

Submissions received after the close of the Examination

TR010029

M25 Junction 28 Improvement Project

Last updated: 16 May 2022

Date Examination closed: 7 July 2021

Date of Recommendation Report: 16 September 2021

Date of Decision: 16 May 2022

Submissions made after the Examination closed (appended below)			
Number	Date submission received by the Planning Inspectorate (PINS)	Name of party and description of correspondence	Date submission forwarded to Secretary of State (SoS)
1	12 July 2021	Jane Allan Response to Applicant's comments on Jane Allan's Deadline 9 submission	16 September 2021
2	1 November 2021	Julia Lopez MP Comments on the merits of the application	N/A – sent directly to SoS
3	1 November 2021	Angellos Zenonos Comments on the merits of the application	N/A – sent directly to SoS
4	1 November 2021	'P' Comments on the merits of the application	N/A – sent directly to SoS
5	5 November 2021	London Borough of Havering Update on Local Plan	8 November 2021
Submissions made in response to SoS consultation (not appended)			
Number	Date submission received by PINS	Name of party and description of correspondence	Date submission forwarded to SoS
SoS's consultation of 14 October 2021			

1	18 October 2021	Brentwood Borough Council Response to SoS's consultation of 14 October 2021	20 October 2021
2	18 October 2021	Brentwood Borough Council Response to SoS's consultation of 14 October 2021 - Schedule of Potential Main Modifications	20 October 2021
3	21 October 2021	CMS Cameron McKenna Nabarro Olswang LLP on behalf of Cadent Gas Ltd Response to SoS's consultation of 14 October 2021 - Withdrawal of objection	21 October 2021
4	28 October 2021	Transport for London Response to SoS's consultation of 14 October 2021	1 November 2021
5	29 October 2021	London Borough of Havering, Essex County Council and Transport for London Response to SoS's consultation of 14 October 2021	1 November 2021
6	29 October 2021	Applicant Response to SoS's consultation of 14 October 2021	1 November 2021
7	29 October 2021	Savills (UK) Ltd on behalf of Gardens of Peace Muslim Cemetery Response to SoS's consultation of 14 October 2021	1 November 2021
8	29 October 2021	Savills (UK) Ltd on behalf of Gardens of Peace Muslim Cemetery Response to SoS's consultation of 14 October 2021 - Proposed Work Area Layouts Plan	1 November 2021
SoS's consultation of 8 November 2021			
9	15 November 2021	Brentwood Borough Council Response to SoS's consultation of 8 November 2021	22 November 2021

10	22 November 2021	Applicant Response to SoS's consultation of 8 November 2021	22 November 2021
11	22 November 2021	London Borough of Havering, Essex County Council and Transport for London Response to SoS's consultation of 8 November 2021	22 November 2021
SoS's consultation of 22 December 2021			
12	26 January 2022	Applicant Response to SoS's consultation of 22 December 2021 - Cover Letter	27 January 2022
13	26 January 2022	Applicant Response to SoS's consultation of 22 December 2021	27 January 2022
14	26 January 2022	Applicant Response to SoS's consultation of 22 December 2021 - Appendices	27 January 2022
SoS's consultation of 4 February 2022			
15	7 February 2022	Brentwood Borough Council Response to SoS's consultation of 4 February 2022	7 March 2022
16	8 February 2022	Eve Oliver Response to SoS's consultation of 4 February 2022	7 March 2022
17	8 February 2022	Sharon King Response to SoS's consultation of 4 February 2022	7 March 2022

Submission number: 1

Date submission received by PINS: 12 July 2021

Name: Jane Allan

Description: Response to Applicant's comments on Jane Allan's Deadline 9 submission

From: [Huya](#)
To: [Hanlon, Paige](#); [Mawdsley, Edwin](#)
Cc: [M25 Junction 28](#)
Subject: Response to TR010029 (9.135 Applicant"s comments on Jane Allen"s Deadline 9 submission) from Jane Allan
Date: 12 July 2021 12:28:57

Morning,

I wish to point out that my surname 'Allan' has been incorrectly spelt throughout this document from Highways England.

I also wish to comment on REP9-081-02 (last paragraph) from HE on page 6.

Even though the gap in the central reservation on the A12 was designed for motorists turning right from the A12 eastbound into Harold Court Road it also provides a (used) facility for residents of Kenilworth Avenue to turn right. If 'such a manoeuvre would be potentially unsafe' and is happening every day wouldn't it be sensible to review the whole road layout and traffic signalling along this very small (busy) section of the A12 before the M25j28 scheme starts in line with the benefits and impacts of the scheme published in the HE brochure from December 2018 - 'The scheme is being designed to improve accessibility, connectivity and reduce severance for the wider local community'?

As an alternative, to the current right turning into Harold Court Road on the A12, would it be possible to introduce a right turning from the A12 eastbound into Maylands Way to improve access, connectivity and severance issues for local residents of both Woodstock Avenue and Kenilworth Avenue?

Failing the above could residents of Woodstock Avenue have their access issues closely monitored once the improvement scheme starts with a view to providing alternative routes if needed?

I would like to request that the Secretary of State is made fully aware of our unique access issues before planning permission is granted?

Kind regards.

Jane Allan


Submission number: 2

Date submission received by PINS: 1 November 2021

Name: Julia Lopez MP

Description: Comments on the merits of the application

From: [POCorrespondence](#)
To: [Helen Mackie](#)
Subject: FW: - M25- Junction 28 - Brook Street Roundabout Improvements- No access to right hand turn on A12 from Woodstock Ave- Gooshays Ward
Date: 27 August 2021 13:50:35
Attachments: [image001.jpg](#)

[REDACTED]

From: LOPEZ, Julia [REDACTED]
Sent: 27 August 2021 12:44
To: [REDACTED]
Cc: POCorrespondence [REDACTED]
Subject: FW: - M25- Junction 28 - Brook Street Roundabout Improvements- No access to right hand turn on A12 from Woodstock Ave- Gooshays Ward

Dear Secretary of State,

I have been contacted by local ward Councillors who have advised of the concerns of residents of Woodstock Avenue regarding the impact of M25 Junction 28 improvement works during construction.

As Woodstock Avenue is accessed directly from the A12 residents are unable to turn right and so currently travel Eastbound along the A12 for 0.5 miles before using J28 to use the roundabout and return along the A12 in a Westbound direction.

While the J28 improvement works are underway, residents of Woodstock Avenue will be unable to use the junction and will instead have to travel 5 miles to the next junction (Junction 12) of the A12 in order to make the same manoeuvre. This would cause a 10 mile roundtrip before Woodstock Avenue residents are able to begin travel in a Westbound direction from their home.

I appreciate that the project is now in the very final phase of approval, given that the Planning Inspectorate have completed their review of the DCO and will be presenting a report for your consideration. However, I wanted to ensure that you and your team are aware of this local impact in the hope that a temporary scheme to allow Woodstock Avenue residents to turn right, without commencing a 10 mile journey, during the construction phase of this project.

With best wishes,

Julia

Julia Lopez MP
Hornchurch & Upminster

Hornchurch | Harold Hill | Cranham | Upminster | Harold Wood | Emerson Park | North Ockendon | Noak Hill | Elm Park

✉ House of Commons, London, SW1A 0AA



[REDACTED]

From: CouncillorJan Sargent [REDACTED]
Sent: Wednesday, August 25, 2021 9:59:43 AM
To: Keith Prince [REDACTED] CouncillorMelvin Wallace

Subject: RE: - M25- Junction 28 - Brook Street Roundabout Improvements- No access to right hand turn on A12 from Woodstock Ave- Gooshays Ward

Dear Keith,

RE: - M25- Junction 28 - Brook Street Roundabout Improvements- No access to right hand turn on A12 from Woodstock Ave- Gooshays Ward

I hope this email finds you well.

Thank you for offering to look into this concerning matter.

As I am sure you are aware, there is a proposal to make alterations to the M25 Junction 28 /Brook Street Roundabout.

According to the website, [REDACTED]

[REDACTED]
a report is being prepared by the planning Inspector for the Secretary Of State including a recommendation about whether the scheme should go ahead or not.

At the moment, drivers exiting Woodstock Ave and wishing to travel west (towards Gallows Corner) currently have to turn around via the Brook Street Roundabout using the A12 slip roads. As if this wasn't bad enough residents have now been informed that once works start on this proposal the current A12 slip roads will be closed leaving drivers needing to travel to the next turnaround junction which is Shenfield.

Many of us have spoken out about this absurd suggestion.

How can we expect people to drive all that way just to access a right turn.

I'm sure I don't need to explain the disruption this would cause.

Anything you can do to help resolve this would be greatly appreciated.

Thank you


Kind Regards

Jan

Cllr Jan Sargent | Gooshays Ward

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Submission number: 3

Date submission received by PINS: 1 November 2021

Name: Angellos Zenonos

Description: Comments on the merits of the application

From: [Angellos Zenonos](#)
To: [Baroness Vere](#)
Subject: M25/J28 Brook Street proposed works
Date: 03 September 2021 10:09:15

Good morning

I am a resident of [REDACTED] and I have just been included into an email thread regarding proposed works at the M25 junction.

I am absolutely appalled to be advised that the proposed works if successful, will require the residents of Woodstock Avenue to drive approximately ten miles along the A12 if wishing to simply head locally in the west direction. I work close to Gallows corner and this will add an hour to my daily journey by the time I return along with traffic in the opposite direction.

I will personally do my utmost to disrupt any proposed works and will aim to make any worker's life a living hell during the proposed works.

This proposal has been nothing but a sham from day one, although we have been invited to consultations, for what reason I do not know because we clearly haven't been heard.

I will do my utmost to drum up as much support and cause as much havoc as I can to stop this.

A couple of years ago we had the consultation of another kind to contend with and now this, no wonder this neighbourhood is beginning to resemble a toilet and neighbours including myself are trying to get out.

No kind regards, just utter frustration!

Sent from my iPhone

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Submission number: 4

Date submission received by PINS: 1 November 2021

Name: 'P'

Description: Comments on the merits of the application

From: [Grant Shapps](#)
To: [POCorrespondence](#)
Subject: Fwd: M25 Junction 28 Scheme
Date: 30 October 2021 15:26:12
Attachments: [image001.jpg](#)

Begin forwarded message:

From: [REDACTED]
Date: 30 October 2021 at 15:00:58 BST
To: [REDACTED]
Subject: M25 Junction 28 Scheme

Dear Mr Shapps

I understand that the DCO has now completed and the final decision to proceed rests with you.

I remain hopeful that this scheme will not be built for the many reasons I have highlighted in my previous communications with you and Highways England. I am of the opinion that this scheme should never have got passed the initial proposal – or at least until someone realised that there was no provision for widening through the junction. I remain incredulous that this scheme has got this far as I know of no other location in the country where this type of solution has been implemented i.e. one where you introduce a constriction to traffic flow (forcing 4 lanes of traffic into 3) on the approach to a very expensive improvement. I can only assume that many in the decision making process remain unaware of this feature of the scheme – which will surely be the cause of monumental tailbacks when LTC is completed a few years after this scheme is built, LTC will result in a massive increase in traffic through this location – and most of the approach traffic (on 4 lanes) will be trying to get through the Junction.

I am not sure how many other ways there are of saying this but surely this scheme only works if there is no lane drop at Junction 28 – or if the forecast traffic flows from junction 29 remain at 3 lane levels.

Regards

P

From: [REDACTED]
Sent: 09 February 2021 11:53
To: [REDACTED]
Subject: M25 Junction 28 Scheme

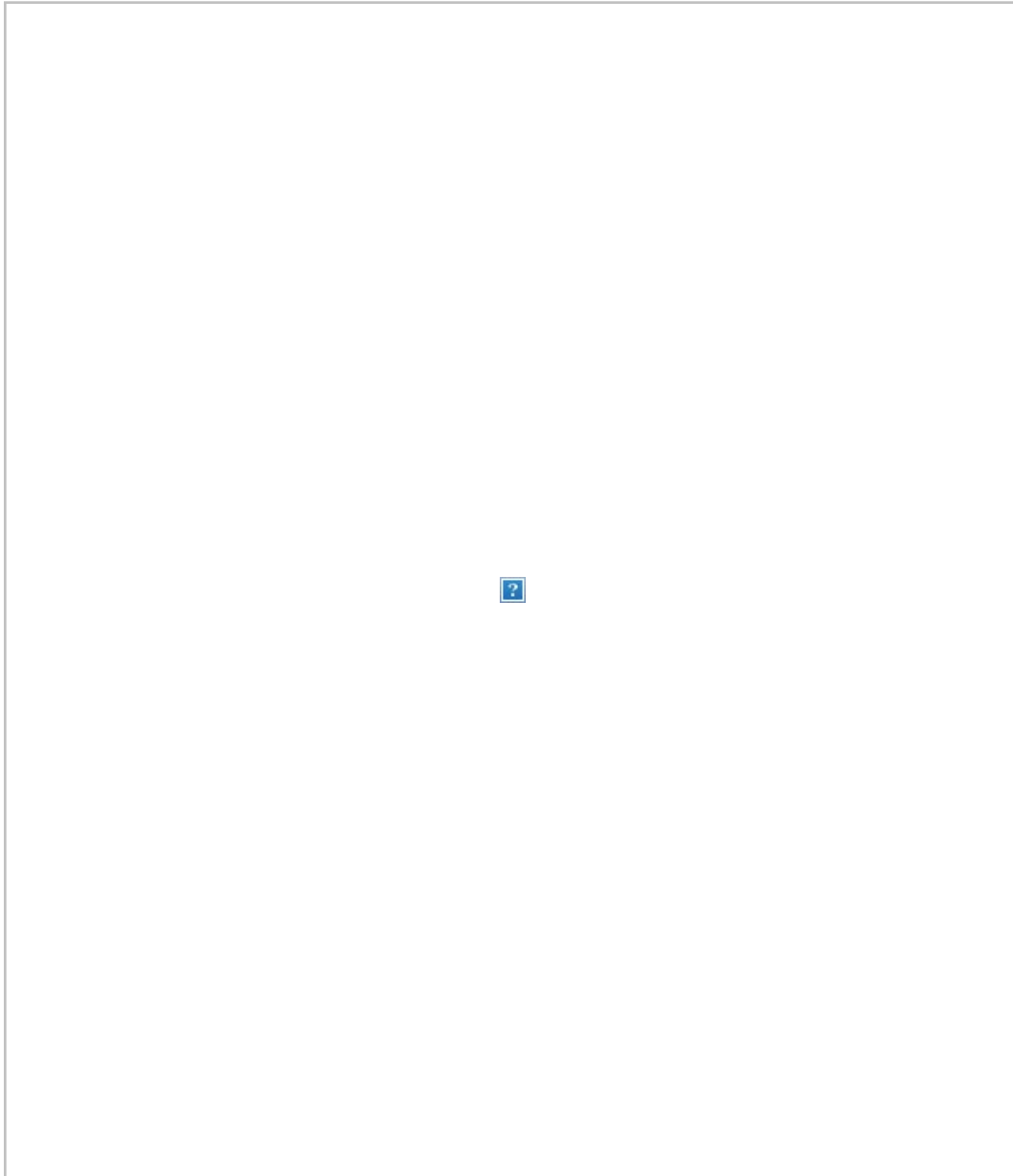
Dear Mr Shapps

I want to draw your attention to what I believe is a fundamental flaw in the Highways England M25 Junction 28 Improvement scheme currently at DCO.

I am a regular user of M25 Junction 28, travelling from south (M25) to east (A12) and I regularly experience delays on the roundabout around J28. I therefore have some interest in the proposed scheme currently at DCO.

I am surprised to see that the Highways England M25 Junction 28 scheme starts in the middle of the junction and not at the more obvious locations along the off-slip or further south on the M25. I also notice from the scheme drawings (https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010029/TR010029-000144-TR010029_M25_j28_2.8_Engineering_drawings_and_sections.pdf section reproduced below) that there

is **no provision to widen through the junction**. There is a mention of widening a short section of the M25 but this only on the immediate approach to the diverge, i.e. after the M25 has already been reduced to 3 lanes. Surely this is a mistake as it is going to force a lot of traffic to cross from lane 1 to lane 2 on the approach and significantly increase the flow through the junction, and likely result in increased delays for ALL users of the M25.



I also note that the Lower Thames Crossing will open a few years later and that this will increase the traffic flow through the junction resulting in the UNSAFE situation where the signs will be saying cross to lane 2 and I will know it will be quicker to use the existing route via the junction. I would also expect that through traffic may start to junction hop through the roundabout as queues build up on the M25 to get through the junction.

The only reason people will use the new scheme (which adds about 1km to the distance between M25 northbound and A12 eastbound) is because the signs on the M25 tell them to use it. The scheme will effectively reduce the M25 between junction 29 and junction 28 to 3 lanes as very little traffic will be on lane 1. This will not only be dangerous, but I am pretty sure that once LTC opens the road signs will have to be changed back to direct A12 eastbound traffic to leave the M25 at the existing slip road in order to reduce the queuing through the junction. Which means the £100m proposed scheme at M25 Junction 28 will only be used for a few years before the traffic from another (probably more important) Highways England scheme renders it useless, and the problems at the junction 28 roundabout will be

back to the state they are in now.

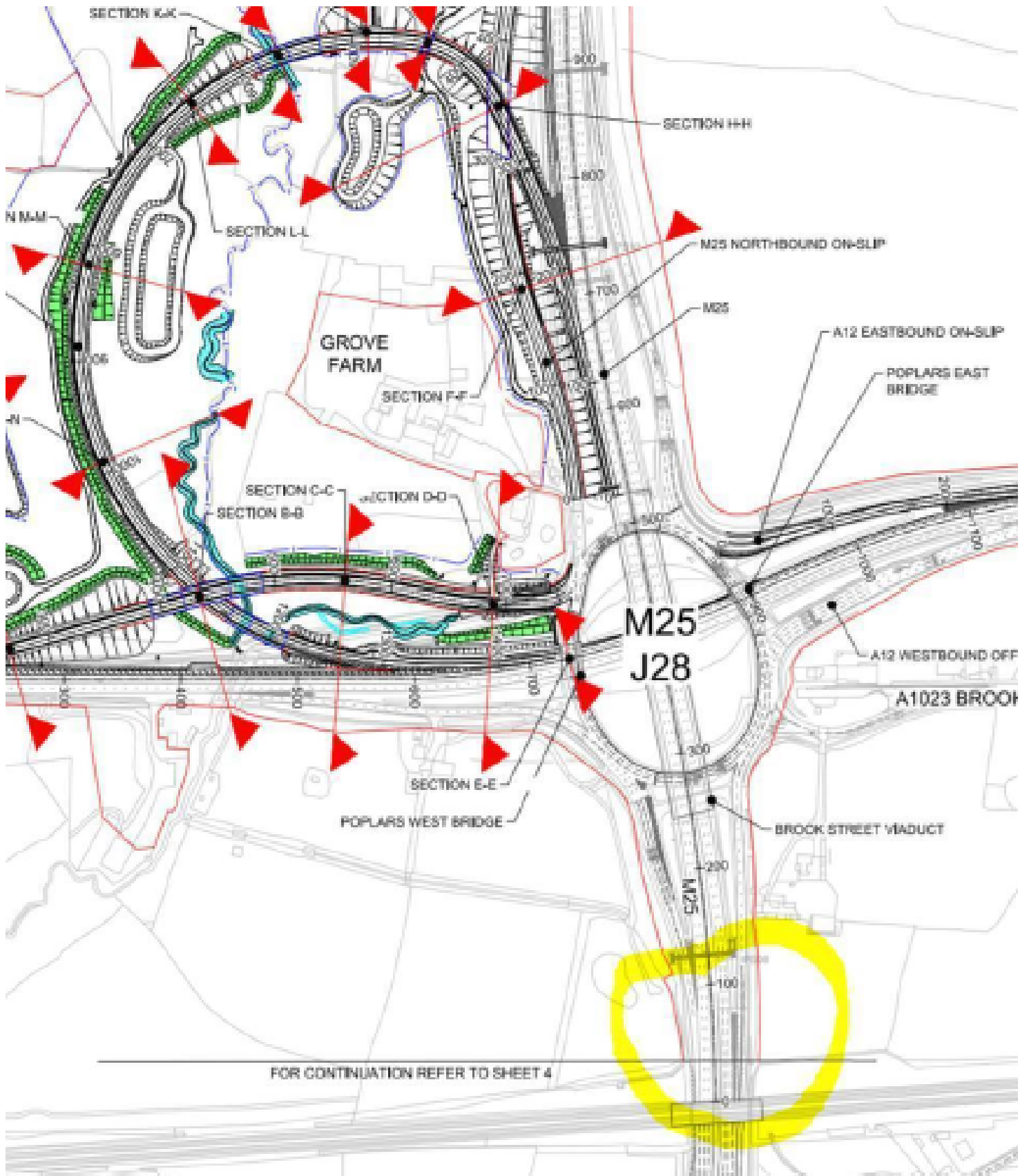
As a taxpayer I am dis-heartened to think that this is the result of a multi-year study – that someone at Highways England thought the solution to improving the performance of the junction is to introduce delays and dangerous weaving onto the M25. I would like to think that there are better ways for the government to be spending £100m.

Hopefully someone at the DCO spots this in the same way as I have and that the scheme then fails to get approval.

Yours

A Concerned Citizen

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Submission number: 5

Date submission received by PINS: 5 November 2021

Name: London Borough of Havering

Description: Update on Local Plan



Havering
LONDON BOROUGH

Rt Hon Grant Shapps MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Daniel Douglas
Team Leader Transport Planning
Planning
London Borough of Havering
Mercury House
Mercury Gardens
Romford
RM1 3SL

[REDACTED]
[REDACTED]
[REDACTED]
5th November 2021

www.havering.gov.uk

Dear Secretary of State,

London Borough of Havering (20025659) – Update on London Borough of Havering emerging Local Plan

I understand that the Examining Authority (ExA) issued its report to yourself on 16th September 2021 concerning the M25/J28 Improvement scheme. It is understood that you have a period of three months to make a decision on whether to grant the scheme consent, and that decision will be made on or before 16th December 2021.

You may be aware that LB Havering provided the ExA with an updated position on the progress on Havering's emerging Local Plan at Deadline 10 of the Examination (REP10-011). At that time LB Havering had been asked by the Inspector to make, and publicly consult upon, some further Main Modifications to the Local Plan to ensure general conformity with the newly adopted London Plan 2021.

I wanted to briefly update you on the position with London Borough of Havering's Local Plan since the closure of the DCO Examination.

The Planning Inspector who oversaw the Examination of the Havering Local Plan (Ms Suzanne Heywood BSc (HONS) MCD MRTPI) has had the Report on the Examination of the Havering Local Plan sent through to the Council on 14 October 2021. Subject to some minor modifications to the Main Modifications concerning town centre ground floor height, supporting residential and mixed-use development around stations, clarification of travelling household pitch allocation and confirming commitment to the immediate update of the Plan, the Inspector is minded to consider the Local Plan sound.

These minor modifications are being made to the plan and it is the intention for the Local Plan to be adopted at Full Council on Wednesday 17 November.

I hope you find this information helpful, as you consider the application before you.

Yours sincerely,

[REDACTED]

Daniel Douglas
Team Leader Transport Planning

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