for some time intermittent sitings of a discharge coming from Maylands fields or the Grove Farm area on to the pathway adjacent to the eastbound A12 - just before the off slip.

As a resident I do consider this area to be 'locally sensitive' to visual changes hence would be keen for an independent design panel to be consulted prior to commencement of what was described as a difficult complex project? Building something iconic, functional and aesthetically pleasing would be very much welcomed in this area.

I was shocked to hear during the meetings that the ExA had not been made fully aware of issues involving local deer. There are hundreds of deer roaming between Maylands and South Weald via an underpass beneath the M25 hence please ensure adequate fencing is in situ along the A12 and M25 to protect the deer during and post construction.

Flooding on the M25j28 roundabout (where it joins the A1023) is dangerous and needs resolution to improve the flow of traffic in this area.

Please ensure : all HE documentation refers to Woodstock Avenue and not Woodlands Avenue; all comments received from local residents during consultation and examination are shared with the Secretary of State.

A collaborative multi agency approach is required between all agencies involved in this project **(and others running at the same time)** with clearly defined roles and responsibilities. Assurances to local residents is paramount.

As a community we remain solution focused and hope the ExA truly appreciates the issues local residents are facing during both the constriction and maintenance phases of this project.

If I can be of further assistance please contact me as necessary.