

A428

Black Cat to Caxton Gibbet improvements



A guide to understanding the Map Books

Supplementary consultation 2020

Introduction

To illustrate the proposed changes to the design for the A428 Black Cat to Caxton Gibbet improvements scheme, we have produced four sets of plans. These are organised in four individual map books.

Each set of plans shows a different aspect of the changes we have made to the scheme since the consultation held in summer 2019.

This document provides a summary of the information contained within each set of plans.

All of the consultation materials, including the map books, are available to view and download at **www.highwaysengland.co.uk/a428**.

If you do not have internet access and/or require a printed copy of one of the map books, please contact us.



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or email



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What's shown on each set of plans?

Map book 1 – Updated General Arrangements (including location of proposed design changes)

These plans show the following:

- the boundary of the proposed development
- details of engineering design and construction
- proposed environmental mitigation

Map book 2 – Updated land use plans

These plans show the areas of land needed for the scheme. The land needed can be broadly categorised as set out below:

Permanent works

Land will be required permanently along the route of the new dual carriageway, for example to re-connect existing local roads to the new dual carriageway and for associated structures, drainage ponds and landscaping areas.

Where required, the land or permanent new rights will be acquired by Highways England either compulsorily or by agreement with the landowner.

Temporary works

Some land will be required on a temporary basis during construction of the scheme to enable safe and efficient working. The plans show the land which we may need temporarily for construction compounds and storage areas, for example soil storage, along the route. In places, we will also require rights of access across land to divert utilities such as gas pipelines, electricity cables and water pipes. Any land that is only required temporarily will be returned to its previous use wherever possible once construction is complete.

Compensation land

Land may also be required for environmental measures such as the creation of habitats for wildlife and flood compensation. This land may need to be compulsorily acquired permanently or subject to permanent rights.

Land for borrow pits

We have identified the need for additional land at the western and eastern ends of the scheme which will help to provide material required to construct the scheme. More information about borrow pits is available at www.highwaysengland.co.uk/a428.

These areas will be acquired permanently, albeit, on completion of the works. We will discuss the potential options for the ongoing use of the land with the original landowner.

Map book 3 – Changes to the development boundary (known as the Order limits) plans

The Order limits show the area within which we are seeking permission to construct and operate the scheme. These plans show:

- the changes to the proposed Order limits since the 2019 consultation
- all land that has either been added to or excluded from the scheme since that presented during the 2019 consultation. This includes land that is required for both permanent and temporary purposes.

Changes have been made to the Order limits for a number of reasons including:

- in response to feedback to the 2019 consultation and ongoing discussions with directly affected landowners
- further development of the design
- further assessment of the environmental impacts of the scheme and development of our plans to reduce impacts.

Map book 4 – Changes to the permanent land acquisition plans

These plans show:

- the changes made to the area within which we are seeking permission to construct and operate the scheme (the proposed Order limits) since the 2019 consultation
- the extent of land that we may need to permanently acquire that has either been added or excluded from the scheme since the 2019 consultation.

We have made these changes as a result of:

- feedback from the 2019 consultation and ongoing discussions with directly affected landowners
- further development of the design
- further assessment of the environmental impacts of the scheme and development of our plans to reduce impacts.