

A428 Black Cat to Caxton Gibbet improvements

TR010044

Volume 5

5.2 Consultation Report Appendix

Appendix M (Part 1.5): Statutory consultation material

Section 37(3)(c) of the Planning Act 2008

Regulation 5(2)(q) of the Infrastructure Planning (Applications:
Prescribed Forms and Procedure) Regulations 2009

26 February 2021

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009****A428 Black Cat to Caxton Gibbet
improvements
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**5.2 Consultation Report Appendix
Appendix M (Part 1.5): Statutory consultation material**

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Appendix M: Statutory consultation material

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A428

Black Cat to Caxton Gibbet improvements

Preliminary Environmental Information report

Non technical summary



June 2019

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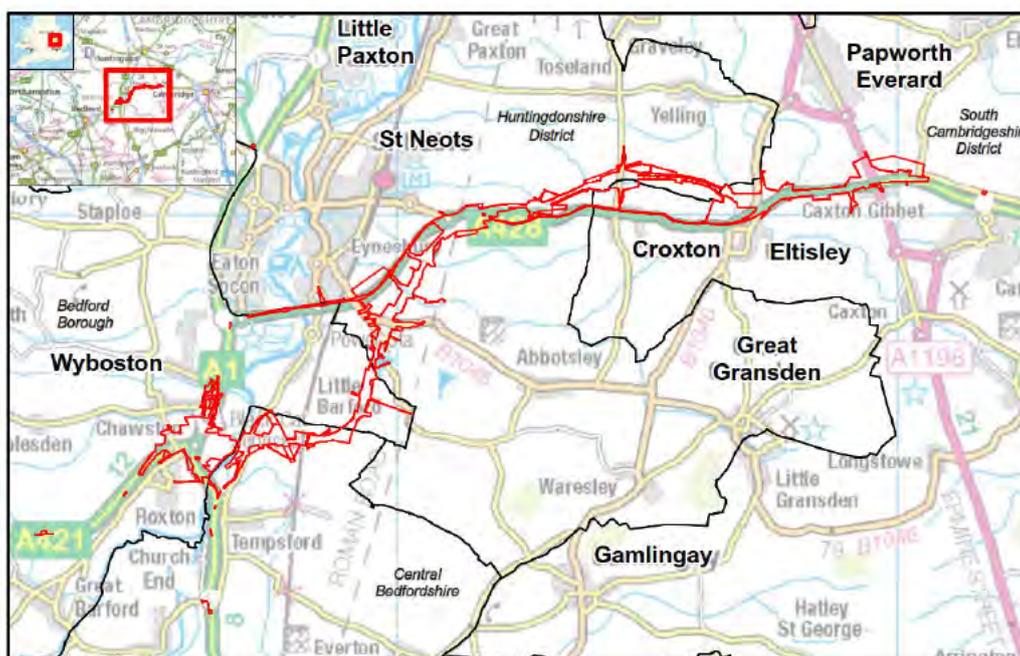
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INTRODUCTION

Highways England is proposing to carry out improvements to the A428 between Black Cat junction and Caxton Gibbet junction (the Scheme), located to the east of Bedford.

The A428 between St Neots and Cambridge is subject to regular traffic delays and congestion. There are also a high number of incidents along this route, with delays affecting journey times.

The Scheme seeks to address these problems through the construction of a new dual carriageway between the A1 / A421 Black Cat roundabout and the A428 Caxton Gibbet roundabout. A number of new junctions, improved junctions, and local road and access improvements are also proposed.



A428 Black Cat to Caxton Gibbet Improvements – the extent of the Scheme is shown in red

Because of its size, the Scheme is defined as a Nationally Significant Infrastructure Project. The Planning Act 2008 requires Highways England to make an application to the Planning Inspectorate on behalf of the Secretary of State for development consent to build and operate the Scheme. Development consent is granted through a Development Consent Order (DCO). Highways England is planning to submit an application for the Scheme in early 2020.

Subject to the DCO being granted by the Secretary of State, construction is expected to start in late 2021 and the road is expected to be open in early 2025.

Investigations into the Scheme's effects and the possible measures to reduce these effects are being carried out as part of a process called Environmental Impact Assessment (EIA). Once completed, the findings of the EIA will be presented in an

Environmental Statement, which will be one of several documents submitted as part of the DCO application.

A Preliminary Environmental Information (PEI) Report has been prepared for the purposes of statutory consultation, which is being undertaken prior to submission of the DCO application.

The PEI Report presents the information currently gathered in relation to the Scheme's likely significant environmental effects and enables members of the public, consultees and other stakeholders to develop an informed view of the Scheme and comment on particular aspects of interest.

This document provides a non-technical summary of the PEI Report.

Highways England is now seeking your comments on the Scheme design and the information included within the PEI Report. Details of how you can provide comments, how consultation responses will be dealt with, and the next stages in the DCO application process are provided in the section called "Next Steps and Responding to this Consultation" at the end of this document.

Feedback received from the statutory consultation will be used by Highways England to contribute to the continued development of the Scheme's design and inform the EIA.

DESCRIPTION OF THE SCHEME

Location and Need

The A428 connects communities between St Neots and Cambourne and links the East of England to important regional, national and international hubs such as the Felixstowe and Harwich ports. The route is used by both local and long-distance traffic and connects Bedford, Milton Keynes and the M1 motorway to Cambridge and the M11 motorway.

Black Cat to Caxton Gibbet forms part of the national strategic road network running east-west across England.



The existing Black Cat roundabout

The A428 between St Neots and Caxton Gibbet is a single carriageway road with limited overtaking places. The A1 / A421 Black Cat roundabout experiences congestion during peak periods.

Coupled with increasing traffic levels, this contributes to congestion on the road network in proximity to the junction, unreliable journey times and queuing at the junctions.



Traffic congestion on the A428 / A1 southbound merge lane

Scheme Objectives

The Scheme has a number of key objectives:

- **Connectivity:** Cut congestion and increase capacity and journey time reliability between Milton Keynes and Cambridge.
- **Safety:** Improve safety at junctions, side roads and private accesses by reducing traffic flows on the existing A428. Improve safety on the A1 by removing existing side road junctions and private accesses onto the carriageway.
- **Economic growth:** Enable growth by improving connections between people and jobs and supporting new development projects.
- **Environmental improvements:** Maintain existing levels of biodiversity and have a beneficial impact on air quality and noise levels in the surrounding area.
- **Accessibility:** Ensure the safety of cyclists, walkers and horse riders and those who use public transport by improving the routes and connections between communities.
- **Resilience:** Improve the reliability of the road network so that it can cope better when accidents occur.
- **Customer Satisfaction:** Listen to what is important to our customers to deliver a better road for everyone and improve customer satisfaction.

Scheme Alternatives and Options

In 2016, Highways England explored opportunities to improve the A428 between the Black Cat and Caxton Gibbet roundabouts. A total of 50 options were identified, which included improvements to public transport and junctions, widening of the A428 and building new road infrastructure away from the A428.

These options were appraised against a range of criteria, including consideration of their potential environmental effects, which led to the following three route options for a new dual carriageway being developed for the Scheme.

- **Orange Route:** This ran east of the Black Cat roundabout across the River Great Ouse. It changed to a north direction after crossing the East Coast Main Line railway, past Cambridge Road where it crossed the A428 and ran east towards Caxton Gibbet. This route also included improvements at the Cambridge Road junction.
- **Purple Route:** This ran from the Black Cat roundabout across the River Great Ouse and the East Coast Main Line railway towards Abbotsley. It bypassed Abbotsley in a north-east direction, continuing north-west of Great Gransden, south of Eltisley, and joined the A428 at Caxton Gibbet.
- **Pink Route:** This ran from the Black Cat roundabout across the River Great Ouse and the East Coast Main Line railway towards Little Gransden, moving north-east where it bypassed Abbotsley to the south. The route then continued in a north-east direction between Great Gransden and Eltisley, where it changed to a north direction towards Caxton Gibbet.

The following three options were developed for the Black Cat roundabout, which involved a wholly or partly new junction to accommodate all traffic movements between (and on) the A421/A1.

- **Option A:** This comprised a three-tiered roundabout, and involved the removal of the existing Black Cat roundabout and the construction of two roundabouts to the west of the existing roundabout. A new free-flow continuous link from the A421 eastbound towards the A1 northbound would be created, along with slip roads to (and from) the A421, the A1 and the A428. With this option, the A1 would become a free-flow continuous road going under the slip roads.
- **Option B:** This comprised a two-tiered roundabout, and involved the retention of the existing Black Cat roundabout and the creation of a new free-flow continuous link from the A421 eastbound towards the A1 northbound. The addition of slip roads would provide a free-flow link, bypassing the junction traffic moving southbound onto the A421, with the A1 remaining the same.
- **Option C:** This comprised a three-tiered roundabout, and involved enlarging the existing Black Cat roundabout and the creation of a new free-flow continuous link from the A421 eastbound towards the A1 northbound. Slip roads would be built from the A421 to the A1, and the A428. The A1 would become a continuous free-flow road under the widened Black Cat roundabout.

These options were consulted upon between 3 March 2017 and 23 April 2017, and the responses identified that the Orange option was preferred by the public as the proposed route for the new dual carriageway, and Option C being the preferred design for the Black Cat junction.

Following further design refinement, both of these options now form the basis of the Scheme.

Key Features of the Scheme

The Scheme includes the following key features, as illustrated on Figure A:

- An 18.6 kilometres long new dual carriageway, which will connect the Black Cat roundabout and Caxton Gibbet roundabout.
- A new three tier junction at Black Cat roundabout, which will allow traffic to flow freely.
- New junctions at Caxton Gibbet and Cambridge Road, which will connect the new dual carriageway to the existing A428.
- A new Roxton Road link, which will connect Wyboston and Chawston.
- New bridges crossing over the new dual carriageway at Roxton Road, Barford Road and Chawston.
- New bridges over the River Great Ouse and the East Coast Main Line railway.
- Retention of the existing A428 between St Neots and Caxton Gibbet, for local traffic and public transport.
- Retention of existing bus stops on the A1.
- All local roads will be maintained although direct access to the A1 from some roads will be removed for safety reasons.
- Safer and alternative access to side roads at Chawston, Wyboston and Eltisley.
- Safer routes for walkers, cyclists and horse riders, which will maintain links with existing public rights of way.
- Better connections to St Neots town centre and train station.

ENVIRONMENTAL EFFECTS

A key stage in the EIA is the identification of the issues to be considered and assessed – a process known as scoping.

A Scoping Report detailing the proposed approach to the EIA was issued to the Planning Inspectorate in April 2019. The Scoping Report, and the Planning Inspectorate's response, have been published on the Inspectorate's web portal at:

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/a428-black-cat-to-caxton-gibbet-road-improvement-Scheme/?ipcsection=docs>

The EIA is identifying and assessing the potential effects of the Scheme on: air quality, cultural heritage, landscape, biodiversity, geology and soils, material assets and waste, noise and vibration, population and health, road drainage and the water environment, and climate.

The preliminary findings of these assessments are detailed in the following sections.

AIR QUALITY

Existing Conditions

Air quality in the local area surrounding the Scheme is generally very good, with few significant sources of air pollution. Concentrations of pollutants are also well below the national air quality objective values (these are values used to identify if air pollution is increasing or decreasing).

There are two Air Quality Management Areas (AQMAs) near to the Scheme: St Neots High Street AQMA, located approximately 2km north of the A428; and Sandy AQMA, located approximately 8km south of the Black Cat roundabout. Both AQMAs have been declared due to traffic-related pollution.

Construction

The preliminary assessment has identified that construction activities, construction traffic and local traffic management measures are likely to result in dust and emissions of nitrogen dioxide. There are a number of locations within 200m of the proposed construction works where these effects are likely to be experienced temporarily, for example at residential properties.

Mitigation measures to minimise these effects will be implemented by the contractor. Such measures are likely to include the use of water sprays to control dust, and keeping site equipment clean to prevent dust accumulation. Heavy goods vehicles transporting loose materials will be covered, and any material stockpiles within construction sites will be contained to reduce dust nuisance.

Operation

The preliminary assessment of the operational effects has identified that it is unlikely that concentrations of pollutants will increase to the extent that they exceed their associated air quality objective values.

These effects are unlikely to be significant; however, computer modelling will be carried out to confirm these conclusions. This modelling will use a combination of traffic forecasts and air quality monitoring information collected within areas surrounding the Scheme to identify where increases and decreases of pollutants arising from the redistribution of traffic on the road network will occur.

CULTURAL HERITAGE

Existing Conditions

There is evidence of archaeological remains, historic buildings and structures (some of which are listed), and historic landscapes both within and surrounding the Scheme.

Due to the heritage interest in the local area, a programme of archaeological fieldwork has begun to identify areas where mitigation measures will be required prior to the start of construction. Surveys are currently being carried out across areas of land that will be affected by the Scheme, and archaeological excavations will follow in some locations to identify the extent and survival of remains.

Other forms of mitigation are currently being considered within the design of the Scheme to avoid or reduce effects on cultural heritage, for example the use of landscaping along the new dual carriageway to reduce the potential for effects on the setting of historic buildings.

Construction

The preliminary assessment has identified that construction of the Scheme will affect a number of heritage features, which will likely result in significant effects. These include the demolition of Brook Cottages, a pair of Grade II listed 18th century timber-framed thatched cottages located north of the Black Cat roundabout, and the removal of a Grade II listed milepost located near to the junction of the A428 and the B1040 at Eltisley.

Operation

During operation of the Scheme, the preliminary assessment has identified potential for adverse and beneficial effects on a small number of heritage assets. Changes in road traffic noise are expected to improve the setting of Croxton Park, but will affect the setting of assets associated with Wintringham Hall. These changes will result from the transfer of traffic from the existing A428 onto the new dual carriageway, but are unlikely to be significant.

LANDSCAPE

Existing Conditions

The existing landscape is characterised by a number of distinctive and different areas of character, some of which are associated with the rural landscapes found to the north and south of the A428, and to the west of the A1.

The low lying broad valley of the River Great Ouse is a key feature in the landscape, running broadly parallel with the urban fringes of the A1 and A428. Other prominent features in the landscape include pockets of woodland, hedgerows and settlements. Historic buildings and monuments also contribute to the character of the local area.

To the west, existing views generally feature nearby settlements, industry and roads. To the east, existing views comprise a more rural, open outlook across agricultural fields.

Construction

The preliminary assessment has identified that construction works will potentially be visible in some existing views, and will likely result in temporary significant adverse effects on the following groups of people:

- Residents of isolated properties in the open countryside.
- Residents within the settlements of Eltisley, Croxton, Little Barford, Wyboston, Roxton, Tempsford, Chawston, St Neots, Papworth Everard and Cambourne, and those on the fringes of Toseland and Yelling.
- Users of some public rights of way in the local area.

The assessment has also identified potential for significant effects on landscape character. These will be associated with the loss of landscape features, changes to the profile of areas of land, and from the introduction of construction activity.

Operation

A comprehensive landscaping strategy is being developed for the Scheme to mitigate its operational effects on landscape character and the visual environment. The main elements and features of this strategy are illustrated on Figure A.

The preliminary assessment has identified that the Scheme will introduce new road infrastructure and features into the landscape, which are likely to result in some significant adverse effects on its character, particularly in the locality of the Black Cat roundabout.

The Scheme is likely to alter the balance of features within existing views for some residents and users of the public rights of way network, particularly those in proximity to the Black Cat, Cambridge Road and Caxton Gibbet junctions. Significant adverse effects are likely to result from the scale and height of these junctions, and from an awareness of traffic moving on them.

Planting within the landscaping strategy will establish over time and will reduce the significance of some adverse effects. The transfer of traffic onto the new dual carriageway may also result in some beneficial visual effects.

BIODIVERSITY

Existing Conditions

A number of sites designated for their biodiversity value and interest are located in the area surrounding the Scheme. These include:

- Eversden and Wimpole Woods Special Conservation Area (SAC), located within 8 kilometres of the Scheme.
- Elsworth Wood Site of Special Scientific Interest (SSSI) and St Neots Common SSSI, located within 1 kilometre of the Scheme.
- The River Great Ouse County Wildlife Site (CWS) and nine other CWSs, located within 1 kilometre of the Scheme.

Ecological surveys are being carried out in the local area which have so far identified a diverse range of habitats, for example broad-leaved woodland, scattered and dense scrub, hedgerows, arable grassland, and running and standing water.

Species surveys have identified bats, badger, birds, great crested newts and invertebrates in the local area.

Construction

The preliminary assessment has identified that construction will not have any direct impacts on any statutorily designated nature conservation sites, although potential exists for some indirect effects on these sites from emissions to air and the interception of ground and/or surface water.

Construction will result in the loss of some habitats, predominantly those within arable land, and on some species.

Activities that generate noise, air and light emissions have the potential to adversely affect a range of species, and measures to manage and mitigate these effects are currently being identified.

The effects on biodiversity during construction are unlikely to be significant with the application of mitigation measures.



Barn owl is one of the species being surveyed as part of the biodiversity assessment.

Operation

The preliminary assessment has identified that ecological habitats could be adversely affected from changes to surface water runoff, traffic and lighting.

Effects on species could result from accidental collisions with traffic and disturbance from vehicles travelling on the new dual carriageway.

The design of the Scheme is being developed with advice from consultees to minimise the likely adverse effects of its operation on biodiversity.

Mitigation measures being incorporated into the design of the Scheme include, for example, tunnels to enable mammals to pass safely underneath the new dual carriageway.

Figure A illustrates the location and type of these measures, which are proposed to mitigate effects on habitats and species to a level where they will not be significant.



Newts are present in the area, and mitigation measures are being developed for this species.

GEOLOGY AND SOILS

Existing Conditions

The geology of the local area comprises rock formations from the Jurassic period, which are overlain by alluvium and other types of clay, sand and gravel.

Soils of different grades and profiles are present in the area, some of which considered to be the most versatile for agriculture.

A small number of potentially contaminated areas of land are present beyond the Scheme, the majority of which are associated with historic landfill activities.

Construction

The preliminary assessment has identified that potential effects on geology and soils, ground stability, and from contaminated land will be limited to the construction phase of the Scheme.

Potential effects associated with the disturbance of existing ground conditions, contamination, human health and agricultural soils will be managed through standard construction working methods and techniques. These will, for example, limit the potential for the dispersal and accidental release of potential contaminants, set out measures for the handling and storage of soil and other materials, and will ensure compliance with legislation and standards.

Based on available records, there is a low risk of encountering unexploded ordnance (military ammunition which has failed to detonate or function as intended) during construction.

Significant adverse effects may be possible from the loss of agriculturally productive soils during construction.

Some beneficial effects may be possible if any contaminated land encountered is remediated or removed through construction of the Scheme

MATERIAL ASSETS AND WASTE

Existing Conditions

Material assets and waste relates to the use of material resources and the generation and management of waste.

A Mineral Safeguard Area for sand and gravel is located along the valley of the River Great Ouse, and an operational mineral extraction site for sand and gravel is located adjacent to the Black Cat roundabout. Parts of the Scheme coincide with both of these areas.

Construction

The preliminary assessment has identified that potential effects on material assets and waste will be limited to the construction phase of the Scheme.

A wide range of material resources will be required to construct the Scheme, including concrete, cement, timber, geotextiles and materials associated with packaging and transport. It is expected that these will represent a very small proportion of the overall demand for such materials in the UK, and it is unlikely that the requirements of the Scheme will result in a significant reduction in the availability of materials in the regional or national market.

Construction activities are expected to generate different types of waste. Given the nature of the Scheme, large quantities of material are likely to require excavation. However, the design of the Scheme aims to balance the amount of material excavated (cut) and material placement (fill) where possible.

Some surplus material that cannot be reused is likely to be generated from excavations, which will require offsite management.

NOISE AND VIBRATION

Existing Conditions

Seven designated Noise Important Areas are located within 1 kilometre of the Scheme; these areas capture the 1% of the population that are affected by the highest noise levels from major roads.

A programme of monitoring has been undertaken to measure noise levels at locations along and surrounding the route of the new dual carriageway. The measurements indicate that existing noise levels are dominated by road traffic noise from the A1, A428, A1198 and the A421. Other noise sources include passing aircraft, noise from the East Coast Main Line railway, and general agricultural operations.

A large number of noise sensitive receptors have been identified in the area surrounding the Scheme. These predominantly comprise residential properties, but also include educational buildings, hospitals and places of worship.

Construction

The preliminary assessment has identified that the nearest residential properties to construction activities will be those in the rural environment, properties adjacent to the A428, properties along Rookery Road, and some properties in the settlements of St Neots, Tempsford, Roxton, Chawston, Wyboston, Little Barford, Croxton, Eltisley and Cambourne.

Potential exists for receptors within these locations to experience temporary significant adverse effects during construction operations. These may occur during piling works and earthworks carried out to construct the Black Cat and Cambridge Road junctions, and from the movement of construction traffic.

Standard noise and vibration control measures will be implemented during construction, which will include the selection of low-noise equipment and machinery to mitigate temporary adverse effects.

Operation

The preliminary assessment has identified that traffic noise will potentially result in both adverse and beneficial effects at receptors.

Reductions in noise at receptors along the A428 may result from traffic moving onto the new dual carriageway. The new dual carriageway will introduce a new source of traffic-related noise into the local area to the south-east of St Neots, and some receptors may experience significant adverse effects from increased noise.

To mitigate noise effects, the design incorporates a low noise road carriageway surfacing. Other measures being considered include adjustments to the profile of the road, and the possible use of noise barriers.

POPULATION AND HEALTH

Existing Conditions

A network of public rights of way and recreational trails surround the Scheme, and a variety of commercial enterprises, community facilities and individual farm enterprises are also found in the local area.

Commercial and business interests are principally focused around, and to the north and south of, the Black Cat roundabout and within industrial estates in St Neots. Community facilities include places of worship, schools and colleges, parks and gardens, and leisure parks.

The majority of land associated with the Scheme is under agricultural management. Areas of land surrounding the Scheme have been allocated by local authorities for future development, some of which have planning approvals in place for the construction of new housing and other development.

Vehicle users are currently exposed to journey delays and frustration along the A428 due to congestion and high volumes of traffic. Statistics for people who rate their health as being bad or very bad are lower than both the regional and England and Wales averages.

Construction

The preliminary assessment has identified that construction has the potential to generate some temporary adverse effects due to road closures and diversions, and the use of traffic management. Any related disruption to journey patterns made by walkers, cyclists and horse riders, and those made by vehicle users, could potentially be significant.

Significant effects are also likely in relation to the demolition of residential dwellings and commercial property in the locality of the Black Cat roundabout, and the loss of land which may affect the future viability of agricultural holdings. Measures will be implemented during construction to minimise disruption to businesses, landowners and people travelling on roads and the public rights of way network, for example the careful planning and timing of works and the restoration of disturbed land.

Operation

A number of measures have been incorporated into the design of the Scheme to mitigate adverse effects. These include permanent diversions to public rights of way severed by the new dual carriageway to maintain connectivity, new sections of cycleway for safer journeys, and minimising the extent of land permanently required.

Beneficial effects on driver stress are expected from the transfer of traffic onto the new dual carriageway, and from the improved standard of road. Access for vehicle users to community facilities is also expected to improve, as will the visual outlook for users travelling on the new dual carriageway. Walkers, cyclists and horse riders are expected to benefit from the new facilities and measures included within the design of the Scheme.

Some beneficial effects are also expected on human health from improved accessibility to community facilities, improved social cohesion and reductions in traffic congestion.

ROAD DRAINAGE AND THE WATER ENVIRONMENT

Existing Conditions

Named watercourses in the local area include the River Great Ouse, Hen Brook, West Brook, Begwary Brook, Stone Brook, Rockham Ditch, South Brook, Fox Brook and Gallow Brook. Other waterbodies comprise tributaries of these watercourses, ponds and field drains.

The majority of land associated with the Scheme is considered to be at low risk of flooding. The exceptions are the wide floodplain around the River Great Ouse, and less extensive areas of floodplain surrounding Hen Brook, Fox Brook and South Brook, and some areas of land surrounding ponds and lakes.

Much of the road runoff from the A1 and the A428 outfalls to watercourses including Rockham Ditch, South Brook, Begwary Brook, the River Great Ouse, Fox Brook, Hen Brook and to ditches upstream of West Brook.

A programme of monitoring has been completed at selected watercourses to sample and record water quality.

Construction

The preliminary assessment has identified that construction may potentially affect the quality of both surface water and groundwater bodies. Adverse effects may be associated with the possible release of contaminants, changes to the flow of water, and modifications to watercourse morphology (the shape of channels) from the installation of new structures such as culverts.

Adverse effects during construction are not expected to be significant, as standard control measures and working practices will be implemented to protect the water environment and prevent pollution.

Operation

A range of measures are being incorporated into the design of the Scheme to avoid and reduce impacts on surface water and groundwater bodies. These include minimising the number of crossings required, locating construction compounds outside areas at risk of flooding where possible, including land within the Scheme to compensate for the loss of floodplain, and the development of a drainage strategy.

The preliminary assessment has identified that operation of the Scheme will introduce new impermeable surfaces, which will result in additional surface water runoff during periods of rainfall. Potential pollution of watercourses could also occur from de-icing salts and accidental spillages. These effects are unlikely to be significant.

CLIMATE

Existing Conditions

Historic climate data recorded for the East Anglia region identifies gradual warming has occurred between 1968 and 2017, coupled with slight increases in rainfall.

Assessments are being undertaken to identify the effects that the Scheme will have on climate from greenhouse gas emissions, how resilient the Scheme will be to impacts from a changing climate, and the effects that the Scheme and a changing climate will have on the receiving environment.

Construction, Operation and Future Maintenance

Measures are being incorporated into the design of the Scheme to reduce carbon emissions and provide resilience to the potential effects of climate change. These include the use of sustainable highway drainage systems, energy efficient road lighting, and preservation of existing routes used by walkers, cyclists and horse riders to promote modes of transport that do not result in greenhouse gas emissions.

The preliminary assessment of the effects that may arise during construction of the Scheme has identified that materials such as steel, concrete and bitumen are likely to contain carbon. Other carbon sources are likely to be associated with construction-related activities and consumption, such as the transportation of waste and employees and the use of energy and fuel.

Emissions may arise from the use of vehicles and future management operations during the Scheme's operational and maintenance phases.

No significant effects are likely in relation to the resilience of the Scheme to climate change.

PRELIMINARY ASSESSMENT OF OTHER TOPICS

In addition to the topics currently being assessed as part of the EIA, the subjects of heat and radiation, major accidents and disasters, and transboundary effects (these being effects that the Scheme could cause on other European Economic Area Member States) have also been considered during the scoping of EIA.

The preliminary assessments of these subjects have identified that the Scheme is unlikely to result in significant environmental effects.

The EIA is also considering the potential for the Scheme to result in cumulative environmental effects. The preliminary assessment has identified that the Scheme could potentially result in different combinations of effects, for example local residents may be exposed to temporary noise impacts, visual disruption and dust during the construction phase. Similarly, this assessment has identified that the potential environmental effects of other planned developments in the vicinity of the Scheme could combine and interact with those of the Scheme, resulting in new or greater effects.

NEXT STEPS AND RESPONDING TO THIS CONSULTATION

The PEI Report has been prepared to assist the public in understanding the potential environmental effects of the Scheme and the current measures being proposed to address those effects.

To further inform the EIA process, statutory consultation is taking place over an eight week period between 3 June 2019 and 28 July 2019.

As part of this process, the following of public information exhibitions are being held which offer the opportunity for members of the public to ask any questions and make comments on the Scheme:

Public Consultation Events

- 13 June 2019 12pm to 8pm – Wyboston Training Centre Oakley Suite), Wyboston Lakes, Great North Road, Wyboston, Bedfordshire MK44 3AL
- 21 June 2019 12pm to 8pm – St Neots Priory Centre, Priory Lane St Neots, Cambridgeshire, PE19 2BH
- 24 June 2019 12pm to 8pm – Wyboston Village Hall, Wyboston, Bedford MK44 3AG
- 29 June 2019 10am to 4pm – Newton Primary School, Caxton End, Eltisley, St Neots, Cambridgeshire, PE19 6TJ
- 2 July 2019 12pm to 8pm – Stuart Memorial Hall, Church Street, Tempsford, Sandy, Bedfordshire, SG19 2AW
- 11 July 2019 12pm to 8pm – Yelling Village Hall, High Street, St Neots, PE19 6SB
- 15 July 2019 12pm to 8pm – Doubletree by Hilton, Cambourne Cambridge Belfry, Back Lane, Cambourne, Cambridgeshire, CB23 6BW
- 18 July 2019 12pm to 8pm – Roxton Village Hall, High Street, Roxton, Bedford MK44 3EA

Pop Up Events

- 22 June 2019 9am to 4pm – Harpur Centre, Horne Lane, Bedford, MK40 1TJ
- 13 July 2019 10am to 3pm – Centre:MK, 24 Silbury Blvd, Milton Keynes MK9 3ES

Mobile Visitor Centre

- 7 June 2019 8:30am to 2:30pm – Sandy Town Centre Carpark, Sandy Town Centre Car Park, 55-57 High St, Sandy SG19 1AG
- 9 June 2019 10am to 3pm – Sidney Street, Cambridge
- 10 June 2019 3pm to 7pm – Extra, Cambridge Services A14/M11, CB23 4WU
- 15 June 2019 10am to 3pm – ASDA Milton Keynes, Bletcham Way, Bletchley, Milton Keynes
- 12 July 2019 8:30am to 2:30pm – Pendrill Court, Ermine Street North, Papworth Everard, Cambridge, CB23 3UY

Your response to this consultation is very important to Highways England, as it will help shape the development and assessment of the Scheme.

There are a number of ways you can respond to this consultation:

- **By post:** Highways England, Woodlands, Manton Lane, Bedford, MK41 7LW
- **Website:** <https://highwaysengland.co.uk/projects/a428-black-cat-to-caxton-gibbet/>
- **Email:** a428BlackCattoCaxtonGibbet@highwaysengland.co.uk

Please ensure that your feedback reaches Highways England by 23:59 on 28 July 2019.

Following this consultation, Highways England will prepare a Consultation Report on the responses received and how they have been taken into account, including whether or not they led to changes to the design of the Scheme or the EIA.

The Consultation Report will be submitted as part of the DCO application.

You will have further opportunity to comment on the Scheme as part of examination of the DCO application, which will be carried out by the Planning Inspectorate on behalf of the Secretary of State.

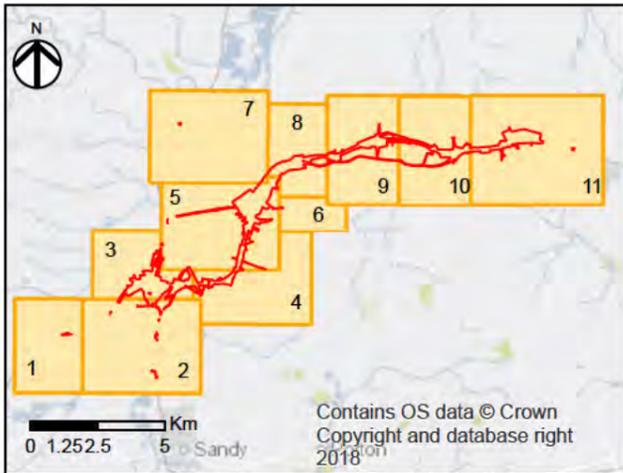
Details of how the examination process works and how you can be involved can be found on the National Infrastructure Planning website at:

<http://infrastructure.planningportal.gov.uk/>

SUMMARY OF THE PRELIMINARY ENVIRONMENTAL ASSESSMENT

Topic	Construction	Operation
Air Quality	No likely significant effects anticipated.	No likely significant effects anticipated.
Cultural Heritage	Likely significant adverse effects associated with the demolition of Brook Cottages and the removal of a milestone at Eltisley.	No likely significant effects anticipated.
Landscape	Likely temporary significant adverse effects on defined areas of landscape character. Likely temporary significant adverse visual effects for users and residents of isolated properties in the open countryside, the residents within nearby settlements at Eltisley, Croxton, Little Barford, Wyboston, Roxton, Tempsford, Chawston, St Neots, Papworth Everard and Cambourne and the fringes of Toseland and Yelling, and users of some public rights of way in the local area.	Likely significant adverse effects on defined areas of landscape character, particularly in the locality of the Black Cat junction. Likely significant adverse visual effects for residents and users of the public rights of way network in proximity to the new Black Cat, Cambridge Road and Caxton Gibbet junctions.
Biodiversity	No likely significant effects anticipated.	No likely significant effects anticipated.
Geology and Soils	Significant adverse effects from the loss and disturbance of the highest grade of agricultural soils.	No likely significant effects anticipated.
Material Assets and Waste	No likely significant effects anticipated.	No likely significant effects anticipated.
Noise and Vibration	Likely temporary significant adverse effects on noise sensitive receptors in proximity to the Scheme from certain construction operations, and from the movement of traffic.	Potentially significant adverse effects associated with the introduction of noise to isolated properties to the south-east of St Neots.
Population and Health	Likely significant adverse effects relating to the demolition of residential dwellings and commercial property in the locality of the Black Cat roundabout. Likely significant effects relating to the loss of agricultural land which may affect agricultural viability.	No likely significant effects anticipated.
Road Drainage and the Water Environment	No likely significant effects anticipated.	No likely significant effects anticipated.
Climate	No likely significant effects anticipated.	No likely significant effects anticipated.

FIGURE A: PRELIMINARY ENVIRONMENTAL MASTERPLAN



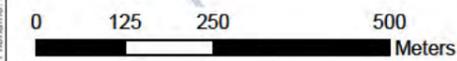
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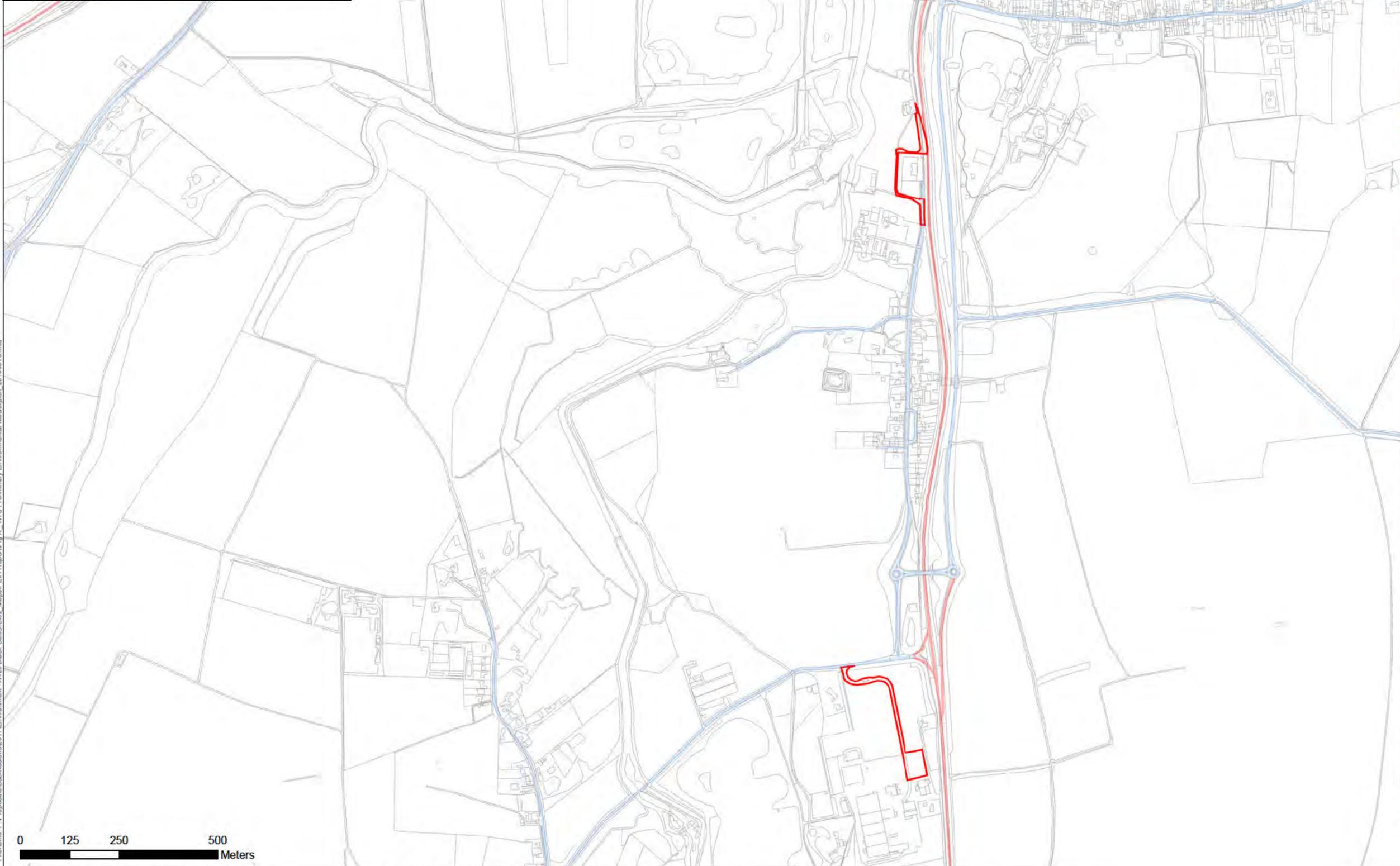
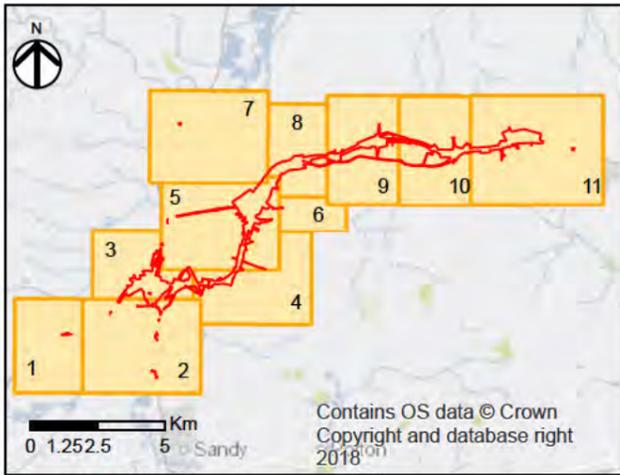
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FIRST ISSUE	JG	RF	23/05/19	P01
Revision Details	By	Check	Date	Suffix
Purpose of Issue				
FOR INFORMATION				
Client Highways England Woodlands Manton Lane Manton Industrial Estate Bedford MK41 7LW				
Development Consent Order Number				
Project Title A428 BLACK CAT TO CAXTON GIBBET PRELIMINARY ENVIRONMENTAL INFORMATION REPORT NON-TECHNICAL SUMMARY				
Drawing Title FIGURE A PRELIMINARY ENVIRONMENTAL MASTERPLAN				
Designed JG	Drawn RF	Checked MM	Approved JG	Date 23/05/19
Internal Project No 60541541			Suitability	
Scale @ A3 1:10,000			Zone	
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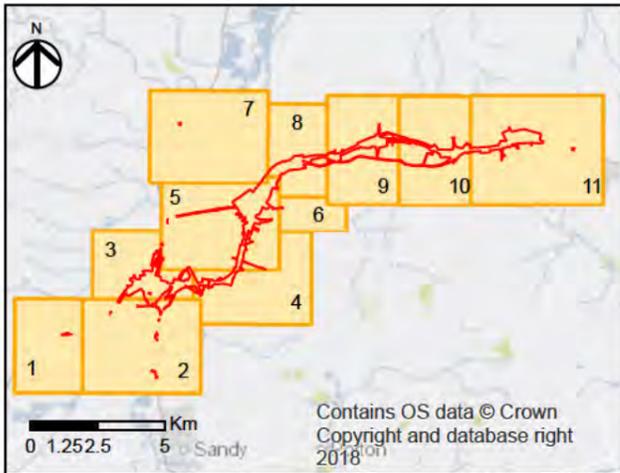
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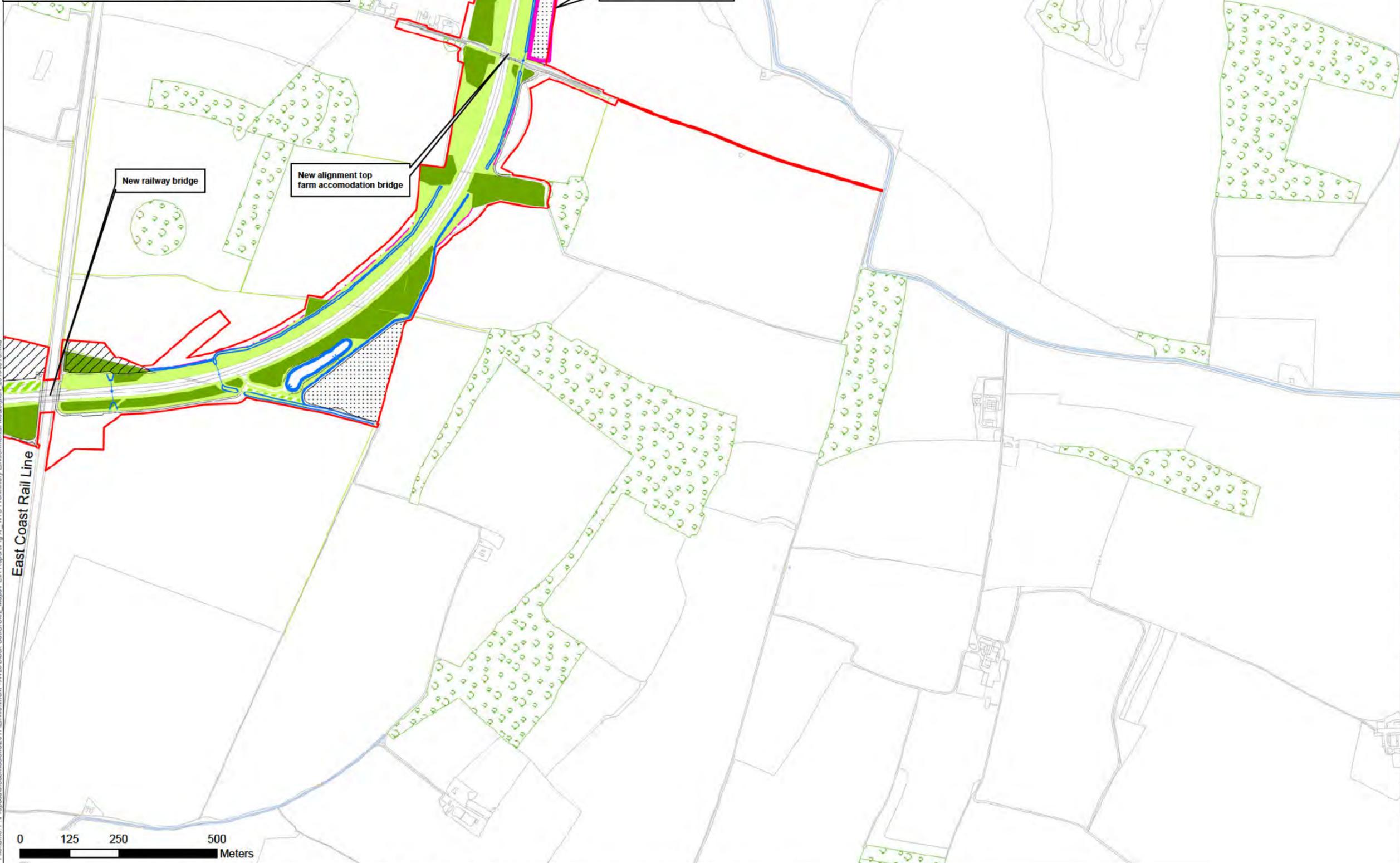
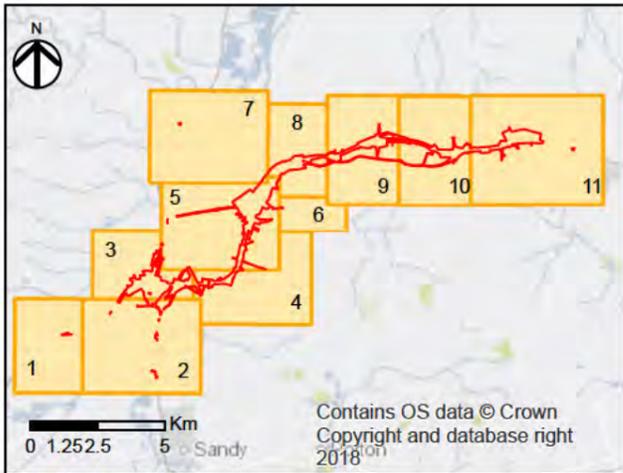
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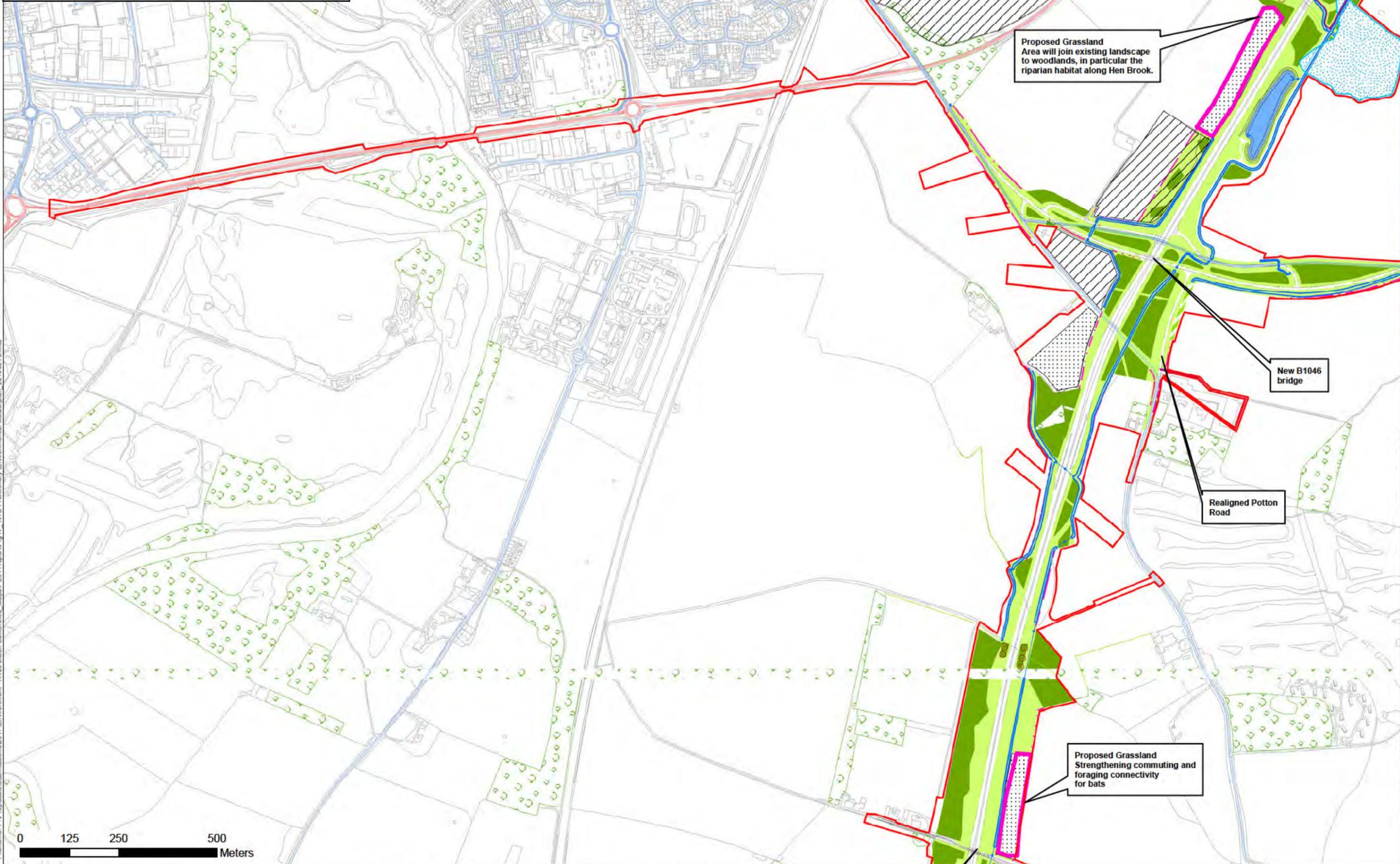
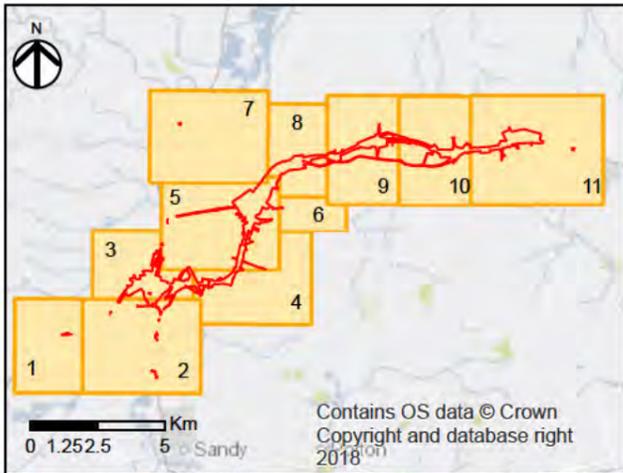
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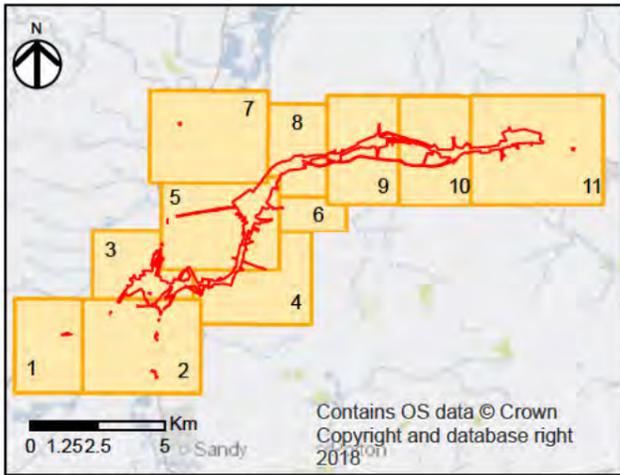
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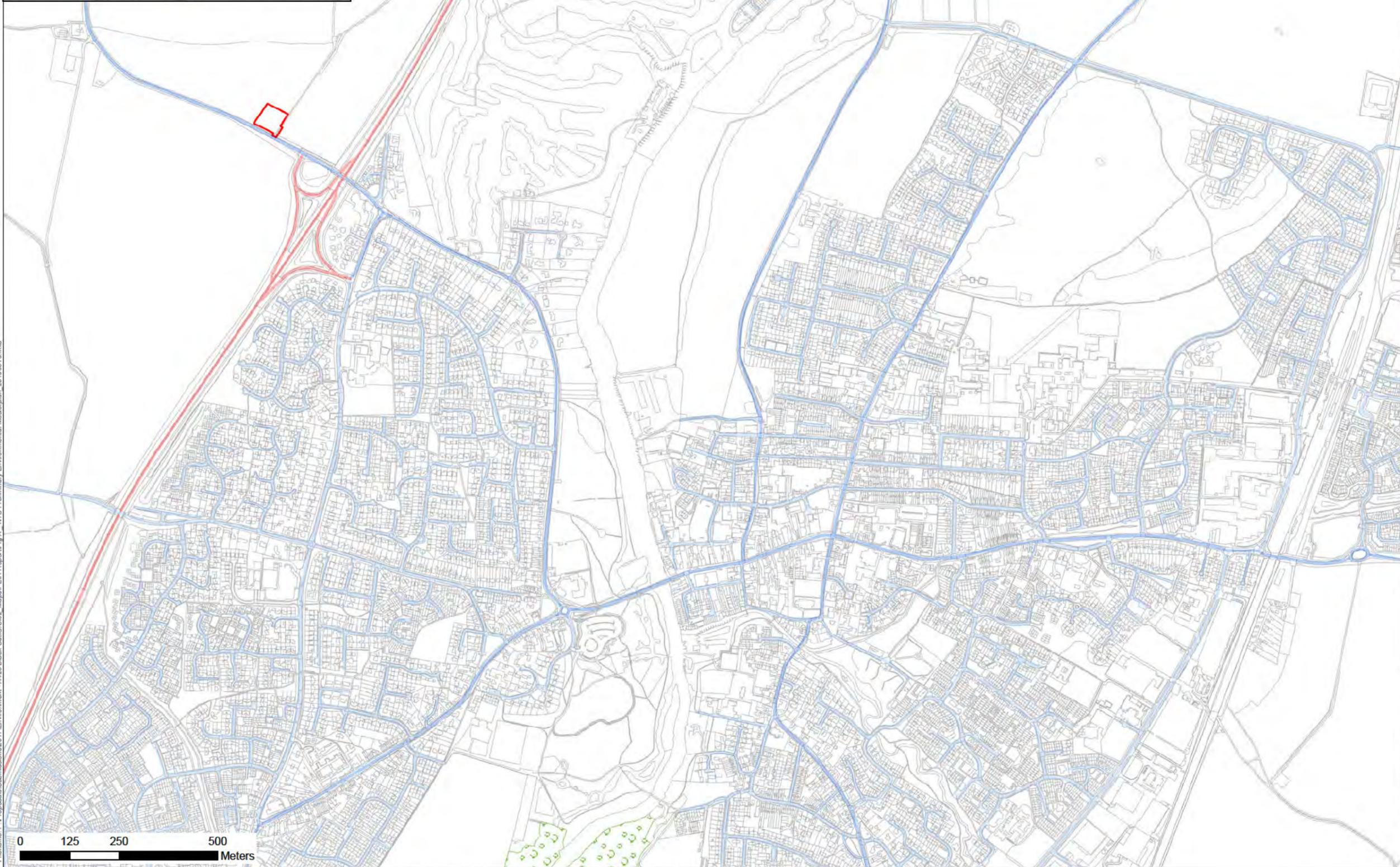
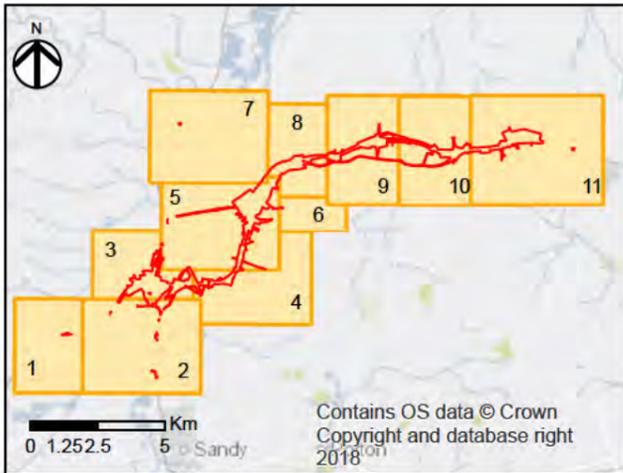
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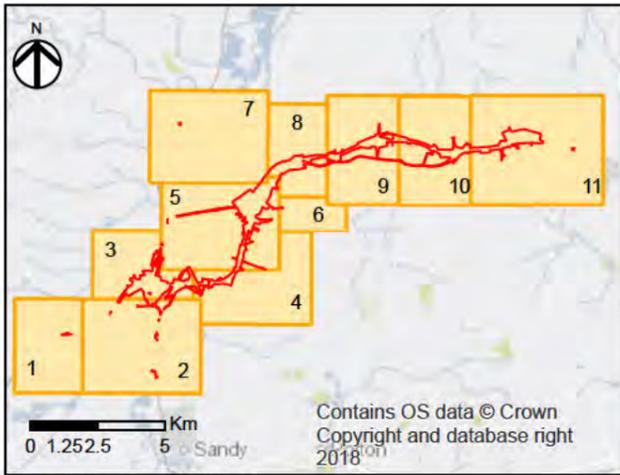
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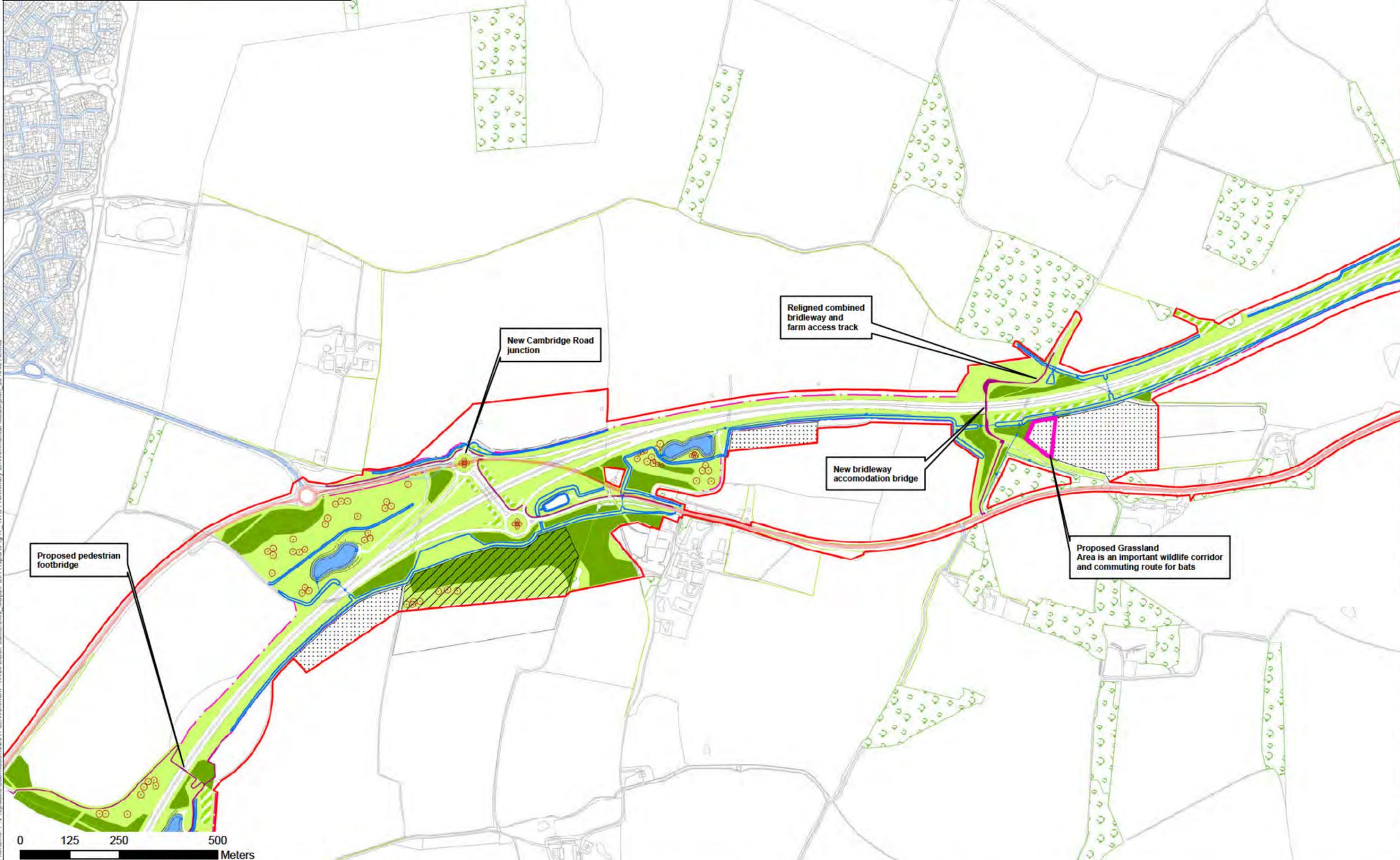
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Proposed pedestrian footbridge

New Cambridge Road junction

Religned combined bridleway and farm access track

New bridleway accommodation bridge

Proposed Grassland Area is an important wildlife corridor and commuting route for bats



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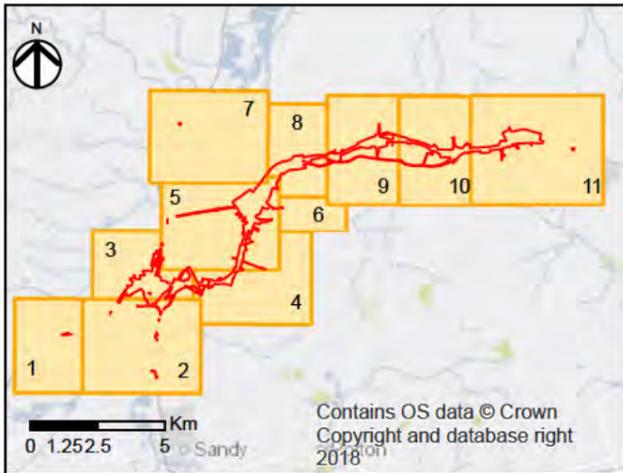
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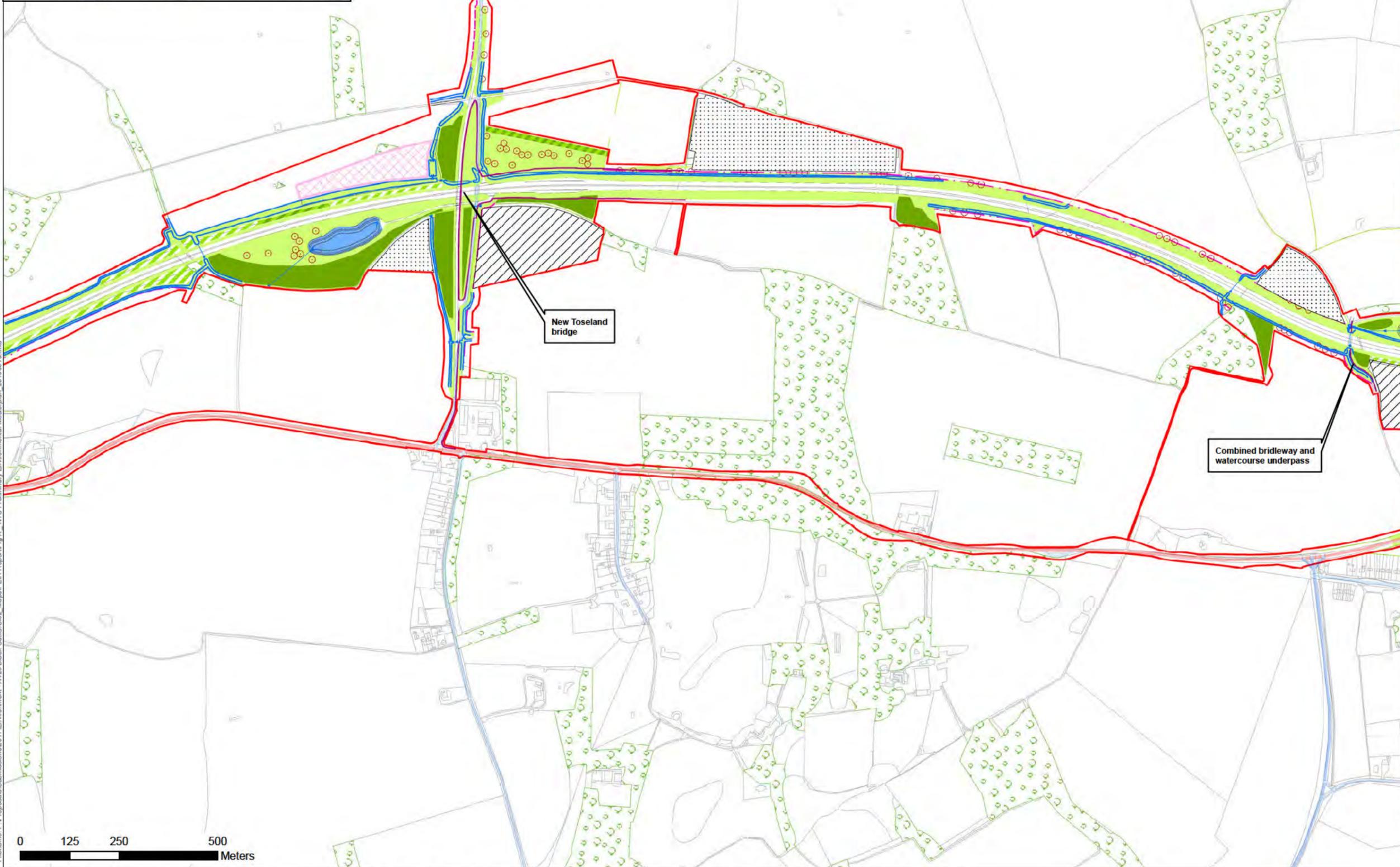
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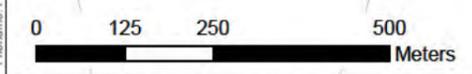
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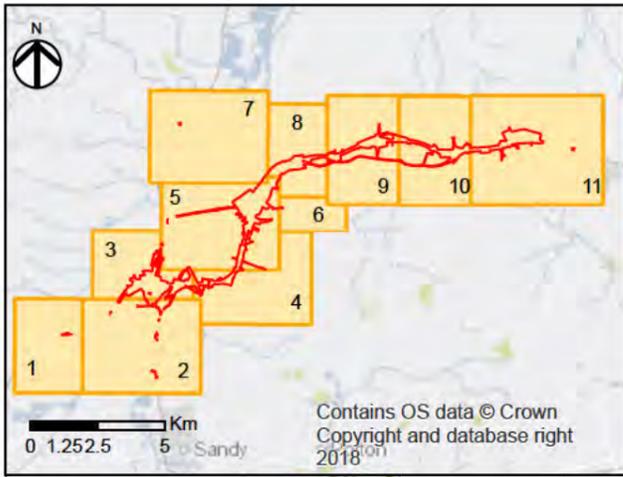
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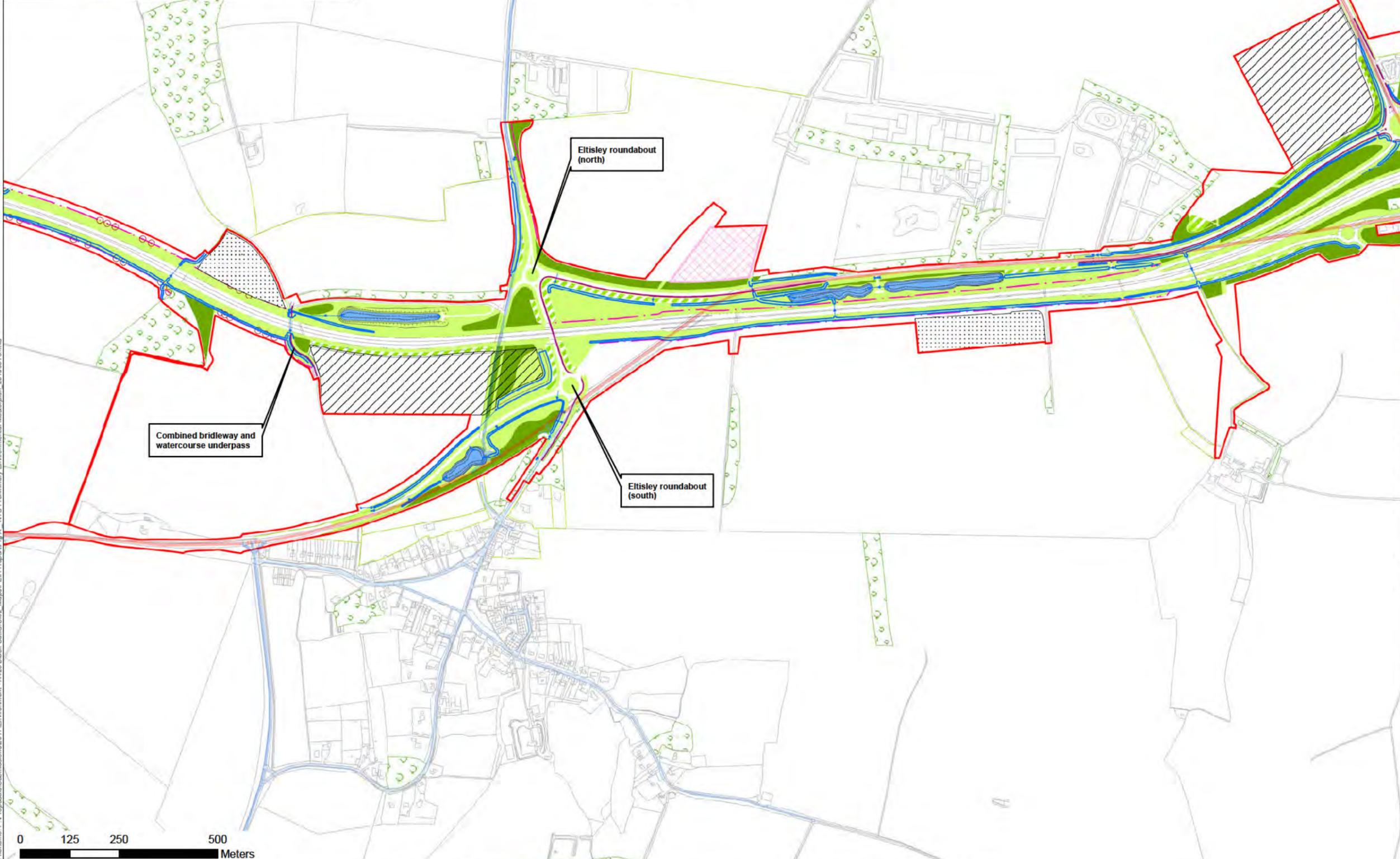


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- Legend**
- DCO Site Boundary
 - The Scheme
 - Current Roads**
 - A Road
 - B Road
 - Unclassified
 - Proposed footway and/or cycleway facility
 - Proposed Soil Storage Area
 - Proposed Temporary Attenuation Pond Area
 - Compound Region
 - Proposed Material Storage and Site Compound Area
 - Flood Compensation Area
 - Proposed Drainage Ditch
 - Proposed ecological mitigation areas
 - Individual Trees
 - Proposed Native Species Hedges
 - Existing Vegetation
 - Aquatic Marginal Planting
 - Scrub
 - Linear Belt of Shrubs and Trees
 - Proposed Grassland
 - Proposed Native Woodland



FIRST ISSUE	JG	RF	23/05/19	P01
Revision Details	By	Check	Date	Suffix

Purpose of Issue
FOR INFORMATION

Client
Highways England
Woodlands
Manton Lane
Manton Industrial Estate
Bedford
MK41 7LW

Development Consent Order Number

Project Title
**A428 BLACK CAT TO CAXTON GIBBET
PRELIMINARY ENVIRONMENTAL
INFORMATION REPORT
NON-TECHNICAL SUMMARY**

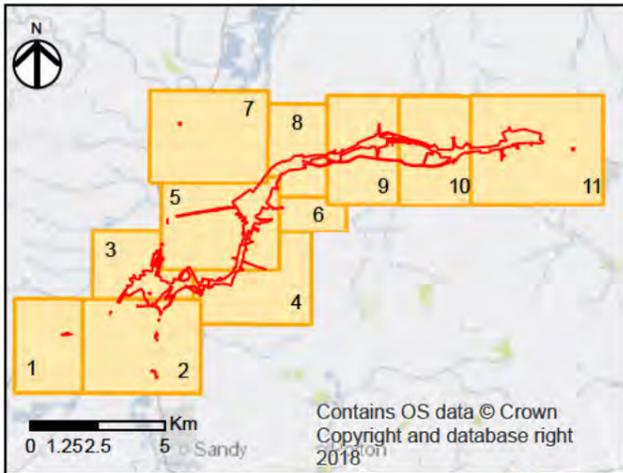
Drawing Title
**FIGURE A
PRELIMINARY ENVIRONMENTAL
MASTERPLAN**

Designed JG	Drawn RF	Checked MM	Approved JG	Date 23/05/19
Internal Project No 60541541	Suitability			Zone
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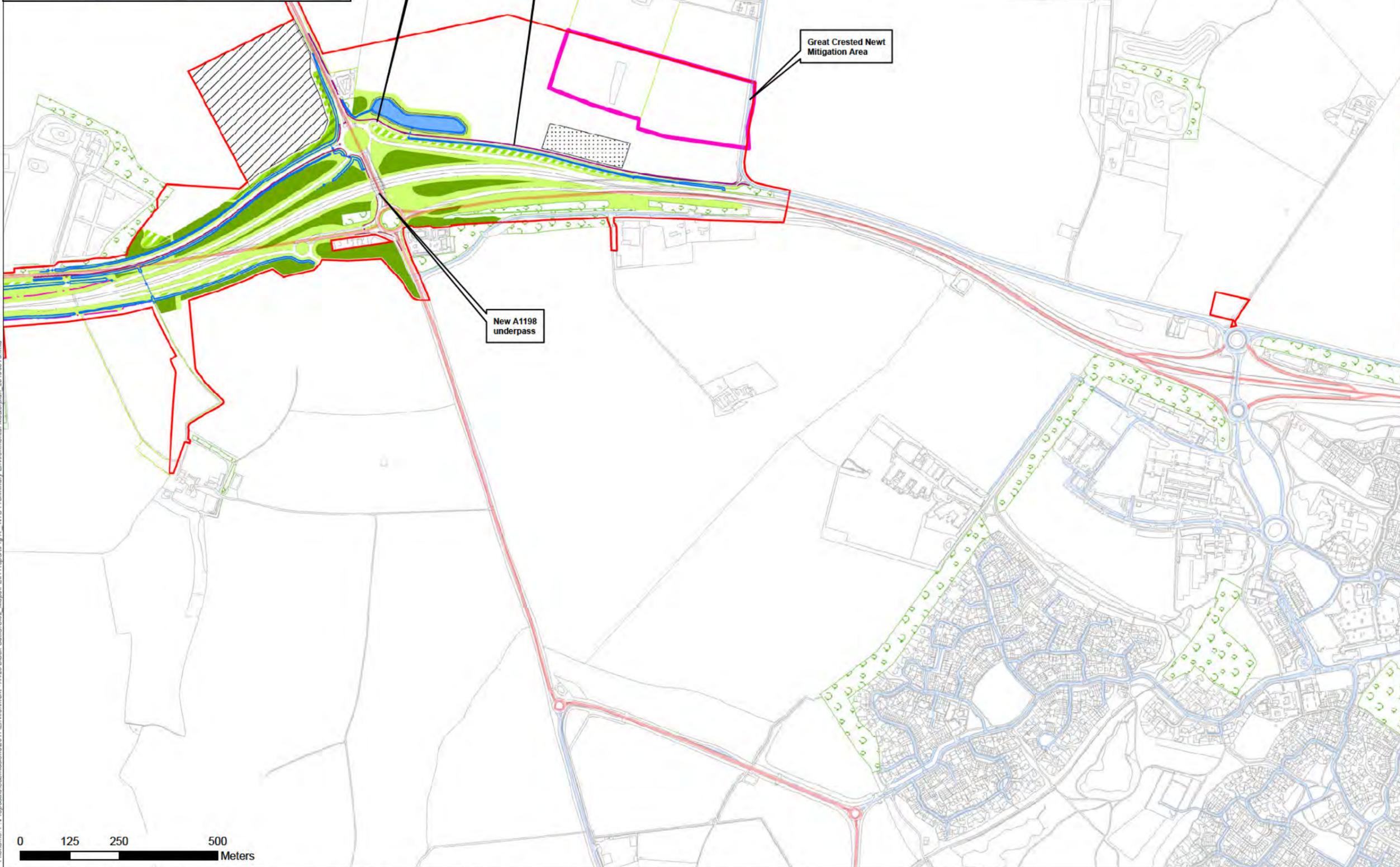
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NOTES
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.

Legend

- DCO Site Boundary
- The Scheme
- Current Roads**
- A Road
- B Road
- Unclassified
- Proposed footway and/or cycleway facility
- Proposed Soil Storage Area
- Proposed Temporary Attenuation Pond Area
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Development Consent Order Number

Project Title
A428 BLACK CAT TO CAXTON GIBBET PRELIMINARY ENVIRONMENTAL INFORMATION REPORT NON-TECHNICAL SUMMARY

Drawing Title
FIGURE A PRELIMINARY ENVIRONMENTAL MASTERPLAN

Designed JG	Drawn RF	Checked MM	Approved JG	Date 23/05/19
Internal Project No 60541541			Suitability	
Scale @ A3 1:10,000			Zone	

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Location	Type	Role	Number	

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