

SCHEDULES

SCHEDULE 1

Article 2

AUTHORISED DEVELOPMENT

Commencement Information

II Sch. 1 in force at 6.6.2022, see [art. 1](#)

The authorised development comprises a nationally significant infrastructure project as defined in sections 14 and 22 of the 2008 Act and associated development, as defined in section 115(2) of the 2008 Act, comprising—

HIGHWAY WORKS – A12 CARRIAGEWAY

In the London Borough of Havering and the Borough of Brentwood

Work No. 1 — Improvements to a stretch of the existing A12 eastbound carriageway, along a length of 1,800 metres, commencing at a location situated 15 metres to the west of Woodstock Avenue and continuing eastwards to a point situated 160 metres to the west of the existing Wigley Bush Lane overbridge, as shown on sheets 1 and 2 of the works plans.

In the London Borough of Havering

Work No. 2 — Realignment of the existing A12 eastbound off-slip, along a length of 760 metres, inclusive of the diverge, commencing at a location situated 265 metres west of the existing off-slip, and terminating at the existing circulatory carriageway of the M25 Junction 28 roundabout, as shown on sheet 1 of the works plans. Work No. 2 includes a footway within the verge, a new bridge (Maylands bridge) to carry the realigned A12 eastbound off-slip over Work No. 6 and the extension of the existing Grove culvert not exceeding 80 metres in length, beneath the realigned A12 eastbound off-slip.

In the Borough of Brentwood

Work No. 3 — Improvements to a stretch of the existing A12 eastbound on-slip, along a length of 550 metres, commencing at the existing on-slip offside kerb at the circulatory carriageway of the M25 Junction 28 roundabout and terminating at a location situated 160 metres to the west of the existing Wigley Bush Lane Overbridge, as shown on sheets 1 and 2 of the works plans.

In the London Borough of Havering

Work No. 4 — Improvements to the existing A12 westbound carriageway, at a location situated 230 metres east of Maylands Way, as shown on sheet 1 of the works plans comprising the installation of new traffic signs either side of the carriageway.

HIGHWAY WORKS - M25 JUNCTION 28 ROUNDABOUT

In the London Borough of Havering

Work No. 5 — Improvements to the existing circulatory carriageway of the M25 Junction 28 roundabout, along a length of 610 metres, at the location shown on sheet 1 of the works plan.

HIGHWAY WORKS – NEW M25 JUNCTION 28 LOOP ROAD

In the London Borough of Havering

Work No. 6 — A new loop road, 1,450 metres in length, inclusive of the diverge and merge, connecting the existing M25 northbound carriageway and the existing A12 eastbound carriageway, commencing at the northern end of the Brook Street Viaduct and terminating at the western end of Poplars West bridge; running generally northwards, passing over the proposed M25 northbound on-slip (Work No. 8), then looping west of the M25 carriageway, passing over the realigned Weald Brook (Work No. 23C), then looping southwards, passing beneath Work No. 2, passing over the Weald Brook and the Ingrebourne River before tying into the existing A12 eastbound carriageway at the existing Poplar West bridge, as shown on sheet 1 of the works plans. Work No. 6 includes—

- (a) a new bridge, labelled ‘Alder Wood bridge’ on sheet 1 of the works plans, to carry Work No. 6 over the M25 northbound on-slip (Work No. 8);
- (b) a new underpass, labelled ‘Grove Farm Underpass’ on sheet 1 of the works plans, to carry Work No. 6 over a proposed access track (Work No. 14);
- (c) a new bridge, labelled ‘Duck Wood bridge’ on sheet 1 of the works plans, to carry Work No. 6 over the realigned Weald Brook (Work No. 23C); and
- (d) a new bridge, labelled ‘Grove bridge’ on sheet 1 of the works plans, to carry Work No. 6 over the realigned Weald Brook (Work No. 23B) and Ingrebourne River (Work No. 23D).

HIGHWAY WORKS – M25 CARRIAGEWAY

In the London Borough of Havering and the Borough of Brentwood

Work No. 7 — Improvements to a stretch of the existing M25 northbound carriageway, commencing at the northern end of the Brook Street viaduct on the M25 mainline and continuing north westwards for a length of 1,250 metres as shown on sheets 1 and 3 of the works plans.

In the London Borough of Havering

Work No. 8 — Realignment of a stretch of the existing M25 northbound on-slip, along a length of 1,230 metres, inclusive of the merge, including the extension of two existing culverts, commencing at the existing circulatory carriageway of the M25 Junction 28 roundabout and terminating at a point 1,180 metres north of the existing Brook Street Viaduct, as shown on sheets 1 and 3 of the works plans.

M25 GANTRIES AND SIGNAGE

In the London Borough of Havering

Work No. 9 — A new gantry, or similar signage, over the M25 carriageway, at a location situated 215 metres north of the existing Brook Street Viaduct of the M25 Junction 28 roundabout, as shown on sheet 1 of the works plans.

Work No. 10 — A new gantry, or similar signage, over the M25 carriageway, at a location situated 1,272 metres north of the existing Brook Street Viaduct as shown on sheet 3 of the works plans.

Work No. 11 — A new gantry, or similar signage, over the M25 carriageway, at a location situated 10 metres north of the Brook Street Viaduct, as shown on sheet 1 of the works plans.

HIGHWAY WORKS – M25 NORTHBOUND OFF-SLIP

In the London Borough of Havering and the Borough of Brentwood

Work No. 12 — Improvements to the existing M25 motorway northbound off-slip, along a length of 166 metres, commencing at a location situated 125 metres north of the Poplar Railway bridge and continuing north westwards until the existing circulatory carriageway of the M25 Junction 28 roundabout, as shown on sheet 1 of the works plans.

OTHER HIGHWAYS, PUBLIC RIGHTS OF WAY AND PRIVATE MEANS OF ACCESS

In the London Borough of Havering

Work No. 13 — A new private means of access, 600 metres in length, commencing at Work No. 19B and continuing in a north westerly direction, along the outer alignment of Work No. 6 and terminating

in a north-eastwards and, separately, north-westwards direction at a location south of Work No. 24A and west of the proposed Duck Wood bridge, as shown on sheet 1 of the works plans.

Work No. 14 — A new private means of access 519 metres in length, commencing at a point situated 100 metres north of the existing Grove Farm access, passing through the proposed Grove Farm Underpass (Work No. 6) and terminating 125 metres north of the aforementioned Underpass in a westwards and, separately, southwards direction, as shown on sheets 1 and 3 of the works plans. Work No. 14 includes a secondary section of private means of access, 30 metres in length and branching westwards from a location to the northwest of the proposed Grove Farm Underpass (Work No. 6) and terminating in a northwards and, separately, westwards direction as shown on sheet 1 of the works plans.

Work No. 15 — Alterations to the existing egress from Grove Farm, 87 metres in length, commencing at a point situated to the north west of the existing Grove Farm residential property and terminating at Work No. 2, as shown on sheet 1 of the works plans.

Work No. 16 — Alterations to the existing access and egress serving land situated to the immediate north of the A12, commencing at a new junction with the new private means of access (Work No. 19A), at a point situated 42 metres from the junction of the aforementioned new private means of access and the A12, and continuing northwards for a distance of 35 metres in length as shown on sheet 1 of the works plans.

EARTH WORKS

In the London Borough of Havering

Work No. 17 — Not used

Work No. 18 — Construction of an environmental bund over an area of land 25,565 square metres in area, situated alongside the new loop road (Work No. 6) and to the north of Work No. 19B as shown on sheet 1 of the works plans.

DRAINAGE WORKS

In the London Borough of Havering

Work No. 19A — A new private means of access, 290 metres in length, commencing at a new junction with the A12 eastbound carriageway situated at a location lying 50 metres to the east of the existing access to Maylands Golf Course and terminating at Work No. 19B, as shown on sheet 1 of the works plans.

Work No. 19B — A new attenuation pond, together with associated private means of access and drainage facilities, 2,600 square metres in area, and situated at a location to the north of Work No. 2 and west of Work No. 6, as shown on sheet 1 of the works plans.

Work No. 20A — A new private means of access, 65 metres in length, commencing at a location situated 110 metres south west of Duck Wood bridge and terminating at Work No. 20B, as shown on sheet 1 of the works plans.

Work No. 20B — A new attenuation pond, together with associated private means of access and drainage facilities, 7,000 square metres in area, and situated at a location to the west of the Weald Brook, as shown on sheet 1 of the works plans.

Work No. 21A — A new private means of access, 40 metres in length, commencing at a location situated 30 metres south of Grove Farm Underpass and terminating at Work No. 20B as shown on sheet 1 of the works plans.

Work No. 21B — A new attenuation pond, together with associated private means of access and drainage facilities, 4,200 square metres in area, and situated at a location to the north east of the Weald Brook, as shown on sheet 1 of the works plans.

Work No. 22 — A new drainage outfall pipe, 50 metres in length, between Work No. 21B and Weald Brook, as shown on sheet 1 of the works plans.

REALIGNMENT OF WATERCOURSES

In the London Borough of Havering

Work No. 23A — Realignment of a stretch of the Weald Brook, along a length of 85 metres, commencing at a location situated to the immediate east of Work No. 20B as shown on sheet 1 of the works plans.

Work No. 23B — Realignment of a stretch of the Weald Brook, along a length of 250 metres, commencing at a location situated within the proposed loop road (Work No. 6), and passing beneath Work No. 2 at the location of the proposed new Maylands bridge and beneath Work No. 6 at the location of the proposed Grove bridge, as shown on sheet 1 of the works plans.

Work No. 23C — Realignment of a stretch of the Weald Brook, along a length of 40 metres, at a location situated beneath Work No. 6 at the location of the proposed Duck Wood bridge, as shown on sheet 1 of the works plans.

Work No. 23D — Realignment of a stretch of the Ingrebourne River, along a length of 200 metres, commencing at a point situated north of the A12 (Work No. 1), beneath the proposed Grove bridge on Work No. 6, and terminating at the location of the Grove Culvert extension, proposed as part of Work No. 2, as shown on sheet 1 of the works plans.

ENVIRONMENTAL MITIGATION AND COMPENSATION

In the London Borough of Havering

Work No. 24A — A new flood compensation area, 2,100 square metres in area, and situated to the immediate northwest of Work No. 6, as shown on sheets 1 and 3 of the works plans.

Work No. 24B — A new flood compensation area, 7,800 square metres in area, and situated within the proposed loop road (Work No. 6), to the west of the realigned Weald Brook (Works Nos. 23A and 23B), as shown on sheet 1 of the works plans.

Work No. 25 — Environmental works, including the construction of ecological compensation areas, 90,000 square metres in area, on land situated to the west and northwest of Work No. 6, as shown respectively on sheets 1 and 3 of the works plans.

Work No. 26 — A new ecological mitigation area, 3,500 square metres in area, on land situated between Work No. 2 and Work No. 6, as shown on sheet 1 of the works plans.

Work No. 27 — A new pond, for environmental mitigation purposes, 500 square metres in area, and situated at a location to the north of Work No. 28 as shown on sheet 3 of the works plans.

Work No. 28 — A new pond, for environmental mitigation purposes, 500 square metres in area, and situated at a location to the south of Work No. 27 and west of Work No. 24A as shown on sheet 3 of the works plans.

UTILITIES

In the London Borough of Havering

Work No. 29 — Diversion of an existing underground Cadent high pressure (33bar) gas pipeline, through installation of a new underground high pressure (33bar) gas pipeline, 860 metres in length, commencing at a point situated west of Weald Brook and south of the A12 (Work No. 1) and terminating north of Work No. 24A as shown on sheets 1 and 3 of the works plans.

Work No. 30 — Diversion underground of an existing UKPN 11 kV overhead electric line, 890 metres in length, commencing at a point situated at the existing UKPN sub-station north of the existing Grove Farm access as shown on sheet 1 of the works plans and terminating adjacent to the southern proposed culvert extension to the west of the M25 northbound carriageway as shown on sheet 3 of the works plans.

Work No. 31 — Works associated with the provision of ducting and cabling between the proposed new gantry (Work No. 10) and the existing motorway communications cabinet on the M25

northbound, situated at a location 825 metres northwards of the existing M25 Northbound on-slip at M25 Junction 28, as shown on sheet 3 of the works plans.

ACCOMMODATION WORKS

Work No. 32 — Accommodation works to provide replacement facilities for Maylands Golf Course, over an area of land 54,578 square metres in area and situated at a location to the west of Work No. 29 as shown on sheets 1 and 3 of the works plans.

In connection with the construction of any of the works mentioned above, such ancillary development within the Order limits which does not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement, consisting of—

- (a) alteration of the layout of any street permanently or temporarily, including but not limited to increasing or reducing the width of the carriageway of any street by increasing or reducing the width of any kerb, footway, cycle track or verge within the street; and altering the level of any such kerb, footway, cycle track, or verge within the street;
- (b) works required for the strengthening, improvement, protection, repair, maintenance or reconstruction of any street;
- (c) works for the strengthening, alteration or demolition of any existing bridge, building or structure;
- (d) the remediation of any carriageway made redundant by the stopping up of any highway or means of access;
- (e) ramps, means of access (including private means of access), footpaths, footways, cycle tracks, non-motorised links and crossing facilities;
- (f) embankments, cuttings, viaducts, bridges, aprons, abutments, shafts, foundations, retaining walls, barriers (including road restraint, safety barriers), parapets, wing walls, new and replacement highway lighting, roadside signage, fencing and drainage works (including carrier drains, filter drains, outfalls, pumping stations, culverts headwalls, ditches, attenuation earthwork ditches, soakaways, pollution control devices, and catch pits);
- (g) the erection of highway boundary fencing, including gates, anti-dazzle fencing and the realignment of existing highway fencing;
- (h) street works, including breaking up or opening a street, or any sewer, drain or tunnel under it, and tunnelling or boring under a street;
- (i) works to place, alter, divert, relocate, remove or maintain street furniture, apparatus, services, plant and other equipment in a street, or in other land, including mains, sewers, drains, pipes, hydrants, cables, ducts and associated cabinets, CCTV, radar and traffic detection equipment and lights;
- (j) works to alter the course of, or otherwise interfere with a watercourse;
- (k) landscaping, noise barriers, works associated with the provision of ecological mitigation, and other works to mitigate any adverse effects of the construction, maintenance or operation of the authorised development;
- (l) works for the benefit or protection of land affected by the authorised development;
- (m) site preparation works, site clearance (including fencing, vegetation removal, demolition of existing structures and the creation of alternative footpaths), earthworks (including soil stripping and storage and site levelling) and remediation of any contamination;
- (n) the felling of trees and hedgerows;
- (o) the establishment of construction compounds and working sites, storage areas, temporary vehicle parking, construction fencing, hoarding and perimeter enclosure, security fencing,

Changes to legislation: There are currently no known outstanding effects for the The M25
Junction 28 Development Consent Order 2022, SCHEDULE 1. (See end of Document for details)

construction-related buildings, welfare facilities, temporary worker accommodation facilities for vehicle recovery crew, vehicle recovery, construction lighting, haulage roads; borrow pits and other buildings, machinery, apparatus, works and conveniences;

- (p) the provision of other works including pavement works, carriageway surfacing, kerbing and paved areas works, signing, signals, the modification or demolition of existing gantries, new and replacement highway safety barriers, road markings, traffic management measures including temporary roads, temporary earthworks and construction site accesses and such other works as are associated with the construction of the authorised development; and
- (q) such other works, working sites storage areas, works of demolition or works of whatever nature, as may be necessary or expedient for the purposes of, or for purposes associated with or ancillary to, the construction, operation or maintenance of the authorised development.

Changes to legislation:

There are currently no known outstanding effects for the The M25 Junction 28 Development Consent Order 2022, SCHEDULE 1.