

A428

Black Cat to Caxton Gibbet improvements



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Foreword



Our improvements will transform connections between Milton Keynes and Cambridge. Quicker, safer and more reliable journeys will bring communities together, create new job opportunities and support long term sustainable growth.

The public response to our proposals has so far been overwhelmingly positive. Over 900 individuals and organisations gave us feedback during the 2019 consultation and 85% of respondents either supported or strongly supported the proposals for both the alignment of the new dual carriageway and the design for the Black Cat junction. We have continued to develop the best possible proposal in response to your feedback last summer. You may have seen some of the key emerging findings we published earlier in the year and I want to thank you for your valuable participation so far.

We have taken your comments into consideration and have continued discussions on the scheme with affected and interested parties. As a result, and through further

design development and environmental assessment, we've identified a series of changes to the scheme.

These changes are a combination of refinements to the design, methods of construction and changes to the use and extent of the land we need to build, maintain and operate the road. The changes proposed will help maximise environmental benefits and minimise the impact of the scheme on people and the environment. Such benefits include the reduction of construction traffic and measures to improve access for local businesses and landowners.

We are now seeking your views on these changes.

In this booklet, we share the main changes, why we have made them and any impacts they may have. We also explain where you can find more information.

Due to COVID-19, we are living through a period of significant change. Social distancing means we're introducing new and innovative ways to view and take part in the consultation through a virtual platform (turn to page 62 to learn more). We recognise that not everybody has been able to attend our public events in the past and while this tool has not been designed to replace them entirely on future projects, we hope this 24/7 virtual consultation room proves to be useful, especially while we are unable to meet face-to-face. We will be writing to all consultees and people living near the scheme and we can provide printed copies of the consultation documents for anyone without internet access. (See page 64 - 67 for more information).

We are committed to opening the new dual carriageway in 2025/26 and we encourage anyone with an interest in the scheme to review the changes we're proposing and provide comments before we finalise our application for development consent. (See pages 64 - 67 for details on how to respond and next steps).

The outcome of this supplementary consultation will be included in our Consultation Report which will set out the whole consultation process that has supported the development of the scheme. This report will explain the main themes, any issues raised in your feedback, and whether and how we have changed the proposals in response to your comments. The report will be published as part of our application for development consent which will be submitted to the Planning Inspectorate.

I hope you agree that the changes we are proposing will bring significant benefits and we look forward to receiving your comments.

Lee Galloway
Programme leader

About this booklet

This booklet is about our supplementary consultation on proposals for improving the route between the Black Cat roundabout and Caxton Gibbet roundabout which includes the construction of a new dual carriageway and a series of junction improvements.

We are seeking your feedback on a number of changes to the proposals we previously consulted you on in June and July 2019.

This booklet is designed to be read alongside the response form and four map books we have produced which will help you provide feedback on the proposed changes. These documents are available to download from our website: www.highwaysengland.co.uk/a428.

This consultation closes at 23:59 on Tuesday 28 July 2020.

See page 64 for details of how to respond.

About Highways England

Highways England operates, maintains and improves England's motorways and major A-roads.

Our 4,300 miles of roads sit at the centre of a transport network of local roads, railways, airports and ports. This network joins communities together, links the regions of the UK, and connects our nation to the world. Everything we do is focussed on making our roads safer, meeting our customers' needs and delivering better and more reliable journeys.

The A428 Black Cat to Caxton Gibbet improvements scheme

The A428 Black Cat to Caxton Gibbet improvements scheme involves upgrading the route between the Black Cat roundabout and Caxton Gibbet roundabout with a new 10 mile dual carriageway and a number of junction improvements. The existing A428 near St Neots and Caxton Gibbet in Cambridgeshire is the only stretch of single carriageway between the M1 near Milton Keynes and Cambridge.

Our plans will improve safety, create quicker and more reliable journeys, help grow the local and regional economies and discourage rat running through local villages.

We will cut journey times by more than a third at peak times, saving up to ten minutes each way - and as much as 1.5 hours over a working week.

The story so far

In summer 2019, we consulted on the proposed design for the new dual carriageway and junction improvements. We also sought feedback on our proposals to improve safety for walkers, cyclists and horse riders and our plans to manage the environmental effects of the scheme.

Over 2,500 people attended our events and we received over 900 responses to the consultation. We have taken your feedback into consideration and continued to improve the scheme design. Where possible, changes have been made to primarily minimise the impacts on the environment and local communities.

About this consultation

The A428 Black Cat to Caxton Gibbet improvements scheme is a Nationally Significant Infrastructure Project which means we need to apply for and get a Development Consent Order before we can start construction.

Before we submit our application for development consent for the scheme we want to seek your views on the proposed changes we have made to the design since last year's consultation.

In this booklet, we share the main changes which introduce a new or different effects on the environment or people. In addition to showing where these changes are, we explain why we have made them and the benefits and effects they bring.

The different types of changes we are proposing to make are:

- **Changes to the development boundary (known as the Order limits)** The development boundary (shown as a red line on page 58) identifies the area in which we are seeking permission to construct, operate and maintain the scheme. Within this boundary, some land along the route of the new dual carriageway will be needed permanently. Other areas may only be needed temporarily, for example for construction compounds, storage sites or to divert utilities such as power lines or gas pipes. One example of why we have extended the development boundary in some areas is to include four borrow pits in the scheme. The boundary has also been reduced in areas where it has become clear that this land is no longer needed. As a result, there are some changes to the land rights being sought.

- **Changes to the design of the scheme.** These are changes to the design since the 2019 consultation. This includes changes to the flood storage areas, landscaping and local access.

The full list of proposed changes made to the design, development boundary and land use of the scheme can be found in a series of plans called map books.

These include the more minor changes we are proposing where we consider there will be no new or different effects on the environment, local communities or road users. These include, for example, minor changes to the routing and orientation of shared footways/cycleways which have been in response to feedback.

Our proposals for borrow pits

We are proposing to create four borrow pits which will be located close to where we are building the embankments at Roxton Road, Black Cat junction and Caxton Gibbet junction. This approach will considerably reduce the need to transport construction materials and will also reduce construction traffic on public roads. It will also have a beneficial impact on air quality, fuel consumption and congestion.

The overall depth and extent of excavations within the borrow pits will be determined by the amount of material we need for construction. Once construction work is complete, we intend to return these areas to their previous condition where possible. The borrow pits will be filled with surplus materials generated during construction that are not needed to build the scheme.

Find out more about borrow pits in our factsheet at www.highwaysengland.co.uk/a428

What are borrow pits?

Borrow pits are areas where material such as gravel or clay are excavated for use at another location and can often be found close to major construction projects. They are used to build elements such as embankments.

Further reading

This booklet is designed to be read alongside the following documents and the response form which will help you provide feedback on the proposals.

- Map book 1 – Updated General Arrangements (including location of proposed design changes)
- Map book 2 – Updated land use plans (showing updated position of how land is intended to be used for the construction and operation of the scheme)
- Map book 3 – Changes to the development boundary (known as the Order limits) plans
- Map book 4 – Changes to the permanent land acquisition plans

We have also produced a simple guide to the map books which helps to explain all the different plans and what they show.

The above consultation material, including this booklet, is available at www.highwaysengland.co.uk/a428 or can be provided in print on request (see pages 63).

Responses to this consultation will be taken into consideration in the development of the scheme design submitted for development consent.

We will produce a Consultation Report summarising the feedback received during the 2019 consultation and this supplementary consultation and our responses to the main themes and issues raised. This will be published as part of our application for development consent.

How to respond

See page 64 for ways to respond to this consultation.

Your views are important to us and will help shape the final design.

The consultation is open from Wednesday 24 June to Tuesday 28 July 2020

Please make sure any responses reach us before this date.

About the Black Cat to Caxton Gibbet improvements

We are proposing to upgrade the route between the Black Cat and Caxton Gibbet roundabouts by building a new 10 mile dual carriageway to connect the two. The existing A428 between St Neots and Caxton Gibbet will be retained for local traffic, public transport, and walkers, cyclists and horse riders. The main elements of the scheme are:

New roads, junctions and bridges

- A new dual carriageway connecting Black Cat roundabout to Caxton Gibbet roundabout to ease congestion on existing local roads.
- A new three tier junction at Black Cat roundabout which will allow traffic to flow freely on the A1 by travelling under the junction and on the new dual carriageway over the junction.
- New junctions at Caxton Gibbet and Cambridge Road, connecting the new dual carriageway to the existing A428.

- Alternative access for side roads at Chawston, Wyboston and Eltisley. Wyboston and Chawston will be connected by the new Roxton Road Link.
- New bridges crossing over the new dual carriageway at Roxton Road, Barford Road and Toseland Road.
- New bridges over the River Great Ouse and East Coast Main Line railway.

Retention of existing roads and access

- Retention of the existing A428 between St Neots and Caxton Gibbet for local traffic and public transport.
- Retention and/or relocation of all existing bus stops.
- Direct access to the A1 from some roads will be removed as part of safety considerations.

Walkers, cyclists and horse riders

- Enhanced routes for walkers, cyclists, and horse riders that maintain links with the existing public rights of way.

Environment

- Environmental measures including the planting of trees, woodland and hedgerows to integrate the new dual carriageway into the local landscape and improve the value of habitats for wildlife.

Other

- Temporary construction areas and access roads, together with works to secure vehicular and/or pedestrian means of access including the creation of new tracks, footpaths, temporary slip roads and improvements to existing tracks, footpaths and roads.
- The permanent and/or temporary compulsory acquisition (if required) of land and/or rights for the scheme.
- Changes to rights required for access and use of land to build or operate the scheme.

We are committed to keeping disruption and inconvenience during construction to a minimum. We will maintain access to all properties and businesses wherever possible. However, there may be times when we need to use road closures, for example, to work on bridges or for the safety of our construction team. We will ensure businesses and the wider community have advance warning to help minimise impacts and we will continue to work with local authorities and affected parties on our plans.

Changes since the 2019 consultation

We've listened and taken into account your feedback from the 2019 consultation which has resulted in some changes to the scheme. In addition, the scheme design has been further developed as a result of more detailed discussions on how best to build the scheme with the least impact to the local community and the environment.

The table and maps (page 16 onwards) show the main changes which introduce new or different effects compared to the scheme which was consulted on in 2019.

We believe that the overall effects of the proposed changes will be beneficial and impacts can be eased or mitigated.

Protecting the environment

Following our consultation last year, we have continued to refine the design of the scheme to avoid and minimise the impact on the natural and built environment. One of the reasons for making changes to the development boundary is to avoid environmentally sensitive areas. For example, some known archaeological sites have been avoided to allow them to be preserved. We are continuing to discuss the findings of our environmental assessments with relevant organisations as we finalise our application for development consent. This ongoing engagement is helping to identify practical measures to reduce the scheme's environmental effects and deliver wider benefits such as protecting wildlife and their habitats and reducing noise pollution.

These measures include:

- Employing best practice site management and controls during construction to better protect environmentally sensitive sites.
- Sourcing construction materials from locations close to the scheme, where possible, to minimise the number of construction vehicles travelling on the roads.
- Adopting approaches to ensure heritage assets and archaeological sites are excavated, recorded and understood.
- Relocating species, such as the internationally important great crested newt, away from construction areas.
- Creating new habitats to compensate for those lost, and new nesting and roosting sites for birds such as barn owls.
- Using fences to protect wildlife such as badgers from cars and other vehicles.
- Including structures to protect the flight and foraging routes of bats and providing new bat boxes in woodland areas.
- Improving the biodiversity of some of the brooks crossed by the scheme to benefit mammals, fish and other aquatic species.
- Designing culvert and underpass structures to let mammals safely pass beneath roads along watercourses.
- Designing changes to watercourses in a way that is sensitive to aquatic habitats and species.
- Changing the profile of areas of land in a way that provides opportunities to slow down the movement of water during floods.
- Using earth barriers, known as noise bunds, and low noise road surfacing to help reduce road traffic noise for nearby properties.
- Planting trees and hedgerows to help integrate the scheme into the local landscape and maintain connectivity for wildlife.

We plan to develop these measures further, working with organisations, landowners, local communities and others before we submit the application for development consent. As part of our application, we will be producing an Environmental Statement that will give information about the likely significant effects of the scheme and the measures proposed to mitigate any negative effects.

Summary of main proposed changes since the 2019 consultation

The following changes are presented west to east in the maps on pages 18, 40 and 50.

The findings of the Environmental Impact Assessment (EIA) of the scheme will be reported in the Environmental Statement which will form part of our application for development consent.

The western section of the route



*See page 19

Proposed changes: western section of route

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
1	South west of Roxton Road bridge	Addition of land required temporarily to store soils and materials.	To minimise construction traffic, we need to store excavated materials close to where it arises.	This change requires additional land, however it will reduce the need to transport material, reducing construction traffic on public roads and cutting fuel use and emissions. There will be a loss of agricultural land and changes to the local landscape during the works.
2	West of the Roxton Road bridge to the north and south of the existing A421	Addition of earth barriers to reduce noise effects.	The earth barriers (known as noise bunds) have been added in response to concerns raised during the 2019 consultation about noise from the existing A421 and further noise modelling that has since been undertaken.	This change requires additional land, however it will reduce noise and the visual impact of the road and traffic on nearby properties and communities. The materials required to construct the earth barriers will come from within the scheme thereby reducing the requirement for the export of surplus material. Operations to construct the earth barriers are likely to lead to some increases in noise and emissions during the works. The change to the landform has the potential to affect landscape character and existing views.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
3	South west of Roxton Road bridge	Reduction in extent of land required temporarily during construction.	Since the 2019 consultation, a new business has been established on this area of land. On review, we found that it was possible to reduce the area of land needed and mitigate the impact on the business.	This change will reduce the impact of the construction on the business.
4	West of Roxton Road to the north of the existing A421	Addition of land for a borrow pit.	Material from the borrow pits will create the new embankments for Roxton Road and on the approaches to Black Cat junction. This material needs to be sourced close to where it will be used.	This change requires additional land. Sourcing the construction materials locally will reduce the need for transport and will mean less construction traffic on public roads, cutting fuel use and emissions. Use of this land as a borrow pit will result in the disturbance of farmland, the closure of a public right of way and changes to the local landscape during the works. There is also likely to be localised increases in noise levels and emissions at nearby properties associated with the operation of construction plant, machinery and vehicles within the borrow pit.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
5	Roxton Road, west of Black Cat junction	Changes to the design of the new bridge over the existing A421.	Highways England's design standards for bridges have altered since the 2019 consultation, requiring a change to the bridge abutments and adjacent earthworks.	The minor changes to the design of the bridge to increase its span will require no additional land and will not significantly change the overall appearance of the bridge. The updated design will increase the lifespan of the bridge and reduce its future maintenance requirements.
6	Roxton Road roundabout, west of Black Cat junction	The size of the proposed Roxton Road roundabout has been reduced.	The roundabout has been reduced in size following feedback from Bedford Borough Council during the 2019 consultation. The smaller roundabout can still cater for all traffic types and volumes that are expected to use it.	Reducing the size of the roundabout will help vehicles circulate in a safer manner due to slower speeds and will reduce the amount of land required. It will also reduce the amount of road infrastructure and is therefore likely to have a reduced effect on local landscape character and existing views.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
7	South of Black Cat junction	Addition of flood storage area to the west of the new access road to Kelpie Marina.	The earthworks for the access road to Kelpie Marina have an impact on the Rockham Ditch flood plain. To mitigate this impact, it is necessary to include additional land for flood plain storage.	Additional land is required, however its inclusion will reduce the impact of the scheme on local flood risk. There will be a change in noise and emissions at identified locations such as Kelpie Marina during the works, however given the nature of the activity these changes are anticipated to be minimal. This change will result in the loss of agricultural land, and construction operations to form the flood storage area will mean activity will take place marginally closer to residential properties on School Lane.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
8	South of Black Cat junction	Realignment of the Kelpie Marina access road.	The access road to Kelpie Marina has been significantly realigned, including changing where it crosses over the A1. This is to avoid diverting a high-pressure gas main and mitigate impact on the marina itself. This also creates space for a new flood storage area between the access road to Kelpie Marina and the A1 northbound carriageway.	<p>While additional land is required, this avoids the disruption to gas supplies and the need to carry out further diversions. The mitigation measures reduce the impact of the scheme on local flood risk.</p> <p>The use of this land will mean construction will take place approximately 400m from residential properties on School Lane rather than 430m.</p>
9	North west of Black Cat junction	Realignment of part of the Roxton Road Link (south).	Following feedback received from the 2019 consultation, the Roxton Road Link (south) is being realigned slightly to avoid extensive disruption to residents and avoids the need to divert the high-pressure gas main.	<p>The proposed minor change to the alignment of the Roxton Road Link (south) moves it further away from Chawston village and avoids the need for additional diversions and disruption to an important gas main.</p> <p>Noise impacts from the work to alter the alignment of the road are not expected to be any more significant than those presented at 2019 consultation.</p>

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
10	Tempsford, south of Black Cat junction	Addition of alternative land required temporarily for working space and access to the A1 northbound carriageway.	A similar area of land had been included in the original development boundary, but some of it was within land belonging to Stuart Memorial Hall, which was not the intention, so this land has been removed and an alternative found.	Use of this alternative area of land will reduce disturbance and nuisance to neighbouring properties.
11 and 12	Tempsford, south of Black Cat junction	Relocation of land required temporarily for a vehicle recovery compound close to the A1.	A similar area had been included in the original development boundary but following feedback received during the 2019 consultation it was decided that the proposed compound could be moved.	Use of this land for a vehicle recovery compound will reduce disturbance to neighbouring properties compared to the land previously proposed.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
13	North west of Black Cat junction	Reduction in extent of land required for utility diversion and temporary working space.	Surveys after the 2019 consultation have identified extensive archaeological remains in this area. We have reduced utility diversion works accordingly.	This change avoids unnecessarily disturbing the archaeological remains and reduces the area of land required for the scheme.
14	East of Black Cat junction	Enlargement of flood storage area.	Refinements to the flood modelling after the 2019 consultation required changes in the extent of the flood storage area to the south of the new dual carriageway, east of Black Cat junction.	<p>The change involves the use of land that had been identified during the 2019 consultation as being needed by the scheme. The inclusion of the flood storage area will reduce the impact of the scheme on local flood risk.</p> <p>Work to form the flood storage area is expected to cause an increase in noise and emissions and result in modifications to the land within an area which is currently under active ecological restoration. As modifications to the land will be located adjacent to the River Great Ouse, there is potential for impacts on water quality.</p>

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
15	South of Chawston Lane	Realignment of the Roxton Road Link (south) and alterations to associated drainage ditches.	In response to feedback during the 2019 consultation, the Roxton Road Link (south) has been realigned to maintain access to fields to the west.	No additional land is required and the change maintains access to fields for agricultural purposes that would otherwise have been cut off.
16	East of Black Cat junction	Change of use of land from temporary soil storage area to a borrow pit east of the Black Cat junction.	Material from the borrow pits will create the new embankments for the new dual carriageway on the approach to the River Great Ouse. This material needs to be sourced close to where it will be used.	<p>This change will reduce the need to transport construction materials for the scheme, leading to a reduction in construction traffic on public roads and associated reductions in fuel use and emissions.</p> <p>Use of this land as a borrow pit will result in the disturbance of farmland and changes to the local landscape. There is also likely to be a temporary increase in noise levels and emissions at nearby properties due to excavation and backfilling works.</p>

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
17	South of Chawston Lane	Addition of flood storage area between the Roxton Road Link and the A1 to the south of Chawston Lane.	Flood modelling since the 2019 consultation has identified a need for a flood storage area to mitigate the loss of flood plain adjacent to South Brook due to the realignment of the A1 and the construction of the Roxton Road Link.	<p>The inclusion of an additional flood storage area will reduce the impact of the scheme on local flood risk.</p> <p>Construction operations to form the flood storage area could result in additional noise and emissions at properties on Chawston Lane.</p>
18, 26, 27 and 30	West and east of Barford Road and east of the East Coast Mainline railway	Reduction in land required to divert overhead power lines.	Following the 2019 consultation, it was determined that the vertical clearance between the new dual carriageway and the existing overhead power lines is adequate and there is no need to divert them.	There is now no need to divert the overhead power lines, so the land identified for this purpose is no longer required. This will reduce the impact on current farming activities.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
19	North of Chawston Lane	Removal of land previously identified as required for temporarily working to the west of the A1.	Following further review, the extent of land required for temporary use during construction has been reduced.	This change reduces the impact of the scheme on agricultural land.
20	North of Black Cat junction	Reduction in land following changes to the Great North Road design to relocate the proposed turning head at this location.	This land was originally required for a vehicle turning head at the end of the private Great North Road, north east of Black Cat junction. Following further review, it was considered that this land will no longer be required.	This change reduces the amount of land required for the scheme and removes the impact on the landowner as their land is not needed.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
21 and 24	South of The Lane, Wyboston	Reduction in land following changes to landscape design and working space requirements.	Following further review, the extent of permanent landscaping in this area and land that may have been required for temporary or permanent use has been reduced.	<p>The overall reduction in the land required results in a reduction in impact of the scheme on agricultural land.</p> <p>The inclusion of the flood storage area will reduce the impact of the scheme on local flood risk. The area required had previously been identified as part of the larger area of land that may have been required.</p>
		Addition of flood storage area near the Roxton Road Link (north) and The Lane.	Further flood modelling following the 2019 consultation added a flood storage area to the east and west sides of the Roxton Road Link (north), near The Lane, where the route crosses Begwary Brook.	Works to form the flood storage area are expected to cause a temporary increase in noise and emissions at homes on The Lane and the Great North Road close to the works.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
22	The Lane, Wyboston	Modification of access onto The Lane at Wyboston.	Following the 2019 consultation, the initial design of the access provided for properties on and immediately south of The Lane (rather than directly to the A1 northbound carriageway as at present) has been refined.	The change will provide improved access to/from the properties and slightly reduces the amount of land permanently required to construct the access.
23	West of Barford Road	Addition of land required temporarily to create sufficient working space for a gas main diversion, between the River Great Ouse and Barford Road.	The need for additional land was identified following a review and change to the approach to diversion of the gas main.	<p>While additional land is temporarily required, this change will allow quicker, safer and more efficient installation of the gas main diversion and reduces the risks associated with interruption of the gas supply to Little Barford Power Station.</p> <p>Use of the land for carrying out the diversion works could lead to an increase in noise and emissions at nearby properties on Barford Road during construction.</p> <p>As the land will be returned to its former use, any long-term adverse effects on the landscape, existing views and agricultural land are unlikely.</p>

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
25	North of Black Cat junction	Removal of land previously identified as required at the A1 southbound roadside services.	Since the 2019 consultation, we have reviewed the options to accommodate the exit from the filling station and identified a solution that can be provided within the existing highway boundary, so there is now no need to acquire private land. The service road south of the filling station has also been realigned to the west.	This change removes the need to acquire the land and provides a safer exit from the filling station and local services.
28	East of Barford Road	Alterations to flood storage area at Rectory Farm, west of the East Coast Main Line railway.	Following further flood modelling after the 2019 consultation and ongoing consultation, the area identified for flood storage has been altered to minimise impact on a pipeline.	The alteration to the shape of the flood storage area avoids the need to divert the pipeline, which would result in further disturbance.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
29	East of Barford Road	Addition of land required temporarily to store soil during construction, at Rectory Farm, west of the East Coast Main Line railway.	The need for additional land was identified following ground investigations that found topsoil depths to be greater than originally allowed for. A storage area is needed close to where the soil arises.	This change requires additional land, however, the use of this land for soil and material storage during the works will reduce the need to transport materials away from the site and therefore reduce construction traffic on public roads and associated fuel use and emissions. There will be a loss of agricultural land during the works, however as the land will be returned to its former use, long-term adverse effects on the landscape, existing views and agricultural land are unlikely.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
31 and 33	East of the East Coast Main Line railway	Changes to temporary land required to the north of the new dual carriageway.	Following consultation a change to the design of the scheme is being proposed to reduce the impact on agricultural activities. The change removes one area of land previously identified as temporarily required to support construction of the scheme and identifies an alternative area as replacement.	Overall, the change will reduce impact on farming activities. The use of the alternative land identified will introduce some construction related noise and emissions during the works. However, as the land will be returned to its former use, long-term adverse effects on the landscape, existing views, agricultural land and habitats are unlikely.
32	East of the East Coast Main Line railway	Land required temporarily to construct an agricultural access track south of the new dual carriageway.	Following further consultation, we are proposing a new access track to avoid severance of a field.	Use of additional land to create and maintain new agricultural access will avoid severance of a field and provide better access to the property affected.

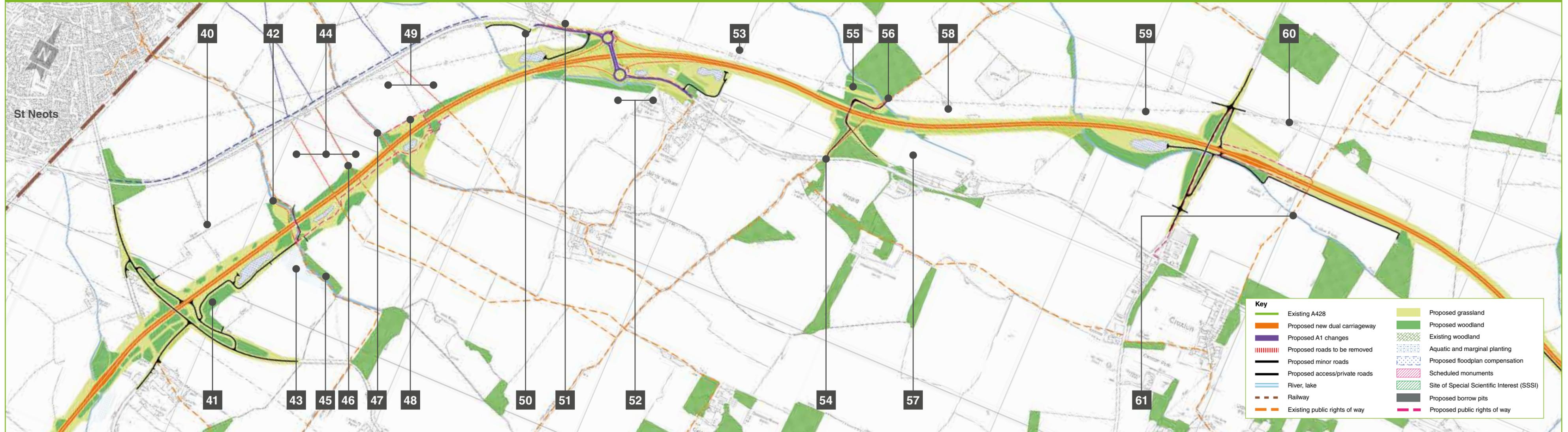
Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
34	South of Alington Top Farm access	Addition of land required temporarily for storage of soils during construction, east of the new dual carriageway.	Ground investigations have found that soil depths are greater than originally anticipated. To minimise construction traffic, additional space is therefore required for temporary storage areas close to where the soil arises.	Additional land is required, however use of this land for soil storage will reduce the need to transport materials away from the site and therefore reduce construction traffic on public roads and associated fuel use and emissions. There will be a temporary loss of agricultural land, however the land will be returned to its former use and any long-term adverse effects on the landscape, existing views and agricultural land are unlikely.
35	South of Potton Road	Addition of flood storage area east of the new dual carriageway.	Following further flood modelling after the 2019 consultation, a need for a flood storage area has been identified at this location.	While additional land will be required, the inclusion of the flood storage area will reduce the impact of the scheme on local flood risk. Work to create this area may cause a temporary increase in noise and emissions. As the work will be close to a tributary of Wintringham and Fox Brook, there is potential for water quality impacts. This change will also result in the loss of agricultural land.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
36 and 37	South of Potton Road	Addition of land required temporarily for storage of soils and materials during construction, east of the new dual carriageway.	There will, in some areas, be an excess of soil and other material. To minimise construction traffic movements this material needs to be stored close to where it arises so it can then be used later in the works for construction of earth barriers and landscaping.	<p>Additional land is required during the works, however the use of this land for soil and material storage will reduce the need to transport materials away from the site and therefore reduce construction traffic on public roads and associated fuel use and emissions.</p> <p>Use of the land for storage will result in a temporary loss of agricultural land and could lead to an increase in noise levels and emissions at nearby farms during construction.</p> <p>As the land will be returned to its former use, any long-term adverse effects on the landscape, existing views and agricultural land are unlikely.</p>

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
38	South of Potton Road	Addition of land, on both sides of the new dual carriageway to create space for construction of earth barriers to reduce noise effects.	Noise modelling completed after the 2019 consultation suggests that earth barriers (known as noise bunds) will help reduce the impact of road traffic noise at nearby properties. We have also redesigned the ditches to accommodate the earth barriers.	<p>This change requires additional land, however it will result in a reduction in noise and visual impact of the road and traffic on nearby properties and communities.</p> <p>Provision of the earth barriers is likely to lead to some increases in noise and emissions during construction. The change to the landform has the potential to impact local landscape character, existing views, agricultural land, and surface water.</p>

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
39	East of Potton Road	Removal of the proposed footpath diversion near Potton Road, east of the commercial buildings on Potton Road.	A footpath diversion was proposed to address the problem of it passing through the yard and buildings of a business close to the new dual carriageway. The footpath was to be diverted onto a nearby route, but as the footpath is not directly affected by the scheme its inclusion in the development boundary cannot be fully justified.	The change avoids impact on the original route of the public right of way.

The central section of the route



Proposed changes: the central section of the route

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
40	North of Potton Road	Removal of land required temporarily as a site compound between the existing A428 and the new dual carriageway.	The site compound is now proposed to be located to the west of the existing A428, within land that is to be used as part of the Wintringham residential and commercial development.	The location of the compound within the Wintringham development avoids the need to disturb agricultural land. This also reduces the impact on the farming business.
41	North of Potton Road	Addition of land for landscaping purposes.	Following ongoing consultation, this area has been identified for landscaping.	<p>While this change will result in the loss of some agricultural land, it will allow more efficient management of the remainder of the property and therefore reduce the impact on farming activities. The inclusion of the land for landscaping purposes will also result in overall beneficial effects to landscape character, existing views and habitat creation.</p> <p>There may be some increases in noise and emissions while the land is prepared but these are likely to be minimal and localised.</p>

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
42, 46 and 47	North of Potton Road	Reduction in landscape area.	Following further review, it was considered that the extents of landscaping could be reduced whilst maintaining adequate mitigation.	This reduces the land requirements in those locations and reduces the impact and likely disturbance on farming activities and established ecological habitat and species.
43 and 45	North of Potton Road	A larger flood storage area on Hen Brook, south of the new dual carriageway.	Following further flood modelling and ongoing consultation, an alternative area of land has been identified for flood storage at Hen Brook. This change uses a piece of land that would be inefficient to farm and replaces the land identified during the 2019 consultation.	<p>While some additional land is required, this approach will reduce the impact of the scheme on local flood risk.</p> <p>There will be an increase in noise and emissions during work to allow for water storage, however these changes are anticipated to be minimal.</p> <p>Work to construct the additional area will impact on a public right of way that runs along the bank of Hen Brook and could increase the potential for water quality impacts.</p>

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
44 and 49	North of Hen Brook and south east of the Cambridge Road roundabout	Reduction in land required to acquire fill material, between the existing A428 and the new dual carriageway.	We have identified areas that are closer to the site and more suitable for the extraction of fill material.	This change will mean less land is required. It will also reduce the need to transport construction materials and therefore reduces construction traffic on public roads and associated fuel use and emissions.
48	South east of the Cambridge Road roundabout	Alteration to footpath 194/52.	Footpath 194/52, west of the new dual carriageway has been realigned to pass through the proposed landscaping area rather than along the edge of the landscape area.	This footpath will reduce the impact and disturbance on farming activities and provides a more attractive route for users.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
50	Cambridge Road roundabout	New agricultural access from the existing Cambridge Road roundabout.	A new access track across the Wintringham Brook Tributary will enable a portion of land to still be used for farming.	A new agricultural track will improve the farmer's access to fields. The change makes use of an unused part of the existing Cambridge Road roundabout, which is safer than an alternative access directly off the existing A428. Minimal impacts are anticipated in relation to emissions, noise, landscape character and existing views. Due to crossing Wintringham Brook, there could be potential for water quality impacts during construction of the track.
51	North of Cambridge Road junction	Addition of land required temporarily to divert overhead electricity cables.	Following feedback received during the 2019 consultation and consultation with the relevant utility company, we consider additional land is required for this diversion work.	Use of this land will allow quicker, safer and more efficient diversion of the power lines. As the land will be returned to its former use, any long-term adverse effects on the landscape, existing views and agricultural land are unlikely.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
52	South east of Cambridge Road junction	Reduction in landscape area.	Following ongoing consultation, an opportunity was identified to reduce the area of land required for landscaping whilst maintaining adequate mitigation.	This change will reduce the land required for the scheme, reduces the impact and disturbance on farming activities and avoids impacts on an existing pond.
53	East of Cambridge Road junction	Addition of land required temporarily to lay a highway drainage pipe along a field boundary.	The installation of a new pipe will provide more efficient drainage, have less impact on the water environment and be safer to construct than the original proposal which involved excavation of trenches or ditches over 5m deep.	<p>Use of this land will allow safer and more efficient construction of drainage for the scheme, minimising the need to construct deep ditches which would have a greater impact.</p> <p>Installing the drainage pipe is likely to increase noise emissions and have some visual impacts. However, we anticipate these changes will be minimal. Once the pipe is installed, we will return the land to its former condition and expect no long term effects.</p>

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
54	East of Cambridge Road junction	Addition of a roadside enclosure for horses on the south side of the existing A428, east of Wintringham Hall.	Following comments from the 2019 consultation and a review of road safety, a roadside enclosure for horses has been added to help the users of Bridleway 1/18 cross the existing A428.	The roadside enclosure for horses will improve access and increase safety while crossing the existing A428 for riders and horses.
55	East of Cambridge Road junction	Additional land for landscape mitigation immediately west of Bridleway 1/18.	Following ongoing consultation, this area has been identified for landscaping.	<p>Use of this additional land will allow for an improved landscape design and increased contribution to biodiversity given the areas proximity to the existing Fox Holes woodland.</p> <p>While this change will result in the loss of some agricultural land, it will allow more efficient management of the remainder of the property and therefore reduce the impact on farming activities.</p> <p>There may be increases in noises and emissions as we prepare the land for planting. We expect these changes to be minimal.</p>

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
56	East of Cambridge Road junction	Reduction in land required for regrading of slope to overbridge on Bridleway 1/18.	The gradient of the bridleway has been reviewed and the extent of the regrading required has been shortened, reducing the land required.	This change will result in a slight increase in the gradient of the bridleway but will reduce the impact and disturbance on farming activities.
57	East of Bridleway 1/18	Addition of land required temporarily for soil storage during construction, south of the new dual carriageway.	The need for additional land was identified following ground investigations that found certain soil thicknesses to be greater than originally anticipated. This means that additional space for temporary storage is required close to where it arises to minimise construction traffic movements.	<p>The use of this land for soil storage will result in a temporary loss of agricultural land but reduce the need to transport materials away from the site and therefore reduce construction traffic on public roads and associated fuel use and emissions.</p> <p>Use of the land could lead to a temporary increase in noise levels and emissions at nearby properties.</p> <p>As the land will be returned to its former use, any long-term adverse effects on the landscape, existing views and agricultural land are unlikely.</p>

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
58	East of Bridleway 1/18	Reduction in area required for landscaping east of Bridleway 1/18, north of the new dual carriageway.	Following further review, it was considered that the extents of landscaping could be reduced whilst maintaining adequate mitigation.	This change will result in a reduction in land required for landscaping whilst maintaining adequate mitigation.
59 and 60	Toseland Road	Reduction in land required to divert overhead lines at Toseland Road.	Following the 2019 consultation, the relevant utility company there is no need to divert the lines.	The land identified is no longer required. This will reduce the impact on current farming activities.
61	East of Toseland Road	Removal of land previously identifying a public right of way to be stopped up east of Toseland Road.	The diversion of the public right of way has been adjusted to run alongside the road and the extent to be stopped up has been reduced.	This change will reduce the impact on a public right of way and public access to land. An alternative route exists via the new footway to be constructed alongside the Toseland Road realignment for those who do not wish to follow the full footpath diversion route.

The eastern section of the route



Proposed changes: the eastern section of the route

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
62	North west of Eltisley	Alterations to the proposed underpass, culvert and approaches on the Pillar Plantation bridleway.	In response to feedback from the 2019 consultation, the Pillar Plantation underpass has been adapted to include both a watercourse and bridleway. The change increases the headroom in the underpass to 3.7m to allow mounted riders to use the route without dismounting. Dismounting blocks will still be installed at each end for those riders who wish to dismount.	<p>Changes to the proposed underpass will improve access for those using the Pillar Plantation Bridleway and provide safer crossing of the new dual carriageway which is likely to lead to increased use of the bridleway.</p> <p>Construction of the larger underpass may result in limited increases in noise and emissions during construction. As the underpass has been designed to accommodate a tributary of West Brook, there is increased potential for impacts on water quality.</p>
63	South west of Caxton Gibbet junction	Reduction in area required for diversion of the overhead electricity line.	Following consultation with the relevant utility company and feedback from the 2019 consultation this land has been removed. The overhead line will still require diversion but over a shorter length than originally anticipated.	This change will reduce the impact and disturbance on farming activities.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
64	North west of Caxton Gibbet junction	Reduction in area for landscaping.	Following preparation of the original development boundary the landowner has created a pond in an area proposed for landscaping.	The reduction in land required for the scheme avoids impacts on the pond and established habitat. There is no impact on the overall landscape mitigation for the scheme.
65	North west of Caxton Gibbet junction	Addition of land for a borrow pit.	To create the new embankments for the west side of Caxton Gibbet junction, fill material is needed. To minimise construction traffic movements this material needs to be sourced close to where it is needed.	<p>This change requires additional land, however it will reduce the need to transport construction materials for the scheme, leading to a reduction in construction traffic on public roads and associated reductions in fuel use and emissions.</p> <p>Use of this land as a borrow pit will result in the disturbance of farmland and changes to the local landscape. There is also likely to be a temporary increase in noise levels and emissions at nearby properties associated with the operation of construction plant, equipment and vehicles within the borrow pit.</p>

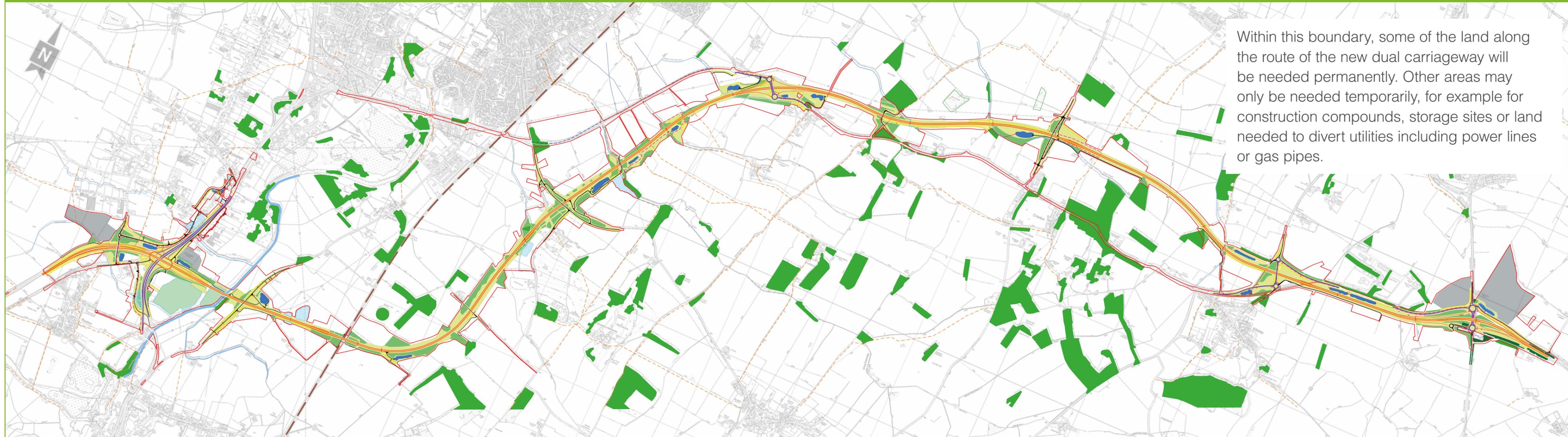
Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
66	Caxton Gibbet junction	Change to the route for walkers, cyclists and horse riders through the Caxton Gibbet junction.	Following comments received during the 2019 consultation and ongoing stakeholder engagement, the walkers and cyclists and horse riders' route through the Caxton Gibbet junction has been realigned, to provide safer crossings of the roads through the junction. This change includes diverting the route through the eastern side of the junction as opposed to the west, where it would be required to cross the entrances/exits of the filling station.	This change to the design will provide a safer and more convenient off-road route through the Caxton Gibbet junction for walkers, cyclist and horse riders.

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
67	North of Caxton Gibbet junction	This property and land had previously been identified as working space and a possible area for a site office.	Following a review of the scheme after the 2019 consultation it was concluded that this land and property were not required.	This change eliminates the direct impact on the business.
68	South east of Caxton Gibbet junction	Additional land required temporarily to allow diversion of a water main.	The diversion was required by the relevant utility company after the 2019 consultation to keep the water main away from the strategic road network.	<p>Use of this land will enable the water main to be moved away from the strategic road network which will make future maintenance of the water main safer and avoid disruption to the road network.</p> <p>The construction work is likely to lead to an increase in noise and emissions at nearby properties.</p> <p>As the land will be returned to its former use, effects to landscape character, existing views and ecological habitats are not anticipated.</p>

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
69	North east of Caxton Gibbet junction	Addition of land for a borrow pit.	To create the new embankments for the east side of Caxton Gibbet junction, fill material is needed. To minimise construction traffic movements this material needs to be sourced close to where it is needed.	<p>This change requires additional land, however it will reduce the need to transport construction materials for the scheme, leading to a reduction in construction traffic on public roads and associated reductions in fuel use and emissions.</p> <p>Use of this land as a borrow pit will result in the disturbance of farmland and changes to the local landscape. There is also likely to be a temporary increase in noise levels and emissions at nearby properties associated with the operation of construction plant, equipment and vehicles within the borrow pit.</p>

Map reference	Location of the proposed change	Summary of the change	Reason for the change	Effect of the change
70	North east of Caxton Gibbet junction	Reduction in land required for site compound north east of Caxton Gibbet roundabout.	In response to comments received during the 2019 consultation we have reviewed our approach to constructing the scheme to retain the pond located in this area.	<p>This change will reduce the land required for the scheme and result in a reduced impact and disturbance on farming activities.</p> <p>The change also maintains the pond and newt habitat, which will require protection during construction.</p>
71	East of Caxton Gibbet junction	Removal of land required for vehicle recovery compound east of Caxton Gibbet junction.	An alternative site has been identified that is within Highways England ownership.	This change makes efficient use of an existing Highways England asset and avoids disturbance to the landowner.

Development boundary



Within this boundary, some of the land along the route of the new dual carriageway will be needed permanently. Other areas may only be needed temporarily, for example for construction compounds, storage sites or land needed to divert utilities including power lines or gas pipes.

Benefits of the proposed changes

The proposed changes to the design of the scheme and associated land requirements are expected to provide a range of environmental and community benefits. In addition, changes have also been influenced by ongoing engagement with our stakeholders and the development of the methods in which we intend to construct the scheme.

The benefits include:

- Overall reductions in temporary impacts on air quality, noise and general disruption to occupiers of homes in the vicinity of the scheme due to the relocation or removal of construction activities, working areas and vehicle movements on the road network through the use of borrow pits.
- Overall reductions in long-term noise impacts through the introduction of earth barriers to contain road traffic noise and reduce the effects on residents in properties near the new dual carriageway.
- Reductions in vehicle emissions associated with the scheme through more efficient construction and operation of the new dual carriageway, and by using borrow pits to source construction materials from locations close to the scheme.
- Reducing impacts on agricultural land, land access and current farming operations by reducing the amount of land required temporarily and permanently where possible.
- Identifying areas where we can minimise impacts on archaeology by directing construction activities away from areas of potential buried archaeological interest.
- Better integration with the existing landscape and reductions in visual impact of the scheme through refinements in the locations, areas and types of planting proposed.
- Limiting disruption to existing businesses and improving current access arrangements by minimising the amount land required for the scheme where possible.
- Improving safety for walkers, cyclists and horse riders by improving crossings and reducing conflicts with vehicles.
- Reducing temporary impacts on land and vegetation by avoiding the need to carry out certain diversion works to buried and overhead utilities such as power lines.
- Reducing footpath closures and diversions, so people can continue to use these facilities, and offering new routes.
- Lessening impacts on biodiversity by reducing the loss of water features, grassland and vegetation through reducing the amount land required for the scheme.

How to find out more

You can find out more about our proposals in the following ways.

Go online for all the consultation materials:
www.highwaysengland.co.uk/a428

Visit our virtual public consultation

In our virtual public consultation room you can view the material in a similar way as you would at a traditional public event. Our team will be available at specific times to answer your questions and discuss our plans in more detail.

Find out more at www.highwaysengland.co.uk/A428

Chat to us online through our live chat in our virtual consultation room. Our team will be able to respond to your questions during the following times:

Online live webchat Thursday 2 July 2020
10:00 to 14:00

Online live webchat Thursday 16 July 2020
14:00 to 18:00

At all other times you can submit questions. These will reach our team who can then provide you with a response.

Chat to us on the phone (0800 640 4956) during the following periods and our team will be happy to answer your questions:

Telephone session Monday 29 June 2020
15:00 to 19:00

Telephone session Monday 13 July 2020
10:00 to 14:00

Request a printed document

If you do not have internet access and/or require a printed copy of a consultation documents, please contact us. There may be a charge for requests for large quantities of documents.

Call: 0300 123 5000 (24 hours)
Email: info@a428.co.uk

Get in touch

If you have any questions about the information in this booklet or the supplementary consultation, please get in touch.

-  0300 123 5000 (24hours)
-  info@a428.co.uk
-  FREEPOST, A428 Consultation
-  highwaysengland.co.uk/a428

Have your say

If you have any comments on the proposed changes please provide your feedback in one of the following ways:

Complete our online response form at:

 www.highwaysengland.co.uk/a428

You can also send the response form and any comments to:

 info@A428.co.uk

 FREEPOST, A428 Consultation
(you do not need a stamp).

You can also complete a printed copy of the response form (found online) and return to the freepost address above. See page 63 for information on how to request printed consultation material.

If you are unable to provide feedback through the channels above, please call us on **0300 123 5000** to discuss alternative ways of leaving feedback.

We cannot accept responsibility for ensuring responses that are sent to addresses other than those described above are included in the consultation process. All responses must include at least your postcode.

Please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear who the organisation represents and how the views of members were assembled.

Responses to the consultation will inform the development of the scheme's design and will be summarised in our Consultation Report, which will be submitted as part of our application for development consent.

**The consultation closes at 23:59
on Tuesday 28 July 2020**

Please make sure any responses reach us before this date.

Next steps

Once this consultation has closed, we will consider all your feedback before finalising our proposals. We then expect to submit an application for development consent to the Planning Inspectorate later in the year.

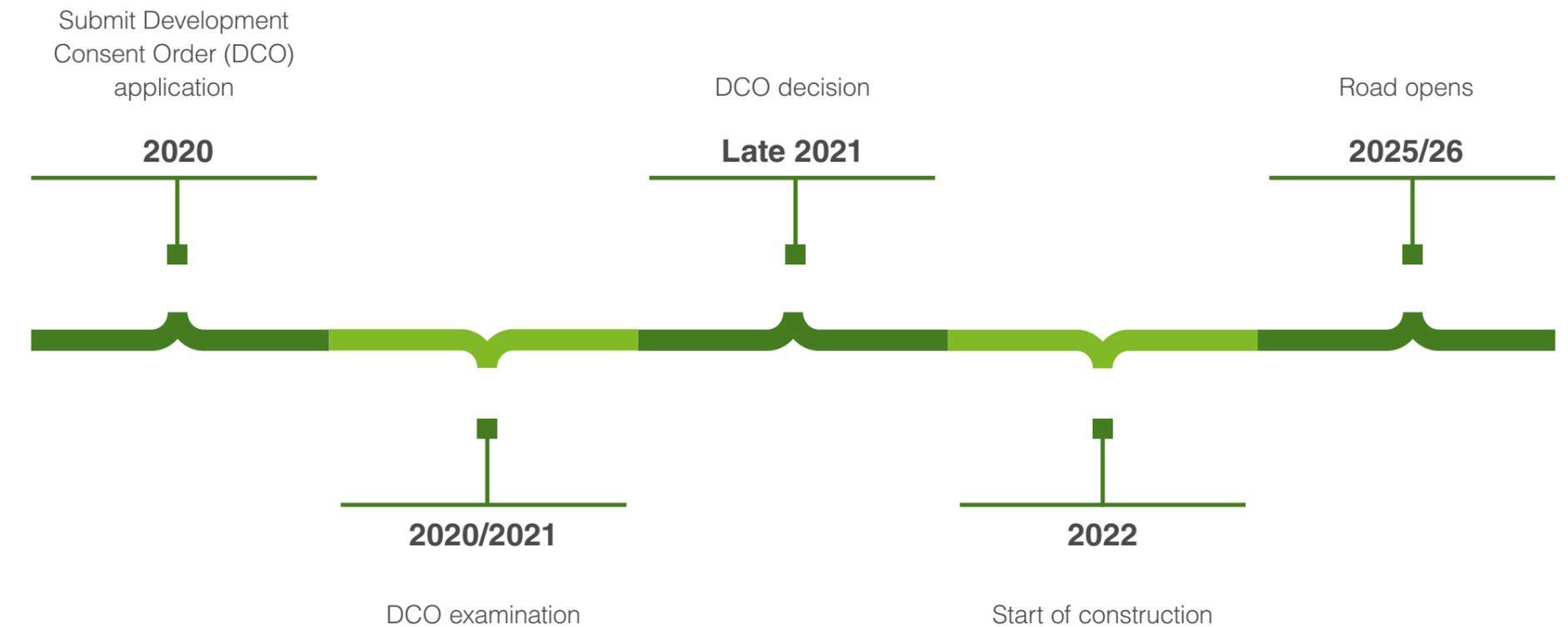
After the application has been submitted, the Planning Inspectorate has 28 days in which to decide whether it meets the standard required to be accepted for examination. If accepted, the application will be publicised and anyone will be able to register to submit their views to the Planning Inspectorate. An examination will then be held, lasting six months, during which those who have registered will be invited to submit their detailed views in writing.

A final decision on our application for development consent is made by the Secretary of State for Transport within six months of the close of the examination. If our application is approved we anticipate that the scheme will take approximately 3.5 years to build.

For further information about the development consent order (DCO) process, the role of the Planning Inspectorate and how to get involved in the examination stage, please visit the Planning Inspectorate's website <http://infrastructure.planninginspectorate.gov.uk>, or call them on **0303 4445000**.

A video explaining the DCO process is also available online at www.infrastructure.planninginspectorate.gov.uk/application-process/the-process/

Highways England has also produced a guide, *Development consent for our major road schemes* which can be found at: www.highwaysengland.co.uk/a428



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **BED20 0045**.

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