

A428 Black Cat to Caxton Gibbet improvements

TR010044

Volume 5

5.2 Consultation Report Appendices

Appendix U: Tables evidencing regard to statutory consultation responses (in accordance with s49 of the Planning Act 2008)
Part 3 – Section 42(1)(d) Prescribed Consultees

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

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009****A428 Black Cat to Caxton Gibbet
improvements**
Development Consent Order 202[]

5.2 Consultation Report Appendix**Appendix U: Tables evidencing regard to statutory consultation
responses (in accordance with s49 of the Planning Act 2008)
Part 3 – Section 42(1)(d) Prescribed Consultees**

Regulation Reference:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010044
Application Document Reference	TR010044/APP/5.2
Author	A428 Black Cat to Caxton Gibbet improvements Project Team, Highways England

Version	Date	Status of Version
Rev 1	26 February 2021	DCO Application

Appendix U - Tables evidencing regard had to statutory consultation responses (in accordance with s49 of the Planning Act 2008) Part 1 - Section 42(1)(d) Prescribed Consultees

The tables provided below evidence the regard had to responses received to Highways England’s statutory consultation in accordance with s49 of PA 2008. Please note that respondent comments are featured here verbatim - spelling and grammar have not been amended. Personal details have been redacted.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England’s Response (inc. the regard had to the consultation response)
General				
Acknowledgement of consultation	<p>Following discussions with the team from Ardent and Highways England both our client and we have highlighted the intention to submit a planning application for a new grain store to the north of [redacted] for which Highways England will be consulted as part of the planning process.</p> <p>We should be grateful if you would take these representations into consideration as part of the consultation process which is now nearing completion.</p>	W29	N	Comment noted.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Integration with other infrastructure schemes	<p>The proposed refined junction at Black Cat provides, in our opinion, a significant improvement on the existing arrangement and will provide good connectivity with the A1 and its potential future regeneration as part of the A1 East of England Study. Helping to provide improved capacity and connectivity in this region is vital to future developmental growth for the region. It is noted that a new access from the circulatory carriageway has been provided for the existing mineral extraction operation in the area and in our opinion, this proposed junction could be also used as an opportunity to link southwards into an area of further development growth. As such, the design of the Black Cat junction and specifically the space allowed for this access should consider this potential and not prohibit this opportunity to maximise future growth for negligible change. Please refer to our attached plan SK003 in this regard.</p> <p>Such connectivity could also provide an option for a direct link to any proposed Transport Hub that may be brought forward as part of</p>	W40	N	<p>Comment noted.</p> <p>Highways England has taken confirmed future developments and local plans into consideration when developing the Scheme, and these have fed into the traffic modelling. This helps us to understand potential growth in the area and associated impacts, such as predicted differences in traffic flows and volumes.</p> <p>East West Rail announced their preferred route corridor for the section between Bedford and Cambridge in 2019. The specific alignment for this section is still being defined. East West Rail intend to consult on their preferred option in 2021. Highways England has continued to engage with East West Rail, and baseline information has been shared as appropriate.</p> <p>However, the projects are independent of each other, and this Scheme is subject to a separate consent (under the Development Consent Order (DCO) process). Given the East West Rail Scheme is at an early stage of development, it is not appropriate for this</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	the ECML/EWR route intersection.			<p>Scheme to make specific provision for any new infrastructure which may be required as part of the East West Rail scheme.</p> <p>Highways England will continue to work with East West Rail and local stakeholders to ensure that the planning and delivery of these transformative projects is co-ordinated where appropriate.</p>
Integration with other infrastructure schemes	As noted in the route consultation booklet the A428 improvements are designed with the intention of enabling growth in the area. However, based on the current design the A428 proposals may not maximise the potential for future development in the region, specifically to the south of the alignment between Black Cat and Cambridge Road junctions. This area has been identified as a location with significant opportunity to deliver substantial residential and employment growth for the region along with important links with the East West Rail and proposed future A1 upgrades. The current proposals offer limited opportunity for the connectivity to this area with connections only being provided towards	W40	N	<p>Liaison with this Developer and with Homes England has been ongoing. It has been explained that a junction cannot be provided in the Tempsford area as described because there is no committed development for the junction to serve. To provide an extra junction would require significant additional compulsory acquisition of land, with associated environmental impact and significant additional costs, none of which can be justified. Any future need for a junction will be considered in the usual way as more development is committed in this location.</p> <p>We continue to work with the parties to explore options that will enable a future junction to</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>the north and St Neots, thus serving existing development in the region. The current proposals provide limited connectivity and permeability across the proposed alignment in the area surrounding Tempsford. It is considered that an opportunity to provide an additional junction along the route would help to provide this vital connectivity to the area of future developmental growth to the south of the proposed A428 route that has been identified as a "Future Location For Growth" within the draft Central Bedfordshire Local Plan. Locating an additional junction between Black Cat and Cambridge Road junction immediately to the east of the East Coast Mainline with its primary access to the south would help to provide this vital connectivity to the south of the A428 proposals and help to enable significant development in the region truly delivering on the objectives of the A428 improvement scheme. Please refer to our attached plan SK002 in this regard.</p> <p>This new junction would also provide the vital connectivity between the A428 and the proposed East West rail with a potential new</p>			<p>come forward at a later date without disruption to the network.</p> <p>Highways England has continued to engage with East West Rail, and baseline information has been shared as appropriate. However, the projects are independent of each other, and this Scheme is subject to a separate consent (under the Development Consent Order process). Given the East West Rail Scheme is at an early stage of development, it is not appropriate for this Scheme to make specific provision for any new infrastructure which may be required as part of the East West Rail scheme.</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	station at Tempsford. Upon review the siting of a new grade separated dumbbell arrangement to the East of the East Coast Mainline appears feasible and compliant to Design Manual for Roads and Bridges standards when considering weaving lengths and proximities to junctions.			
Integration with Other Infrastructure Schemes	The East of England Strategic Study Stage 3 Report was published in 2016 to identify and provide an initial appraisal of potential improvements to the A1 between the M25 and Peterborough. We understand that specific proposals for the A1 are still being considered as the future alignment of the A1 is also informing the growth and spatial strategy within the Central Bedfordshire Local Plan (currently undergoing examination). Within the Oxford to Cambridge Expressway Strategic Study Stage 3 Report a key objective was to “understand the interdependencies between the potential options arising from [the Expressway] study and the other strategic transport proposals”. In considering the design	W45	N	<p>Further development of the Oxford to Cambridge expressway is currently on pause while Highways England undertake work on further projects that could support the government's ambition for the Oxford-Cambridge Arc, and benefit people who live and work there.</p> <p>The Scheme design takes into account the Oxford to Cambridge expressway requirements. The Scheme is a standalone project that will be delivered with or without these improvements.</p> <p>Highways England will continue to work closely with local partners to explore these issues and bring forward plans that make a real</p>

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	and alignment of the Expressway, we consider that it is essential that the proposals do not prejudice future improvements to the A1. We would welcome further clarification that the potential future proposals for the A1 have been considered in this context to allow for tolerance within the design for changes to be made to the A1.			<p>improvement in the area.</p> <p>The preferred design for the Scheme does not preclude future development of A1 / East West Rail Schemes. The existing A1 study shows that congestion and safety issues on the route are not substantial enough in their own right to justify the full costs of moving the road to a new, more appropriate location.</p> <p>Substantial plans for local development (as proposed by the National Infrastructure Commission) has the potential to change this, and further work on the A1 project will be considered if development becomes likely.</p>
Integration with other Infrastructure Schemes	Delivery and Alignment the Area of Future Growth North, South and East of Tempsford that is being promoted through the Central Bedfordshire Local Plan process is at the heart of the Oxford-Milton Keynes-Cambridge arc and associated major investment in road and rail infrastructure. To ensure a coordinated approach to planning for the future of the region, the project team attended meetings with representatives from Highways	W45	N	<p>Comment noted.</p> <p>Highways England has taken confirmed future developments and local plans into consideration when developing the Scheme, and these have fed into the traffic modelling. This helps to understand potential growth in the area and associated impacts, such as predicted differences in traffic flows and volumes. More information can be found in the</p>

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	<p>England on 5th January 2018, 22nd June 2018, 31st July 2018 and 4th October 2018 to consider the interdependencies between the emerging site masterplan for the proposed new town and the proposals for the route of the Expressway. The following key principles were discussed at the meetings.</p> <p>There is potential for large scale growth of a new town (12,500 homes) on land north, south and east of Tempsford that needs to be considered and coordinated with the emerging plans for the Expressway.</p>			Transport Assessment [TR010044/APP/7.2].
Integration with other infrastructure schemes	<p>Delivery of strategic road infrastructure that can also link to improve rail infrastructure to deliver growth along the Oxford-Milton Keynes-Cambridge corridor would be beneficial for the region.</p>	W45	N	<p>East West Rail announced their preferred route corridor for the section between Bedford and Cambridge in 2019. The specific alignment for this section is still being defined. East West Rail intend to consult on their preferred option in 2021. Highways England has continued to engage with East West Rail, and baseline information has been shared as appropriate.</p> <p>However, the projects are independent of each other, and this Scheme is subject to a separate</p>

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				<p>consent (under the Development Consent Order process). Given the East West Rail Scheme is at an early stage of development, it is not appropriate for this Scheme to make specific provision for any new infrastructure which may be required as part of the East West Rail scheme.</p> <p>Highways England will continue to work with East West Rail and local stakeholders to ensure that the planning and delivery of these transformative projects is co-ordinated where appropriate. The delivery of the Scheme will not preclude other schemes, such as the East West Rail project, coming forwards.</p> <p>There is a grade separated junction provided at Cambridge road, which supports access to the existing train station at St Neots.</p>
Integration with other infrastructure schemes	The site masterplan has therefore been developed to be cognisant of both the Expressway and emerging proposals for the East West Railway. This is demonstrated within the Regulation 19 submission to the Central Bedfordshire Local Plan process,	W45	N	Comment noted.

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	which is attached to this representation at Attachment 2.			
Integration with other infrastructure schemes	<p>In addition, the project will involve major civil engineering works that would be carried out in parallel to major construction works to develop a new town north, south and east of Tempsford. We believe that there should be a concerted effort to maximise opportunities for collaboration between our client and the project delivery team to realise efficiencies and economic benefits to both schemes.</p> <p>We would be happy to meet to discuss further the potential synergies between the projects and construction programmes.</p>	W45	N	<p>Comment noted.</p> <p>Highways England will continue to engage with land interests in relation to the Scheme.</p>
Integration with other infrastructure schemes	<p>Connections with East West Rail The development of a new dual carriageway will have clear impacts on the regional transport network. We are concerned that there is limited reference to the relationship of the Expressway and East West Rail. These two key infrastructure projects will transform east-west connectivity between Bedford and</p>	W45	N	<p>Liaison with this consultee and with Homes England has been ongoing regarding the area being referred to. A junction cannot be provided in the Tempsford area as described because there is currently no committed development for the junction to serve. Providing an extra junction would require a significant amount of additional land to be</p>

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	<p>Cambridge with the opportunity to realise significant growth and development potential. The five route options published by East West Rail in January 2019 would be in close proximity to the proposed Expressway alignment and would potentially directly impact upon the route. The options presented also identify a potential new railway station at Tempsford/north of Sandy. To optimise the delivery of growth from the planned infrastructure investment, we consider that the Expressway design should allow for future access to a potential new station on East West Rail/East Coast mainline. This is programmed to be announced in Autumn 2019 and both projects should be completely aligned to optimise the growth potential of this location. We believe that connectivity between the Expressway and East West Rail would be best delivered through a new junction to the east of the East Coast mainline. This was discussed in principle with representatives from Highways England at meetings on the 5th January 2018 and 22nd June 2018. Our suggested location for a new junction is put forward as part of the masterplan for the</p>			<p>compulsory acquired, with associated environmental impacts and significant additional costs, none of which can be justified at this stage. Any future need for a junction will be considered in the usual way as more development is committed in this location.</p> <p>East West Rail announced their preferred route corridor for the section between Bedford and Cambridge in 2019. The specific alignment for this section is still being defined. East West Rail intend to consult on their preferred option in 2021. Highways England has continued to engage with East West Rail, and baseline information has been shared as appropriate.</p> <p>East West Rail and the A428 Scheme are independent of each other, and this Scheme is subject to a separate consent (under the Development Consent Order process). Given the East West Rail Scheme is at an early stage of development, it is not appropriate for this Scheme to make specific provision for any new infrastructure which may be required as part of the East West Rail scheme.</p>

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	<p>proposed new town north, south and east of Tempsford (refer to Attachment 2). We note that this will require an amendment to the development boundary to ensure that there is sufficient land available to provide a suitably designed junction arrangement. It is therefore important that any compulsory purchase of land required to deliver the A428 improvements is defined on this basis.</p> <p>Summary comment: a new junction should be delivered east of the East Coast Mainline to maximise connectivity with a new railway station along East West Rail. The boundaries of land to be compulsorily purchased should be reviewed to ensure that a junction could be delivered.</p>			<p>Highways England will continue to work with East West Rail and local stakeholders to ensure that the planning and delivery of these transformative projects is co-ordinated where appropriate.</p>
Integration with other infrastructure schemes	<p>As a general comment while it is accepted that such schemes cannot enable future development opportunities, there is arguably a synergy between the Oxford to Cambridge growth corridor and the benefits that will arise from this scheme. While the proposals are on the peripheral edge of the Borough of</p>	W9	N	<p>The traffic modeling undertaken as part of this Scheme takes account of the committed land use developments and utilises data collected from the Planning Authorities. This is reported in the Transport Forecasting Report, Appendix C of the Combined Appraisal and Modelling</p>

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	<p>Bedford, we feel there is a missed opportunity for the Borough to have looked more favorably at large scale growth at Wyboston, in conjunction with the Highways England proposals for the enhancement of the A428/A1 junction. The Bedford Borough Local Plan 2030 has been examined and the initial response from the Planning Inspectorate is that a policy is required that binds the Borough to a commitment for a plan review within 3 years of adoption of the current plan. This means that following the adoption of the Local Plan 2030, there will be a renewed emphasis on finding sites for large scale development. Wyboston Garden Village will be brought back on the agenda, with the potential that such plans for new settlement may be brought forward in the context of these road improvements. We would therefore advocate that Highways England engage as soon as possible with Bedford Borough to discuss their views on the next local plan review.</p>			Report [TR010044/APP/7.10].

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Integration with other infrastructure schemes to improve sustainable transport	<p>Government departments should work closely together. The Varsity line proposals should form part of the discussions. There should be an overall development plan to include all departments - rather than separate departments working on their part of the problem. Reducing fossil fuels and developing more sustainable transport should be part of the planning. Will future generations look at this as a positive asset -or wonder why our generation didn't focus on developing public transport and feeding the nation?</p>	W5	N	<p>East West Rail announced their preferred route corridor for the section between Bedford and Cambridge in 2019. The specific alignment for this section is still being defined. East West Rail intend to consult on their preferred option in 2021. Highways England has continued to engage with East West Rail, and baseline information has been shared as appropriate.</p> <p>However, the projects are independent of each other, and this Scheme is subject to a separate consent (under the Development Consent Order process). Given the East West Rail Scheme is at an early stage of development, it is not appropriate for this Scheme to make specific provision for any new infrastructure which may be required as part of the East West Rail scheme.</p> <p>Highways England will continue to work with East West Rail and local stakeholders to ensure that the planning and delivery of these transformative projects is co-ordinated where appropriate.</p> <p>The need for the new dual carriageway and</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				<p>associated improvements are required whether or not the proposed new railway comes forward.</p> <p>The design of the Scheme has been developed to reduce its potential effects on the climate and to provide resilience against the effects of climate change such as extreme weather events.</p> <p>As part of the Environmental Impact Assessment, a climate assessment has been undertaken to identify measures to reduce the impact of the Scheme on climate change and the potential climate hazards using the latest climate projection data available from the Met Office. More information can be found within Chapter 14, Climate of Volume 1 of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Climate.</p>
Lack of proposed sustainable transport	<p>Suggestions:</p> <ol style="list-style-type: none"> 1) develop a fantastic public transport option. 2) Encourage people to use public transport or lift share (government schemes/ subsidies/ 	W5	N	<p>Comments noted.</p> <p>Highways England appreciates these ideas but they are beyond the scope of the Scheme.</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>greater taxes for cars)</p> <p>3) change drivers' habits (we did a count of how many people in each car on a drive to Cambridge and it was over 95%)</p> <p>4) More out of town car parks with shuttle busses (some areas of congestion are due to people trying to join the A428 from work places where a work shuttle bus would reduce the problem. E.g. at Little Barford power station and the industrial estate opposite the roads aren't designed for the number of extra workers and it's a huge problem)</p> <p>5) There is also talk of a railway. Do we need a road and rail in the same area? Could these departments work together more?</p>			
Lack of proposed sustainable transport	Also, encouraging electric cars may ease the noise and air pollution.	W5	N	The noise calculations which have been used to derive the noise effects of the Scheme reported in Chapter 11, Noise and vibration within Volume 1 of the Environmental Statement [TR010044/APP/6.1] have been undertaken using the methodology set out in Calculation of Road Traffic Noise 1988 (CRTN). CRTN provides the standard

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				<p>methodology for predicting daytime road traffic noise levels in the UK. This method does not specifically allow for the effect of electric vehicles to be considered in the calculation of traffic noise levels.</p> <p>The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control and/or minimise noise and vibration at residential and other noise sensitive properties in the vicinity of Black Cat junction. This includes low noise surfacing materials along the length of the new dual carriageway, in addition to an 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme. The lowering of the A1 below existing ground level will also help to reduce noise levels from traffic along this route.</p> <p>The air quality reported in Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1] assessment includes the use of projected vehicle fleets for the opening year and this includes numbers of electric</p>

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				vehicles.
No comment	Can't see it'll make any difference to me. (Cambridge Road Junction)	W18	N	The Scheme will create additional capacity, improve safety, alleviate congestion, and reduce journey times, removing a barrier to planned economic growth and improve the connectivity of communities in the area. Section 4.8 of the Case for the Scheme provides a Summary of the need and benefits of the scheme [TR010044/APP/7.1].
No comment	Dear Sirs - Following your letter dated 31st May 2019, we refer you to our reply dated 17th April 2019 in response to your initial Request for Information (dated 8th April 2019) received from your consultants, Ardent Management. As your improvement works have no effect on our development, we have no comment to make.	W42	N	Comment noted.
No comment	No comments to make on the dual carriageway alignment, our client's interest is in the relief road serving Wyboston and	W9	N	Comment noted.

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	Chawston.			
Request for ongoing engagement with Highways England	We anticipate design amendments to incorporate this response and ask that you contact the undersigned to check progress over the coming weeks.	W24	N	Engagement with this landowner has been ongoing. Many of the changes to landscape extents that have been requested have been accommodated within the Scheme design. It has not been possible to accommodate all the changes and this has been discussed with the landowners agent.
Overall Support				
Proposed scheme	We write on behalf of our client, [redacted], in response to the public consultation on proposals for a new dual carriageway between Black Cat and Caxton Gibbet roundabouts. Our client is a key landowner of a location for future growth on land North, South and East of Tempsford, identified within the Central Bedfordshire Local Plan (version submitted for Examination). The area being promoted through the Local Plan process is identified on the plan at Attachment There are clear synergies between the proposed new	W45	N	Comment noted.

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	<p>infrastructure and the growth opportunity to provide a new market town in this location. An initial master planning process has been undertaken to inform site capacity studies and as part of the design process, the project team has engaged with Highways England to discuss key principles and realise the significant economic potential of a new dual carriageway to enhance east-west connectivity across the region. This representation is submitted to support the proposed alignment of the A428 and to provide comment on specific elements of the proposed route at Black Cat roundabout and the western section of the route. This representation is focused on the following core elements of the proposal: The relationship between Black Cat roundabout and the A1; Infrastructure delivery and alignment of the route as part of a new town proposition Connectivity with East West Rail.</p>				
Proposed scheme	Pleased to finally see this progressing.	W1	N	Comment noted.	

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Proposed scheme	Looks good please hurry up and build it.	W1	N	Comment noted.
Proposed scheme	Well thought through.	W1	N	Comment noted.
Proposed scheme	No more delays start building it.	W1	N	Comment noted.
Proposed scheme	Our client is strongly in support of the proposed relief road design that will isolate the local traffic for Chawston and Wyboston. The proposed design will enhance the locations prospects as a hub for growth. Our client has land that has been promoted as part of the Wyboston Garden Village scheme (promoted by [redacted]) within the Bedford Local Plan review; and in line with comments made by the Borough in its review of the location, there is genuine long term potential for a new settlement in this location at the junction between the Oxford to Cambridge Expressway and the A1. The proposed new arrangements will enhance the road hierarchy and provide a platform on which a new settlement scheme could be realised. in this regard the localised relief road and	W9	N	Comment noted.

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	enhancement to the Roxton Road are strongly supported and will greatly improve the transport connectivity.			
Road alignment	Brilliant!!! (alignment of new dual carriage way)	W20	N	Comment noted.
Route alignment	<p>[Redacted] - A428 Black Cat to Caxton Gibbet Improvements</p> <p>We are instructed by [redacted] to respond on their behalf in connection with the public consultation in June 2019. [Redacted] own farmland, buildings, residential property and farmland on which the proposed route passes between [redacted] in the south and [redacted] to the north.</p> <p>[Redacted] support the route and alignment of the new dual carriageway through their property.</p>	W24	N	Comment noted.
Route alignment	As an affected landowner, our client is generally happy with the alignment and the limited way it affects his land, subject to	W9		<p>Comment noted.</p> <p>The value of payment to be awarded to compensate for the land loss and disturbance</p>

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	appropriate compensation.			will be assessed and determined in consultation with Land Agents and the District Valuer in accordance with the Compensation code. Highways England has acknowledged the concerns and is continuing to engage with affected landowners to acquire land through agreement.
Overall Oppose				
Proposed scheme	Accordingly, I confirm on behalf of [redacted] that there are considerable concerns over the proposed road improvement and my client reserves the right to make further representations in relation to the scheme. I would be grateful if you would kindly acknowledge receipt of this representation.	W21	N	Comment noted. Representation acknowledged.
Oppose Roxton Road link design and alignment	We would like to formally express our objection to this draft of your Black Cat to Caxton Gibbet improvement scheme. We object based on the following: - Excessive land acquisition.	W23	Y	Highways England wish to minimise the impact on surrounding land the Scheme and will only acquire the minimum area of land required for the Scheme. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1] .

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses	Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
<ul style="list-style-type: none"> - There is no clear case in the public interest to put all of this part of the scheme on our land. - Clearly the site selection process has been driven by neighbouring properties, their tenants and their objections. - Based on what can be measured from the drawing, the proposed scheme does not meet the Design Manual for Roads and Bridges (DMRB) minimum requirements. - Excessive landscaping. - Ignorance of Ransom Value and refusal to acknowledge an alternative. 			<p>Highways England is required to provide a local link for residents who would otherwise experience severance effects as a result of the Scheme. The need for the new Roxton Road Link is clear and will provide a significant safety benefit for local road users, residents and businesses and those using the A1. The area of land being used has been reviewed and has been reduced through reduction of the landscape area provided to the west of the new dual carriageway.</p> <p>Highways England has consulted directly with the affected landowner and confirmed that land acquisition is driven by design and safety considerations.</p> <p>Highways England notes that the Roxton Road Link does not need to be designed to DMRB standards, which govern the design of trunk roads. Between Chawston Lane and The Lane, where a speed limit of 30mph will be used, the Manual for Streets and Bedford Borough Council highway design guidance was used which are more appropriate for the nature of the road.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				<p>The design of the Roxton Road Link has been reviewed and accepted by Bedford Borough Council, who will ultimately become responsible for and maintain this new road.</p> <p>Highways England does not promote the purposeful creation or removal of ransom strips. The aspirations of land interests wishing to secure planning permission to develop land is outside of the scope of this Scheme.</p>
<p>Oppose Roxton Road link design and alignment-land take</p>	<p>To confirm our objection to your current draft based on the aforementioned issues. We would therefore like to see you revert to your previous draft, which we feel represents a fair acquisition of our land and a sound proposal. Alternatively we would like to see the changes that can safely be made as confirmed by [redacted] implemented. We would like to have any land outside of basic landscaping requirements returned to us, including that on the opposite side of the proposed road. We do not feel it is acceptable for you to decide whether this land is of use to us or not. We feel we should reserve the right to make that</p>	W23	N	<p>Highways England has continued to engage with this landowner throughout the evolution of the Scheme. The extent of a landscaping strip adjacent to the proposed Roxton Road Link has been reviewed as part of a wider landscape review and as a result it has been reduced in width and no longer requires acquisition of land from the adjacent owners. This was communicated during the Supplementary Consultation undertaken in June 2020 to July 2020. The original design (referred to as "previous draft" in the comment) of the road created a long straight section of road that would have encouraged speeding. The design was changed to introduce a</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	decision ourselves.			<p>staggered junction at Chawston Lane and speed control bends for safety reasons. Land that is needed for landscaping or drainage ponds must remain within the control of the highway authority.</p> <p>Each plot is required to construct the Scheme or provide essential mitigation, use of plots has been defined and information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].</p>
Scheme proposals	<p>We have noted extracts from the '2019 Map Book 2 Land Plans' Sheet 14 so far as it affects our client. We are instructed to make the following representations on your proposals. It is hoped that between now and the next stage in the process these matters can be resolved by discussion, if not they will become formal objections in due course.</p>	W32	N	<p>Comment noted.</p> <p>Highways England has acknowledged the concerns and is continuing to engage with affected landowners to acquire land through agreement. Each plot is required to construct the Scheme or provide essential mitigation, the use of plots has been defined and information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Scheme proposals	We have noted extracts from the June 2019 'Map Book 2 Land Plans' Sheet 1 so far as it affects our client. We are instructed to make the following representations on your proposals. It is hoped that between now and the next stage in the process these matters can be resolved by discussion, if not they will become formal objections in due course.	W33	N	Highways England has acknowledged the concerns and is continuing to engage with affected landowners. Each plot is required to construct the Scheme or provide essential mitigation, the use of plots has been defined and information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1] .
Scheme proposals	We have noted extracts from the June 2019 'Map Book 2 Land Plans' Sheets 3 and 4 so far as it affects our client. We are instructed to make the following representations on your proposals. It is hoped that between now and the next stage in the process these matters can be resolved by discussion, if not they will become formal objections in due course.	W36	N	Highways England has acknowledged the concerns and is continuing to engage with affected landowners.
Impacts on local villages	b) On a personal level, the road severs our farm, disrupts our life-style, affects our children's future - so, in light of me feeling the government have not done enough (if anything?) to tackle the root cause of problems on the A428 I cannot support the	W5	N	Comment noted. Highways England appreciate the ideas put forward as an alternative to the building of the new dual carriageway. These ideas are beyond the scope of the Scheme.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	idea of a road development when there are alternatives to investigate.			<p>The need for the Scheme and support for the Scheme in national and local policy and plans is provided in the Case for the Scheme [TR010044/APP/7.1]. In summary, the existing A428 carries twice the traffic it was designed to, suffers from daily congestion and delays are in the top 20% nationwide. Currently, over 22,000 vehicles travel the route daily and this is forecast to grow. The Scheme is required to support future housing growth and the future traffic demands of the area.</p> <p>The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible.</p>
Alternative options – Roxton Road Link	To confirm our objection to your current draft based on the aforementioned issues. We would therefore like to see you revert to your previous draft, which we feel represents a fair acquisition of our land and a sound proposal. Alternatively, we would like to see the changes that can safely be made as	W14	N	Highways England has continued to engage with this landowner throughout the evolution of the Scheme. The extent of a landscaping strip adjacent to the proposed Roxton Road Link has been reviewed as part of a wider landscape review and as a result it has been reduced in width and no longer requires

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	confirmed by [redacted] implemented. We would like to have any land outside of basic landscaping requirements returned to us, including that on the opposite side of the proposed road. We do not feel it is acceptable for you to decide whether this land is of use to us or not. We feel we should reserve the right to make that decision ourselves.			<p>acquisition of land from the adjacent owners. This was communicated during the Supplementary Consultation undertaken in June 2020 to July 2020. The original design (referred to as "previous draft" in the comment) of the road created a long straight section of road that would have encouraged speeding. The design was changed to introduce a staggered junction at Chawston Lane and speed control bends for safety reasons. Land that is needed for landscaping or drainage ponds must remain within the control of the highway authority.</p> <p>Each plot is required to construct the Scheme or provide essential mitigation, use of plots has been defined and information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].</p>
Consultation events	Furthermore, we would reiterate our suggestion that due to the events of the public consultation you review your security procedures as a matter of urgency.	W23	N	Highways England takes the safety and security of all people attending public events seriously. Suitably qualified and experienced staff assess each venue and attended all events to ensure that procedures were

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				followed.
Proposed scheme	Our client would prefer a reasoned solution to the issues caused by the current proposals. However, if no solution can be reached, it will object to the DCO once it is made and make all necessary representations (including highways evidence) to counter HE's intentions for closing the existing access arrangements at the service station.	W15	N	<p>Comment noted.</p> <p>The egress from the service station on the A1 southbound carriageway, north of the existing Black Cat roundabout, cannot be left as it is. It would give rise to an unacceptable road safety risk to all road users including those leaving the service station. The addition of the service road linking the service station egress to the Black Cat junction Circulatory will allow customers to leave the service station safely.</p>
Consultation				
Oppose Roxton Road link design and alignment-land take	During the public consultation held on 13/06/19 we witnessed members of the public and your design team entering discussions to move the road further into our land! It was our understanding that the consultation process was to discuss this draft and seek views in relation to the current proposal. It was shocking to us to witness another "draft" across our land in discussion! Our	W14		<p>Highways England has sought to engage with all affected landowners and adopts an impartial position with the requests of all land interests being taken into account.</p> <p>Highways England has considered all design changes proposed by stakeholders. The design of the Scheme includes only those areas of land that need to be acquired</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England’s Response (inc. the regard had to the consultation response)
	<p>disappointment was heightened by your refusal to accept our ideas for “alternatives.” Senior members of the team dismissed us, explaining changes couldn’t be made. To then hear confirmation by that very member of your team to a member of the public that changes can be made to make the scheme more agreeable to them is disheartening. Our frustration is heightened by the fact that it was OUR land on which this member of the public was asking for the changes to be made. How can a neighboring tenant have more of a say over OUR land and clearly more influence over your team in persuading changes? It was because of the events of the above mentioned consultation that we drew the conclusion that this scheme has become less about factual requirements and sound design and more about who has been the most aggressive and vocal in their objections.</p> <p>Our fear is that our land is being used as a free for all to appease and accommodate all neighbour objections however unreasonable or ridiculous they may be. For this reason, we felt forced to instruct (at considerable cost to</p>			<p>temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible.</p> <p>In direct correspondence with the landowner Highways England has explained that the WSP alternative did not offer any road safety benefits over the current design and had a greater overall land take than the current design.</p> <p>Furthermore, Highways England has also explained that the current design identifies the minimum area of land required. Each plot is required to construct the Scheme or provide essential mitigation, use of plots has been defined and information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>ourselves) [redacted] to produce a report. We hoped a professional report would be less likely to be dismissed as we have been throughout this proposal.</p> <p>The report which is attached for your reference confirmed our concerns. Their assessment was based on information available to them at present. The author with his expertise in this field confirmed that the minor changes we have requested could indeed be accommodated.</p> <p>Most significantly the report demonstrated that more of our land IS indeed being taken to protect the neighbouring paddock. We feel this is unacceptable. It seems our lack of objection to the previous draft has been interpreted as our willingness to bear the full burden of this part of the scheme & essentially see more of our land taken as a result.</p>			
Oppose Roxton Road link design and alignment-land take	<p>Prior to our report from [redacted] we have been repeatedly misled, misguided and misinformed that changes were made from the previous draft to prevent speeding.</p>	W14	N	Since the Statutory Consultation the extent of a landscaping strip adjacent to the proposed Roxton Road Link has been reviewed as part of a wider landscape review and as a result it

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>Thankfully now you have acknowledged this is not the case and objections from neighbours has been a predominant factor in the changes you have made. We feel to take such a considerable amount more of our land simply to avoid someone else's because they have been "vocal" and "aggressive" in their objections is unacceptable. We feel certain that any official would support us in our view.</p> <p>We reiterate our view that to protect the integrity of your scheme and abide by your statutory obligations you must take the minimal amount necessary; we do not accept that this draft fulfils that requirement. During our most recent meeting we would like to thank you for your acknowledgement that we are far from being unreasonable in our requests.</p>			<p>has been reduced in width and no longer requires permanent acquisition of land from the adjacent owners.</p> <p>Highways England has sought to engage with all affected landowners and adopts an impartial position with the requests of all landowners being taken into account. In line with guidance the design identifies the minimum area of land required to construct and operate the Scheme.</p>
Oppose Roxton Road link design and alignment-land take	<p>During the public consultation held on 13/06/19 we witnessed members of the public and your design team entering discussions to move the road further into our land! It was our understanding that the consultation process was to discuss this draft and seek views in</p>	W23	N	<p>Highways England has sought to engage with all affected landowners and adopts an impartial position with the requests of all landowners being taken into account.</p> <p>Highways England has considered all design</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England’s Response (inc. the regard had to the consultation response)
	<p>relation to the current proposal. It was shocking to us to witness another “draft” across our land in discussion! Our disappointment was heightened by your refusal to accept our ideas for “alternatives.” Senior members of the team dismissed us, explaining changes couldn’t be made. To then hear confirmation by that very member of your team to a member of the public that changes can be made to make the scheme more agreeable to them is disheartening. Our frustration is heightened by the fact that it was OUR land on which this member of the public was asking for the changes to be made. How can a neighboring tenant have more of a say over OUR land and clearly more influence over your team in persuading changes? It was because of the events of the above mentioned consultation that we drew the conclusion that this scheme has become less about factual requirements and sound design and more about who has been the most aggressive and vocal in their objections.</p> <p>Our fear is that our land is being used as a free for all to appease and accommodate all</p>			<p>changes proposed by stakeholders. The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible.</p> <p>In direct correspondence with the landowner Highways England has explained that the WSP alternative did not offer any road safety benefits over the current design and had a greater overall land take than the current design.</p> <p>Furthermore, Highways England has also explained that the current design identifies the minimum area of land required. Each plot is required to construct the Scheme or provide essential mitigation, use of the plots has been defined and information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses	Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
<p>neighbour objections however unreasonable or ridiculous they may be. For this reason, we felt forced to instruct (at considerable cost to ourselves) [redacted] to produce a report. We hoped a professional report would be less likely to be dismissed as we have been throughout this proposal.</p> <p>The report which is attached for your reference confirmed our concerns. Their assessment was based on information available to them at present. The author with his expertise in this field confirmed that the minor changes we have requested could indeed be accommodated.</p> <p>Most significantly the report demonstrated that more of our land IS indeed being taken to protect the neighbouring paddock. We feel this is unacceptable. It seems our lack of objection to the previous draft has been interpreted as our willingness to bear the full burden of this part of the scheme & essentially see more of our land taken as a result.</p>			

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Consultation events	Furthermore, we would reiterate our suggestion that due to the events of the public consultation you review your security procedures as a matter of urgency.	W23	N	Highways England takes the safety and security of all people attending public events seriously. Suitably qualified and experienced staff assess each venue and attended all events to ensure this.
Consultation programme	Note that there is limited time from the consultation meetings to the end of the consultation period in order to seek clarification and coordinate feedback.	W46	N	<p>The Statutory Consultation was undertaken between 3 June and 28 July 2019 (a period of 56 days). This exceeded the statutory minimum time of 28 days following the day on which the consultees received the consultation documents (s45 of the Planning Act 2008) and following the date when the s48 press notice was last published (Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009).</p> <p>A series of one-to-one meetings were held between the preferred route announcement on 18 February 2019 and statutory consultation (3 June 2019 – 28 July 2019) with directly affected land interests to discuss how the proposals affected their land and property.</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				A preview event was organised for Category 1, 2 and 3 land interests immediately prior to the first formal public consultation event on 13 June 2019 at Wyboston Lakes. Both events provided attendees with the opportunity to view details of the Scheme and ask questions in advance of the exhibition events opening to the general public.
Programme of works	Further information on timescales and orders of works is requested for the village of Eltisley when it becomes available.	W46	N	The final construction programme will be developed as part of the detailed design phase of the Scheme – commencing later in 2021 Highways England will continue to update our customers on the programme as it develops. Prior to construction Highways England will communicate the details of which works are to be carried out and when.
Programme of works	Notes concerning [redacted]. We have seen the latest presentation by Highways England concerning the proposed works at the Black Cat roundabout. So far as [redacted] is concerned, we make the	W4	N	Highways England will continue to engage with this landowner through one to one meetings, to discuss their concerns and the options outlined for their property in advance of construction; including the option for discretionary purchase

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	<p>following comments.</p> <p>What happens when and in what order?</p> <p>We would also like clarification as to timings and in what order the works are to be done.</p>			<p>orders.</p> <p>Construction work is due to start in 2022, subject to securing the DCO. Highways England will continue to communicate any updates to timescales on www.highwaysengland.co.uk/a428.</p> <p>The final construction programme will be developed as the Scheme progresses to the detailed design phase – this will begin after the application for development consent has been submitted. Highways England will continue to communicate with affected landowners, customers and the local community as the fine details of the construction programme emerge.</p>
Environment Impacts and Proposed Mitigation				
Drainage	Land drainage concerns at 17, i.e. surface water from large greenhouse area!!	W20	N	The Drainage Strategy is included at Appendix 13.3 within Volume 3 of the Environmental Statement [TR010044/APP/6.3] . This describes management of operational drainage for the Scheme. The First Iteration Environmental Management Plan [TR010044/APP/6.8]

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				describes how construction drainage will be addressed regarding surface water and groundwater.
Drainage	<p>Proposed Drainage Assessment</p> <p>From the drawing titled HE551495-ACM-LSI-ZN1_SW_Z_ZZ-DR-DC-2652 P01 'General Arrangement Plans Regulation 5(2)(O) Sheet 2 of 16, the proposed drainage strategy appears to be to direct all carriageway drainage to a pair of attenuation basins, which then outfall into an existing watercourse running south-north along the eastern perimeter of the site. This ditch appears to outfall into Begwary Brook, which itself discharges to the River Great Ouse, to the East of the Site, classified as a main river by the Environment Agency. From the available drawings the method of conveyance of the water to the attenuation ponds is not clear. It would be advisable to establish the method of conveyance from the scheme promoter, as this may result in a reduced basin storage volume, e.g. in the case of swales. It does not appear that infiltration to ground has been</p>	W23	N	<p>These comments relate to the alternative design proposed by the landowner and are noted. These have been acknowledged through our ongoing communication with the landowner since the Statutory Consultation in Summer 2019, including a technical report which describes the current design and reviews the alternative design proposed by the landowner.</p> <p>The method of conveyance of surface water runoff from the carriageway to the proposed attenuation basins will not be determined until detailed design stage. Infiltration has not been considered for the preliminary design of the proposed attenuation basins due to ground conditions as acknowledged.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	utilised, this is likely due to ground conditions, access to soakage test results and/or a ground investigation report could confirm this. Unfortunately, no British Geological Survey Borehole Logs of value are available in proximity to the site, for historic ground water level and geological information. However, the entirety site does appear to be underlain by clays at a bedrock level.			
Drainage	Basins It is assumed that placement of the basins on the eastern side of the carriageway is to allow proximity to the outfall watercourse (and alignment low point) and that the storage has been split into two to allow for the available space and topography rather than for the primary to act as a sediment fore-bay. With access to information regarding the existing and proposed levels, the proposed catchments, impermeable areas and outfall discharge rates, it may be possible to approximate a model for storage requirements in the attenuation basins.	W23	N	These comments relate to the alternative design proposed by the landowner and are noted. These have been acknowledged through our ongoing communication with the landowner since the Statutory Consultation in Summer 2019, including a technical report which describes the current design and reviews the alternative design proposed by the landowner.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Drainage	It is of concern to our client how the issues such as land drainage and reinstatement will be managed as the land is currently well drained to the existing ditches which will be realigned during the scheme.	W29	N	<p>The Drainage Strategy Report is included at Appendix 13.3 within Volume 3 of the Environmental Statement [TR010044/APP/6.3]. This describes management of operational drainage for the Scheme. The First Iteration Environmental Management Plan [TR010044/APP/6.8] describes how construction drainage will be dealt with regarding surface water and groundwater.</p> <p>Highways England would welcome discussions during the detailed design, about the land drainage and how best to accommodate it to ensure that it continues to function effectively.</p>
Drainage	Our client is concerned over the drainage issues which may arise as a result of the scheme and how the productivity of the land can be maintained throughout the scheme and also reinstatement of land drains and drainage ditches following completion of the scheme as the land is currently well drained into the existing ditches which will need to be realigned during the scheme. Our client seeks	W32	N	<p>The Drainage Strategy is included at Appendix 13.3 within Volume 3 of the Environmental Statement [TR010044/APP/6.3]. This describes management of operational drainage. The First Iteration Environmental Management Plan [TR010044/APP/6.8] describes how construction drainage will be dealt with regarding surface water and groundwater.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	to enter discussions with Highways England at an early stage regarding drainage.			Highways England would welcome discussions during the detailed design, about the land drainage and how best to accommodate it to ensure that it continues to function effectively.
Drainage	It is of concern to our client how issues such as land drainage and reinstatement will be managed as the land is currently well drained to the existing ditches which are to be realigned during the scheme.	W36	N	The Drainage Strategy is included at Appendix 13.3 within Volume 3 of the Environmental Statement [TR010044/APP/6.3] . This describes management of operational drainage. The First Iteration Environmental Management Plan [TR010044/APP/6.8] describes how construction drainage will be dealt regarding surface water and groundwater. Highways England would welcome discussions during the detailed design, about the land drainage and how best to accommodate it to ensure that it continues to function effectively.
Environmental mitigation	However, they are very concerned by: <ul style="list-style-type: none"> - The excessive area of environmental mitigation There is no need for this dual carriageway to	W24	N	The Scheme has been robustly designed to incorporate a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen the engineering components into the receiving

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
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	<p>provide such large areas of environmental mitigation where good quality land is involved and there are large residential populations nearby.</p> <ul style="list-style-type: none"> - The location of the environmental mitigation <p>The environmental mitigation should be located in quieter areas where plants, animals and insects can thrive either to the east or nearby. [redacted] are happy to consider such areas within their property (see plan attached)</p>			<p>landscape pattern, and to replace habitats and vegetation lost.</p> <p>Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1] sets out the design principles and objectives which underpin the landscape and ecological mitigation measures incorporated into the design of the Scheme.</p> <p>A key objective has been to identify measures that, wherever possible, provide a combined function of landscape integration and/or screening, and habitat creation and replacement, to mitigate effects on biodiversity interests. To achieve this objective, it has been necessary to accommodate these measures on land adjacent to the new dual carriageway, as opposed to on land located more remotely or at distance from the road alignment (which would not achieve the level of mitigation required and/or not be as effective in addressing the Scheme's adverse environmental effects on landscape, visual and biodiversity interests).</p> <p>The design has sought to create habitats on</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				<p>the earthwork slopes of the new dual carriageway and within severed or redundant land parcels to mitigate for habitat loss, reinstate connectivity (for example through the planting of new hedgerows around the highway boundary to reinstate field boundaries), and to minimise collision risk for birds and mammals by planting adjacent to the road.</p> <p>The measures incorporated into the Scheme are illustrated on the Environmental Masterplan Figure 2.4 within Volume 2 of the Environmental Statement [TR010044/APP/6.2].</p>
Green infrastructure	(suggestions for inclusion of) grass banks or bunded roadsides	W2	N	<p>The Scheme has been robustly designed to incorporate a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen the engineering components into the receiving landscape pattern, and to replace habitats and vegetation lost.</p> <p>Details of the measures incorporated into the Scheme are provided in Chapter 2, The</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				Scheme within Volume 1 of the Environmental Statement [TR010044/APP/6.1] and are illustrated on the Environmental Masterplan Figure 2.4 within Volume 2 of the Environmental Statement [TR010044/APP/6.2].
Heritage	On page 9 of the Preliminary Environmental Information Report it states a Grade II Listed milepost near Eltisley will be removed. What will happen to the milestone? If the community of Eltisley wanted to find a place for it nearby is that possible?	W46	N	The heritage assessment reported in Chapter 6, Cultural heritage within Volume 1 of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the affected milestones. All affected milestones (listed or otherwise) will be removed, safely stored, then resisted as close as possible to the original location once the Scheme construction is completed.
Heritage	At paragraph 6.4.8, regarding Archaeology and Heritage, our client concurs with the views given regarding the impact on Moated enclosure at The Lane, Wyboston. It is our contention that the setting of the scheduled monument will not be adversely affected by the relief road given the scheduled monuments limited inter-visibility from public	W9	N	Comment noted. Setting is not just related to public access. The impact on the moated enclosure has been assessed within paragraphs 6.9.197-6.9.201 of Chapter 6, Cultural heritage Volume 1 of the Environmental Statement [TR010044/APP/6.1]. This includes a

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	vantage points. Arguably the significance remains purely academic as the monument is not accessible or viewable by the local community.			description of the contribution its setting makes to its significance. It has concluded that there will be no impact on this heritage asset,
Impact assessment and mitigation	This scheme will have major impacts in terms of noise, air and light pollution etc. for those occupying the properties together with a significant impact on values. It is on this basis that our client opposes the scheme	W10	N	<p>The noise assessment reported in Chapter 11, Noise and vibration within Volume 1 of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the noise impacts likely to occur due to the Scheme, including in the vicinity of Cambridge Road junction close to the landowner's interest . The assessment has also identified mitigation required to control and/or minimise noise at properties affected by the Scheme which, in this location, includes the provision of low noise surfacing materials on the new dual carriageway.</p> <p>The air quality assessment has considered the effects on air quality as a result of the Scheme. Further information is presented in Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1]. Small improvements in pollutant concentrations, at concentrations well below the objective values, are predicted at air</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				<p>quality sensitive receptors on Cambridge Road in Eltisley with the Scheme in operation due to decreases in traffic flows on Cambridge Road. The design of operational lighting has considered the potential for lighting impacts, and the use of full cut-off lanterns is proposed as described in Chapter 2, The Scheme within Volume 1 of the Environmental Statement [TR010044/APP/6.1].</p> <p>The effects of lighting on biodiversity have been assessed and are reported in Chapter 8, Biodiversity within Volume 1 of the Environmental Statement [TR010044/APP/6.1].</p> <p>The majority of the Scheme will not be lit with lighting focused around the junctions.</p>
Light impacts	Our client is also concerned over what lighting and illuminated structures are required and our client seeks clarification on the design and need for any lighting proposals.	W33	N	<p>The effects of both construction and operational lighting have been assessed within Volume 1 of the Environmental Statement [TR010044/APP/6.1].</p> <p>The design of operational lighting has considered the potential for lighting impacts, and the use of full cut-off lanterns is proposed</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
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				<p>as described in Chapter 2, The Scheme within Volume 1 of the Environmental Statement [TR010044/APP/6.1].</p> <p>The First Iteration Environmental Management Plan [TR010044/APP/6.8] outlines the measures that will be developed and implemented by the Principal Contractor to reduce the temporary effects of construction lighting.</p>
Light impacts	<p>Our client is also concerned over what lighting and illuminated structures are required and our client seeks clarification on the design and need for any lighting proposals.</p> <p>We should be grateful if you would take these representations into consideration as part of the consultation process which is now nearing completion.</p>	W36	N	<p>The effects of both construction and operational lighting have been assessed within Volume 1 of the Environmental Statement [TR010044/APP/6.1]</p> <p>The requirements for road lighting has been determined on the basis of safety for all road users and the design has sought to minimise the potential for adverse effects.</p> <p>As a result, lighting within the Scheme is limited to junctions, the Eltisley link and the BP service road.</p> <p>The design of operational lighting has considered the potential for lighting impacts,</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
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				<p>and the use of full cut-off lanterns is proposed as described in Chapter 2, The Scheme within Volume 1 of the Environmental Statement [TR010044/APP/6.1]</p> <p>The First Iteration Environmental Management Plan [TR010044/APP/6.8] outlines the measures that will be developed and implemented by the Principal Contractor to reduce the temporary effects of construction lighting.</p>
Renewable lighting sources	<p>Could solar panels be included in the design to minimise use of fossil fuels. Are these used for lighting? How will light pollution be minimised for nocturnal creatures?</p>	W5	N	<p>The effects of both construction and operational lighting have been assessed within Volume 1 of the Environmental Statement [TR010044/APP/6.1]</p> <p>The design of operational lighting has considered the potential for lighting impacts on ecology and biodiversity, and the use of full cut-off lanterns is proposed as described in Chapter 2, The Scheme within Volume 1 of the Environmental Statement [TR010044/APP/6.1]</p> <p>The First Iteration Environmental Management Plan [TR010044/APP/6.8] outlines the</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				<p>measures that will be developed and implemented by the Principal Contractor to reduce the temporary effects of construction lighting.</p> <p>The use of solar panels to provide electricity for some items e.g. sign illumination, would be a consideration at the detailed design stage. Their use would depend on the life span of the panels, energy savings and future maintenance making it cost effective.</p> <p>In relation to nocturnal animals, lighting is only proposed at junctions, so is minimal in relation to the length of the Scheme. Furthermore, the use of full cut-off lanterns will minimise the spread of light beyond the areas of the road where lighting is needed.</p>
Route alignment	<p>During our most recent meeting we would like to thank you for your acknowledgement that we are far from being unreasonable in our requests. We would also like to thank you for agreeing to supply our representative with the detail needed to calculate the size of the ponds. We eagerly await this information as</p>	W23	N	<p>The attenuation basins are sized in accordance with the Design Manual for Roads and Bridges (DMRB – CG501) and designed to suit current Environment Agency and Lead Local Flood Authority requirements for discharge rates and climate change.</p> <p>The proposed attenuation basin catchment</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	feel the ponds are excessive in order to move the road further into our plot. Once this information is made available, we would expect these ponds to be reduced in size or quantity. We feel there is scope to move the road further depending on this information.			extents are indicated in the Engineering Section Drawings [TR010044/APP/2.10]. More details of the existing/ proposed catchment values and outfall discharge rate are included in the Scheme Drainage Strategy Report, Appendix 13.3 within Volume 3 of the Environmental Statement [TR010044/APP/6.3]. Preliminary values for the required total storage volume are 1500m ³ which considers the 1 in 100-year storm event, including a maximum allowance of 40% for an increase in rainfall due to climate change, at a total discharge rate of 2.2 l/s. This information was sent to the landowner.
Air Quality				
Impacts of increased congestion on air quality	Not sure agree with air quality statement Eltisle - bigger road and increase traffic suggest opposite.	W46	N	Detailed air quality modelling has been undertaken as part of the Environmental Impact Assessment of the Scheme. The air quality assessment is included within Chapter 5, Air quality Volume 1 of the Environmental Statement [TR010044/APP/6.1]. Small to negligible improvements in pollutant concentrations, at concentrations well below

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				the objective values, are predicted at air quality sensitive receptors in Eltisley with the Scheme in operation due to decreases in traffic flows on St Neots Road, The Green and Cambridge Road.
Air quality modelling	On page 8 of the Preliminary Environmental Information Report it states that it is unlikely that air pollution concentrations will increase, however computer modelling will be carried out. Can you inform us when that modelling will be available for the area around Eltisley and mitigating actions that will be taken depending on the results?	W46	N	The air quality effects of the Scheme during its construction and operation, based on predictive modelling, are presented in Chapter 5, Air quality within Volume 1 of the Environmental Statement [TR010044/APP/6.1]. This includes the assessment of receptors within and around Eltisley. Small to negligible improvements in pollutant concentrations, at concentrations well below the objective values, are predicted at air quality sensitive receptors in Eltisley with the Scheme in operation due to decreases in traffic flows on St Neots Road, The Green and Cambridge Road. Therefore no air quality mitigation measures are proposed.
Impact on local villages	Air quality: it suggests it may 'improve' in certain areas, but it will certainly have a negative impact at some sites, and this isn't	W5	N	The air quality effects of the Scheme during its construction and operation are presented in Chapter 5, Air quality within Volume 1 of the

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	mentioned.			<p>Environmental Statement [TR010044/APP/6.1]. This includes receptors throughout the study area, some of which will experience increases in concentrations, some of which will experience no/ negligible change, and some of which will experience decreases in concentrations. There are no changes in air quality greater than imperceptible predicted at any receptors where concentrations are above the objective values for air quality.</p> <p>The overall effect of the Scheme is based on a consideration of the changes in concentrations at all assessed receptors and is not significant for air quality.</p>
Ecology and Biodiversity				
Environmental mitigation	Landscaping along the road and replacing areas for wildlife may mitigate. There is a balance to farmland also. Planting trees with fungus on their roots may help speed up the process. Tunnels/ pass ways under the road for toads and other creatures.	W5	N	The Scheme has been designed to incorporate a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen the engineering components into the receiving landscape pattern, and to replace habitats and vegetation lost.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				<p>Details of the measures incorporated into the Scheme are provided in Chapter 2, The Scheme within Volume 1 of the Environmental Statement [TR010044/APP/6.1] and are illustrated on the Environmental Masterplan on Figure 2.4 within Volume 2 of the Environmental Statement [TR010044/APP/6.2]. As detailed in Section 3.3 of Chapter 3 within volume 1 of the Environmental Statement [TR010044/APP/6.1] which describes the Assessment of Alternatives, the extent of the land required to construct, operate and maintain the Scheme was reduced following Statutory Consultation.</p> <p>Highways England is only able to acquire land for the purposes of this Scheme, if there is a compelling case in the public interest to do so. This means that, whilst land required to mitigate the impact of the Scheme can be secured through compulsory acquisition, such powers do not extend to the acquisition of land for enhancement or net gain. However, based on the landscape and biodiversity measures incorporated into the design of the Scheme, calculations undertaken using Highways</p>

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Topic Area and Consultation Responses	Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
			<p>England's Biodiversity Net Gain metric we can confirm that a net gain of approximately 20.5% will be achieved across the Scheme, when compared to the future baseline conditions. Underpasses have been designed into the Scheme for animals such as badger, deer, bats, reptiles and amphibians using specifications set out in the Design Manual for Roads and Bridges, the locations of which are illustrated on Figure 2.4 Environmental Masterplan of the Environmental Statement [TR010044/APP/6.2].</p> <p>Outline specifications for planting incorporated into the design of the Scheme are presented in the First Iteration Environmental Management Plan [TR010044/APP/6.8]. These specifications will be developed at the detailed design stage, at which point further consideration will be given to the types of plants most appropriate to establish at locations across the Scheme.</p> <p>The biodiversity assessment is reported within Chapter 8, Biodiversity Volume 1 of the Environmental Statement</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				[TR010044/APP/6.1].
Local wildlife sites and habitats	(Concerns about) loss of farmland and local habitat for wildlife. Loss of green areas along route.	W18	N	<p>Chapter 8, Biodiversity within Volume 1 of the Environmental Statement [TR010044/APP/6.1] contains the impact assessment and identifies significant effects.</p> <p>Details of the mitigation measures incorporated into the Scheme are provided in Chapter 2, The Scheme within Volume 1 of the Environmental Statement [TR010044/APP/6.1], and are illustrated on the Environmental Masterplan on Figure 2-4 within Volume 2 of the Environmental Statement [TR010044/APP/6.2].</p> <p>Based on the landscape and biodiversity measures incorporated into the design of the Scheme, calculations undertaken using Highways England's Biodiversity Net Gain metric confirm that a net gain of approximately 20.5% will be achieved across the Scheme, when compared to the future baseline conditions.</p> <p>Appendix 8.19 within Volume 3 of the Environmental Statement [TR010044/APP/6.3]</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				provides full details of the approach to, and findings of, the biodiversity net gain calculations.
Local wildlife sites and habitats	<p>How have wildlife paths been considered? For some great examples of foot and animal bridges see:</p> <p>https://www.bing.com/images/search?q=animal+crossing+bridge%3f&FORM=HDRSC2</p> <p>As mentioned earlier, incorporating animal crossings may ease their migration patterns. See:</p> <p>https://www.bing.com/images/search=animal+crossing+bridge%3f&FORM=HDRSC2</p>	W5	N	<p>A desk study was undertaken to identify sites designated for their biodiversity value, and records of protected and notable habitats and species and invasive non-native species potentially relevant to the Scheme. Field surveys were undertaken between 2016 and 2020 to identify, record and map vegetation, habitats, protected species and scheduled invasive non-native species within the Survey Area. Species surveys were wide-ranging and included (but were not limited to) bats, badgers, other mammals, wintering and breeding birds, barn owls, reptiles, and invertebrate species.</p> <p>The biodiversity assessment is reported within Chapter 8, Biodiversity Volume 1 of the Environmental Statement [TR010044/APP/6.1].</p> <p>Underpasses have been designed into the Scheme for animals such as badger, deer,</p>

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				bats, reptiles and amphibians using specifications in the Design Manual for Roads and Bridges.
Local wildlife sites and habitats	<p>Biodiversity - without doubt, habitats will be affected. Living creatures do not have a voice to stand against the destruction of their homes, else they might cry: "Are there other solutions to the problem of road congestion? Why do people feel they all need a car each? Why do they travel in the same direction alone? Why do they want next day deliveries of anything they can think of? Why don't they focus on local products and cut down on HGVs? Why are humans so self centred?"</p>	W5	N	<p>Chapter 8, Biodiversity within Volume 1 of the Environmental Statement [TR010044/APP/6.1] contains the impact assessment and identifies significant effects.</p> <p>Loss of habitats is covered in Table 8-8, and the assessment concludes there will be a biodiversity net gain of approximately 20.5%. This assessment of biodiversity net gain is used as an overall measure of the success and appropriateness of the mitigation and enhancement. Appendix 8.19 within Volume 3 of the Environmental Statement [TR010044/APP/6.3] provides full details of the approach to, and findings of, the biodiversity net gain calculations.</p> <p>The only impact on habitat adjacent to the Scheme during operation will be on the wetland restored at the Black Cat Quarry. This effect is considered to be neutral. Impacts on vegetation from carriageway spray and run-off</p>

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				is also considered to be neutral.
Landscape and Visuals				
Agricultural land use	It is also noted on Sheet 10 that there is a new area of habitat creation detailed at marker 11650 to the north of the new A428 which seems excessive and unnecessary giving the extent of the landscaping already being established around the new overpass. This area is part of an existing contiguous field and the creation of a strip of new habitat here will adversely affect the efficiency of farming operations.	W29	Y	<p>It has been possible to adapt the planned planting in response to this comment without compromising the mitigation proposed as part of the Scheme.</p> <p>The First Iteration Environmental Management Plan [TR010044/APP/6.8] provides a framework for how the landscaping and ecological measures incorporated into the design of the Scheme will be managed and maintained, to ensure they establish and achieve their intended environmental functions and deliver the percentage of net gain identified in Appendix 8.19 within Volume 3 of the Environmental Statement [TR010044/APP/6.3].</p> <p>Initial management of the landscaping and ecological measures will be undertaken by the Principal Contractor, who will be responsible for developing the content of the First Iteration Environmental Management Plan</p>

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				[TR010044/APP/6.8] into more detailed management prescriptions. Following this period, handover of these responsibilities will pass to Highways England who will then maintain these measures in the long term.
Agricultural land use	To the north of the new A428 on sheet 11 is shown an area of landscaping, the shape of this area is impractical with existing farming operations and will lead to problems with machinery and time spent undertaking operations.	W29	N	The current proposed landscaping follows the existing landscape boundary and continues south towards the new dual carriageway. Therefore, it will not change the shape of the fields being returned to agricultural use. More information can be found within Chapter 7, Landscape and visual effects within volume 1 of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Landscape and Visual Effects
Landscape planting	In addition, the bund and tree planting which we were verbally told would exist between our house and the road does not exist on the plan shown at the public consultation. The planting needs to be extended as previously promised.	W19	N	Highways England is only able to acquire land for the purposes of this Scheme, if there is a compelling case in the public interest to do so. This means that, whilst land required to mitigate the impact of the Scheme can be secured through compulsory acquisition, such powers do not extend to the acquisition of land

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				<p>for enhancement or net gain. Nevertheless, the design of the Scheme incorporates a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen the engineering components into the receiving landscape pattern, and to replace habitats and vegetation lost.</p> <p>Details of the measures incorporated into the Scheme and how these link into the existing framework of vegetation and habitats in the local area are provided in Chapter 2, The Scheme within Volume 1 of the Environmental Statement [TR010044/APP/6.1], and are illustrated on the Environmental Masterplan, Figure 2.4 within Volume 2 of the Environmental Statement [TR010044/APP/6.2]</p>
Landscape planting	Trees on rampart on Roxton Road!! What happened to them?	W20	N	The existing vegetation along Roxton Road will be lost during the construction of the new Roxton Road bridge. Robust replacement planting is proposed to screen the new over bridge and break up the scale of the embankments. This is illustrated in the Environmental Masterplan, Figure 2.4 within

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				Volume 2 of the Environmental Statement [TR010044/APP/6.2].
Mitigation strategies	Our client also seeks clarification on the noise protection measures, landscaping strategy and boundary treatments throughout the scheme together with details of who will be responsible of the landscaped areas shown within the scheme.	W30	N	<p>Chapter 11, Noise and vibration within Volume 1 of the Environmental Statement [TR010044/APP/6.1] identifies the mitigation measures required to control and/or minimise noise at residential and other noise sensitive properties.</p> <p>During the detailed design stage Highways England will continue to engage in further discussions regarding the design of field boundaries.</p> <p>All mitigation areas created as a result of the Scheme will be maintained by Highways England unless the mitigation forms part of a local highway, in which case maintenance will become the responsibility of the relevant highway authority.</p>
Mitigation strategies	Our client seeks clarification on the noise protection measures and boundary treatments alongside the scheme together with details of who will be responsible of the landscaped	W33	N	<p>Chapter 11, Noise and vibration within Volume 1 of the Environmental Statement [TR010044/APP/6.1] identifies the mitigation measures required to control and/or minimise</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>areas shown with the scheme as this will directly affect his residential property. Our client also seeks clarification as to the maintenance of this areas as they are within proximity to his residence.</p>			<p>noise at residential and other noise sensitive properties. The noise assessment reported in Chapter 11, Noise and vibration within Volume 1 of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the noise impacts likely to occur at properties affected by the Scheme. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route, which includes the provision of low noise surfacing materials on the new dual carriageway. The lowering of the A1 results in a slight decrease in noise levels at the front of this property. A minor increase is predicted at the rear. The installation of a noise barrier alongside the new dual carriageway is unlikely to be effective at reducing this increase. The distance between the new dual carriageway and this property is approximately 330m at its closest point. At such distances, barriers are not effective at reducing road traffic noise.</p> <p>Highways England will continue to engage in further discussions regarding the treatment of field boundaries, as much as possible, as part</p>

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				<p>of the ongoing design development.</p> <p>All mitigation areas created as a result of the Scheme will be maintained by Highways England unless the mitigation forms part of a local highway, in which case maintenance will become the responsibility of the relevant highway authority.</p>
Reshaping of ponds	<p>The ponds have been reshaped to increase the land usage efficiency. The overall area of each pond has been retained to ensure their capacity. The unidentified landscape area (the oval shaped, green hatched area near the north-eastern pond), was relocated to the other side of the road. Shape and area of this latter were retained. The proposed layout (drawing reference 1368-WSP-00-XX-SK-CV-0001 P02) would save approx. 2300m² of land on the western side of the road, while increasing the land take on the eastern side by approx. 1960m².</p>	W23	N	<p>These comments relate to the alternative design proposed by the landowner and are noted. These have been acknowledged through our ongoing communication with the landowner since the Statutory Consultation in Summer 2019, including a technical report which describes the current design and reviews the alternative design proposed by the landowner.</p> <p>It is stated that the attenuation basins have been reshaped in the alternative design to increase their land usage efficiency. The overall area of each pond is stated as being retained to ensure their capacity. The areas of the two ponds in the current scheme design, including the maintenance access berm</p>

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				around each is 1040m ² and 1495m ² (north and south of the Nagshead Lane access respectively). The alternative reshaped ponds measure as 1048m ² and 2287m ² , and therefore require a greater land take than the original design.
Noise and Vibration				
Impact assessment and mitigation	Overall we support the need to dual the A428. We have marked it as neutral as the route has been shown to come very much closer to Eltisley and our house - and we are not convinced that the local environment has been protected e.g. noise from East of village, especially as had been previously assured this would improve.	W46	N	<p>Comment noted.</p> <p>The 2040 traffic forecasts show a general reduction in traffic using the village roads in Eltisley with the Scheme in place.</p> <p>Traffic noise levels are predicted to reduce at properties to the north and west of Eltisley. This is due to a reduction in traffic using St Neots Road to access the B1040 and the transfer of traffic onto the new dual carriageway which moves traffic further away from this part of Eltisley.</p> <p>Increases in noise are predicted at properties to the east of Eltisley, with the new dual carriageway moving traffic slightly closer to</p>

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				<p>these properties than it is at present compared to the existing A428. However, traffic noise levels are predicated to remain low once the Scheme is opened.</p> <p>The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties in Eltisle, which includes the provision of low noise surfacing materials along the length of the proposed Scheme. More information can be found within Chapter 11, Noise and vibration within volume 1 of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Noise and Vibration.</p>
Impact assessment and mitigation	Of concern are the noise implications on [redacted], both during construction and on completion of the scheme. We have not yet been provided with details of any noise protection plans.	W30	N	The noise assessment reported in Chapter 11, Noise and vibration within Volume 1 of the Environmental Statement [TR010044/APP/6.1] includes the noise impacts likely to occur at Rectory Farm and Rectory Farm Cottages due to the construction and operation of the Scheme. The assessment also includes details of mitigation required to control and/or minimise noise from the Scheme. These

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				<p>include a 3m high noise bund in the vicinity of these properties and low noise surfacing on the new dual carriageway.</p> <p>The First Iteration Environmental Management Plan [TR010044/A00/6.8] outlines the measures that the Principal Contractor will be required to develop and implement during construction of the Scheme, including those to minimise noise and vibration from the construction works</p>
Impact assessment and mitigation	<p>We would just like to add some further comments concerning the noise that we get at [redacted]. Since we sent in our initial comments, we purchased a decibel recorder. We have stood outside our house at various times of the day and night and the recorder shows that irrespective of the time of day, when traffic passes our house the decibel range is from 75db to 97db. In our back garden when sitting about 5 metres from the A1 boundary fence the range is from 68db to 75db. To record the level of noise coming into the garden we set the recorder upon the top of the garden fence and this recorded levels of</p>	W6	N	<p>Comment noted. The noise assessment reported in Chapter 11, Noise and vibration within Volume 1 of the Environmental Statement [TR010044/APP/6.1] includes the noise impacts likely to occur in the vicinity of Thatch Cottage due to the construction and operation of the Scheme.</p> <p>The Scheme is predicted to result in a reduction in traffic along this section of the A1, with traffic noise levels at properties along this section likely to reduce as a result. A noise barrier was considered to further reduce noise levels but have not been included in the</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>between 80db peaking at 98db. We would like these comments to be added to our earlier comments concerning the noise that [redacted] is exposed to in the hope that this will encourage HE too seriously look at the type and size of noise barrier they should erect along this part of the A1.</p>			<p>Scheme design due to engineering and other environmental constraints.</p>
<p>Impact assessment and mitigation</p>	<p>If they get too close, we always get prolonged blasts of lorry horns. We understand that the proposal is to construct a new exit to run parallel with the A1 down to the Black Cat and then feed onto that from there. Our concern is that our bedroom window is above the fence line and gets all the revving up, gear changes and tyre screeching noise from exiting traffic. If left to itself the new road will just be used as a racetrack down to the Black Cat.</p>	<p>W4</p>	<p>N</p>	<p>The noise assessment reported in Chapter 11, Noise and vibration within Volume 1 of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the noise impacts likely to occur due to the Scheme. This includes the noise impacts likely to occur from the reconfiguration of Black Cat junction and the surrounding roads</p> <p>The Scheme is predicted to result in a reduction in traffic along this section of the A1, with traffic noise levels at properties along the A1 likely to reduce as a result. A noise barrier was considered to further reduce noise levels but have not been included in the Scheme design due to engineering and other</p>

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				<p>environmental constraints.</p> <p>The Scheme will reduce the number of access points to the A1 at this location and is expected to result in reduced congestion and smoother traffic flows.</p>
Mitigation strategies	<p>To the east of the village of Eltisley there is limited vegetation to the south of the new A428; it is understood the reason for this is because of the plain landscape. This is a concern both due to noise and visibility of the road. Please confirm what noise barriers are going to be put in place.</p>	W46	N	<p>To provide any appreciable benefit in terms of noise reduction, a deep width of dense and consistent vegetation is required. As noted, no such planting is proposed in this location. A noise barrier was considered alongside the new dual carriageway as a means of reducing traffic noise levels at properties to the east of Eltisley. However, a barrier would not provide any reduction in traffic noise levels at these properties. The distance between the new dual carriageway and these properties is generally between 200m and 500m. At such distances, barriers are not effective at reducing road traffic noise.</p>
Impact of raised junction	<p>Concern as to impact of such an elevated junction. (Caxton Gibbet).</p>	W46	N	<p>The junction is above existing ground level where it crosses Ermine Street at Caxton Gibbet. It cannot be taken beneath Ermine</p>

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			<p>Street as this would sever a small watercourse. A pumping station would then be needed to pump the water in perpetuity, which would require a large electricity supply and could increase the risk of flooding in the event of a pump or power failure.</p> <p>Chapter 11, Noise and vibration within Volume 1 of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to Noise and Vibration. The assessments have identified a number of mitigation measures required to control and/or minimise noise and vibration along these Scheme. This includes the installation of low noise surfacing along the Scheme to reduce noise impacts at residential and other noise sensitive areas surrounding Caxton Gibbet junction. Noise barriers on the new dual carriageway through the junction have been considered. However, a barrier in this location is not considered to be a sustainable noise mitigation measure and therefore has not been included in the Scheme design,</p> <p>A comprehensive assessment has been</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				carried out by Highways England to identify the likely effects of the Scheme on existing landscape character and visual amenity. This can be found in Chapter 7, Landscape and visual effects within Volume 1 of the Environmental Statement [TR010044/APP/6.1].
Mitigation strategies	I would like you to advise specifically how you will mitigate the noise, vibration and disturbance to my property, which you acknowledge on pages 64 and 68 will affect my family as we are one of the "isolated properties such as those east of Little Barford".	W19	N	Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to Noise and Vibration, and Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to Air Quality. The assessments have identified a number of mitigation measures required to control and/or minimise noise and vibration and pollution at residential and other sensitive properties. This includes the installation of low noise surfacing materials along the new dual carriageway. 3m high noise bunds will be constructed along the sides of the new dual carriageway in the

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				section close to Potton Road, which will reduce the visual and noise impact of the Scheme.
Mitigation strategies	On page 15 of the Preliminary Environmental Information Report it states there will be both adverse and beneficial impacts on noise and vibration. What has been identified around the area of Eltisley. Please can we be informed when updates to noise surveys are completed. It also states that 'low road noise carriageway surfacing' will be used. Please confirm this will be the case for the Eltisley section.	W46	N	The noise assessment reported in Chapter 11, Noise and vibration within Volume 1 of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the noise impacts likely to occur in Eltisley due to the Scheme. Details of noise monitoring undertaken along the length of the Scheme are also provided in the chapter. The assessment has identified the mitigation required to control and/or minimise noise at residential and other noise sensitive properties in Eltisley, which includes low noise surfacing along the length of the Scheme.
Noise and air pollution	Multiple Issues Ref sheet attached <ul style="list-style-type: none"> - Noise/pollution - Proximity to village (Eltisley) 	W46	N	Chapter 11, Noise and vibration within Volume 1 of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to Noise and Vibration and has identified several mitigation measures required to control and/or minimise noise and

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land					
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)	
				<p>vibration at residential and other noise sensitive properties. This includes the provision of low noise materials along the length of the Scheme.</p> <p>The new dual carriageway between Eltisley and Croxton is relatively close to the existing A428. Moving the roundabout further to the west will create road alignment issues and will result in the need for additional land acquisition. The Eltisley Link was designed to:</p> <ul style="list-style-type: none"> - provide an offline buildable solution whilst maintaining traffic movements to and from Caxton Gibbet, - minimise the amount of land acquisition - avoid impacts on a priority habitat (deciduous woodland) to the north of the new dual carriageway. 	
Traffic					
Traffic modelling for accommodation	Insufficient modelling evidence has been provided in relation to the proposals for these access and egress proposals. We request the	W15	N	Further detailed traffic modelling and assessment has been undertaken since	

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
accesses	BIM modelling and the VISUM modelling.			<p>Statutory Consultation.</p> <p>The operational and capacity assessments of the Scheme junctions are reported in the Transport Assessment [TR010044/APP/7.2].</p> <p>The relevant plans have been updated and this can be viewed on the General Arrangement Plans submitted as part of this application [TR010044/APP/2.4].</p> <p>Further information can be found in the Engineering Section Drawings [TR010044/APP/2.10].</p>
Free flow traffic	It makes sense to keep the traffic flowing on the A1 and the A421 with a separate roundabout. It is hard to comprehend why the roundabout was extended with traffic lights and the removal of an A1 roundabout wasn't done at this time.	W5	N	<p>Comment noted.</p> <p>The works referred to completed in 2015 and have provided interim relief at the existing Black Cat roundabout. However, Highways England are now seeking to implement this Scheme which reflects the long-term needs at this junction and seeks to address them.</p>
Increased congestion	My opposition is based on a bigger picture. I feel the government are focusing on the question 'how can we accommodate the	W5	N	<p>Comment noted.</p> <p>Highways England's role is to improve the</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	growing number of cars and reduce congestion?' It is clear a lot of thought and work has gone into the design to ease congestion. However, I feel we are asking the wrong question. To me, as a government and society we should be asking: 'How can we take more cars off the road?'			<p>strategic road network to make journeys safer, smoother and more reliable.</p> <p>Traffic modelling shows that without intervention, congestion, journey times, delays and accidents currently experienced on the route would increase in future years, as would 'rat running' on local roads.</p> <p>The Scheme will create additional capacity, improve safety, alleviate congestion, and reduce journey times, removing a barrier to planned economic growth and improve the connectivity of communities in the area.</p> <p>Section 4.8 of the Case for the Scheme provides a Summary of the need and benefits of the Scheme. [TR010044/APP/7.1].</p>
Road safety	Roadside Hotels, Services and Driver Safety Both the Department for Transport, Brake and the Royal Society for the Prevention of Accidents have published documentation speaking to the risk of driver fatigue and importance of taking breaks and over-night stops in preventing accidents. Royal Society	W41	N	<p>Comment noted.</p> <p>DMRB standard GD 300 Requirements for new and upgraded all-purpose trunk roads (expressways) states that services or fuel filling stations should ideally be no more than 28 miles (45km) apart. On the A1 there are services at Sandy and Buckden, which are</p>

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<p>for the Prevention of Accidents (RSPA).</p> <p>The RSPA Policy Statement on driver fatigue (2011) states: Driver fatigue is a serious problem resulting in many thousands of road accidents each year. It is not possible to calculate the exact number of sleep related accidents, but research shows that driver fatigue may be a contributory factor in up to 20% of road accidents, and up to one quarter of fatal and serious accidents. Sleepiness reduces reaction time (a critical element of safe driving). It also reduces vigilance, alertness and concentration so that the ability to perform attention-based activities (such as driving) is impaired. The speed at which information is processed is also reduced by sleepiness. The quality of decision-making may also be affected. Crashes caused by tired drivers are most likely to happen: • on long journeys on monotonous roads, such as motorways • between 2am and 6am....</p> <p>Relevant recommendations in the Policy Statement include: • Plan your journey to take enough breaks. A minimum break of at least 15 minutes after every two hours of driving is</p>			<p>approximately 12 miles (19km) apart. The services on the southbound carriageway between the Wyboston interchange and the Black Cat Junction will be retained. There are services at Caxton Gibbet and at the A421/A6 junction south of Bedford, which are approximately 20 miles (32km) apart.</p>

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Topic Area and Consultation Responses	Prescribed Consultee(s)	Change (Y/N):	Highways England’s Response (inc. the regard had to the consultation response)
<p>recommended • If you feel sleepy, stop in a safe place. Do not stop on the hard shoulder of a motorway • The most effective ways to counter sleepiness are to drink, for example, two cups of caffeinated coffee and to take a short nap (up to 15 minutes). • If necessary, plan an overnight stop Brake is the road safety charity. Its website echoes the recommendations of the RSPA, adding the following relevant advice: Drinking a caffeinated drink such as coffee or an energy drink is effective in reducing driver tiredness over short periods, and has been found to reduce crash risk among long-distance truck drivers by 63% [38]. Energy drinks are a more reliable source of caffeine, as levels in coffee vary. Drinking caffeine before taking a 15-minute nap, giving the caffeine time to kick in while you rest, can therefore be helpful in addressing tiredness temporarily. However, this is only a short-term solution, and cannot replace regular breaks and enough sleep. Therefore, drivers who still feel tired or still have a long way to go should stay put and, if possible, check into a hotel to get some proper rest. Department for Transport (DfT)</p>			

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Topic Area and Consultation Responses	Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
<p>Government policy is contained in DfT Circular 02/2013 'The strategic road network and the delivery of sustainable development' (10th September 2013), specifically Annex B: 'Roadside facilities for road users on motorways and all-purpose trunk roads in England'. This states: Motorway service areas and other roadside facilities perform an important road safety function by providing opportunities for the travelling public to stop and take a break in the course of their journey. Government advice is that motorists should stop and take a break of at least 15 minutes every two hours. Drivers of many commercial and public service vehicles are subject to a regime of statutory breaks and other working time restrictions and these facilities assist in compliance with such requirements. The Department for Transport policy on roadside services states the primary function of roadside facilities which is to support the safety and welfare of the road user. The Hotel and associated food outlets and parking areas provide the following important support to the strategic road network: i. A safe place away from the</p>			

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	carriageway for drivers to park and take a break. ii. Sale of food and drink including caffeinated drinks. iii. Budget over-night stays for road users.			
Traffic calming measures	We would suggest that some traffic calming measures like speed bumps be put in place to avoid that. This would benefit not only us but also the house holders along the southbound side of the A1 as this new roadway will be right outside their fence boundary. Bear in mind that the Service station is now open 24 hours, so we are liable to get this noise at any time especially at night.	W4	N	A 40mph speed limit will be in place on the filling station service road. Parking on the service road will also be prohibited and an Automatic Number Plate Recognition parking enforcement system will be put in place.
Traffic modelling	While traffic modelling is currently not publicly available, in the context of the above, it is reasonable to assume that traffic flows will increase significantly on the east – west route past the Black Cat Roundabout.	W41	N	Comment noted. The majority of the increase in traffic at the new Black Cat junction will be travelling via east to west or west to east movements. The new Black Cat junction will provide free flow conditions for A1 and A428 traffic thereby reducing congestion. Details of the operation of the junction are provided in

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				the Transport Assessment [TR010044/APP/7.2]. Capacity assessments at the new Black Cat junction indicate that the junction is predicted to operate within capacity in 2040.
Traffic modelling	While there are no traffic models publicly available, in the context of the Scheme description above, the A428 improvements would result in significantly increased traffic volumes on the east / west traffic Modeling. If the Hotel and adjacent services are extinguished, there would be an approximately 18-mile gap between services and over-night stays on this route. The intensification of traffic on the east/west route due to the Scheme would therefore be associated with a reduction in the provision of roadside services and roadside hotel facilities in a key location, which would be potentially detrimental to the safety and welfare of road users.	W41	N	The Scheme will provide significant relief to the existing A428 between Caxton Gibbet and the A1. The details of the traffic flow changes are presented in the Transport Forecasting Report, Appendix C of the Combined Appraisal and Modelling Report [TR010044/APP/7.10]. DMRB standard GD 300 Requirements for new and upgraded all-purpose trunk roads (expressways) states that services or fuel filling stations should ideally be no more than 28 miles (45km) apart. On the A1 there are services at Sandy and Buckden, which are approximately 12 miles (19km) apart. There are services at Caxton Gibbet and at the A421/A6 junction south of Bedford, which are approximately 20 miles (32km) apart. It is therefore considered that this existing provision is adequate.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Traffic modelling	<p>From a study carried out for the Government and published in 2016 concerning the possibility of turning the A1 into a motorway from Baldock to Alconbury, it showed that at that time some 25,000 vehicle movements per day in each direction went along the stretch of the A1 from the A421 to the A428. It is suggested therefore that the figure may have increased since the report was published and will increase once the works have finished. This is because at the present time the people who use the road in its current form do so because there is little alternative. Our contention is that once people get to know that there is no longer any hold up at the Black Cat then more people will use it thereby increasing the number of vehicles going in all directions including past our property.</p> <p>Since we purchased our house in 2005, we understand that traffic movements have increased by some 30% up until now. We have heard conflicting stories as to future traffic levels. Some people say that once the current proposal has been carried out that it will reduce along the A1 by as much as 40%,</p>	W4	N	<p>The forecasts prepared for the Scheme are prepared in accordance with the latest DfT guidance which does include the impact of traffic redistribution and reassignment as a result of the opportunities opened up by the new dual carriageway.</p> <p>For the section of the A1 between Black Cat junction and Wyboston there is a forecast increase of 400 vehicles daily due to the Scheme.</p> <p>The increase is partially due to traffic switching from Barford Road, between Tempsford and St Neots, back to the A1. It should be noted that details of the latest traffic forecasts are documented in the Traffic Forecasting Report, Appendix C of the Combined Appraisal and Modelling Report [TR010044/APP/7.10].</p> <p>Chapter 11, Noise and vibration, within volume 1 of the Environmental Statement [TR010044/APP/6.1] concludes that minor to major decreases in noise are predicted at properties alongside the A1 between Black Cat and Wyboston. These properties benefit from reduced traffic flows on the A1 as a result of</p>

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	<p>whereas at a recent Parish Council meeting we were told that in fact it was expected to increase by as much as 6% year upon year.</p>			<p>the Scheme. The realignment of the A1 away from properties alongside the A1 southbound carriageway and the lowering of the A1 carriageway below existing ground level also contribute to reduced traffic noise levels at properties in this area. No overall significant air quality effects are reported in Chapter 5, Air quality within volume 1 of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Air Quality.</p>
Design				
Access route realignment	<p>We would ask whether Highways England would consider the re-positioning of the initial part of the Kelpie Marina access route or a total re-location alongside the associated landscaping proposals to allow potential commercial development on our land.</p> <p>Re-aligning the route on adjoining land to the south west or south outside of our ownership would greatly assist with potential commercial use of the land.</p> <p>For a commercial use on our land the route</p>	W11	Y	<p>Comments noted.</p> <p>The design of the access route to Kelpie Marina has been amended to avoid the need to divert the high-pressure gas main. This reduces the impact of the Scheme on the land referenced. Revised plans were published at the Supplementary consultation. The relevant plans have been updated and this can be viewed on the General Arrangement Plans submitted as part of this application [TR010044/APP/2.4]</p>

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	<p>probably only warrants some metres movement south and south west. As an alternative is there possibility for the access route to be moved completely away from the vicinity of my client's land or on the adjoining land and re-located to the other side (eastern) of the A1.</p> <p>We are not being awkward and generally support the new road and the proposed junction and do not want to hinder adjoining landowners. However, we do feel the proposed part of the initial section of the Kelpie Marina access together with the lack of other suitable areas when reviewing the proposals on a wider scheme does comprise potential for some sort of a highway service facility at a key infrastructure junction.</p> <p>We would appreciate it if you could consider these points as part of the consultation process.</p>			
Proposed access routes	<p>As the Executors of [redacted], we own land (two titles - [redacted]) adjoining the A1 and the Black Cat roundabout. Having reviewed</p>	W11	Y	The design of the access route to Kelpie Marina has been amended to avoid the need to divert the high-pressure gas main. This

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>your scheme land and general arrangement plans and are very concerned over the proposed initial part from the Bedford Road of the new access route for Kelpie Marina and the associated landscaping proposals. The route cuts through our land and along the south western boundary and dramatically reduces area of land that we will have use of post road scheme. The land under the two titles currently extends to approximately 2 acres and if proposed access road goes forward in the current position, the area of land will be dramatically reduced to approximately 1 acre.</p>			<p>reduces the impact of the Scheme on the land referred to. Revised plans were published at the Supplementary consultation. The relevant plans have been updated and this can be viewed on the General Arrangement Plans submitted as part of this application [TR010044/APP/2.4]</p>
Proposed access routes	<p>As the Executors of [redacted], we own land (two titles - [redacted]) adjoining the A1 and the Black Cat roundabout. Having reviewed your scheme land and general arrangement plans and are very concerned over the proposed initial part from the Bedford Road of the new access route for Kelpie Marina and the associated landscaping proposals. The route cuts through our land and along the south western boundary and dramatically</p>	W12	Y	<p>The design of the access route to Kelpie Marina has been amended to avoid the need to divert the high-pressure gas main. This reduces the impact of the Scheme on the land referenced. Revised plans were published at the Supplementary consultation. The relevant plans have been updated and this can be viewed on the General Arrangement Plans submitted as part of this application [TR010044/APP/2.4]</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	reduces area of land that we will have use of post road scheme. The land under the two titles currently extends to approximately 2 acres and if proposed access road goes forward in the current position, the area of land will be dramatically reduced to approximately 1 acre.			
Proposed access routes	As the [redacted], we own land (two titles - [redacted] HMLR reference numbers) adjoining the A1 and the Black Cat roundabout. Having reviewed your scheme land and general arrangement plans and are very concerned over the proposed initial part from the Bedford Road of the new access route for Kelpie Marina and the associated landscaping proposals. The route cuts through our land and along the south western boundary and dramatically reduces area of land that we will have use of post road scheme. The land under the two titles currently extends to approximately 2 acres and if proposed access road goes forward in the current position, the area of land will be dramatically reduced to approximately 1 acre.	W13	Y	The design of the access route to Kelpie Marina has been amended to avoid the need to divert the high-pressure gas main. This reduces the impact of the Scheme on the land referenced. Revised plans were published at the Supplementary consultation. The relevant plans have been updated and this can be viewed on the General Arrangement Plans submitted as part of this application [TR010044/APP/2.4]

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Proposed access routes	We act for the [redacted] and the Executors own land adjoining the A1, Bedford Road and close to the Black Cat roundabout (south west side) at Roxton. We have reviewed your scheme land and general arrangement plans and are very concerned over the proposed initial part from the Bedford Road of the new access route for Kelpie Marina and the associated landscaping proposals. The route cuts through my client's land and along the south western boundary and dramatically reduces area of land that my client will have use of post road scheme. The client's land under the two titles currently extends to about 1.90 acres and if proposed access road goes forward in the current position, the area of land will be dramatically reduced to about 1.10 acres.	W47	Y	The design of the access route to Kelpie Marina has been amended to avoid the need to divert the high-pressure gas main. This reduces the impact of the Scheme on the land referenced. Revised plans were published at the Supplementary consultation. The relevant plans have been updated and this can be viewed on the General Arrangement Plans submitted as part of this application [TR010044/APP/2.4]
Proposed access routes	Another concern we have is the exit from the BP service station on the southbound A1. At present there is a very short exit from the forecourt onto the A1 and is directly opposite our upper bedroom window. Consequently, this is used as a drag strip by vehicles trying	W4	N	The exit from the fuel filling station is being changed to form a "service road" that will link to the new Black Cat junction rather than joining directly onto the A1. There will be no need for vehicles to accelerate quickly and a 40mph speed limit will be in place as well as

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	to pull out and get up to speed in front of southbound traffic.			parking restrictions and enforcement measures.
Proposed access routes	We would also like to know what provision will be made for access for large vehicles into Nags Head Lane and their ability to turn around. Of immediate concern are the two large refuse collection vehicles which service the houses in Nags Head Lane, every week. In addition, at least three properties in Nags Head Lane have gas deliveries both bottled and in liquid form throughout the year. Furthermore, we ourselves have a large tanker call periodically to empty our cesspit. In addition, we may need emergency vehicles to have access such as fire engines and ambulances which are also large vehicles. It should be borne in mind that 4 of the 7 houses in Nags Head Lane are roofed with thatch.	W4	N	The new access into Nagshead Lane from the new Roxton Road link has been designed to ensure that large vehicles can enter and turn around.
Proposed access routes	Please see comments below in relation to the Black Cat roundabout proposals. We act for [redacted], the owners of the	W15	N	Access to and from the service station will be maintained. However, the route vehicles take on leaving the service station will change, to

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<p>[redacted] located on the A1 Northbound, Biggleswade, SG18 9SN.</p> <p>We have reviewed the published plans and, in particular, the Land Plan (Sheet 2 of 16) and the General Arrangement Plans Regulation (5)(2)(O) (Sheet 2 of 16). We have also discussed the plans with your engineers at the recent public consultation.</p> <p>We note the following:</p> <p>The plans identify the provision of a new access road called "The New BP Garage Access Service Road".</p> <p>The General Arrangement Plan does not state that the existing accesses into and exiting the service station from the A1 will be closed off. However, at the recent public consultation, our client was advised by your engineer that the egress from the service station on to the A1 will be closed off. In its place, the proposed egress will be 1km distant from the service station via a new 30mph service road.</p> <p>The access on to the new service road will not have traffic lights at its junction with the new</p>			<p>direct them to the new Black Cat junction via a service road. This is a safety improvement for service station customers and users of the A1.</p> <p>It is anticipated that vehicles leaving the service road will use the traffic signals "intergreen" period when both sets of traffic signals on the roundabout section and the A1 southbound off-slip are showing a red light.</p> <p>These arrangements are shown on the General Arrangement Plans [TR010044/APP/2.4] provided with the application.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	roundabout. Phasing arrangements will make entry on to the roundabout difficult.			
Proposed access routes	Your engineers have stated that the existing access into the service station cannot be upgraded due to other access points into nearby side roads.	W15	N	The access into the service station cannot be improved without the need to acquire land from residential properties, which is something that Highways England seeks to avoid and only use when there is no alternative.
Proposed access routes	Highways England has not justified the provision of new accesses which are departures from DMRB whilst not accepting the existing departure from the service station. A full justification is required, which will then be considered by our client's own highways engineers.	W15	N	The existing egress from the service station is already extremely substandard. The introduction of the new A1 southbound off-slip road just downstream of the service station egress would make it more substandard. Leaving the access as it is, would be a road safety hazard to vehicles on the A1 and to customers leaving the service station. Departures from Standard are only acceptable and approved where it can be proven by the designer that application of the departure will not compromise the safety of road users. In this instance, the location of the service station egress onto the A1 southbound is

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				approximately 600m from the new A1 southbound off slip road at Black Cat junction, which is less than the minimum 1000m required by DMRB standard CD 122 Geometric design of grade separated junctions. This would require a Departure from Standard and road user safety would be severely compromised as a result.
Proposed access routes	It is noted that the current access track to [redacted] is detailed as being within the red line boundary.	W36	N	The access to and through Rectory Farm is required within the Order Limits of the Scheme to provide access rights to Highways England and Network Rail to maintain their respective assets.
Access routes and land required for the scheme	We fully appreciate that we as the executors will be compensated under the Compulsory Purchase procedures, however we have had a number of expressions of interest from commercial developers looking to utilise the land for potential roadside services, garage, restaurant, drive thru facilities or rest areas and they are requiring areas around the current size and the reduced area or the proposed position of the access route would	W11	Y	The area of land originally required has altered because of a change to the alignment of the Kelpie Marina access road. This has reduced the area of land required and in consultation with the landowners will leave a viable sized plot for future farming or other use should planning permission for other uses be forthcoming. Revised plans were published at the Supplementary consultation. The relevant plans have been updated and this can be

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	not be feasible for any commercial development.			viewed on the General Arrangement Plans submitted as part of this application [TR010044/APP/2.4]
Alternative options	We have met with Highways England and your road designers to better understand your proposals and express our concern over the points above. Attached is a plan on which we have marked alternatives. We request you consider these alternatives carefully as we do not believe any of these increase the cost or change the engineering design of the new road project.	W24	Y	Engagement with this landowner has been ongoing. Many of the changes to landscape extents that have been requested have been accommodated within the Scheme design. It has not been possible to accommodate all the changes and this has been discussed with the landowners agent.
DMRB requirements	The objective of this technical note is to provide an outline engineering assessment of the proposed road between Chawston Lane and The Lane in Chawston, Wyboston, Bedfordshire. These works form part of the A428 Black Cat to Caxton Gibbet improvements scheme. This note focuses on the horizontal geometry of the proposed alignment as well as the drainage strategy	W23	N	These comments relate to the alternative design proposed by the landowner and are noted. These have been acknowledged through our ongoing communication with the landowner since the Statutory Consultation in Summer 2019, including a technical report which describes the current design and reviews the alternative design proposed by the

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
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	<p>employed. The following assessment is based on information available from the A428 Black Cat to Caxton Gibbet improvements public consultation documentation and additional landowner information provided by the client. All drawings were provided in pdf format, therefore the accuracy of measurements taken cannot be guaranteed.</p> <p>Road Geometry Assessment</p> <p>The existing speed limit on 'The Lane' and 'Chawston Lane' is 30mph, thus it is reasonable to assume that the proposed link road will retain this existing limit for consistency. According to the Design Manual for Roads and Bridges (DMRB) (reference Volume 6 Section 1, TD 9/93, Table 2 and 3), roads subject to a 30mph (48kph) speed limit need to be designed to a 60kph speed limit standard. The design parameters related to this speed can be found in the following table.</p> <p>Table 1 - design parameters for a 30mph road according to DMRB standard</p> <p>Parameter Value</p>			landowner.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>Desirable minimum R with 5% super elevation 255m</p> <p>Two steps below desirable minimum R with 7% super elevation 127m</p> <p>Desirable Stopping Sight Distance (SSD) 90m</p> <p>One step below desirable minimum SSD 70m</p>			
DMRB requirements	<p>The horizontal geometry of the road has been assessed based on the drawings published by Highways England, available for consultation on their website. According to the drawing HE551495-ACM-LSI- ZN1_SW_Z_ZZ-DR-DC-2652 P01 'General Arrangement Plans Regulation 5(2)(O) Sheet 2 of 16', the three curves have radii of approx. 65m. Based on the highway boundary extent, the forward visibility provided resulted approx. 70m. Based on what can be measured from the drawing, the proposed scheme does not meet the DMRB minimum requirements. This is due to the fact that this standard was created for trunk roads and motorways, hence it is sometimes considered unsuitable for application to low-standard infrastructure (e.g.</p>	W23	N	<p>These comments relate to the alternative design proposed by the landowner and are noted. These have been acknowledged through our ongoing communication with the landowner since the Statutory Consultation in Summer 2019, including a technical report which describes the current design and reviews the alternative design proposed by the landowner.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>roads subject to a 30mph speed limit). A valid reference in this case, and one widely used in the industry, is the Manual for Street 2 (MfS2). This document sets standards that better relate to low-speed roads. According to MfS2 (Table 8.1 and Chapter 10) the minimum recommended curve radii are as follows;</p> <p>Table 2 - design parameters for 50kph and 60kph roads according to MfS2 Parameter Value</p> <p>Minimum recommended radius for 50kph design speed 44m</p> <p>Minimum recommended radius for 60kph design speed 64m</p> <p>SSD at 60kph 60-95m</p> <p>SSD at 50kph 45-70m</p>			
DMRB requirements	<p>Considering the forward visibility and the radii measured from the drawing, the scheme appears to comply with the minimum radius for 60kph. Nevertheless, the forward visibility provided by the boundary conditions are on the lower end of the SSD range required for a</p>	W23	N	<p>These comments relate to the alternative design proposed by the landowner and are noted. These have been acknowledged through our ongoing communication with the landowner since the Statutory Consultation in Summer 2019, including a technical report</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>60kph road. It is our understanding that the main principle that guided this design was to avoid speeding. Therefore, it appears reasonable to design the road for 50kph limit rather than 60kph (30mph is equal to 48kph in exact terms). Since DMRB standards have not been followed using 50kph as the design speed would comply with the approach used in MfS2 and help reduce vehicle speeds. Providing a superior horizontal geometry would likely promote speeding through the road. Considering the information available, the reason for such a wide buffer zone (approx. 10m) on the western side of the road is not clear. From a highway engineering perspective, this has no effects in terms of road safety/performance. Nevertheless, it may be related to the construction phase or utilities diversion. Considering the extent of the 70m forward visibility splay and the need for a widening on tight radii curves, a new alignment was sketched using radii of 54m and 100m (drawing reference 1368-WSP-00-XX-SK-CV- 0001 P02). This value allows for more flexibility around the central section of the scheme without compromising forward</p>			<p>which describes the current design and reviews the alternative design proposed by the landowner.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	visibility, swept path analysis or safety.			
DMRB requirements	4. The new proposals include 6 departures from DMRB. (We understand the existing access at the service station is currently not DMRB-compliant.) Your engineers have stated that the departure from the manual is acceptable for the other departures on to nearby side roads but not for the existing departure (allegedly due to traffic numbers). <i>(Editor's note: this is referring to BP garage)</i>	W15	N	Comment noted. Departures from Standard are only acceptable and approved where it can be proven by the designer that application of the departure will not compromise the safety of road users. In this instance, the location of the service station egress onto the A1 southbound is approximately 600m from the new A1 southbound off slip road at Black Cat junction, which is less than the minimum 1000m required by DMRB standard CD 122 Geometric design of grade separated junctions. This would require a Departure from Standard and road user safety would be severely compromised as a result.
Earthworks	The other elements of the scheme (carriageway/verges/footpaths width, kerb radii, 2m widening on curves, buffer zone width) were replicated as measure from the original drawing. Considering that the alignment did not move much compared to the original scheme, the extent of the earthworks was assumed consistent with the original	W23	N	These comments relate to the alternative design proposed by the landowner and are noted. These have been acknowledged through our ongoing communication with the landowner since the Statutory Consultation in Summer 2019, including a technical report which describes the current design and reviews the alternative design proposed by the

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	layout.			landowner.
Free flow traffic	Needs to be free flowing North/South and East/West (Black Cat)	W1	N	The Scheme provides a free flowing A1 northbound/southbound and a free flowing A421/new dual carriageway eastbound/westbound, as well as a free flow link from the A421 eastbound to the A1 northbound.
Free flow traffic	We do understand the need for the bottlenecks and logjams at Black Cat to be eradicated as much as possible. We have seen and read the publications setting out all the reasons for the proposed works currently being undertaken. We gather that there will be an underpass going south to north with a flyover going west to east. So far as we can see the net result will be freer flowing traffic in all directions. Whilst this is good in one respect it is not so good in others. We will have more traffic passing our house.	W4	N	For the section of the A1 between Black Cat junction and Wyboston there is a forecast increase of 400 vehicles daily due to the Scheme. The increase is partially due to traffic switching from Barford Road, between Tempsford and St Neots, back to the A1. Details of the latest traffic forecasts are documented in the Traffic Forecasting Report, Appendix C of the Combined Appraisal and Modelling Report [TR010044/APP/7.10] .

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Health and safety	<p>Due to my location, I have more understanding of section 2 going through [redacted]. My comments would be:</p> <p>a) the layby just before crossing the railway. Thinking about suicide prevention it seems placing somewhere to 'park' just before a bridge crossing a railway is not the most sensible option. Instead, a layby at ground level after crossing the railway would seem more appropriate.</p>	W5	Y	<p>The positions of the laybys are determined by the Design Manual for Roads and Bridges design standards. Suicide prevention has been considered and Highways England has consulted with mental health organisations for advice. In practical terms, the bridge parapets will be high and difficult to climb over in order to accord with Network Rail's design standards in addition to Highways England's design standards.</p> <p>Following advice from the mental health organisations it is likely that signs will be erected at the layby and at the bridge to advertise the services of the Samaritans. The locations of these signs will be determined at Detailed Design stage.</p>
Improving strategic connectivity	<p>The Scheme the A428 between Wyboston interchange and Caxton Gibbet in Cambridgeshire is the only remaining stretch of single carriageway between Milton Keynes and Cambridge. This is recognised by Highways England as an important route in an area of the country where there is the</p>	W41	N	Comment noted.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land					
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)	
	potential for considerable growth in housing and employment. It provides a vital link between the M1 and the M11, connecting the communities of Bedford, St Neots, Cambridge and Cambourne. With the new A14, it will form part of a key route to the ports of Felixstowe and Harwich. The key components of the Scheme include an 18.6 kilometer's long new dual carriageway, which will connect the Black Cat roundabout and Caxton Gibbet roundabout with a new three tier junction at Black Cat roundabout.				
Junction designs	Consideration for layby provision in the region would be required to be reviewed on a holistic basis. However, providing that the proposals for the A428 do not constrain forward visibility in the region due to ill-considered earthworks and infrastructure this location appears ideal for the delivery of a new junction of a similar nature to that proposed for the Cambridge Road junction. It is therefore important that the proposals for A428 improvements would not prejudice such a junction from being implemented via constraining geometric	W40	N	The alignment of the new dual carriageway east of the East Coast Main Line railway does not preclude future construction of a grade-separated junction. Layby provision must be based on the current road design and changes cannot be considered that may be required to the road in the future to accommodate developments that are not committed or in the Local Plan.	

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	aspects such as forward visibility and vertical and horizontal alignments. This would enable the A428 improvements to deliver on the aim of enabling future growth for the region whilst also alleviating the strain on the existing highway network in the region.			
Lack of proposed sustainable transport	The design could include more 'design for the future'. For example, see Sweden's road designs. We should be leading the way in reducing the use of fossil fuels. See: https://www.dezeen.com/2018/04/23/electric-car-charging-road-opens-stockholm-sweden/	W5	N	The technology referred to in the article provided is still in its infancy and at this stage of the Scheme Highways England cannot commit to this.
Land access	We own the land [redacted] where the second section of the road commences from [redacted] and land [redacted] (approx. 8 hectares - 2 fields). We approve the proposed alignment of the road, but you have indicated on the plan an access bellmouth and road. We request this to be wider for safety reasons, i.e. 6 metre roadway with 10.5 metre	W16	N	Highways England will provide a new access to the field, to modern standards, that is equivalent to the existing field access. This is 4.5m wide and replicates the existing access from Chawston Lane. Highways England have not been made aware of an existing access from the depot into the field.

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	vision splay. We do need to maintain access from depot into field via gateway for dog walking.			
Land access	[Redacted] require an access at point A direct from the B1046 and from the emergency access marked B on the attached plan. If these two accesses are provided there would be no need for the access track on their land marked 'C' eastwards from the flood compensation area. These accesses via the B1046 will replace the present internal access to land farmed to the north, east and west of the new and existing A428.	W25	Y	Liaison and engagement with this landowner have been ongoing. As a result of further discussions, the access points referred to have been altered and relocated to the satisfaction of the landowner.
Land required for the scheme	We feel the avoidance of the paddock at the bottom of our land now creates a corner that facilitates a much-needed access for a current planning application. During our initial meeting we were told this could be addressed. During the consultation we were told that was incorrect. We do not accept that this cannot be moved to reinstate the ransom strip. This is	W14	N	Highways England is required to provide a local link for residents who would otherwise experience severance effects as a result of the Scheme. Highways England does not promote the purposeful creation or removal of ransom strips. The aspirations of land interests wishing to secure planning permission to develop land

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>a view shared by our professional representative in his alternative proposal (attached for your reference). Again, we feel disappointed that we had to get [redacted] to represent us in order for this to be acknowledged. We do not feel this is an appropriate use of public funds when it can be avoided. A recent meeting with the landowner's planning consultation saw a frank admission that they need our land for their access. Again, we were disappointed at your refusal to acknowledge this ransom strip.</p>			<p>is outside of the scope of the Scheme.</p> <p>Highways England wish to minimise the impact on the surrounding land and will only acquire the minimum area of land required for the Scheme. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].</p>
Access and accommodation	<p>Sheet 11</p> <p>With reference to Sheet 11, it is noted that where Toseland Road joins the existing A428 there is an area coloured pink shown adjacent to our clients existing commercial yard, '[redacted]'. Our client seeks clarification on the use of this and that access will be maintained to the yard throughout the scheme and thereafter in order to continue the existing occupation of the yard.</p>	W29	N	<p>The land referred to is being acquired in order to connect the footway from the proposed Toseland Road realignment to the existing A428. This will essentially form part of the highway and therefore, access to properties will be maintained over the footway.</p> <p>Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Access and accommodation	<p>Our client requests that the existing access directly opposite the above access and to the west from the Toseland Road is maintained and provided for in the scheme.</p> <p>To the south of the new A428 it is noted that access is being removed to the fields and there is no new access being provided to link with the existing internal tracks which includes access to the severed land contained between the Gallow Brook and the new A428. Our client requests that an access track is constructed across Gallow Brook and along the southern edge of the new A428 to where it would join up with the existing track at the wood to the east. It is noted that permanent access rights are required to the north of the new A428 extending a considerable distance to the east of Toseland Road, this is considered excessive. It is also noted that there are considerable areas shown as Temporary construction use which appears excessive especially given the location and spread of the highlighted areas. Our client has concerns over the maintenance and security of the emergency access roadways (on Sheet</p>	W29	Y	<p>Highways England has continued to engage with this landowner since the statutory consultation.</p> <p>The access directly opposite the properties is not affected by the Scheme and access will be maintained.</p> <p>Highways England has updated the Scheme since the statutory consultation, and the Scheme now includes an access to connect the internal tracks within the site as requested by the landowner.</p> <p>The areas specified for construction are required to safely construct the Scheme and are no more than is necessary.</p> <p>The design of the internal access tracks will be determined and agreed at detailed design stage. The emergency access roads will be maintained by Highways England. These will be secured at each end to prevent flytipping or encampments. The means of securing these will be discussed with the landowner.</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	11 of Land Plans) and would seek clarification how these would be monitored and secured to prevent unauthorised access.			
Access and accommodation	<p>Sheet 12</p> <p>With reference to sheet 12 it is noted that the existing access track from the A428 leading north is included under permanent access rights, our client seeks clarification on the exact use of the track which is in his ownership and whether this is to be upgraded to accommodate these additional rights.</p>	W29	Y	The Scheme has been updated since the Statutory Consultation, and in consultation with the landowners this existing access has been removed from the Order limits as it is not required as part of the Scheme.
Land access	Our client seeks clarification and details on all new proposed accesses to be provided especially where the new entrances are to be to ensure turning circles are enough for modern farm machinery.	W30	N	Typically, new accesses will replace any accesses that are lost as a result of the Scheme, unless otherwise agreed with the landowner and where safe and practicable to do so. All new accesses will be of a similar standard to the existing accesses which has been discussed in landowner meetings with Highways England.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Land access	Our client is concerned that access is maintained to his property during construction and thereafter. We should be grateful if you would take these representations into consideration as part of the consultation process which is now nearing completion.	W33	N	Access to property will be maintained throughout the construction period and on completion. There may be some disruption, but the Principal Contractor will be in close communication about any operations that could have an impact and ways will be sought to minimise or eliminate disruption. More information can be found in the Outline Construction Traffic Management Plan [TR010044/APP/7.4].
Land access	<p>Closure of entry/exit onto A1 at Wyboston & Chawston</p> <p>We agree with the proposal to close the entry to our private road from A1 southbound but have concerns about the planned access service road for the exit from the petrol station adjacent to our property.</p> <p>Also, do not accept the plan to use part of our land for a turning circle.</p>	W3	Y	The service road will be subject to a 40mph speed limit and a no-parking enforcement Scheme will be in place to reduce or prevent illegal parking. The turning circle has been relocated.

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Access and accommodation	It is also noted that no access is being provided to my clients for the front field which is currently accessed over the land which is now coloured pink (Sheet 1 of the Land Plan). Our clients request that a separate access is provided onto the new link road being constructed to provide access to this field.	W37	Y	The principle of providing a new access to replace the existing fenced off access near Black Cat roundabout is accepted. The replacement access can only be equivalent in width to the existing access. The location of the replacement access will be determined through ongoing discussions as part of the overall compensation package to be agreed with the District Valuer.
Land required for the scheme	5. The current plans show the service station area as being a scoping area, so it is not clear whether any land within the service station will be required for the scheme (either permanently or temporarily).	W15	N	No land is required at the service station, either temporarily or permanently.
Land required for the scheme	However, it (Caxton Gibbet junction) seems to take a lot of land and I'm not clear on the need or purpose of the blue roundabout. On paper it would seem one roundabout under the new road would take less land and still serve the same purpose - though, as I'm not a designer, I appreciate I don't have all the information to hand.	W5	N	The dumbbell roundabout arrangement at Caxton Gibbet uses less land than a single large roundabout would use. The additional roundabout to the south west allows access to be maintained to the fuel filling station and shop and provides the start of the new westbound slip road towards St Neots, Bedford and Milton Keynes. If the

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				roundabout were not used, then any vehicles using the filling station would have to turn left onto the slip road and head west, even if they wanted to go east. The roundabout allows them to do a U-turn and head back to the main Caxton Gibbet junction. The little spur is to allow access to the field and will be a private access for agricultural use only.
Lighting structures	<p>Our client is also concerned over what lighting and illuminated structures are required and our client seeks clarification on the design and need for any lighting proposals.</p> <p>We should be grateful if you would take these representations into consideration as part of the consultation process which is now nearing completion.</p>	W30	N	<p>The visual effects of both construction and operational lighting have been assessed within Chapter 7, Landscape and visual effects of Volume 1 of the Environmental Statement [TR010044/APP/6.1].</p> <p>The need for, and design of, operational lighting has considered the potential for lighting impacts. Accordingly, the use of full cut-off lanterns is proposed as described in Chapter 2, The Scheme within Volume 1 of the Environmental Statement [TR010044/APP/6.1].</p> <p>The First Iteration Environmental Management Plan [TR010044/APP/6.8] details the outline measures that will be developed and</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				implemented by the Principal Contractor to reduce the temporary effects of construction lighting.
Local impacts route alignment	<p>Our client has concerns regarding the impacts of the proposed alignment of the new dual carriageway.</p> <p>Our client owns land and property to the east of the "New Cambridge Road Junction".</p> <p>Our client has residential property currently fronted by the existing A428. The proposed new road will cut behind the property, however the existing A428 will continue to run to the front. As a result, this residential property is going to be significantly blighted.</p> <p>We have been informed by Highways England that these properties are currently "excluded from powers", meaning they are not being considered in any way as part of the scheme or negotiations with the landowner as Highways England believe they are "un-affected" by the proposed re-routing.</p>	W10	N	<p>The properties are not needed as part of the Scheme which is why they were excluded.</p> <p>Subsequent conversations on this matter have confirmed that the landowner wishes to retain possession of these properties.</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Local impacts of land required for the scheme	<p>The new dual carriage way proposes to create a 'freer flowing' Black Cat Roundabout by proposing a three-tier junction which will feature the A1, A428 and the Black Cat Roundabout all travelling through the same location at three different levels. Whilst my client acknowledges the need for improvement, the proposals, as currently comprised, cause significant detriment to the lawful operation of my Clients land and overall operation.</p> <p>The proposals remove from my client a 'road frontage' and prominent visibility which is an important consideration and lengthens access journey distance and time. These features will have impacts for my client both in the recognition of his site and operation and the potential customer base this creates and increases travel costs for the business and make it harder to access for both staff, new clients and existing clients.</p>	W8	N	<p>Highways England has consulted directly with this landowner prior to construction of the new location for their business site and Highways England will continue to work with them to provide a new and safer access from the Roxton Road Link. The impact of the Scheme on the site will be discussed and agreed with the District Valuer as part of the overall compensation package.</p> <p>Liaison and consultation with this landowner are ongoing and Highways England has worked to mitigate the impact of the Scheme as far as reasonably practicable.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Other options consulted on	The realignment of the orange route to bring it further East along the Potton Road brings the road much closer to my house and will significantly impact the use, enjoyment and future value of my home.	W19	N	Noise bunds will be constructed along the sides of the new dual carriageway in the section close to Potton Road, which will reduce the visual and noise impact of the Scheme. A claim for compensation under Part 1 of the Land Compensation Act 1973 can be submitted a year after the project first becomes operational. More information on compensation for business owners and occupiers can be found here: https://www.gov.uk/government/publications/your-property-and-discretionary-purchase Chapter 7 and Chapter 11 within Volume 1 of the Environmental Statement [TR010044/APP/6.1] set out an assessment of the noise and vibration and landscape and visual effects of the Scheme.
Other options consulted on	The feasibility of the above is yet to be confirmed by a formal design stage. Regarding the tie in with 'The Lane' (located at the northern end of the link road), the option	W23	N	These comments relate to the alternative design proposed by the landowner and are noted. These have been acknowledged through our ongoing communication with the

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	to modify the proposed layout to include a simple T-junction with right angles was considered. Although this would represent the best option in terms of land take, it does not appear ideal from a highway engineering perspective. In this scenario, 'The Lane' would maintain its main road configuration. Although, because of the cul-de-sac resulting from the closure of the A1 junction at the end of 'The Lane', most of the traffic flow would have to turn right on a T-junction. Despite the reduced land take, this is a less desirable scenario and cannot be justified.			landowner since the Statutory Consultation in Summer 2019, including a technical report which describes the current design and reviews the alternative design proposed by the landowner.
Proposed A1 / Black Cat junction	Staying on A1 without need to use roundabout is welcomed. (Black Cat)	W18	N	Comment noted.
Proposed Black Cat junction	Given the potential for significant development North, South and East of Tempsford, we also consider that it would be a missed opportunity not to future proof the design for a potential access to the new town from Black Cat roundabout. The consultation design for Black Cat roundabout demonstrates that there is an intention for a proposed access/private road to	W45	N	Future changes to the new Black Cat junction are not precluded by the current design, but Highways England cannot accommodate future aspirational developments into the design that are not committed or in the Local Plan.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>connect to the southeast corner of the roundabout. The junction design should be reviewed to ensure that growth could be accommodated within the capacity of the junction.</p> <p>Summary comment: as a strategic highway crossroad, Black Cat roundabout is crucial to successfully enhancing east-west movement. Future improvements to the A1 through Black Cat should be considered within the design. Black Cat should be future proofed for a connection to a new town at the southeast corner of the roundabout.</p>			
Proposed Black Cat junction	<p>It's a shame that the opportunity hasn't been taken to remove the 'Tempsford Bends' as part of the project. Although measures have been taken to lower speeds, lorries still take these bends too fast and we have one or two overturned lorries each year. I am also concerned that the Black Cat improvements will just move the problem up to the Buckden roundabout which already suffers from long tailbacks at peak periods.</p>	W7	N	<p>Unfortunately, the removal of the Tempsford bends is beyond the committed scope and budget of the Scheme. Highways England will monitor safety at the bends and implement further safety measures as appropriate.</p> <p>The modelling does show increased traffic on the A1, at the Buckden and Sandy roundabouts, though the reduction in east-west traffic at Sandy mitigates some of the impact of the increased volume of A1 traffic at the</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				roundabout. The traffic impacts of the Scheme at both junctions have been assessed and the detailed results reported in the Transport Assessment Annex [TR010044/APP/7.3]. The scope of the Scheme does not include works to the A1 at Bucken roundabout, however Highways England will continue to manage and monitor this in line with their statutory duty.
Proposed Black Cat junction	<p>Black Cat roundabout</p> <p>We have reviewed the consultation material and consider that the design of Black Cat roundabout is critical to the wider objectives for enhanced connectivity in the region. Black Cat roundabout is a major crossroads of the A1 and A428 where both routes support a range of employment uses and there is significant potential to deliver new strategic housing and employment growth to meet the Government's objectives for the Oxford-Milton Keynes-Cambridge growth arc.</p>	W45	N	Comment noted.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Proposed Back Cat junction access and navigation	Re page 27 of consultation booklet - the Black Cat Junction: new layout - we have strong concerns over side road and access no. 8 access to Kelpie marina. This crosses titles [redacted] which are proposed expansion land to [redacted] - note this land is needed to expand [redacted] and maintain its sustainability.	W43	Y	The design of the access route to Kelpie Marina has been amended to avoid the need to divert the high-pressure gas main. This reduces the impact of the Scheme on the land referenced.
Proposed Caxton Gibbet junction	This (Caxton Gibbet junction) is a congestion hotspot. The design seems to create a flow onto the existing dual carriageway.	W5	N	Comment noted.
Proposed Eltisley junction	Existing A428 (at Eltisley Junction) looks to be disrupted.	W18	N	The existing A428 at Eltisley will remain in place. It will still provide a continuous route between Cambridge Road and Caxton Gibbet via a bridge over the new dual carriageway.
Proposed Eltisley junction	The position of the south roundabout at Eltisley should be moved west to link in with the B1040. The reason for this is the B1040 is the higher volume road, and this would allow	W46	N	There is anticipated to be an 80% (approximately) reduction in traffic on the existing A428 at Eltisley. The western Eltisley junction will be much safer to use and less

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	easier access to it and stop the temptation for traffic to cut through the village of Eltisley. 'Village only' signs should be incorporated.			congested than at present and is expected to be a far more attractive route, even with the existing priority junction, than travelling through the village of Eltisley. Further information can be found in the Combined Modelling and Appraisal Report [TR010044/APP/7.10].
Proposed Eltisley junction	Currently, it (Eltisley Junction) is difficult and potentially dangerous to join the A428 here, so the design seems safer and more efficient. Could less land be taken by amalgamating the two roundabouts into one?	W5	N	The Scheme has been designed to modern standards and the layout proposed is the safest option and requires less land overall than a single roundabout.
Proposed A1 / Black Cat junction	Staying on A1 without need to use roundabout is welcomed. (Black Cat)	W18	N	Comment noted.
Road access	We act on behalf of [redacted]. We have noted extracts from the '2019 Map Book 2 Land Plans' Sheets 10, 11 and 12 so far as they affect our client. We are instructed to make the following representations on your proposals. It is hoped that between now and	W29	Y	The new bridge will link with existing tracks or the existing A428. There is no intention to sever access. Following further consultation with the landowner the width of the bridge has been increased to accommodate the maximum size

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>the next stage in the process these matters can be resolved by discussion, if not they will become formal objections in due course.</p> <p>Sheet 10</p> <p>It is noted that on sheet 10, to the western end, the new farm access flyover which is to be created to replace the existing farm access road, does not meet the existing A428 on the southern end. Our client seeks clarification that this new section of road will be linked with the existing A428 in order to provide the access which is being removed. Additionally, our client questions the need close to the existing A428 access of a strip of new habitat creation; this will potentially interfere with access for agricultural equipment to the field immediately to the north.</p> <p>In relation to the new overpass which is to be created our client seeks clarification of the distances between parapets and full specification of the overpass to ensure it is suitable for farm vehicles to use. Our client seeks clarification on the ongoing maintenance responsibility for the new farm</p>			<p>of vehicle that will use the bridge, as advised by the landowner.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	access road after completion (as well as all other farm tracks colored pink). Our client is concerned about the risk of travelers entering the new bridleway access off the existing A428 and asks that the access design prevents this.			
Road character	Seek assurance that the new road will remain as an expressway and not evolve into a smart motorway as the A14 has.	W46	N	When opened to traffic the new dual carriageway will be an all-purpose trunk road, open to all users.
Road elevation	You have detailed within the current plans a lay-by which is located within proximity to my client's farmhouse and they are concerned over its current elevated position with regard to the privacy and security of their holding.	W36	Y	The positions of the laybys are determined by the Design Manual for Roads and Bridges design standards. The width of landscaping has been increased on the south side of the new dual carriageway adjacent to the farm i.e. between the new dual carriageway including the layby and the farmhouse. At this stage Highways England has not specified which species are to be planted but the proximity of the farmhouse is noted and it is intended that planting of a substantial and secure nature is specified during detailed design in order to ensure the

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				privacy and security of their holding.
Road-side services	As a consequence of the scheme, there will be a significant under-provision in roadside services at the intersection of the A1 and A428 and less effective provision at the intersection of the A428 and A1198.	W21	N	Highways England DMRB standard GD 300 suggests that services or fuel filling stations should ideally be no more than 28 miles (45km) apart. On the A1 there are services at Sandy and Buckden, which are approximately 12 miles (19km) apart. There are services at Caxton Gibbet and at the A421/A6 junction south of Bedford, which are approximately 20 miles (32km) apart. It is therefore considered that this existing provision is adequate.
Road-side services	There are other services and a hotel on the A1 in this area for north and south bound travellers, however these do not offer such comprehensive provision of hotel, fuel and hot food options, and in some cases are only accessible from one side of the carriageway. Moreover, we understand that the current configuration of the A1 in this area is being considered for upgrade by Highways England, being described as "with numerous unnumbered junctions and of variable layout and quality" (A1 East of England Strategic	W41	N	Highways England agree that such service provision as described may be welcomed at the Black cat junction, but they cannot assist in the creation of such facilities. Those organisations who are affected by the demolition of such facilities at Black Cat junction should submit a compensation claim for consideration by the District Valuer.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	Study, Highways England, 2017). Accordingly, there is the prospect that some of these services may be extinguished as part of future improvements to the A1. This risk underlines the importance of retaining a comprehensive hotel service offering at the Black Cat roundabout. This is a strategic location that will provide services to both the A1 and improved A428/A421 route more efficiently, maximising the benefit to road users and with less impact on land use than smaller roadside provisions scattered along both routes.			
Road-side services	As you are aware this is a strategic road junction on a major east- west regional infrastructure route and there will be requirement for some sort of highway service facility, considering the lack of service roadside facilities between Bedford and the Caxton Gibbet.	W11	N	Highways England DMRB standard GD 300 suggests that services or fuel filling stations should ideally be no more than 28 miles (45km) apart. On the A1 there are services at Sandy and Buckden, which are approximately 12 miles (19km) apart. There are services at Caxton Gibbet and at the A421/A6 junction south of Bedford, which are approximately 20 miles (32km) apart. It is therefore considered that this existing provision is adequate.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Road-side services	As you are aware this is a strategic road junction on a major east- west regional infrastructure route and there will be requirement for some sort of highway service facility, considering the lack of service roadside facilities between Bedford and the Caxton Gibbet.	W12	N	Highways England DMRB standard GD 300 suggests that services or fuel filling stations should ideally be no more than 28 miles (45km) apart. On the A1 there are services at Sandy and Buckden, which are approximately 12 miles (19km) apart. There are services at Caxton Gibbet and at the A421/A6 junction south of Bedford, which are approximately 20 miles (32km) apart. It is therefore considered that this existing provision is adequate.
Road-side services	<p>[Redacted] – A428 Black Cat to Caxton Gibbet Improvement Scheme</p> <p>I confirm that I am instructed by [redacted] which owns the freehold interest at both the [redacted] located within the [redacted] located at the Black Cat roundabout junction and the [redacted] located at the intersection of the A428 and the A1198 which together with other services at this section provides roadside facilities for the travelling motorist.</p> <p>My client owns and operates these [redacted] which together with the adjoining facilities provide comprehensive services to motorists</p>	W21	N	Highways England DMRB standard GD 300 suggests that services or fuel filling stations should ideally be no more than 28 miles (45km) apart. On the A1 there are services at Sandy and Buckden, which are approximately 12 miles (19km) apart. There are services at Caxton Gibbet and at the A421/A6 junction south of Bedford, which are approximately 20 miles (32km) apart. It is therefore considered that this existing provision is adequate.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>using the A1 and A428 trunk roads. These are important strategic facilities providing opportunities for the motorist to obtain rest, refreshment and fuel and use toilet facilities. Under the provisions of Circular 2 of 2013, Government policy recognises the importance of such facilities in providing for the welfare of the travelling motorist including all categories of traffic and enhancing road safety. Effectively, these two Service Areas serve the needs of the travelling motorist on this stretch of the A1 and A428 trunk roads.</p>			
Road-side services	<p>As you are aware this is a strategic road junction on a major east- west regional infrastructure route and there will be requirement for some sort of highway service facility, considering the lack of service roadside facilities between Bedford and the Caxton Gibbet.</p>	W13	N	<p>Highways England DMRB standard GD 300 suggests that services or fuel filling stations should ideally be no more than 28 miles (45km) apart. On the A1 there are services at Sandy and Buckden, which are approximately 12 miles (19km) apart. There are services at Caxton Gibbet and at the A421/A6 junction south of Bedford, which are approximately 20 miles (32km) apart. It is therefore considered that this existing provision is adequate.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Road-side services	<p>I confirm that I am instructed by [redacted] and its relevant subsidiary company in relation to the leasehold interest in the restaurant premises lying within the [redacted], which lies within the north-western quadrant of the Black Cat Roundabout at the intersection of the A1 and A428 trunk roads.</p> <p>The (Wyboston) service area on which the property is located provides comprehensive roadside facilities for the travelling motorist and my client's restaurant premises forms part of this offer. Having acquired the leasehold interest my client's plans for the comprehensive refurbishment and rebranding on this property were put on hold because of the blighting effects of the scheme.</p> <p>The service area provides comprehensive services to motorists using the A1 and A428 trunk roads.</p> <p>These are important strategic facilities providing opportunities for the motorist to obtain rest, refreshment and fuel and use toilet facilities.</p>	W26	N	<p>Highways England DMRB standard GD 300 suggests that services or fuel filling stations should ideally be no more than 28 miles (45km) apart. In addition to the current fuel filling station on the southbound A1 at Wyboston, there are services on the A1 at Sandy and Buckden, which are approximately 12 miles (19km) apart. There are services at Caxton Gibbet and at the A421/A6 junction south of Bedford, which are approximately 20 miles (32km) apart. It is therefore considered that this existing provision is adequate.</p> <p>All of the options for effective improvements at Black Cat resulted in the loss of access or demolition of businesses in the immediate vicinity of the roundabout.</p> <p>More information on compensation for business owners and occupiers can be found here: Compensation to Business Owners and Occupiers -</p> <p>https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-2-compensation-to-business-owners-</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses	Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
<p>Under the provisions of Circular 2 of 2013, Government policy recognises the importance of such facilities in providing for the welfare of the travelling motorist including all categories of traffic and enhancing road safety. The Service Areas meets the needs of the travelling motorist on this stretch of the A1 and A428 trunk roads.</p> <p>The proposed scheme will result in the total extinguishment of the Service Area including my client's restaurant premises.</p> <p>Accordingly, I confirm on behalf of my client that there are considerable concerns over the proposed road improvement and my client reserves the right to make further representations in relation to the scheme. I would be grateful if you would kindly acknowledge receipt of this representation.</p> <p>Consequently, there will be a significant under-provision in roadside services at the intersection of the A1 and A428 and less effective provision at the intersection of the A428 and A1198.</p>			<p><u>and-occupiers</u></p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Road-side services	As you are aware this is a strategic road junction on a major east- west regional infrastructure route and there will be requirement for some sort of highway service facility, considering the lack of service roadside facilities between Bedford and the Caxton Gibbet.	W47	N	Highways England DMRB standard GD 300 suggests that services or fuel filling stations should ideally be no more than 28 miles (45km) apart. On the A1 there are services at Sandy and Buckden, which are approximately 12 miles (19km) apart. There are services at Caxton Gibbet and at the A421/A6 junction south of Bedford, which are approximately 20 miles (32km) apart.
Road-side services	<p>The [redacted] and associated catering facilities perform an important function in supporting a safe strategic road network in this location as is reflected in industry standards and government policy as set out above.</p> <p>[redacted] believe that extinguishment of the [redacted] would potentially be a missed opportunity to maintain an important contributor to the safety and welfare of the road user and that all reasonable efforts should be made to re-locate the [redacted] on the new round-about should this be reasonably possible. They look forward to</p>	W41	N	Highways England DMRB standard GD 300 suggests that services or fuel filling stations should ideally be no more than 28 miles (45km) apart. On the A1 there are services at Sandy and Buckden, which are approximately 12 miles (19km) apart. There are services at Caxton Gibbet and at the A421/A6 junction south of Bedford, which are approximately 20 miles (32km) apart. There are other hotel facilities nearby, for example the A421/A6 junction at Bedford and at Cambourne. Highways England has met with the consultee in meetings on 3 May 2019 and on 11 August 2020.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	working urgently and cooperatively with the applicant to this end.			
Route alignment	As a scheme, the section between Eltisley and Caxton where there is a close alignment seems to have the least detriment on the environment and I would have liked to see a closer alignment on route.	W5	N	The alignment of the new dual carriageway between Eltisley and Croxton is relatively close to the existing A428. However, it has been designed to avoid areas of woodland, whilst not encroaching too closely on the setting of Eltisley, Croxton Park and Croxton village.
Route alignment	The section between Eltisley and Caxton is very closely aligned to the exiting road, and this seems less detrimental to the environment and farmland. Why can't other sections be like this to minimise impact on habitats?	W5	N	The alignment of the new dual carriageway between Eltisley and Croxton is relatively close to the existing A428. However, it has been designed to avoid areas of woodland, whilst not encroaching too closely on the setting of Eltisley, Croxton Park and Croxton village. Elsewhere, the route of the new dual carriageway is dictated by the need to connect to Black Cat junction, cross the river and railway at the most suitable points and avoid other environmental constraints along the route to Cambridge Road junction and beyond.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Route alignment	Your 'did you know' comment on page 58 is interesting as this effectively moves the road 30m closer to my home. It is interesting that the wellbeing of the (Elm) tree is more important than the wellbeing of myself and my family.	W19	N	The veteran Elm tree is at lat/long 52.214658,-0.239882 and is approximately 1400m north east of Parkers Farm. Realigning the new dual carriageway approximately 21m east at this location has had no impact on the distance between the Scheme at this point and this land holding.
Route alignment	In regards to new access road for nag's head lane my concern would be with hgv vehicles 24 hrs, with noise and light pollution as well as dirt and dust from brakes as they pass through S bend around my house, so a straighter road (A428) would be better.	W2	N	<p>The noise assessment reported in Chapter 11, Noise and vibration within Volume 1 of the Environmental Statement [TR010044/APP/6.1] includes the noise impacts likely to occur in the vicinity of Nags Head Lane due to the construction and operation of the Scheme. The Scheme is predicted to result in a decrease in traffic noise for properties in Nags Head Lane.</p> <p>The S bend is an important part of the design of the Roxton Road Link to act as speed control measure along this section of road which will have a 30mph speed limit.</p> <p>Particulate matter (dust) is included within the air quality predictions presented in Chapter 5, Air quality of the Environmental Statement</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				[TR010044/APP/6.1] . No significant effects are anticipated from changes in particulate concentrations
Route alignment	<p>We bring to your attention that the land in our client's ownership affected by the alignment of your scheme is comprised within Identified Growth Area within Central Bedfordshire's Pre-Submission Local Plan dated January 2018. With the Plan our client's land is included within section 6 (The proposed locations for growth) as being an area suitable for a new settlement. Clause 6.3.6 of the aforementioned Plan states "Land North, South and East of Tempsford is safeguard for future development to be assessed further in the Partial Plan Review. The Review will consider the potential capacity for 10,000+ homes...".</p> <p>Due to the alignment of the A428 proposals currently being consulted upon and shown Land Plan Sheet no's 3 and 4 of "Map Book 2 - Land Plans" dated January 2019 large tracts</p>	W27	N	<p>The Pre-Submission Local Plan was submitted to the Secretary of State on Monday 30 April 2018. The public examination of the Local Plan by a planning inspector has not been completed. Developments suggested therein are therefore not committed and cannot be taken into account. The land referred to in the consultation response is shown in the Pre-Submission Central Bedfordshire Local Plan as an "Identified Location for Future Growth". This is not an allocation and no housing numbers have been attributed. The land is merely identified as having the technical potential to one day be suitable for development subject to consideration of further evidence and/or the delivery of supporting infrastructure.</p> <p>In any case, as part of the examination, Central Bedfordshire Council (CBC) has</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>of otherwise largely developable land or land which could be used for open space as part of a large scale new settlement are sterilised. We oppose the current alignment of roadway and advocate its realignment to a route north of its current alignment to minimise the sterilisation of otherwise developable land.</p>			<p>confirmed in document 'EXAM12: Note on the Identified Locations for Future Growth' (June 2019), that there is insufficient evidence and/or supporting infrastructure to support the allocation of locations for future growth. It also confirms that the sites are not given any preferred status through the Local Plan, and that future development needs will be met through a new Call for Sites exercise to determine the most appropriate locations for growth. CBC therefore confirms in its 'EXAM 12' document that all references to such areas will be removed from the plan before it is adopted.</p> <p>Further, the new dual carriageway in this area has to navigate several natural and man-made constraints such as the River Great Ouse, the East Coast Mainline Railway and wooded areas. There is greater flexibility available in the planning of a possible future residential development than there is a trunk road. CBC's 'EXAM12' document is consistent with this, as it sets out that decisions taken on new strategic transport infrastructure, including the road network, will have a major impact on the</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				location and scale of developments.
Route alignment	<p>We bring to your attention that the land in our client's ownership effected by the alignment of your scheme is comprised within a Identified Growth Area within Central Bedfordshire's Pre-Submission Local Plan dated January 2018.</p> <p>With the Plan our client's land is included within section 6 (The proposed locations for growth) as being an area suitable for a new settlement.</p> <p>Clause 6.3.6 of the aforementioned Plan states "Land North, South and East of Tempsford is safeguard for future development to be assessed further in the Partial Plan Review. The Review will consider the potential capacity for 10,000+ homes...".</p> <p>Due to the alignment of the A428 proposals currently being consulted upon and shown Land Plan Sheet no's 3 and 4 of "Map Book 2 - Land Plans" dated January 2019 large tracts of otherwise largely developable land or land which could be used for open space as part of</p>	W38	N	<p>The Pre-Submission Local Plan was submitted to the Secretary of State on Monday 30 April 2018. The public examination of the Local Plan by a planning inspector has not been completed. Developments suggested therein are therefore not committed and cannot be taken into account. The land referred to in the consultation response is shown in the Pre-Submission Central Bedfordshire Local Plan as an "Identified Location for Future Growth". This is not an allocation and no housing numbers have been attributed. The land is merely identified as having the technical potential to one day be suitable for development subject to consideration of further evidence and/or the delivery of supporting infrastructure.</p> <p>In any case, as part of the examination, Central Bedfordshire Council (CBC) has confirmed in document 'EXAM12: Note on the Identified Locations for Future Growth' (June 2019), that there is insufficient evidence and/or supporting infrastructure to support the</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>a large scale new settlement are sterilised. We oppose the current alignment of roadway and advocate its realignment to a route north of its current alignment to minimise the sterilisation of otherwise developable land.</p>			<p>allocation of locations for future growth. It also confirms that the sites are not given any preferred status through the Local Plan, and that future development needs will be met through a new Call for Sites exercise to determine the most appropriate locations for growth. CBC therefore confirms in its 'EXAM 12' document that all references to such areas will be removed from the plan before it is adopted.</p> <p>Further, the new dual carriageway in this area has to navigate several natural and man-made constraints such as the River Great Ouse, the East Coast Mainline Railway and wooded areas. There is greater flexibility available in the planning of a possible future residential development than there is a trunk road. CBC's 'EXAM12' document is consistent with this, as it sets out that decisions taken on new strategic transport infrastructure, including the road network, will have a major impact on the location and scale of developments.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Route alignment	<p>We bring to your attention that the land in our client's ownership effected by the alignment of your scheme is comprised within a Identified Growth Area within Central Bedfordshire's Pre-Submission Local Plan dated January 2018.</p> <p>With the Plan our client's land is included within section 6 (The proposed locations for growth) as being an area suitable for a new settlement.</p> <p>Clause 6.3.6 of the aforementioned Plan states "Land North, South and East of Tempsford is safeguard for future development to be assessed further in the Partial Plan Review. The Review will consider the potential capacity for 10,000+ homes...".</p> <p>Due to the alignment of the A428 proposals currently being consulted upon and shown Land Plan Sheet no's 3 and 4 of "Map Book 2 - Land Plans" dated January 2019 large tracts of otherwise largely developable land or land which could be used for open space as part of a large scale new settlement are sterilised. We oppose the current alignment of roadway</p>	W39	N	<p>The Pre-Submission Local Plan was submitted to the Secretary of State on Monday 30 April 2018. The public examination of the Local Plan by a planning inspector has not been completed. Developments suggested therein are therefore not committed and cannot be taken into account. The land referred to in the consultation response is shown in the Pre-Submission Central Bedfordshire Local Plan as an "Identified Location for Future Growth". This is not an allocation and no housing numbers have been attributed. The land is merely identified as having the technical potential to one day be suitable for development subject to consideration of further evidence and/or the delivery of supporting infrastructure.</p> <p>In any case, as part of the examination, Central Bedfordshire Council (CBC) has confirmed in document 'EXAM12: Note on the Identified Locations for Future Growth' (June 2019), that there is insufficient evidence and/or supporting infrastructure to support the allocation of locations for future growth. It also confirms that the sites are not given any</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	and advocate its realignment to a route north of its current alignment to minimise the sterilisation of otherwise developable land.			<p>preferred status through the Local Plan, and that future development needs will be met through a new Call for Sites exercise to determine the most appropriate locations for growth. CBC therefore confirms in its 'EXAM 12' document that all references to such areas will be removed from the plan before it is adopted.</p> <p>Further, the new dual carriageway in this area has to navigate several natural and man-made constraints such as the River Great Ouse, the East Coast Mainline Railway and wooded areas. There is greater flexibility available in the planning of a possible future residential development than there is a trunk road. CBC's 'EXAM12' document is consistent with this, as it sets out that decisions taken on new strategic transport infrastructure, including the road network, will have a major impact on the location and scale of developments.</p>
Traffic safety along the A1	Furthermore, once the current accesses onto the A1 have been blocked off there will be no hard shoulder for breakdowns. So, if that happens that will cause not only holdups but	W4	N	Many of the collisions that occur along the stretch of the A1 in question are as a result of the numerous side road and direct accesses onto the A1. The Scheme aims to eliminate

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>could also cause accidents. The ditch along the northbound stretch of the A1 between Nags Head Lane and Chawston Lane provides ample evidence of what has happened in the past. As to collisions and casualties over a two-year period between 2012 and 2014 the area between the A428 and A421 both North and South bound there were 42 collisions with 106 casualties with 23 of those being fatal. Some of those accidents have ended up not only in Nags Head Lane but also in the actual field opposite us. So far as we can find out none of the people involved were residents. Again, this is a situation we can only see getting worse in the future as there will be less places available for escape once all the current accesses to the A1 have been closed.</p>			<p>these by closing off those accesses and providing a safe access road instead.</p> <p>Although no hard shoulder is provided along the A1, the verges can be used in the event of a breakdown, either for a broken down vehicle to pull onto or for drivers and passengers to use as a place of refuge if the vehicle is stranded on the carriageway.</p>
No topic	Need gates on Aprin area.	W20	N	If gates are required the provision of these will be agreed with the landowner during detailed design.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Construction				
Access routes / diversions	Our client is concerned that continued access is maintained to all the fields during construction and thereafter.	W28	N	<p>Access to fields will be available during and after construction, although there may be some disruption. The Principal Contractor will liaise with your Client to ensure that such disruption is minimised. These measures are outlined in the Construction Traffic Management Plan [TR010044/APP/7.4].</p> <p>A Community Liaison Officer, dedicated phone line and website will be available throughout the construction period to act as a point of contact for landowners, businesses and residents. This is detailed in the First Iteration Environmental Management Plan [TR010044/APP/6.8].</p>
Access routes / diversions	In addition to this our client seeks clarification on the specification of the new access point which is to be created to the north of [redacted] and would seek for this access to be construction prior to any works in order to ensure access can be maintained at all times to this land, the access must be adequate for	W29	N	The Scheme does not affect the existing access to Whitehall Farm on Toseland Road, or the existing field access opposite the farm.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	the turning area of agricultural vehicles. The new accesses created will be subject to approval by our client. Similarly, our client requests that the existing field access opposite the entrance to the yard at [redacted] is maintained and accessible through construction and thereafter.			
Access routes / diversions	Our client is concerned that continued access is maintained to all of the fields during construction and thereafter.	W29	N	Highways England will seek to maintain access to all properties and roads throughout the construction of the works or provide alternative access arrangements. In some instances, it may be necessary to restrict access for limited periods, however, Highways England will seek to minimise the number and duration of any such restrictions as far as reasonably practicable. The Principal Contractor will liaise with your Client to ensure that such disruption is minimised. These measures are outlined in the Construction Traffic Management Plan [TR010044/APP/7.4] . A Community Liaison Officer, dedicated phone line and website will be available throughout the construction period to act as a point of contact for landowners,

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				businesses and residents. This is detailed in the First Iteration Environmental Management Plan [TR010044/APP/6.8].
Access routes / diversions	Our client is concerned that continued access is maintained to all of the fields during construction and thereafter to minimise disruption to his farming operations.	W30	N	<p>Access to fields will be available during and after construction, although there may be some disruption. The Principal Contractor will liaise with landowners to ensure that such disruption is minimised.</p> <p>A Community Liaison Officer, dedicated phone line and website will be available throughout the construction period to act as a point of contact for landowners, businesses and residents. This is detailed in the First Iteration Environmental Management Plan [TR010044/APP/6.8].</p>
Access routes / diversions	It is noted that the current method of access (to the land at [redacted]) is being removed and there are no provisions for new access in the new scheme. It was proposed during meetings held on 22nd March 2019 with Ardent and the Highways England team for a new gateway to be constructed along the new	W35	Y	The new access has been provided as requested and is shown on the General Arrangement Plans [TR010044/APP/2.4]

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	link road as indicated on the enclosed plan, this was also followed up with email correspondence. The new access gateway has not however been implemented into the current plans (Between Roxton Road Link to land off Chawston Lane).			
Access routes / diversions	Our client seeks clarification that their access will not be used by construction traffic in connection with the scheme.	W36	N	The existing access to the farm will not be used by construction vehicles. The Outline Construction Traffic Management Plan OCTMP [TR010044/APP/7.4] provides details of the permitted and prohibited routes for construction traffic. Only routes which are suitable for construction traffic will be used.
Access routes / diversions	Our client seeks clarification and details on the accesses to be provided especially where the new entrances are to be to ensure turning circles are enough for modern farm machinery. With specific regard to the new underpass which is to be provided our client seeks clarification of the specification to ensure it is of a suitable size for modern	W36	N	Typically, new accesses will replace any accesses that are lost as a result of the Scheme. The new accesses will be of a similar standard to the existing accesses. All accesses have been subject to a swept path analysis to check their viability for farm machinery.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	agricultural machinery to use.			<p>The accesses have been designed for the swept path of a 15.5m long articulated vehicle. The swept path for this vehicle is greater than that for the 16.5m design vehicle, which is the national standard that is used for the design of At Grade Priority Junctions and Roundabouts for the Strategic Road Network.</p> <p>The underpass at the new railway bridge have a clear width of 6m and headroom of approximately 5.9m. Further information is shown in the Engineering Section Drawings [TR010044/APP/2.10].</p>
Access routes / diversions	Our client is concerned that continued access is maintained to all the fields during construction and thereafter to minimise disruption to his farming operations.	W36	N	<p>Access to fields will be available during and after construction, although there may be some disruption. The Principal Contractor will liaise with your Client to ensure that such disruption is minimised.</p> <p>A Community Liaison Officer, dedicated phone line and website will be available throughout the construction period to act as a point of contact for landowners, businesses and residents. This is detailed in the First Iteration Environmental Management Plan</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				[TR010044/APP/6.8].
Access routes / diversions	<p>Our client is concerned that continued access is maintained to all the fields during construction and thereafter.</p> <p>We should be grateful if you would take these representations into consideration as part of the consultation process which is now nearing completion.</p>	W37	N	<p>Access to fields will be available during and after construction, although there may be some disruption. The Principal Contractor will liaise with your Client to ensure that such disruption is minimised.</p> <p>A Community Liaison Officer, dedicated phone line and website will be available throughout the construction period to act as a point of contact for landowners, businesses and residents. This is detailed in the First Iteration Environmental Management Plan [TR010044/APP/6.8].</p>
Construction traffic management plan	<p>I strongly want to ask confirmation that no traffic will be diverted through the village of Eltisley at any time, and would request further information to be provided to the village on the actions being taken regarding this.</p> <p>The village has been made aware of very negative feedback from other villages that have been impacted by the A14 development, and the severe detrimental impact 'rat running'</p>	W46	N	<p>No traffic will be purposely diverted through Eltisley village during construction of the Scheme. When closures of the existing A428 are required the official diversion routes will comprise of routes already used by Highways England. Measures will be in place to notify satellite navigation providers of closures and official diversion routes and diversions routes will be extensively signed.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	has had on their village in relation to increased traffic and deterioration of road surfaces of minor routes. Furthermore, the village must not be used as a haul road.			Highways England has no way of controlling those with local knowledge and as such are liaising with County, District and Parish Councils through regular Technical Working Groups and Community Forums in order to understand the issues, find practical solutions and manage expectations. More information can be found in Outline Construction Traffic Management Plan [TR010044/APP/7.4] that has been submitted as part of the DCO application.
Construction traffic management plan	Construction traffic for the new A428 should be contained within the construction site of the new road and should avoid the old A428 and surrounding villages.	W36	N	Construction related traffic (i.e. materials deliveries) will be only allowed to use major roads to access the site. This will, by necessity, include the existing A428, but not local roads. The large construction vehicles will not use the local roads at all (except if something needs to be constructed on a local road) and every effort will be made to use the route of the new dual carriageway itself, which is safer for all concerned. The Outline Construction Traffic Management Plan OCTMP [TR010044/APP/7.4] provides

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				details of the permitted and prohibited routes for construction traffic. Only routes which are suitable for construction traffic will be used. It also outlines includes the measures Highways England will take to work with other stakeholders in the locality to coordinate traffic management activities during the construction period.
Environmental impact mitigation	<p>Seems little effort to protect village from all aspects with route to the East of Eltisley.</p> <p>How is environment of residents protected during construction.</p>	W46	N	<p>The First Iteration Environmental Management Plan [TR010044/APP/6.8] outlines the approaches and control that the Principal Contractor will be required to develop and implement to minimise noise and vibration levels, applicable to both daytime and nighttime working.</p> <p>The outcomes of modelling of the operational effects of the Scheme on air quality are reported in Chapter 5, Air quality within Volume 1 of the Environmental Statement [TR010044/APP/6.1]. This includes detailed consideration of local air quality effects at Eltisley. The assessment concluded that air quality effects in this location are not</p>

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Topic Area and Consultation Responses	Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
			<p>significant.</p> <p>The noise assessment reported in Chapter 11, Noise and vibration within Volume 1 of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control noise and vibration at residential and other noise sensitive properties along the Scheme, including Eltisley. This includes low noise surfacing materials on the new dual carriageway.</p> <p>Impacts on the landscape are detailed in Chapter 7, Landscape and visual effects, of Volume 1 of the Environmental Statement [TR010044/APP/6.1]. This details the impact on the east of Eltisley. During construction there would be views looking north-east from the rear of a small number of properties for residents on the eastern edge of Eltisley, broken up by intervening woodland blocks. Views over rear property boundaries would allow glimpses of the tops of construction equipment, lighting and signage. These elements would be temporary but noticeable elements within the views towards the</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				<p>construction of the Caxton Gibbet junction on the distant skyline.</p> <p>At Scheme opening, views from a small number of properties on the eastern edge of Eltisley would include the elevated sections of the Caxton Gibbet junction in the distant background. By Year 15, when vegetation has grown, there would be glimpses of tops of high sided vehicles on a short section of the route east of the Eltisley bridge in views of residents on the eastern edge of Eltisley. These views would be similar to the baseline.</p>
Land required for the scheme	<p>We have noted extracts from the June 2019 'Map Book 2 Land Plans' Sheets 5 and 6 so far as it affects our client land at [redacted]. We are instructed to make the following representations on your proposals. It is hoped that between now and the next stage in the process these matters can be resolved by discussion, if not they will become formal objections in due course</p> <p>It is proposed on Sheet 6 that the land to the rear of numbers 1 and 2 [redacted] be used</p>	W36	N	<p>The land to the rear of nos. 1 and 2 Rectory Farm Cottages will be used for construction purposes. This may be for the storage of materials, storage of soil or sub-soil. Liaison with the landowner is ongoing.</p> <p>Residents of properties located at the junction of Potton Road and the B1046 would experience wide ranging views of construction activity due to their close proximity to the works. Site management within construction compounds and working areas would be</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	for construction and compound area. As previously discussed with your consultation team, this area is considered unnecessary due to the impact of the proposed use on the residents and it is requested that this area is removed from the scheme. No alterations to this area have been included on the latest plans.			undertaken in accordance with the First Iteration EMP [TR010044/APP/6.8], specifically Annex L Landscape and Ecology, plan [TR010044/APP/6.8] and in the Schedule of Mitigation [TR010044/APP/6.9]. Measures include ensuring that materials are delivered on an 'as and when' basis, to minimise the potential for stockpiling and associated visual impact. Stockpiles will be no higher than 2m.
Land required for the scheme	<p>We have noted extracts from the '2019 Map Book 2 Land Plans' Sheet 1 so far as it affects our client. We are instructed to make the following representations on your proposals. It is hoped that between now and the next stage in the process these matters can be resolved by discussion, if not they will become formal objections in due course.</p> <p>It is noted that on sheet 1 there are considerable areas of temporary use for construction and scoping areas which lies within proximity to both the commercial yard and dwelling. This area is considered unnecessary given the large area which is being acquired around the Black Cat which is</p>	W37	Y	<p>The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible.</p> <p>Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].</p> <p>Since Statutory Consultation a borrow pit has been introduced in the area referred to. The extent of this was then reduced and moved further away from the landowners property following Supplementary Consultation in order</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>further from any properties. Our clients wish for the land used as part of the scheme to be limited so that the impact on his residence is minimised.</p> <p>Our client would request that the green temporary land is not used as a construction compound or storage due to the proximity to the dwelling and commercial buildings. Our clients would ask for clarification on the use of this land during the scheme.</p>			<p>to minimise the impact.</p> <p>More information around compensation can be found at the link below. https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-2-compensation-to-business-owners-and-occupiers</p> <p>Since the Statutory Consultation the Scheme design has continued to progress and in line with engagement with the landowner the land required temporarily for construction adjacent to the landholding has been scaled back as per the landowners' request.</p> <p>Highways England will continue to engage with affected landowners.</p>
Land required for the scheme	<p>As [redacted] of the Stuart Memorial Hall in Tempsford, I need to have further details of what the Hall lands will be used for during the construction phase of the project. Inset 16D in the Land Plan document indicates that part of the Hall's land will be temporarily used during the project.</p>	W7	Y	<p>Some of the Memorial Hall land was needed for a temporary access. This has been reviewed since the statutory consultation and is no longer required.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Materials and compounds	During construction what will titles [redacted] be used for i.e. storage of materials, machinery, cabins etc.?	W43	N	The land under the titles referred to will be used for temporary working space for construction of the Kelpie Marina access road. Some materials for the road construction may be stored there. The details can be viewed on the General Arrangement Plans submitted as part of this application [TR010044/APP/2.4]. Further information is also given in the Statement of Reasons [TR010044/APP/4.1]
Programme of works	We understood from HE that the new relief road from The Lane to Chawston Lane would be constructed first in order that the accesses onto the northbound A1 from Chawston Lane, Nags Head Lane and The Lane could be blocked off. If that was done, then any current rat running along Roxton Road and Chawston Lane would be eliminated. But we see from our local Parish Council magazine that in fact the Outside of the new roundabout is to be constructed first so the rat running will continue and may even get worse. We would also like more detail as to exactly how Nags	W4	N	This timing of when The Lane and Chawston Lane will be blocked off will not be resolved until the detailed design stage, when the construction program is developed in greater detail. The new Roxton Road link needs to be constructed before the roads can be blocked off. Works at Black Cat junction aim to maintain existing traffic capacity in order to minimise the use of inappropriate routes. Further information is given in the Chapter 2, The Scheme within Volume 1 of the Environmental Statement [TR010044/APP/6.1] and also the Outline Construction Traffic

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	Head Lane is to be blocked off from the A1.			Management Plan [TR010044/APP/7.4]. It is likely that Nagshead Lane will be blocked off by creating a grass verge across the existing bellmouth, with a high fence (1.5m or 1.8m) also erected. On the Nags Head Lane side, a small grass verge is also likely to be created and kerbs may be installed. Enough space needs to be left in the bellmouth on the Nagshead Lane side to allow large vehicles e.g. refuse vehicle, to be able to turn around.
Relief road	At this point we would also like to ask that once works commence to build the relief road on the land directly opposite Thatch Cottage, or indeed any works in the vicinity of Nags Head Lane, that should any ground clearance be carried out that any combustible material be taken away to be disposed of and not burnt on the land. This is so that the risk of flying embers is kept to a minimum.	W4	N	No burning of any items will be permitted anywhere on site during the construction period. This is detailed in the Environmental Management Plan, Annex C, Waste management plan [TR010044/APP/6.8].
Temporary construction land required for the	We have noted inset 16.A from the June 2019 'Map Book 2 Land Plans' Sheet 16 so far as it affects our client. We are instructed to make	W30	Y	Since the statutory consultation the Scheme design has continued to progress and in line with engagement with the landowner the land

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
scheme	<p>the following representations on your proposals. It is hoped that between now and the next stage in the process these matters can be resolved by discussion, if not they will become formal objections in due course.</p> <p>Our client notes that further to our meeting with your delivery team that their access is still detailed as being included on inset 16.A which we understand is to be used as a temporary area for recovery vehicles during construction. It was understood that this area was no longer required, and an arrangement was being sought with a single landowner.</p> <p>We should be grateful if you would take these representations into consideration as part of the consultation process which is now nearing completion.</p>			required temporarily during construction for a vehicle recover area in this location has been removed from the Order Limits.
Temporary construction land required for the scheme	<p>Our client seeks clarification as to the proposed accesses to [redacted] both during construction and on completion of the scheme. At present both cottages benefit from independent accesses and the retention of these is not shown on the current plans.</p>	W30	Y	The Scheme has been updated since the statutory consultation, and a new access equivalent to the existing has been provided to both of these properties as part of the Scheme.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land					
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)	
Walkers, Cyclist and Horse riders					
Cycling connectivity	The old A428 to the east of the village will be used as the minor link road; it needs to be ensured that on the old section of the road, the cycle path that is part of the new development continues across the old section. If this element of the road is managed and funded by a different agency, then please ensure the necessary arrangements are made.	W46	N	<p>The extension of the footway/cycleway along the old A428 does not form part of the Scheme proposals. The old A428 will be de-trunked and responsibility for it will be handed to the local highway authority. However, Highways England acknowledges your comment and recognises there is an opportunity to work with the local highway authority to improve connectivity.</p> <p>Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.</p>	
PRoW connectivity	With any development these should be considered for mental health, providing alternative transport. New housing estates need walks into the country. However, the	W5	N	<p>The closure of three of the five footpaths near the Wintringham development is being undertaken as these footpaths, where they pass through the Wintringham development,</p>	

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>reduction from 5 public path options down to 2 doesn't seem a fair design, when there will be more people from the Wintringham development, yet less route options. Two of the 2 new paths are next to the new road. this is good as a cycle route, but a bit straight, noisy and boring for walkers. Other areas, like Tempsford and Little Barford could be considered for developing cycle routes. Has a survey of bike users (particularly at weekends) been conducted between little Barford power station and Tempsford? I have seen what I consider a heavy number of cyclists at weekends. There could be a cycle route incorporated into the new section of that road, and link to Roxton or cycle route 12.</p>			<p>will be closed in line with the approved proposals for that development independent of the Scheme. The two remaining footpaths will cross under the new dual carriageway at FP1/9 and over the new dual carriageway at FP1/16. A new footpath route to the east of the new dual carriageway reconnects to the unaffected sections of all five footpaths in that area.</p> <p>The addition of a cycle route on Barford Road is outside the scope of the Scheme. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.</p>
PRoW connectivity	<p>It was good to see that the footpath that currently runs along the A1 going south on the Northbound side is to be extinguished. This together with the provision on the new Nags Head Lane relief road will make life much</p>	W4	N	Comment noted.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	easier for those of us that like to take a walk.			
PRoW connectivity	(Q2f: Please provide us with any comments you may have on the design for Cambridge Road junction) There are new housing developments in this area, so a link to the new road would seem sensible as there will be more people. Footpaths to link each side have been considered.	W5	N	Comment noted.
PRoW connectivity	So far as [redacted] is concerned the provision of a new and safe footpath away from the A1 is extremely welcome.	W4	N	Comment noted.
Segregated cycling infrastructure	As a broad comment relation to the development locally to Eltisley - cycle paths need to be implemented to support links with St. Neots, Caxton, Papworth and Cambourne.	W46	N	The existing A428 will be de-trunked and will be managed by the local highway authority who will determine whether the installation of cycle paths is appropriate. Traffic volumes on the existing A428 are anticipated to reduce by approximately 80% which will bring environmental benefits to nearby residents.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Segregated cycling infrastructure	Cycle routes - there are no plans to join up Little Barford and Tempsford with other cycle paths and this could be considered to avoid isolating villages further (an area neglected in the past - with the A1 development for example, which cuts a village in half).	W5	N	Cycle paths in the locations suggested are outside of the scope of this Scheme, and would be the responsibility of the relevant local highway authority.
Segregated cycling infrastructure	More attention / detail and a dedicated cycle track is required and essential on the stretch of road between Tempsford and the new access road, especially as the traffic will hopefully be flowing after the road alterations - this is especially the case from the [redacted] to Kelpie Marina including the old sandstone bridge.	W13	N	Changes to the footway/cycleway from Tempsford, to the south of School Lane, are beyond the scope of the Scheme. However, Highways England is introducing a new and entirely separate route from School Lane to Bedford Road in order to provide a safer route northward and away from the Black Cat junction.
WCH route design	(Question 4b - comments on WCH routes:) None other than those mitigations that may be necessary to accommodate as a result of considering the proposed amendments to the	W40	N	Comment noted.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	scheme design.			
Land Use and provision of access				
Access routes	We fully appreciate that the owner will be compensated under the Compulsory Purchase procedures, however, we have had a number of expressions of interest from commercial developers looking to utilise our client's land for potential roadside services, garage, restaurant, drive-through facilities or rest areas and they are requiring areas around the current size and the reduced area or the proposed position of the access route would not be feasible for any commercial development.	W47	Y	Highways England has continued to engage with the affected land interests in this area. The area of land originally required has altered because of a change to the alignment of the Kelpie Marina access road since the Statutory Consultation. Highways England has worked with the landowner to agree an approach which leaves a viable plot of land which meets landowner requirements.
Access routes and land required for the scheme	We fully appreciate that we as the executors will be compensated under the Compulsory Purchase procedures, however we have had a number of expressions of interest from commercial developers looking to utilise the land for potential roadside services, garage,	W12	Y	The area of land originally required has altered because of a change to the alignment of the Kelpie Marina access road. This has reduced the area of land required for the Scheme and Highways England has continued to engage

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	restaurant, drive thru facilities or rest areas and they are requiring areas around the current size and the reduced area or the proposed position of the access route would not be feasible for any commercial development.			with landowners around this. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1]
Access routes and land required for the scheme	We fully appreciate that we as the executors will be compensated under the Compulsory Purchase procedures, however we have had a number of expressions of interest from commercial developers looking to utilise the land for potential roadside services, garage, restaurant, drive thru facilities or rest areas and they are requiring areas around the current size and the reduced area or the proposed position of the access route would not be feasible for any commercial development.	W13	Y	The area of land originally required has altered because of a change to the alignment of the Kelpie Marina access road. This has reduced the area of land required in consultation with the landowners.
Agricultural land	As should a focus on how to feed our nation with more value placed on farmland for future generations.	W5	N	Through a process of route option identification and selection, the design of the Scheme has sought to minimise the loss of, and disturbance

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				<p>to, agricultural land and holdings. However, some loss of agricultural land is unavoidable due to the location of the Scheme.</p> <p>Chapter 12, Population and human health within Volume 1 of the Environmental Statement [TR010044/APP/6.1] presents the findings of the agricultural assessment undertaken to identify the likely significant effects on agricultural holdings and their operations.</p> <p>Chapter 9, Geology and soils within Volume 1 of the Environmental Statement [TR010044/APP/6.1] presents the findings of an assessment of how the Scheme will affect agriculturally viable soils.</p> <p>Mitigation measures outlined in the First Iteration Environmental Management Plan [TR010044/APP/6.8] will be implemented during construction to strip, store, protect and reinstate agricultural soils where feasible.</p>
Boundary treatments	The issue of access was addressed in our letter of 2nd April 2019 to [redacted] to which no reply has been received to date. In that	W28	N	Highways England has engaged with this landowner since this response was provided

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>letter we set out the current existing access arrangements and the need for an appropriate access to our client's land.</p> <p>Our client seeks clarification on the boundary treatments throughout the scheme together with responsibility of the landscaped areas shown within the scheme.</p> <p>We should be grateful if you would take these representations into consideration as part of the consultation process which is now nearing completion.</p>			<p>via landowner meeting.</p> <p>Highways England will own the land that is to be used for landscaping and will be responsible for the maintenance of the landscaping. Highways England will continue to engage in further discussions regarding the treatment of field boundaries as part of the ongoing design development.</p> <p>All mitigation areas created as a result of the Scheme will be maintained by Highways England unless the mitigation forms part of a local highway, in which case maintenance will become the responsibility of the relevant highway authority.</p>
Boundary treatments	<p>Our client seeks clarification on the boundary treatments throughout the scheme together with responsibility of the landscaped areas shown within the scheme.</p>	W35	N	<p>Highways England will own the land that is to be used for landscaping and will be responsible for the maintenance of the landscaping. Highways England will continue to engage in further discussions regarding the treatment of field boundaries as part of the ongoing design development.</p> <p>All mitigation areas created as a result of the Scheme will be maintained by Highways</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				England unless the mitigation forms part of a local highway, in which case maintenance will become the responsibility of the relevant highway authority.
Boundary treatments	Our client also seeks clarification on the boundary treatments throughout the scheme together with responsibility of the landscaped areas shown within the scheme.	W37	N	Highways England will own the land that is to be used for landscaping and will be responsible for the maintenance of the landscaping. Highways England will continue to engage in further discussions regarding the treatment of field boundaries as part of the ongoing design development. All mitigation areas created as a result of the Scheme will be maintained by Highways England unless the mitigation forms part of a local highway, in which case maintenance will become the responsibility of the relevant highway authority.
Impact assessment and mitigation	Our client also seeks clarification on the noise protection measures and boundary treatments throughout the scheme together with details of who will be responsible of the landscaped areas shown within the scheme.	W36	N	Chapter 11, Noise and vibration within Volume 1 of the Environmental Statement [TR010044/APP/6.1] identifies the mitigation measures required to control and/or minimise noise at residential and other noise sensitive

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				<p>properties.</p> <p>Highways England will continue to engage in further discussions regarding the treatment of field boundaries as part of the ongoing design development.</p> <p>All mitigation areas created as a result of the Scheme will be maintained by Highways England unless the mitigation forms part of a local highway, in which case maintenance will become the responsibility of the relevant highway authority.</p>
Land required for the scheme	<p>In addition, our clients note the extent of the red line boundary of land to be permanently compulsorily acquired under the scheme as shown on Land Plan Sheet nos. 3 and 4. We object to the extent of this red line and wish to hold further dialogue with you to reduce the extent of the red line area proposed to be acquired for implementation of the road scheme. At this stage it would appear the extent of otherwise developable land sterilised by this scheme (excluding land and exclusion zones directly required for the scheme) to be</p>	W27	N	<p>The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible.</p> <p>Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	in the order of over 100 acres.			
Land required for the scheme	Without prejudice we would refer you to our comments in 2b above. In addition, our clients note the extent of the red line boundary of land to be permanently compulsorily acquired under the scheme as shown on Land Plan Sheet nos. 3 and 4. We object to the extent of this red line and wish to hold further dialogue with you to reduce the extent of the red line area proposed to be acquired for implementation of the road scheme. At this stage it would appear the extent of otherwise developable land sterilised by this scheme (excluding land and exclusion zones directly required for the scheme) to be in the order of over 100 acres.	W39	N	The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1]
Land required for the scheme	In addition, our clients note the extent of the red line boundary of land to be permanently compulsorily acquired under the scheme as shown on Land Plan Sheet nos. 3 and 4. We object to the extent of this red line and wish to hold further dialogue with you to reduce the extent of the red line area proposed to be	W38	N	The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	acquired for implementation of the road scheme. At this stage it would appear the extent of otherwise developable land sterilised by this scheme (excluding land and exclusion zones directly required for the scheme) to be in the order of over 100 acres.			Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1]
Land required for the scheme	<p>However, they are very concerned by:</p> <p>d) Loss of control over areas where compulsory powers are not necessary for construction of the road and could be provided temporarily under Article 30</p> <p>- There is no need for Highways England to acquire environmental mitigation areas permanently under compulsory purchase powers and they should be returned to the Estate if not needed for the road once completed</p>	W24	N	<p>It would not be appropriate to take land designated for landscaping and habitat temporarily, as it would be materially changed as part of the works. Highways England also need to retain ownership of the land to ensure that the landscaping is adequately maintained.</p> <p>Where appropriate consideration will be given to sell back land taken for landscaping purposes, at the pertaining market value, subject continued use as landscaping.</p>
Environmental mitigation	We have suggested that the environmental mitigation area should be moved to a position shown on the attached plan east of the new	W25	Y	The extent of landscaping has been modified following discussions with the landowner to allow them to maintain their stewardship

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	dual carriageway. [redacted] need to own and control the area including their bridge over Hen Brook westward to the old A428 to maintain their countryside stewardship obligations, access the fields to the north and south safely and prevent trespass. If it can be proved the large area of environmental mitigation is necessary as part of the construction of the road, then it should be moved eastwards.			obligations, access to fields and prevent trespass.
Oppose Roxton Road link design and alignment	<p>"SAFETY IMPROVEMENTS/NEW LOCAL ROAD THAT WILL LINK THE LANE, NAGSHEAD LANE AND CHAWSTON LANE TO BEDFORD ROAD VIA THE NEW ROXTON ROAD BRIDGE."</p> <p>We would like to formally express our objection to this draft of your Black Cat to Caxton Gibbet improvement scheme. We object based on the following:</p> <p>Excessive land acquisition.</p> <p>There is no clear case in the public interest to put all of this part of the scheme on our land.</p> <p>Clearly the site selection process has been</p>	W14	N	<p>Highways England wish to minimise the impact on the surrounding land and will only acquire the minimum area of land required for the Scheme. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].</p> <p>Highways England is required to provide a local link for residents who would otherwise experience severance effects as a result of this scheme. The need for the new Roxton Road Link is clear and will provide a significant safety benefit local road users, residents and businesses and those using the A1. The area of land being used has been reviewed and has</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>driven by neighbouring properties, their tenants and their objections.</p> <p>Based on what can be measured from the drawing, the proposed scheme does not meet the Design Manual for Roads and Bridges (DMRB) minimum requirements.</p> <p>Ignorance of Ransom Value & refusal to acknowledge an alternative.</p>			<p>been reduced through reduction of the landscape area provided to the west of the new dual carriageway.</p> <p>Highways England has consulted directly with the affected landowner and confirmed that land acquisition is driven primarily by design and safety considerations.</p> <p>The Roxton Road Link does not need to be designed to DMRB standards, which govern the design of trunk roads. Between Chawston Lane and The Lane, where a speed limit of 30mph will be used, the Manual for Streets and Bedford Borough Council highway design guidance was used and are more appropriate for the nature of the road.</p> <p>Highways England does not promote the purposeful creation or removal of ransom strips. The aspirations of land interests wishing to secure planning permission to develop land is outside of the scope of this scheme.</p>
Impacts on agricultural land	[Redacted] – A428 Black Cat to Caxton Gibbet Improvements	W25	Y	Comment noted. The landscape mitigation near Hen Brook has been reviewed and following on-going consultation with Abbotsley

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>We are instructed by [redacted] [redacted] to respond on their behalf in connection with the public consultation in June 2019. [Redacted] are a land owning and farming company based at [redacted] faming land over which the proposed route passes from the B1046 to the boundary with Wintringham Estate.</p> <p>We met with Highways England and your landscape designers following the recent proposal.</p> <p>[Redacted] support the route and alignment of the new dual carriageway through their property.</p> <p>However, they are very concerned about the area of environmental mitigation restricting farming the land on both sides of Hen Brook which is essential for their business.</p>			Farms, has been altered.
Land required for the scheme	<p>We feel the avoidance of the paddock at the bottom of our land now creates a corner that facilitates a much-needed access for a current planning application. During our initial meeting we were told this could be addressed. During the consultation we were told that was</p>	W23	N	<p>Highways England is required to provide a local link for residents who would otherwise experience severance effects as a result of this scheme.</p> <p>Highways England does not promote the</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
Topic Area and Consultation Responses	Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
<p>incorrect. We do not accept that this cannot be moved to reinstate the ransom strip. This is a view shared by our professional representative in his alternative proposal (attached for your reference). Again, we feel disappointed that we had to get [redacted] to represent us in order for this to be acknowledged. We do not feel this is an appropriate use of public funds when it can be avoided. A recent meeting with the landowner's planning consultation saw a frank admission that they need our land for their access. Again, we were disappointed at your refusal to acknowledge this ransom strip.</p>			<p>purposeful creation or removal of ransom strips. The aspirations of land interests wishing to secure planning permission to develop land is outside of the scope of this scheme.</p> <p>Highways England wish to minimise the impact on the surrounding land and will only acquire the minimum area of land required for the Scheme. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].</p>
<p>Land required for the scheme</p> <p>It is noted that there is an area of my clients garden which is shown as being within an area defined as 'limits of deviation' and our client seeks clarification on what this area ([redacted]) is to be used for. This area forms part of an established tree planted area which provides both a visual and sound barrier to the existing road and removal of this area will have a negative impact on his property. Our client seeks the removal of this area from the</p>	W34	N	<p>The land was included in the plans presented at Statutory Consultation to allow flexibility in the design. If the area is currently planted with trees it will not be used unless necessary, but has been included within the Scheme to allow some flexibility during the detailed design stage.</p> <p>To provide any appreciable benefit in terms of noise reduction a deep width of dense and consistent vegetation is required. To ensure a</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>land plans as it is not necessary for the road improvement scheme.</p> <p>Our client seeks clarification on the boundary treatments of this area to ensure the security of his property is maintained.</p>			<p>conservative approach no reduction in traffic noise levels due to vegetation has been assumed in the assessment.</p> <p>Boundary treatments will be determined at detailed design – Highways England will continue to engage with affected landowners.</p>
Land required for the scheme	<p>Our client has concerns with the land take for use as a balancing pond and would seek clarification on the reasoning for the location of this (Sheet 1 of Land Plans).</p>	W37	N	<p>An attenuation pond on the southern side of the new dual carriageway would extend within the boundary of the proposed Great Ouse flood plain compensation area, which must be avoided. The shape of the southern pond would need to be amended however this would result in the pond extending further away from the highway, creating a less efficient land footprint than the longer northern pond. The northern pond shape provides a more effective water quality treatment system due to the distance between the pond inlet and outfall.</p> <p>A new >500m long ditch would be required between the southern pond outfall and the River Great Ouse riverbanks; which would create a more onerous maintenance approach compared to that required for the northern</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				<p>pond.</p> <p>As the low point on the new dual carriageway is located on the northern slip road the southern pond option increases pipe lengths and invert levels.</p> <p>The topography on the southern side of the junction is also much steeper and with a ground level approximately 0.5m higher than the northern side. This would result in a deeper pond and associated pipe excavation (over 2m), to achieve the required pond invert level, this would exceed the guidance within the CIRIA SuDS Manual which states that total water depth should not exceed 2m.</p>
<p>Maintaining access to agricultural land</p>	<p>We act on behalf of [redacted] who own a significant area of land around the Black Cat roundabout. [Redacted] is a registered charity which focused on the residents of Huntingdon.</p> <p>We have noted extracts from the "2019 Map Book 2 Land Plans" Sheets 1 and 2 in so far as they affect our client. We are instructed to make the following representations on your proposals. It is hoped that between now and</p>	W28	N	<p>Access to fields will be available during and after construction, although there may be some disruption. The Principal Contractor will liaise with landowners to minimise disruption.</p> <p>A large area of temporary land take has been removed since Statutory Consultation in order to avoid disturbing an area of archaeological interest. This change formed part of the</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land			
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<p>the next stage in the process these matters can be resolved by discussion, if not they will become formal objections in due course.</p> <p>It is noted that on sheet 1 there are considerable area of land take which effectively takes out of their occupation either permanently or temporarily the bulk of the 65.44 acres in their ownership around Black Cat. During construction there will be only a relatively small area left which is capable of being farmed and post construction our clients have concerns regarding provision of adequate access to their retained land. This will have a significant impact on our clients remaining land during construction. Our client seeks to maintain access to all their retained land during construction and post construction which is not currently shown on the land plans with specific reference to land to the north of the current A421. It is also important that the accesses provided meet the requirements of modern farm machinery in terms of turning circles and widths.</p>			<p>Supplementary Consultation.</p> <p>The accesses have been designed for the swept path of a 15.5m long articulated vehicle. The swept path for this vehicle is greater than that for the 16.5m design vehicle, which is the national standard that is used for the design of At Grade Priority Junctions and Roundabouts for the Strategic Road Network.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Local impacts of land required for the scheme	See answer to question 2b on page 6 access road No 8 to Kelpie marina crosses titles [redacted] - this land is needed to expand the existing [redacted] and ensure it starts sustainable into the future - land is needed as a carpark.	W43	Y	The route of the Kelpie Marina access road has been altered to avoid the need to divert the high-pressure gas main. The details of this realignment have been shared with the relevant landowner, along with means of accessing the expansion land – this has been included within the design.
Local impacts of land required for the scheme	<p>The dual carriageway causes significant detriment to the operation of land and business associated with [redacted], in terms of access, position and sufficient size of plot.</p> <p>My client purchased the land in 2018 because of its attributes and appropriateness for his operations and then committed considerable resources to obtaining planning permissions and building regulations approvals and for the construction of the site. This gave the business a suitable location to move to which included the below essential criteria.</p> <ul style="list-style-type: none"> • Direct access onto the A1 suitable for large vehicle deliveries • Prominent positioning on the A1 for 	W8	N	The Scheme does not cut off access to the road network during or after construction. There is likely to be some disruption during construction and this will be communicated to the relevant landowner so that the Principal Contractor can work with them to minimise disruption. The details of the access into this site will be discussed and agreed as part of an ongoing process. Further information is given in the Outline Construction Traffic Management Plan [TR010044/APP/7.4]

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<p>advertising and ease of new customers finding the site</p> <ul style="list-style-type: none"> • Established access • Suitable size of plot for the commercial operation of the business <p>All of the above features will be heavily compromised by the Highways England proposals.</p> <p>Whilst we will work closely with Highways England and their agents throughout the process, we would emphasise that the proposals do prejudice our client and his business interests. Going forward however he requires assurance that the detailed designs need to be wholly suitable for the current operation. It has been agreed that Highways England have a duty to ensure that at no point should Gleneden Plant Sales Ltd be cut off from the highway network in any way, so the business can continue operating throughout the construction process.</p>			

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Relocation of existing businesses	It is not clear whether HE has alternative land which may be suitable for a relocation of the existing service station, nor whether Highways England has considered this point. Highways England is requested and encouraged to consider the options for a relocation.	W15	N	Future development in the vicinity of the Scheme (including the relocation of affected businesses) is outside of Highways England's statutory remit and will be subject to planning controls exercised by the relevant local planning authority.
Relocation of existing businesses	Also, with the current position of the roadside services at the existing Black Cat, these are potentially to be lost under the improvement proposals and there is unlikely to be any area for re-location.	W12	N	Future development in the vicinity of the Scheme (including the relocation of affected businesses) is outside of Highways England's statutory remit and will be subject to planning controls exercised by the relevant local planning authority.
Relocation of existing businesses	Also, with the current position of the roadside services at the existing Black Cat, these are potentially to be lost under the improvement proposals and there is unlikely to be any area for re-location.	W13	N	Future development in the vicinity of the Scheme (including the relocation of affected businesses) is outside of Highways England's statutory remit and will be subject to planning controls exercised by the relevant local planning authority.
Return of land post construction	Following a review of the consultation document and proposed plans for the Cambridge Road Junction where our client	W10	N	The Scheme includes a new Private Means of Access which provides third party rights to cross over adjacent land in order to access

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>owns land and has access to that land, our client has serious concerns with regard to an area of land which has been highlighted for the potential re-routing or realigning of existing statutory undertaker equipment.</p> <p>This has been allowed for to give some flexibility in the design of the realignment works however there appears to be no clear understanding of what will happen to this land in the long term.</p> <p>As a result, other landowners are also impacted upon by the proposed junction which results in stopping up of existing entrances to farmland.</p> <p>As such it is intended that Highways England will need to acquire a Right of Way to create an access to our clients neighbouring land, whose existing accesses are to be stopped up.</p> <p>Our client therefore has serious concerns about granting rights of way and future impacts on their land ownership. Our client is therefore objecting to this proposal unless agreement can be reached with Highways</p>			<p>their land to the east. Highways England is aware of the landowners desire for flexibility in the provision of the Private Means of Access and will account for this in the drafting of the agreement which grants the rights. Highways England has continued to engage with this landowner around these issues and have discussed the roundabout design. As the site does not have planning permission and is not a committed development the Scheme provides for agricultural access only. Any larger access would affect the eastbound on-slip road design for the new dual carriageway, which would require additional land from others.</p> <p>Highways England will continue to liaise with the affected landowner about the details of the third-party access through their land so that future impacts on the land use are minimised whilst still maintaining access rights.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	England about the design of the proposed roundabout.			
Route alignment	<p>We would ask whether Highways England would consider the re-positioning of the initial part of the Kelpie Marina access route or a total re-location alongside the associated landscaping proposals to allow potential commercial development on my client's land. Re-aligning the route on adjoining land to the south west or south outside of my client's ownership would greatly assist with potential commercial use of my client's land. For a commercial use on my client's land the route probably only warrants some metres movement south and south west. As an alternative, is there possibility for the access route to be moved completely away from the vicinity of my client's land or on the adjoining land and re-located to the other side (eastern) of the A1.</p> <p>We are not being awkward and generally support the new road and the proposed junction and do not want to hinder adjoining landowners. However, we do feel the</p>	W47	Y	The design of the access route to Kelpie Marina has been amended to avoid the need to divert the high-pressure gas main. This has moved the road to the west. This reduces the impact of the Scheme on the land referred to in the comment.

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	<p>proposed part of the initial section of the Kelpie Marina access together with the lack of other suitable areas when reviewing the proposals on a wider scheme does comprise potential for some sort of a highway service facility at a key infrastructure junction.</p> <p>We have sent a separate e-mail to info@A428.co.uk with supporting plans.</p>			
Temporary construction land required for the scheme	<p>Further to meetings held with us and our client we seek further clarification on the purpose for the areas specified as 'temporary construction use' for example whether these will be soil storage, compounds, etc.</p>	W29	N	<p>Details of the site compounds are included in Chapter 2, The Scheme within volume 1 of the Environmental Statement [TR010044/APP/6.1].</p> <p>Further information around the storage of materials and use of compounds will be provided as detailed plans are developed and these will be shared by Highways England.</p> <p>Engagement with landowners will continue as the Scheme progresses.</p>
Utilities	<p>Our client notes the intention on the land coloured blue to redirect the current electricity line which runs from [redacted] to the north</p>	W32	N	<p>Comment noted. The overall compensation package for this landowner will be agreed with the District Valuer and this would take account</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
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	and would request that this supply is upgraded as part of the process to ensure sufficient supply is given to the farm buildings at this location.			of any betterment as a result of an upgraded power supply for example. Liaison and consultation with this landowner is ongoing and Highways England will capture any final agreement within a position statement with the landowner.
Construction phasing	Want to ensure existing A428 remains open throughout as I travel for work and also to/from airport so it's time critical and may be late at night.	W18	N	The existing A428 will remain open throughout the vast majority of the construction phase of the new dual carriageway and will remain as a continuous route between St Neots and Caxton Gibbet once the new dual carriageway is open. There will be occasions where the existing A428 needs to be closed for tie-in works. These closures will be advertised in advance and suitable diversion routes will be provided. Highways England will seek to minimise disruption, by planning road closures at appropriate times and communicate with the local community via a dedicated community liaison officer The Outline Construction Traffic Management Plan [TR010044/APP/7.4] includes the

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				measures Highways England will take to work with other stakeholders in the locality to coordinate traffic management activities during the construction period.
Agricultural impacts	Concern about environmental impact of using farmland.	W18	N	<p>The location of the Scheme means that loss of agricultural land is unavoidable.</p> <p>However, the design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible.</p> <p>Chapter 12, Population and human health within Volume 1 of the Environmental Statement [TR010044/APP/6.1] presents the findings of the agricultural assessment undertaken to identify the likely significant effects on agricultural holdings and their operations.</p>
Wider agricultural impacts	However, they are very concerned by: c) The loss of good arable agricultural land	W24	N	The location of the Scheme means that loss of agricultural land is unavoidable.

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	The route passes through high quality drained agricultural land in efficient field sizes and as much as possible of this should be returned to agriculture.			<p>However, the design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible.</p> <p>Chapter 12, Population and human health within Volume 1 of the Environmental Statement [TR010044/APP/6.1] presents the findings of the agricultural assessment undertaken to identify the likely significant effects on agricultural holdings and their operations.</p>
Wider agricultural impacts	<p>[Redacted] are concerned that a large amount of good agricultural land will become permanently under control of HE. They need to retain this land under their ownership and management to help better meet environmental objectives.</p> <p>We anticipate design amendments to incorporate this response. Please contact the undersigned to check progress over the coming weeks.</p>	W25	Y	<p>Comment noted. The landscape mitigation near Hen Brook has been reviewed and altered since the Statutory Consultation, following consultation with Abbotsley Farms.</p> <p>The extent of landscaping has been modified following discussions with the landowner to allow them to better meet environmental objectives.</p> <p>The location of the Scheme means that loss of</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				<p>agricultural land is unavoidable.</p> <p>The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible.</p>
Wider agricultural impacts	<p>I also oppose it for other reasons:</p> <p>a) In the consultation there isn't much focus on the problem of how to feed a growing world population and the value of farmland. Rather than tackling the root cause of congestion (e.g. single car travelers/ lack of really great public transport options) a 'quick fix' road solution to plaster over the issue is being used which is detrimental to using land to grow food. We are a small country and are becoming less self sufficient to support our food needs.</p>	W5	N	<p>Through a process of route option identification and selection, the design of the Scheme has sought to minimise the loss of, and disturbance to, agricultural land and holdings. However, some loss of agricultural land is unavoidable due to the location of the Scheme.</p> <p>Chapter 12, Population and human health within Volume 1 of the Environmental Statement [TR010044/APP/6.1] presents the findings of the agricultural assessment undertaken to identify the likely significant effects on agricultural holdings and their operations.</p>

Statutory consultation under s42(1)(d) of the Planning Act 2008 with persons with an interest in the land				
Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Return of land post construction	Further to this, the link road proposals also necessitate taking in land owned by my clients and this is a direct loss to the asset value of the site but also has operational implications in terms of requiring alterations to the operation of the site and its operational capacity. Again, this has significant cost implications to my client.	W7	N	Comment noted. Appropriate compensation for landowners will be agreed with the District Valuer.
Access route realignment	<p>We would ask whether Highways England would consider the re-positioning of the initial part of the Kelpie Marina access route or a total re-location alongside the associated landscaping proposals to allow potential commercial development on our land. Re-aligning the route on adjoining land to the south west or south outside of our ownership would greatly assist with potential commercial use of the land.</p> <p>For a commercial use on our land the route probably only warrants some metres movement south and south west. As an alternative is there possibility for the access route to be moved completely away from the</p>	W12	Y	The design of the access route to Kelpie Marina has been amended to avoid the need to divert the high-pressure gas main. This reduces the impact of the Scheme on the land referenced in the comment.

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)	
	<p>vicinity of my client's land or on the adjoining land and re-located to the other side (eastern) of the A1.</p> <p>We are not being awkward and generally support the new road and the proposed junction and do not want to hinder adjoining landowners. However, we do feel the proposed part of the initial section of the Kelpie Marina access together with the lack of other suitable areas when reviewing the proposals on a wider scheme does comprise potential for some sort of a highway service facility at a key infrastructure junction.</p> <p>We would appreciate it if you could consider these points as part of the consultation process.</p>				
Economic					
Designing Black Cat junction to retain business	<p>We write on behalf of [redacted] making a joint consultation response to the Preferred Route consultation for the A428 Black Cat to Caxton Gibbet Improvements Development Consent Order (the Scheme) being promoted by</p>	W41	N	<p>Comment noted.</p> <p>DMRB standard GD 300 Requirements for new and upgraded all-purpose trunk roads (expressways) states that services or fuel</p>	

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<p>Highways England Ltd (the ‘Applicant’). Executive Summary [redacted] is the leaseholder and the Freeholder owns the freehold of the [redacted] (the Hotel). The Hotel is a well-established operation in a highly visible and important location on the strategic road network. It will unfortunately be demolished as part of the development of the Scheme if the anticipated Development Consent Order (DCO) is consented. There is no comparable site away from the Black Cat round about which [redacted] could re-locate to. As well as a commercial enterprise the Hotel (and associated catering outlets) performs an important function in supporting the strategic road network. The Department for Transport policy on roadside services states: “The primary function of roadside facilities... is to support the safety and welfare of the road user.” The Hotel is located on the junction of the A1, A421 and a short distance away is the A428; it therefore services a significant volume of traffic travelling north, south, east and west on the strategic road network. It is anticipated that the volume of</p>			<p>filling stations should ideally be no more than 28 miles (45km) apart. On the A1 there are services at Sandy and Buckden, which are approximately 12 miles (19km) apart. The services on the southbound carriageway between the Wyboston interchange and the Black Cat Junction will be retained. There are services at Caxton Gibbet and at the A421/A6 junction south of Bedford, which are approximately 20 miles (32km) apart.</p>

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Topic Area and Consultation Responses	Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
<p>traffic passing will increase significantly on the east / west route due to the Scheme, where the new, dualled A428 would link directly to the Black Cat round-about. The provision of comprehensive services on this key junction serving two major routes provides a higher quality of roadside facilities, and more efficient land use than a number of smaller services scattered along both routes. Government policy and industry guidance emphasises the risks of driver fatigue in road accidents, and the benefits of regular breaks, consumption of caffeinated drinks and over-night stops in preventing accidents. If the Hotel is demolished for the Scheme it will be significant commercial loss for both [redacted] and loss of employment, but also will potentially make the strategic road network less safe on the roads around this location [redacted] believe that there is an opportunity to secure a re-location on the re-developed roundabout and that this is an achievable and important objective that should be fully explored. It will however require cooperation with the Applicant and forward planning to; secure a site and planning permission, design</p>			

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	of the round-about to accommodate the services and coordinating the programme timings. [Redacted] wish to continue and intensify the existing engagement with the Applicant to provide for a smooth re-location and maintain the safety and welfare of road users with the increased volume of traffic arising due to the Scheme.			
Designing the scheme to retain business	4. The proposals will have an injurious effect on the service station's value. Whilst matters of compensation may be outside the scope of this consultation, the ability to fund the proposals, and to justify the cost of each element, is material to the proposed DCO. An alternative to the current proposals, which leaves the existing access and egress unchanged, will avoid an additional financial burden on the project and assist with its delivery.	W15	N	The egress from the service station on the A1 southbound carriageway, north of Black Cat, cannot remain in its current configuration as it does not comply with current design standards. It would give rise to an unacceptable road safety risk to all road users and also to customers exiting the site. Highways England is maintaining access and egress to the service area as part of the Scheme, and have sought to mitigate impacts on this business as far as is reasonably practicable.
Economic growth through	Whilst the detailed alignment of the proposed A428 will, in our opinion, provide improvement on the existing A428 situation and alignment,	W40	N	The understanding of the design of the Scheme and the land required for it on development land can only be based on

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
connectivity	<p>we do not feel that it necessarily maximises the opportunity for future developmental growth in the region as effectively as possible. The route on the whole provides good connectivity to the north of the A428 in the direction of St Neots but currently limits connectivity to the south, specifically to the north, south and east of the village of Tempsford, an area that has been identified as a "Future Location For Growth" as part of the draft Central Bedfordshire Local Plan. Greater consideration of the proposed route and its subsequent ability to develop further infrastructure connectivity is therefore suggested to ensure that the proposed alignment does not prejudice or prohibit development to the south of its alignment. Where the route intersects with the existing highway network in the region, allowances for future growth should be provided by not constraining the design to the minimum. Overall the route and alignment of the proposed A428 is considered positive, however it is considered that the route should seek to maximise this opportunity to help to enable developmental growth for the region.</p>			<p>developments that are committed to and part of the Local Plan. The inclusion of additional land within the Order Limits to future proof the Scheme (to allow for integration for other projects as suggested) cannot be included as the case for acquiring land to do so cannot be justified.</p> <p>The alignment of the new dual carriageway east of the East Coast Mainline railway does not preclude the addition of another junction in the future if one were required. The current access to Tempsford from the A1 will remain in use.</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
	As such we would strongly recommend consideration of additional connectivity from the proposed network, either side of the East Coast Main Line and to enable such development south of the route to be brought forward.			
Impacts on local businesses	This dual carriageway is a big change to our business as it takes away all the passing trade away and we lose all business.	W17	N	<p>Highways England has a statutory duty to maintain, upgrade and develop the road network, for the safety of all road users. While it is understood businesses will have concerns over potential impacts, as a publicly funded body Highways England is not able to pay compensation for disruption, costs or loss of business caused by works.</p> <p>Highways England will continue to engage with affected business owners.</p> <p>A Community Liaison Officer, dedicated phone line and website will be available throughout the construction period to act as a point of contact for businesses and residents. This is detailed in the First Iteration Environmental Management Plan [TR010044/APP/6.8].</p> <p>More information on compensation for</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				business owners and occupiers can be found here: Compensation to Business Owners and Occupiers - https://www.gov.uk/government/publications/compulsory-purchaseand-compensation-booklet-2-compensation-to-business-owners
Impacts on local businesses	Junction design takes away all passing trade. (Caxton Gibbett)	W17	N	<p>Highways England has a statutory duty to maintain, upgrade and develop the road network, for the safety of all road users. While it is understood that businesses will have concerns over potential impacts, as a publicly funded body Highways England is not able to pay compensation for disruption, costs or loss of business caused by our works. Highways England will continue to engage with affected business owners and will provide signage to indicate the continued operation of the service area.</p> <p>A Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a point of contact for businesses and residents. This is detailed in the First Iteration Environment</p>

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
				Management Plan [TR010044/APP/6.8]. More information on compensation for business owners and occupiers can be found here: Compensation to Business Owners and Occupiers - https://www.gov.uk/government/publications/compulsory-purchaseand-compensation-booklet-2-compensation-to-business-owners
Impacts on local businesses	The proposed scheme will result in the total extinguishment of the [redacted] whilst [redacted] will become offline with motorists travelling east/west on the A428 passing through the new junction.	W21	N	Comment noted. The services at Caxton Gibbet junction will still be accessible via the slip roads and the services will be signed on the new dual carriageway.
Impacts on local businesses	The Hotel is a 40-bed budget, hotel, located to the immediate north of the existing Black Cat roundabout. [Redacted] is a budget hotel provider, with 570 hotels nationwide, a significant proportion being road-side motels, with the target customers being drivers on the strategic road network (motorways and A-roads). The Freeholder has an investment portfolio of	W41	N	Comment noted.

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England’s Response (inc. the regard had to the consultation response)
	<p>14 [redacted] and its parent company, [redacted], owns a further 113 Travelodge hotels. It therefore has a long held close working relationship with [redacted]. The Hotel is well established and has been trading for approximately 19 years, from August 2000. There is a long-term lease in place and [redacted] benefit from security of tenure as the lease is ‘contracted in’ to the Landlord and Tenant Act 1954. The term expires on 30 September 2029 however [redacted] have an option to renew for a further 25 years from expiry, therefore there is an effective term certain of a further thirty-five years to 30 September 2054. There is a sub-lease in place to [redacted], with a [redacted] and [redacted] providing hot and cold food. Adjacent to the Hotel is a [redacted].</p>			
Impacts on local businesses	<p>In respect of the direct impact on the Hotel, according to Highways England’s Preliminary Environmental Information report: “The Scheme will require the extinguishment of some existing businesses and the demolition of some existing premises. This currently</p>	W41	N	<p>Comment noted.</p> <p>It has not been possible to avoid the demolition of the existing Travelodge. Highways England has repeatedly offered to enter into acquisition discussions in advance of the DCO application submission. To date this offer has not been</p>

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	includes the following: a. Extinguishment and demolition of the [redacted] – located north west of the Black Cat roundabout." [redacted] and the Freeholder have had preliminary engagement with the Applicant to explore the possibility of remaining on the improved round about and avoiding extinguishment.			accepted.
Impacts on local businesses	Inherent in the scheme proposed is the removal of direct access onto the A1. It is accepted this has safety benefits but also the costs to our client of this, given the type of business, will be very significant. The link road system which is being proposed creates a much longer and less direct route and as such increases business costs.	W7	N	Highways England has a statutory duty to improve and maintain the strategic road network and businesses have no legal right to any maintained level of specific access to our road network. In legal terms it is widely accepted that temporary or permanent changes to traffic flows have to be accepted as part of the commercial risks of running a business and that the whole community will benefit from the higher standard of the new dual carriageway and the improvement this brings.

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Impacts on local businesses	<p>Our client strongly objects to the proposed arrangements for the following reasons:</p> <p>The closing of the existing egress and its replacement with a minor service road will fundamentally affect the roadside business operated by our client at this location. The [redacted] relies on passing traffic and ease of access to its facilities, both of which will be severely affected by the proposals.</p>	W15	N	Highways England has a statutory duty to improve and maintain the strategic road network and businesses have no legal right to any maintained level of specific access to our road network. In legal terms it is widely accepted that temporary or permanent changes to traffic flows have to be accepted as part of the commercial risks of running a business and that the whole community will benefit from the higher standard of the new dual carriageway and the improvement this brings.
Impacts on local businesses	<p>Given the impact on the service station and the reduction in trade, job losses are likely to be required. It is incumbent on HE to consider alternatives to the current proposals in order to justify the compelling need for closing the access and providing the new service road.</p>	W15	N	Highways England has a statutory duty to improve and maintain the strategic road network and businesses have no legal right to any maintained level of specific access to our road network. Temporary or permanent changes to traffic flows have to be accepted as part of the commercial risks of running a business and that the whole community will benefit from the higher standard of the new dual carriageway and the improvement this brings.

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Topic Area and Consultation Responses		Prescribed Consultee(s)	Change (Y/N):	Highways England's Response (inc. the regard had to the consultation response)
Planning				
Potential for future housing developments	The alignment of the Expressway across land identified for future growth is supported and we would welcome further collaborative dialogue with Highways England to ensure that future housing growth is fully considered. The delivery of the route should start at Black Cat roundabout with the eastern section delivered as the final phase. We seek for further dialogue between Highways England and the project team.	W45	N	No housing allocation or proposal is sufficiently advanced through the planning system to warrant inclusion of, or detailed provision for, an additional junction as part of the Scheme. However, the highway layout of the Scheme would not preclude an additional junction if proposals were to come forward as part of, or in association with, future residential development. Any housing and junction proposal would be subject to all relevant consenting requirements at the time it is brought forward. It is not currently anticipated that the road would be subject to phased opening.