

A428 Black Cat to Caxton Gibbet improvements

TR010044

Volume 1

1.2 Introduction to the Application

Planning Act 2008

Regulation 5(2)(q)

Infrastructure Planning (Applications: Prescribed Forms and
Procedure) Regulations 2009

26 February 2021

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

A428 Black Cat to Caxton Gibbet improvements

Development Consent Order 202[]

Introduction to the Application

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1 Introduction

1.1 Purpose of this document

- 1.1.1 Highways England (the Applicant) has submitted an application under Section 37 of the Planning Act 2008 (PA 2008) for an order to grant development consent for the A428 Black Cat to Caxton Gibbet improvements (the Scheme).
- 1.1.2 This document provides an accessible guide to the Scheme, the Applicant and application, and is designed to assist the Planning Inspectorate (the Inspectorate) and other interested parties in reviewing the application documentation.

1.2 Structure of this document

- 1.2.1 This document comprises 12 chapters as described below:
 - a. **Chapter 1:** Introduction – introduces this document
 - b. **Chapter 2:** The Scheme – provides a high-level description of the Scheme
 - c. **Chapter 3:** The Applicant – introduces Highways England as the Applicant
 - d. **Chapter 4:** Application documents– explains the structure of the documentation submitted as part of the application with a summary of each volume
 - e. **Chapter 5 to 11:** these chapters explain the purpose of each of the documents submitted
 - f. **Chapter 12:** sets out a Glossary of the abbreviations and definitions used within the application.

2 The Scheme

2.1 Description

- 2.1.1 The following summarises the main components of the Scheme and how it will be constructed and maintained. A detailed description of the Scheme is set out in Chapter 2 of the Environmental Statement [TR010044/APP/6.1].

Main Components

- 2.1.2 The Scheme involves improving and upgrading the existing Trunk Road network through the construction of a new 10 mile (16km) dual 2-lane carriageway from the Black Cat roundabout to Caxton Gibbet roundabout, to be known as the A421 (hereafter referred to as the 'new dual carriageway'), and in addition approximately 1.8 miles (3km) of tie-in works.
- 2.1.3 The works include a new dual 2-lane carriageway between Black Cat and Caxton Gibbet with grade separated junctions at Black Cat, Cambridge Road and Caxton Gibbet. In addition, the Scheme would include the de-trunking (i.e. returning to local road status) of the existing A428 Trunk Road between St Neots and Caxton Gibbet.
- 2.1.4 At the existing Black Cat roundabout a new all movements grade separated junction would be constructed which would provide free-flow links for the main A1 carriageway and the new dual carriageway through the junction. Additionally, a direct link would also be provided between the A421 eastbound carriageway and the A1 northbound carriageway.
- 2.1.5 The new junction at Black Cat would be on three levels with the A1 carriageway at the lower level (i.e. ground level -1) passing under the circulatory carriageway of the junction. The junction would be constructed at existing ground level and the new dual carriageway would pass over the junction at the higher level (i.e. ground level +1).
- 2.1.6 In the vicinity of the new Black Cat junction, direct access onto the A1 from some local side roads and private premises would be closed for safety reasons. A new local road would provide an alternative route. The existing Roxton Road bridge would be demolished and replaced with a new structure to the west to accommodate the realigned A421.
- 2.1.7 From Black Cat, the Scheme would run east across the River Great Ouse and its flood plain, passing under existing high voltage power lines before crossing over the East Coast Main Line railway.

- 2.1.8 Across the river and its flood plain, the new dual carriageway would be constructed on an embankment and a multi-span viaduct. At the East Coast Main Line railway a new single-span bridge would be constructed.
- 2.1.9 After crossing the East Coast Main Line railway, the route of the Scheme changes to a northerly direction, passing to the west of the Abbotsley Golf Course and crossing the Potton Road and B1046 before turning east again to run adjacent to and on the southern side of the existing A428.
- 2.1.10 A single overbridge would be provided on the B1046 to cross over the new dual carriageway. Potton Road would be diverted north from its junction with the Eynesbury Plant Hire Company up to a new priority junction with the B1046 on the eastern side of the new dual carriageway.
- 2.1.11 The new dual carriageway would cross the existing A428 to the east of the existing roundabout junction with the B1428, Cambridge Road before continuing in a north easterly direction towards the C182 Toseland Road.
- 2.1.12 A new grade separated junction would be constructed to the east of the existing Cambridge Road roundabout which would provide for all movements and maintain access to the existing A428. A new overbridge would be constructed on the Toseland Road to maintain this link over the new dual carriageway.
- 2.1.13 After crossing Toseland Road the new dual carriageway would dip south east to cross the B1040 St Ives Road before again crossing over the existing A428 to the east of Eltisley to run along the southern side of the existing A428.
- 2.1.14 To the northeast of Eltisley the existing A428 would be diverted via two new roundabout junctions and a new overbridge to the northern side of the new dual carriageway. This would then continue east past North East Farm and Pembroke Farm before connecting into the new Caxton Gibbet Junction.
- 2.1.15 At the existing Caxton Gibbet roundabout the new dual carriageway would pass on embankment to the north of the existing roundabout junction with the A1198. The new dual carriageway would then tie-in to the existing A428 just to the east of this junction.
- 2.1.16 A new grade separated junction would be constructed at Caxton Gibbet, providing for all movements to the new dual carriageway, in addition to maintaining access to the existing fuel filling station and businesses on the south side and linking into the existing A428 on the north side. This grade separated junction would incorporate the existing roundabout junction on the south side of the new dual carriageway and a new roundabout would be constructed on the north side.
- 2.1.17 The existing A428 between St Neots and Caxton Gibbet would be downgraded and de-trunked. Responsibility for operating and maintaining the road would pass

from Highways England to Cambridgeshire County Council and Bedford Borough Council.

2.1.18 The location and extents of the Scheme are illustrated on **Figure 2-1**.

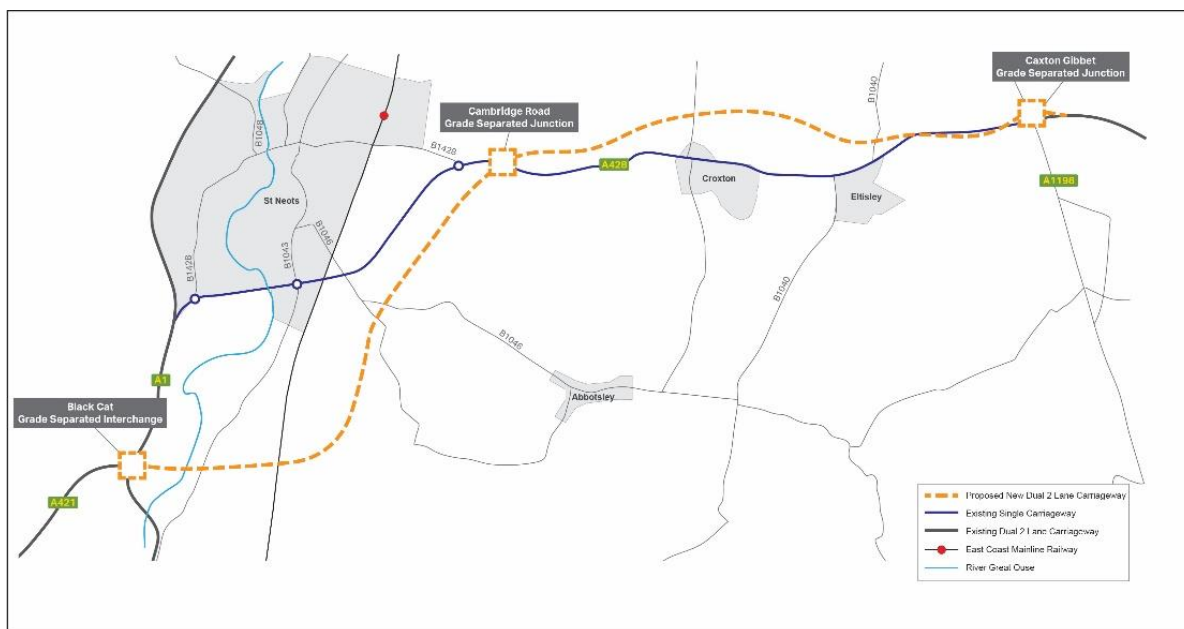


Figure 2-1 The Scheme

2.2 Scheme Objectives

2.2.1 The objectives of the Scheme are set out below:

- a. **Connectivity:** Cut congestion and increase capacity and journey time reliability between Milton Keynes and Cambridge.
- b. **Safety:** Improve safety at junctions, side roads and private accesses by reducing traffic flows on the existing A428. Improve safety on the A1 by removing existing side road junctions and private accesses onto the carriageway.
- c. **Economic growth:** Enable growth by improving connections between people and jobs and supporting new development projects.
- d. **Environmental improvements:** Maintain existing levels of biodiversity and have a beneficial impact on air quality and noise levels in the surrounding area.

- e. **Accessibility:** Ensure the safety of cyclists, walkers, horse riders and those who use public transport by improving the routes and connections between communities.
- f. **Resilience:** Improve the reliability of the road network so that it can cope better when accidents occur.
- g. **Customer satisfaction:** Listen to what is important to our customers to deliver a better road for everyone and improve customer satisfaction.

2.2.2 The need for the Scheme is set out in the Case for the Scheme and National Networks (NPSNN) Accordance Table [TR010044/APP/7.1] and the need for the land is set out in the Statement of Reasons [TR01044/APP/4.1].

2.3 Scheme History, timeline and future milestones

2.3.1 The development of proposals for improvements to the A428 has taken place over several years. **Table 2-1** sets out the history of the Scheme and future milestones.

Table 2-1 Timeline of the Scheme development and future milestones

Date	Stage
2016	Initial options identification and assessment
2016	Early assessment and sifting of options
2016	Development and assessment of route options
2017	Options Selection
March – April 2017	Non-statutory consultation on options
2017 – 2019	Scheme Development
18 February 2019	Preferred route announcement
June – July 2019	Statutory consultation
June-July 2020	Non-statutory supplementary consultation on changes to the Scheme
September-November 2020	Newly identified land interest consultation
October 2020	Additional land interest consultation
November 2020	Cadent Gas pipeline consultation (additional Nationally Significant Infrastructure Project (NSIP) forming part of the Scheme application)
February 2021	Submission of the application to the Planning Inspectorate

2022	Secretary of State for Transport decision on application
2022-2025/26	Scheme construction
2025/26	Scheme opening

2.4 Qualification as a Nationally Significant Infrastructure Project

2.4.1 The Scheme is defined as a NSIP under s14(1)(h) and s22(1)(a) of the PA 2008. Development consent is required to the extent that the application includes development that is or forms part of a NSIP pursuant to sections 14(1)(h) and 22(1)(a) as the development:

- a. comprises construction of a highway
- b. the highway is wholly in England
- c. the Secretary of State is the highway authority
- d. the area of development is greater than 12.5 hectares for the new road which will have a speed limit of 50 miles per hour or greater.

2.4.2 The Scheme also includes the diversion of a high-pressure gas pipeline which will be treated as an NSIP pursuant to section 14(1)(f) if it meets the thresholds as set out in section 20 of the PA 2008. The relevant thresholds are:

- a. the construction of a gas pipeline by a gas transporter
- b. wholly in England
- c. that is likely to have a significant effect on the environment
- d. that will have a design operating pressure of more than 7 bar gauge
- e. when constructed, will convey gas for the supply (directly or indirectly) to at least 50,000 customers, or potential customers, of one or more gas suppliers

2.4.3 The Pipeline will be wholly in England, has a design operating pressure of more than 7 bar gauge and supplies more than 50,000 customers.

2.4.4 The Pipeline is expected to be constructed by Cadent Gas Limited (the current operator of the gas pipeline to be diverted) who is a "gas transporter" (as it holds a licence under the Gas Act 1986).

2.4.5 A Development Consent Order is therefore required to allow the construction, maintenance and operation of the Scheme.

3 The Applicant

3.1 Highways England

- 3.1.1 The Applicant is Highways England, the government owned company charged with operating, maintaining and improving England's motorways and major A roads. Formerly the Highways Agency, Highways England became a government owned company in April 2015.
- 3.1.2 Highways England has been set up as a highway authority for the strategic road network and the Government has conferred upon it the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State for Transport. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency, including in respect of the application, to be deemed rights and obligations of Highways England.
- 3.1.3 The Scheme contact details are:
- A428 Project Team, Major Projects
Highways England
Woodlands
Manton Lane
Bedford
MK41 7LW
- Email: info@a428.co.uk
- Telephone: 0300 123 5000 (Highways England Information Line)

3.2 The A428 Project Team

- 3.2.1 The Scheme is managed by the Applicant from its Bedford office by the A428 Project Team, which is responsible for delivering the project in accordance with the Scheme requirements.

4 Application Documents

- 4.1.1 A list of documents within the application is set out in the Cover Letter and Schedule of Compliance with Section 55 **[TR010044/APP/1.1]**. Further detail on the documents within the application is provided in the following chapters. If a copy of any of the application documents, or parts thereof, is required please contact the A428 Project Team (contact details in Section 3.1.3). A USB stick containing these documents can be provided free of charge upon request. A request for hard copies will be subject to a reasonable charge for printing and distribution.
- 4.1.2 The reports, drawings and plans that make up the application have been organised into seven volumes as listed in the table below. The seven volumes are explained in more detail in sections 5 to 11. An illustration of the volume of material that has been provided is included in **Table 4-1** below.

Table 4-1 Description of Application Volumes

Volume	Content
1. Application Information	The completed application form and an introduction to the Scheme as required by the Inspectorate.
2. Plans/Drawings/Sections	Plans that illustrate the location of the Scheme, the proposed works, land required for the Scheme and local geographical information.
3. Draft Development Consent Order and Related Documents	The legal powers that the Applicant is seeking to enable it to build, operate and maintain the Scheme as well as the legal constraints placed upon the Applicant in doing so. Furthermore, additional documents are provided to explain the provisions of the Order and how other required consents will be obtained.
4. Compulsory Acquisition Information	Evidence of why the Applicant requires legal powers to compulsorily acquire land, how the Scheme would be funded and details of the land interests that are required for the construction and use of the Scheme.
5. Consultation Report	Details of the pre-application consultation that the Applicant has undertaken on the Scheme and how consultation feedback has been taken into account.
6. Environmental Statement and Related Documents	An assessment of the likely significant effects (both positive and negative) of the Scheme on the environment and a description of mitigation measures proposed to reduce any negative impacts.
7. Other Documents	Additional documents that support the application; these are not legally required but provide useful information such as the Case for the Scheme and the Transport Assessment.

5 Volume 1: Application Form

- 5.1.1 The **Covering Letter** and completed **Schedule of Compliance with Section 55 [TR010044/APP/1.1]** provide an overview of the application submission. The Schedule of Compliance has been completed by the Applicant to evidence how the application fulfils the conditions for acceptance by the Inspectorate under section 55 of the PA 2008.
- 5.1.2 The **Introduction to the Application** (this document) **[TR010044/APP/1.2]** provides a summary of all the documentation provided for the application.
- 5.1.3 The **Application Form [TR010044/APP/1.3]** is a standard form and provides a high-level summary of the Scheme and the documents that have been submitted.
- 5.1.4 The Applicant has completed an **Application Index [TR010044/APP/1.4]**, provided by the Planning Inspectorate, that lists the electronic file names for all the application documentation.
- 5.1.5 The **Guide to Documents to be Certified [TR010044/APP/1.5]** provides a summary of those documents which are to be certified by the Secretary of State for Transport, as set out in Schedule 10 of the draft DCO **[TR010044/APP/3.1]**, including references so documents can be easily located.

6 Volume 2: Plans/Drawings and Sections

- 6.1.1 There are 12 sets of plans [TR010044/APP/2.1-2.12] which are described below. Where a plan comprises two or more separate sheets, a key plan is provided, showing the relationship between the different sheets. Each plan (and each sheet within a set of plans) includes a key, which explains the use of symbols/lines/shading to denote features and information in the plans. The exceptions to this are: the **Location Plan**, the **Engineering Section Drawings** and the **Demolition Plans** [TR010044/APP/2.1, TR010044/APP/2.10 and TR010044/APP/2.12], which do not have or require a Key Plan. The General Arrangement Plans do not have a key on each sheet; however, it is on the key plan.
- 6.1.2 The **Location Plan** [TR010044/APP/2.1] identifies the location of the Scheme in its wider context.
- 6.1.3 The **Land Plans** [TR010044/APP/2.2] correspond to the **Book of Reference** [TR010044/APP/4.3] and, in summary, set out:
- a. The land required for, or affected by, the Scheme;
 - b. Any land over which it is proposed to exercise powers of compulsory acquisition or any right to use the land (including the right to take temporary possession of the land); and
 - c. Any land impacted by the removal of private land rights over that land.
- 6.1.4 The **Works Plans** [TR010044/APP/2.3] show the proposed route and alignment of the Scheme and works and the limits of deviation within which the development and works may be carried out.
- 6.1.5 The **General Arrangement Plans** [TR010044/APP/2.4] provide a technical illustration of the Scheme shown against an Ordnance Survey base map.
- 6.1.6 The **De-trunking Plans** [TR010044/APP/2.5] show the section of the Scheme which includes the downgrading of the existing A428 from trunk road status to county road status.
- 6.1.7 The **Streets, Rights of Way and Access Plans** [TR010044/APP/2.6] show any new or altered means of access, stopping up of streets, roads and any diversions, extinguishment or creation of rights of way.
- 6.1.8 The **Traffic Regulation Measures Plans** [TR010044/APP/2.7] are provided to show clearways, restrictions on vehicle weights and classes of user which are proposed to be applied to the Scheme.
- 6.1.9 The **Permanent Speed Limit Plans** [TR010044/APP/2.8] show the speed limits which are proposed to be applied to the Scheme.

- 6.1.10 The **Classification of Roads Plans [TR010044/APP/2.9]** show highways classifications which are proposed to apply to the Scheme where new classifications are required and existing classifications are changed.
- 6.1.11 The **Engineering Section Drawings [TR010044/APP/2.10]** show the levels of the proposed works including:
- a. Levels, depths and heights of the proposed works;
 - b. Cross sections;
 - c. Drainage outfall details;
 - d. Drainage and surface water management layout plans; and
 - e. Structures plans.
- 6.1.12 The **Crown Land Plans [TR010044/APP/2.11]** show the land required for the Scheme over which the Crown holds an interest as the Secretary of State for Transport, the Secretary of State for Environment, Food and Rural Affairs and Bona Vacantia.
- 6.1.13 The **Demolition Plans [TR010044/APP/2.12]** show the buildings and businesses that are being demolished as part of the Scheme.

7 Volume 3: Draft Development Consent Order and Related Documents

- 7.1.1 The **Draft Development Consent Order [TR010044/APP/3.1]** sets out the powers that the Applicant is seeking to enable it to construct and maintain the Scheme. It sets out the parameters for what development would be permitted. It consists of seven parts and is accompanied by eleven schedules as outlined below:
- a. **Schedule 1 Authorised Development** – lists the works that would be authorised by the grant of development consent, which are shown on the works plans and to which the schedule refers.
 - b. **Schedule 2 Requirements** – sets out the conditions that the Applicant would be required to accord with when implementing the development authorised by the development consent order and the procedure for discharge.
 - c. **Schedule 3 Classification of Roads, Etc.** – lists the road classifications and relevant traffic regulation measures that the new and altered highways would be subject to (e.g. speed limits, clearways and prohibitions etc.).
 - d. **Schedule 4 Permanent stopping up of highways and private means of access and provision of new highways and private means of access** – sets out the highways and private means of access that would be permanently stopped up as a result of the Scheme (and any relevant replacements).
 - e. **Schedule 5 Land in which only new rights etc. may be acquired** – sets out the land in which the Applicant is only seeking to acquire new land rights (such as a right to maintain new drainage infrastructure or access to construct tracks that are located on another person's land) rather than acquiring the entire freehold interest in that land.
 - f. **Schedule 6 Modification of compensation and compulsory purchase enactments for creation of new rights** – amends relevant compulsory acquisition legislation to ensure that it can apply to the DCO (particularly in relation to compensation provisions in connection with land and rights compulsorily acquired under the DCO).
 - g. **Schedule 7 Land of which temporary possession may be taken** – sets out the land which the Applicant is seeking to possess temporarily for the purpose of constructing the Scheme.

- h. **Schedule 8 Trees Subject to Tree Preservation Orders** – sets out those trees that are subject to tree preservation orders that may be impacted by the Scheme.
- i. **Schedule 9 Protective provisions** – includes provisions to protect the interests of various bodies in the context of the Scheme (e.g. statutory undertakers).
- j. **Schedule 10 Documents to be certified** – lists the documents that will be certified by the Secretary of State for Transport after development consent is granted.

7.1.2 The **Explanatory Memorandum** to the **Draft Development Consent Order [TR010044/APP/3.2]** explains the purpose and effect of each provision in the draft order including why it is considered necessary.

7.1.3 The Applicant requires a range of consents and agreements to construct and operate the Scheme. Some of these are included in the draft DCO and would therefore be granted to the Applicant should development consent be given. However, there are also a range of other consents from different regulatory organisations that will be required separately to the DCO, for example, licences will be required from Natural England. The Applicant's proposed approach to obtaining these is explained in the **Consents and Agreements Position Statement [TR010044/APP/3.3]**.

8 Volume 4: Compulsory Acquisition Information

- 8.1.1 In order to implement the Scheme, the Applicant will need to use statutory powers to acquire land and rights in land, and to possess and use land temporarily. The Applicant is required to provide evidence that the use of these powers would be justified, proportionate and in the public interest and this evidence is set out in a **Statement of Reasons [TR010044/APP/4.1]**, **Funding Statement [TR010044/APP/4.2]** and **Book of Reference [TR010044/APP/4.3]** as explained below.
- 8.1.2 **Statement of Reasons [TR010044/APP/4.1]** – explains that there is a compelling case in the public interest which would justify the Applicant's exercise of powers of compulsory acquisition in order to acquire land and rights permanently and to use land temporarily to enable it to construct, operate and maintain the Scheme.
- 8.1.3 **Funding Statement [TR010044/APP/4.2]** – explains how the Scheme, including any compulsory purchase acquisition, would be funded.
- 8.1.4 **Book of Reference [TR010044/APP/4.3]** – identifies all parties who own or occupy land and/or have an interest in or right over the land affected by the Scheme, and/or who may be entitled to make a 'relevant claim' as defined in Section 57 of the PA 2008. It is structured in five parts in accordance with relevant regulatory requirements. The five parts are:
- a. **Part 1:** Names and addresses for service of each person within Categories 1 and 2 defined as set out in Section 57 of the PA 2008 in respect of any land which it is proposed shall be subject to:
 - i. Powers of compulsory acquisition;
 - ii. Rights to use land, including the right to attach brackets or other equipment to buildings; or
 - iii. Rights to carry out protective works to buildings.

Category 1 interests are owners, lessees, tenants, or occupiers of land.
Category 2 are those who have an interest in the land or who have the power to sell and convey the land or release the land.
 - b. **Part 2** (Development Consent Order boundary) Names and addresses for service of each person/organisation within Category 3 as defined in Section 57 of the PA 2008. These are interests who might be entitled to make a relevant claim if the DCO were consented and implemented, e.g. potential claimants under Part 1 of the Land Compensation Act 1973 (c.26), Section 10 of the Compulsory Purchase Act 1965, Section 152(3) of the PA 2008. For clarity, Part 2 includes Category 3 persons who would or might be entitled to

make a relevant claim in respect of an interest in land outside the DCO boundary, predominantly persons who would fall under Part 1 of the Land Compensation Act 1973.

- c. **Part 3:** Names and addresses of those persons whose entitlement to enjoy private easements or rights may be extinguished, suspended or interfered with.
- d. **Part 4:** Names and addresses of the owner of any Crown interest in the land which is proposed to be used for the purposes of the Scheme.
- e. **Part 5:** Land which is Special Category Land as defined in Section 131 of the PA 2008.

- 8.1.5 For each plot of land described in the **Book of Reference [TR010044/APP/4.3]** and being land within which it is intended that all or part of the Scheme shall be carried out, the area in square metres of that plot is given.

9 Volume 5: Reports/Statements

- 9.1.1 The **Consultation Report [TR010044/APP/5.1]** provides an account of the pre-application consultation undertaken on the Scheme. The report includes details of the statutory consultation which the Applicant is required to undertake in accordance with the PA 2008, the informal engagement that has taken place, and how the Scheme has been amended to reflect comments received. The chapters of the Consultation Report are as follows:
- a. **Chapter 1** introduces the Consultation Report, it outlines the background, objectives and the evolution of the Scheme. The chapter provides a high-level outline of the structure of the Consultation Report.
 - b. **Chapter 2** describes the process for non-statutory engagement that Highways England has implemented to develop and shape the Scheme through face-to-face engagement as well as other methods.
 - c. **Chapters 3 – 8** details the consultation methodology which has been deployed and also provides an overview of all consultation feedback received for both Statutory Consultation (chapters 3-5) and Supplementary Consultation (chapters 6-8).
 - d. **Chapter 9** provides details of the newly identified land interest consultation which took place due to the Scheme changes made resulting from the Supplementary Consultation.
 - e. **Chapter 10** details the consultation undertaken with all affected land interests who had been previously contacted for the 2020 supplementary consultation but for whom impacts had changed due to changes made to the Scheme since the supplementary consultation had concluded.
 - f. **Chapter 11** provides details of the Cadent Gas pipeline consultation which was undertaken as further investigation revealed that the diversion of a high-pressure gas pipeline which has always been a part of the Scheme may be treated as an NSIP so far as it meets the thresholds as set out in section 20 of the PA 2008.
 - g. **Chapter 12** concludes the report, providing an overview of the consultation which has taken place and the compliance with the relevant legislation.
- 9.1.2 A range of appendices that support the report are provided in the **Consultation Report Appendices [TR010044/APP/5.2]** are described below:
- a. **Appendix A** Compliance Checklist
 - b. **Appendix B** Options consultation material and PRA booklet

- c. **Appendix C** Roxton Road link road information event
- d. **Appendix D** The Infrastructure Planning (EIA Regulations) 2017: Regulation 8(1) letter to the Planning Inspectorate and acknowledgement
- e. **Appendix E** Scoping opinion letter and Regulation 11(1)(a) list
- f. **Appendix F** Copy of the draft Statement of Community Consultation (SoCC) provided to local authorities
- g. **Appendix G** Email to local authorities for SoCC consultation
- h. **Appendix H** Response from local authorities on the draft SoCC
- i. **Appendix I** Published SoCC
- j. **Appendix J** List of prescribed consultees identified and consulted
- k. **Appendix K** S42 Letters (with date)
- l. **Appendix L** S46 Letter sent to the Planning Inspectorate (with date) and acknowledgement
- m. **Appendix M** Statutory Consultation Material
- n. **Appendix N** S48 newspaper notices with locations and dates
- o. **Appendix O** Table of protective provisions for statutory undertakers
- p. **Appendix P** Land referencing methodology
- q. **Appendix Q** Supplementary consultation
- r. **Appendix R** Newly identified land interest consultation (after the supplementary consultation period)
- s. **Appendix S** Land interest additional consultation
- t. **Appendix T** High pressure gas pipeline diversion consultation
- u. **Appendix U** Tables evidencing regard had to statutory consultation responses (in accordance with s49 of the PA 2008)
 - i. Statutory consultation (3 June 2019 – 28 July 2019)
- v. **Appendix V** Tables evidencing regard had to supplementary consultation responses and additional consultations (in accordance with s49 of the PA 2008)
 - i. **Part 1:** Supplementary consultation (24 June 2020 - 28 July 2020)
 - ii. **Part 2:** Land interest additional consultation (5 October 2020 - 2 November 2020)
 - iii. **Part 3:** High Pressure Gas pipeline diversion consultation (additional NSIP forming part of the Scheme application) (11 November 2020 - 18 December 2020)

- w. **Appendix W** Response to traffic queries raised by the Joint Response from the Cambridgeshire & Peterborough Local Authorities

10 Volume 6: Environmental Statement and Related Documents

10.1 Environmental Statement

- 10.1.1 The Applicant has undertaken an environmental impact assessment (EIA) of the Scheme to consider what significant effects the Scheme is likely to have on the environment. The **Environmental Statement [TR010044/APP/6.1]** reports the findings of the EIA. The findings of the EIA are also summarised in non-technical language in the **Environmental Statement Non-Technical Summary [TR010044/APP/6.4]**.
- 10.1.2 The Environmental Statement also provides general information on the Scheme including context, description of the Scheme and its construction, main alternatives considered, the consultation process that was part of the EIA and technical information on a range of topics. This chapter provides an overview of the structure of the document to assist with navigation.
- 10.1.3 The Environmental Statement includes the following introductory chapters:
- a. Chapter 1 Introduction
 - b. Chapter 2 The Scheme
 - c. Chapter 3 Assessment of Alternatives
 - d. Chapter 4 Environmental Assessment Methodology
- 10.1.4 The following technical topic-based chapters set out the environmental effects of each topic listed:
- e. Chapter 5 Air Quality
 - f. Chapter 6 Cultural Heritage
 - g. Chapter 7 Landscape and Visual Effects
 - h. Chapter 8 Biodiversity
 - i. Chapter 9 Geology and Soils
 - j. Chapter 10 Material Assets and Waste
 - k. Chapter 11 Noise and Vibration
 - l. Chapter 12 Population and Human Health
 - m. Chapter 13 Road Drainage and the Water Environment
 - n. Chapter 14 Climate

- 10.1.5 The following chapters conclude and summarise the environmental effects:
- o. Chapter 15 Assessment of Cumulative Effects
 - p. Chapter 16 Summary of Significant Effects
 - q. Chapter 17 Glossary
- 10.1.6 The Environmental Statement is accompanied by a series of figures which support the findings of the EIA. These are provided in the **Environmental Statement Figures [TR010044/APP/6.2]** and are listed below.

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Figure number	Figure title
1.1	Scheme Order Limits
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2.2	General Arrangement
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Figure number	Figure title
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12.1	Land Use and Accessibility
12.2	Health Baseline Assessment
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13.2	Water Environment Flood Zones
15.1	Long List of Other Developments
15.2	Short List of Other Developments

- 10.1.7 The Environmental Statement is accompanied by a series of Appendices which support the findings of the EIA. These are provided in the **Environmental Statement Appendices [TR010044/APP/6.3]** and are listed below.

Table 10-2 Environmental Statement Appendices

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4.1	Transboundary Effects Screening
4.2	Major Accidents and Disasters Screening
4.3	EIA Scoping Response Table and Summary of Methodological Changes
4.4	Screening assessment of proposed gas pipeline works for the purposes of section 20 of the Planning Act 2008
5.1	Local Planning Policy
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5.3	Air Quality Assessment Methodology
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6.1	Known Heritage Assets

Appendix number	Appendix title
6.2	Desk-Based Assessment
6.3	Analysis of Aerial Images
6.4	Geophysical Survey Phase 1 & 2
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6.6	Archaeological Evaluation Trenching Phase 1
6.7	Archaeological Evaluation Trenching Phase 2
6.8	Archaeological Evaluation Trenching Phase 3
6.9	Summary Table
6.10	Brook Cottages Heritage Appraisal
7.1	Landscape and Visual Impact Assessment Planning Policy
7.2	Landscape and Visual Impact Assessment Methodology and Study Area
7.3	Landscape Baseline and Assessment
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7.5	Arboricultural Impact Assessment Report – Part 1
8.1	Background Information on Biodiversity
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8.10	Protected Species Report – Breeding Birds
8.11	Protected Species Report – Hobby and Kite (confidential)
8.12	Protected Species Report – Barn Owl (confidential)
8.13	Protected Species Report – Reptiles
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8.15	Protected Species Report – Fish
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8.17	Protected Species Report – Aquatic Invertebrates
8.18	Plant Species (Invasive)
8.19	Biodiversity Net Gain
8.20	Phase 1 Habitat Survey
9.1	Ground Investigation Report Summary
10.1	Minerals Safeguarding Report
11.1	Noise and Vibration Terminology
11.2	Noise Monitoring
11.3	Construction Phase Noise Predictions
11.4	Noise Modelling Details
11.5	Affected Routes – Construction and Operation

Appendix number	Appendix title
11.6	NPSNN 2014 Compliance, Noise Insulation Regulations and Noise Important Areas
12.1	Public Rights of Way Survey
13.1	Water Framework Directive Assessment
13.2	Assessment of Road Runoff and Spillage Risk to Watercourses (HEWRAT)
13.3	Drainage Strategy Report
13.4	Flood Risk Assessment
13.5	Water Quality Monitoring Report
13.6	Water Resources Data
13.7	Groundwater Risk Assessment
14.1	Climate Change Resilience and In-combination Climate Change Impacts Baseline
15.1	Long list of other developments
15.2	Assessment Matrix

- 10.1.8 The EIA and the Environmental Statement are legal requirements and accord with relevant legislation and current guidance. The content of the Environmental Statement was agreed through a **Scoping Opinion [TR010044/APP/6.5]** with the Inspectorate.
- 10.1.9 A **Statutory Nuisances Statement [TR010044/APP/6.6]** identifies the matters set out in Section 79 of the Environmental Protection Act 1990 in respect of statutory nuisances and considers whether the Scheme would engage one or more of those matters. Where any matters may be potentially engaged, this statement sets out its proposals for mitigating or limiting them.
- 10.1.10 To demonstrate the Scheme's compliance with the Habitat Regulations and document the Habitat Regulations Assessment process that has been undertaken, a **Habitat Regulations Assessment: No Significant Effects Report [TR010044/APP/6.7]** has been included in the application.
- 10.1.11 A **First Iteration Environmental Management Plan (EMP) [TR010044/APP/6.8]** has been prepared in respect of the Scheme. This sets out the practices and standards to be applied in the construction of the Scheme. The key aims of the EMP are to ensure all environmental mitigation, DCO requirements, consents and licences are met, and to minimise and manage the risk of adverse environmental impacts. It also includes Environmental Actions and Commitments which set out mitigation measures proposed in the Environmental Statement and indicates which requirements address the mitigation, or how it has been embedded in the Scheme design.

- 10.1.12 The **Schedule of Mitigation [TR010044/APP/6.9]** sets out all the mitigation measures to be delivered for the Scheme and how they are secured. This is reported in tabular form and contains a description of the measure, whether it is embedded or essential, the relevant topic and the party responsible for delivering the measure and whether it will be delivered during or post construction. Embedded mitigation measures that contribute to biodiversity net gain are set out in Appendix 8.19 of the Environmental Statement Appendices **[TR010044/APP/6.3]**.
- 10.1.13 A sign post document setting out where the statutory and non-statutory nature conservation plans and assessments are located within the application has been prepared **[TR010044/APP/6.10]**. Similarly, a sign post document setting out where statutory and non-statutory historic site plans and assessment are located within the application has also been prepared **[TR010044/APP/6.11]**.
- 10.1.14 An **Archaeological Mitigation Strategy [TR010044/APP/6.12]** includes the scope, guiding principles and methods for the planning and implementation of essential archaeological mitigation for each site identified following analysis of the results of desk-based research and analysis of aerial photographs geophysical surveys and trial trench evaluation undertaken as part of the Scheme.
- 10.1.15 The **Biodiversity Pre-Commencement Plan [TR010044/APP/6.13]** identifies those preliminary works surveys and checks that are necessary to ensure that any pre-commencement operations undertaken by the Principal Contractor, for example vegetation clearance, demolition and construction compound set up, do not contravene the Wildlife and Countryside Act 1981 (as amended) or any other relevant legislation.

11 Volume 7: Other Documents

- 11.1.1 A range of additional documents have been submitted with the application. These documents are not legally required but are intended to provide useful information on the Scheme and aid detailed understanding of the application and its justification.
- 11.1.2 The **Case for the Scheme [TR010044/APP/7.1]** sets out the need for the Scheme, planning rationale, the Scheme objectives, options and alternatives considered and an explanation of the Scheme development over time. It also demonstrates how the Scheme complies with the NPSNN and other relevant policy documents.
- 11.1.3 Appendix B of the Case for the Scheme also sets out an assessment of the Scheme against the relevant energy National Policy Statements (NPS) as the Scheme includes the diversion of a high-pressure gas pipeline which may be treated as an NSIP to the extent that it meets the thresholds as set out in section 20 of the PA 2008. These are the Overarching National Policy Statement for Energy (EN-1) and the National Policy Statement for Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4).
- 11.1.4 The **Transport Assessment TA) [TR010044/APP/7.2]** assesses the impact of the Scheme on elements of the strategic and local highway network, road safety, and local sustainable modes of transport. It consists of:
- a. An overview of relevant planning policy
 - b. Information on the collection of baseline traffic data and the development of the traffic model
 - c. A summary of the safety performance of the existing road and the impact of the Scheme on road safety
 - d. An overview of the accessibility by sustainable modes of transport and a review of the changes arising from the Scheme
 - e. An assessment of the impacts of the Scheme on elements of the strategic and local highway network
 - f. An assessment of the traffic impacts during construction along the route
 - g. Appendices provide further evidence concerning traffic forecasts and impacts to support the findings of the Transport Assessment
- 11.1.5 The **Transport Assessment Annex (TAA) [TR010044/APP/7.3]** assesses the impact of the Scheme on elements of the wider highway network.

- 11.1.6 The **Outline Construction Traffic Management Plan [TR010044/APP/7.4]** describes the temporary traffic management processes that will be followed for the safe and efficient construction phases of the Scheme.
- 11.1.7 The **Equality Impact Assessment [TR010044/APP/7.5]** sets out an equality impact screening and assessment of the Scheme.
- 11.1.8 The **Borrow Pits Optioneering Report [TR010044/APP/7.6]** presents the rationale for inclusion of borrow pits to support the construction of the Scheme and explains why the proposed locations for the borrow pits have been selected.
- 11.1.9 The **Black Cat Junction Design Options report [TR010044/APP/7.7]** sets out how the design of the proposed Black Cat Junction, an integral element of the Scheme, has developed over time and the reasons why demolition of a Grade II listed building, known as Brook Cottages, is necessary in order to deliver the Scheme and therefore to provide the substantial public benefits which will be realised from the Scheme's delivery.
- 11.1.10 The **Pipeline Statement [TR010044/APP/7.8]** sets out information required under Regulation 6(4) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 regarding the diversion of a high-pressure gas pipeline which may be treated as an NSIP to the extent that it meets the thresholds as set out in section 20 of the PA 2008.
- 11.1.11 The **Sensitivity Test utilising 2020 Uncertainty Log Data [TR010044/APP/7.9]** sets out the outcome of a sensitivity test that has been undertaken to consider the potential impact of an update to the Uncertainty Log. The purpose of the Uncertainty Log is to record the assumptions relating to land use and infrastructure that will affect travel demand and supply and therefore underpin future traffic forecasts used for the Transport Assessment.
- 11.1.12 The **Combined Modelling and Appraisal Report (ComMA) [TR010044/APP/7.10]** summarises the work undertaken to model and appraise the impact of the Scheme on the strategic and local highway network, road safety and the economy. The following documents are appended to the ComMA Report:
 - a. Appendix A - Transport Data Package: Traffic Data Collection Report
 - b. Appendix B - Transport Model Package: Local Model Validation Report
 - c. Appendix C - Transport Forecasting Package: Traffic Forecasting Report
 - d. Appendix D - Economic Appraisal Package: Economic Assessment Report
 - e. Appendix E - Economic Appraisal Package: Appraisal Summary Table and Supporting Worksheets Report

f. Appendix F - Economic Appraisal Package: Distributional Impacts Report

- 11.1.13 The **Strategy for Dealing with the Uncertain Outcomes Arising from COVID-19 [TR010044/APP/7.11]** sets out the approach to dealing with the uncertainty arising from the COVID-19 pandemic. This is informed by the guidance in the document prepared by the Department for Transport (DfT) 'A route map for updating Transport Appraisal Guidance (TAG) during uncertain times' issued in July 2020.

12 Glossary

- 12.1.1 Abbreviations and Definitions used through the application for the A428 Black Cat to Caxton Gibbet Improvements are set out in Tables 12-1 and 12-2. These terms are used in a consistent manner across the suite of application documentation.

Table 12-1 Terms used through the application for the Scheme and description of these terms

Term	Description
Above Ordnance Datum	Above the mean sea level at Newlyn in Cornwall calculated between 1915 and 1921, taken as a reference point for the height data on Ordnance Survey maps.
Access	The means by which to approach or enter land, property and assets.
Accommodation works	Works undertaken to accommodate the needs of land owners affected by a development project, such as the provision of new means of access, fencing and walls.
Affected Road Network	Parts of the road network which are identified as likely to be affected by changes in air quality as a result of a development project.
Agricultural Land Classification	The system devised and introduced by the Ministry of Agriculture, Fisheries and Food to classify agricultural land according to the extent to which its physical or chemical characteristics impose long-term limitations on agricultural use. Land is graded between 1 (excellent quality) to 5 (very poor quality), with grade 3 subdivided into agricultural subgrades 3a and 3b.
Air Quality Management Area	An area declared by a local authority which has been determined will exceed the relevant air quality strategy objective.
Ancient woodland	Any area that has been continually wooded since at least 1600 AD and have developed irreplaceable, complex ecosystems.
Anglian River Basin District	The Anglian river basin district covers 27,900km ² and extends from Lincolnshire in the north to Essex in the south and from Northamptonshire in the west to the east Anglian coast.
Annual Average Daily Traffic (AADT)	The total volume of vehicle traffic on a road flowing past a certain point over a year, divided by 365 days.
Annual Average Weekday Traffic	The average 24-hour traffic volume occurring on weekdays throughout a full year.
Amenity	The benefits of enjoyment and well-being which are gained from a resource in line with its intended function. Amenity may be affected by a combination of factors such as: sound, noise and vibration; dust/air quality; traffic/congestion; and visual impacts.
Area of Outstanding Natural Beauty	Land protected by the Countryside and Rights of Way Act 2000. It protects the land to conserve and enhance its natural beauty.
A Road	A type of road prefixed with the letter 'A'. These are the busiest and most direct main roads, apart from motorways, and can be of different standard.

Term	Description
At-grade	On the same level. For example, when a road is on the current ground level.
Attenuation basin	Part of a drainage system that is used for temporarily storing and attenuating flood waters (can also be referred to as an attenuation pond).
Baseline conditions	The environment as it appears (or would appear) immediately prior to the implementation of the project together with any known or foreseeable future changes that will take place before completion of the project.
Bedford Borough Council	The local authority within whose jurisdiction the proposed scheme would be implemented.
Bedford Borough Local Plan 2030	The Local Plan for Bedford Borough Council for the period 2020-2030, which provides the framework for planning decision making.
Bedford Borough, Central Bedfordshire and Luton Borough Councils, Minerals and Waste Local Plan: Strategic Sites and Policies LDD	The Minerals and Waste Local Plan for Bedford Borough, Luton Borough and Central Bedfordshire Councils for the period 2013-2028, which sets out strategic allocations for mineral extraction and waste management as well as strategic policies for decision making.
Best and most versatile (agricultural land)	Land defined as grades 1, 2 and 3a of the Agricultural Land Classification. This land is considered the most flexible, productive and efficient and is most capable of delivering crops for food and non-food uses.
Biodiversity	The variability among living organisms from all sources, including terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are part of. This includes diversity within species, between species and of ecosystems.
Biodiversity Net Gain	An approach that aims to leave biodiversity within the natural environment in a measurably better state than its condition prior to implementation of a project.
Black Cat Quarry	An existing mineral extraction site within the Order limits. Currently in the restoration phase
Borrow Pit	An excavated area where material has been dug for use as fill at another location.
Built heritage	A structure or building of historic value. These structures are visible above ground level.
Bund	An embankment structure which acts as a visual or noise screen or acts as a barrier to control the spillage of fluids.
Bypass	The diversion of a major road to carry traffic around a built-up area, constructed to improve the journey of through traffic and/or improve the environmental conditions along the original route.
Cambridgeshire and Peterborough Minerals and Waste Core Strategy	The Minerals and Waste Core Strategy for Cambridgeshire County Council and Peterborough City Council for the period 2006-2026, which sets out the strategic vision and objectives as well as policies to guide minerals and waste development.
Cambridgeshire and Peterborough Minerals and Waste Development	The Minerals and Waste Site Specific Proposals for Cambridgeshire County Council and Peterborough City Council for the period 2006-2026, which sets out site specific proposals

Term	Description
Plan Site Specific Proposals	for minerals and waste development as well as supporting policies.
Cambridgeshire County Council	The county authority within whose jurisdiction the proposed scheme would be implemented.
Carriageway	The width of a highway that can be used by motorised vehicles and non-motorised users, formed by a number of lanes.
Central Bedfordshire Council	The local authority within whose jurisdiction the proposed scheme would be implemented.
Central Bedfordshire Core Strategy and Development Management Policies DPD	The Core Strategy and Development Management Policies for Central Bedfordshire for the period 2001-2026, which provides the framework for planning decision making.
Climate change	This refers to a change in the state of the climate, which can be identified by changes in average climate characteristics which persist for an extended period, typically decades or longer.
Committed development	A development that has full or outline planning permission, or is allocated in an adopted development plan.
Compensation (environmental)	Offsetting measures applied where nothing can be done to reduce an environmental impact or effect.
Congestion	A situation where the volume of traffic is too great for the road, causing vehicles to slow down or stop, often caused by bottlenecks, traffic incidents and junction design.
Connectivity	A measure of the availability of the habitats needed for a particular species to move through a given area.
Conservation area	An area designated under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as being of special architectural or historic interest and with a character or appearance which is desirable to preserve or enhance.
Construction compound	Construction compounds generally act as the points of entry to the worksites from the public highway. They may also be used for major stockpiling of materials such as topsoil, be used to facilitate transfer of materials, and accommodate offices and welfare facilities.
Culvert	A tunnel (pipe or box shaped) that carries a stream or open drain under a road or railway.
Cumulative effects (or impact)	A cumulative impact (or effect) may arise as the result of: <ul style="list-style-type: none"> the combined impact of a number of different environmental topic-specific impacts from a single environmental impact assessment project on a single receptor/resource; and the combined impact of a number of different projects within the vicinity (in combination with the environmental impact assessment project) on a single receptor/resource.
Cutting	Excavation of earth material to lower the ground level on which a road would be positioned, in order to help to reduce noise and/or visual impact.

Term	Description
Decision-maker	The Secretary of State (in England).
Delay	For pedestrians, this is the increase in the 'person-minutes' of the journey times of pedestrians and other non-motorised travellers. For traffic, this is the increase in journey times for drivers and passengers.
Department for Business, Energy & Industrial Strategy	The national government body responsible for business; industrial strategy; science, research and innovation; energy and clean growth; and, climate change. It is mainly responsible for policy decisions, and its responsibilities are carried out by a range of agencies and local authorities.
Department for Transport	The national government body responsible for transport in Britain, and therefore in overall control of the road network. It is mainly responsible for policy decisions, and its responsibilities are carried out by a range of agencies and local authorities.
Department for Transport's Transport Analysis Framework	A framework for options appraisal used by Highways England.
Designated heritage asset	Designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a heritage significance meriting consideration in planning decisions.
Design-development	The process in which technical specialists (engineers and environmentalists) refine the design for the various elements of a development project.
Design Manual for Roads and Bridges	The Design Manual for Roads and Bridges contains information about current standards relating to the design, assessment and operation of motorway and all-purpose trunk roads in the United Kingdom.
Detailed assessment	Detailed field surveys and/or quantified modelling techniques to understand complex environmental effects.
Development Consent Order	The consent for a Nationally Significant Infrastructure Project required under the Planning Act 2008.
Development Plan	Documentation which seeks to guide development and planning in a local authority area for a set period of time.
Development Plan Document	The development plan is at the heart of the planning system with a requirement set in law that planning decisions must be taken in line with the development plan unless material considerations indicate otherwise. Plans set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places. It is essential that plans are in place and kept up to date.
Do Minimum	The conditions that would persist in the absence of the implementation of a construction or improvement project but given that maintenance on the road network is ongoing.
Do Something	The conditions that would occur as a consequence the implementation of a construction or improvement project.

Term	Description
Dual Carriageway	A dual carriageway is a road with one, two or more lanes arranged within distinct carriageways with a separation between opposing flows of traffic.
Dumbbell	A type of grade-separated junction which takes the form of a roundabout either side of a major road, linked by a bridge.
Earthworks	The removal or placement of soils and rocks such as in cuttings, embankments and environmental mitigation, including the in-situ improvement of soils/rocks to achieve the desired properties.
Effect	Term used to express the consequence of an impact (expressed as the 'significance of effect'), which is determined by correlating the magnitude of the impact (or change) to the importance, value or sensitivity of the receptor or resource, in accordance with defined significance criteria.
Embankment	Artificially raised ground, commonly made of earth material, such as stone, on which the carriageway is laid.
Embedded mitigation	Design measures which are integrated into a project for the purpose of minimising environmental effects.
Emerging Cambridgeshire and Peterborough Minerals and Waste Local Plan, Further consultation	The emerging Minerals and Waste Local Plan for Cambridgeshire County Council and Peterborough City Council for the period up to 2036, which provides draft policies aiming to guide minerals and waste development.
Emerging Central Bedfordshire Pre-submission Local Plan 2015 - 2035	The emerging Local Plan for Central Bedfordshire for the period 2015-2035, which provides the framework for planning decision making.
Enhancement	A beneficial measure that is over and above what is required to mitigate the adverse effects of a project.
Environment Agency	Government agency established to protect and improve the environment and contribute to sustainable development in England. Responsibilities include: water quality and resources, flooding and coastal risk management and contaminated land.
Environmental Impact Assessment Directive	Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014, amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.
Environmental assessment	A process by which information about environmental effects is collected, assessed and used to inform decision-making.
Environmental Impact Assessment	The statutory process through which the likely significant effects of a development project on the environment are identified and assessed.
Environmental Impact Assessment Directive	Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014, amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.
Environmental effect	The consequence of an action (impact) upon the environment such as the decline of a breeding bird population as a result of the removal of hedgerows and trees.

Term	Description
Environmental impact	The change in the environment from a development such as the removal of a hedgerow.
Environmental Management Plan	A document (or set of documents) that set out the mitigation needed to manage environmental effects associated with a project during its construction and operational phases.
Environmental masterplan	Plan which illustrates the mitigation measures integrated into the design of the Scheme.
Environmental Statement	A statutory document which reports the EIA process, produced in accordance with the EIA Directive as transposed into UK law by the EIA Regulations.
European Protected Species	Species of plants and animals (not birds) which are protected by European law.
European site	The generic term used to describe the following designated sites: Special Areas of Conservation (SACs) and Special Protection Areas (SPAs); Sites that are in the process of designation as SACs and SPAs - these are known as proposed SACs (pSACs), candidate SACs (cSACs), potential SPAs (pSPAs) and Sites of Community Importance (SCIs), depending on the type of designation and point of progression through the designation process; and Ramsar Sites.
Examining Authority	A panel of inspectors appointed by the Secretary of State who are responsible for examining Development Consent Order applications for nationally significant infrastructure projects.
Excavated material	Largely natural soil and rock material that is removed from the ground during construction.
Existing A428	The current route of the A428 between St Neots and Caxton Gibbet.
Existing Black Cat Roundabout	The current roundabout at Black Cat.
Existing Caxton Gibbet Roundabout	The current roundabout at Caxton Gibbet.
Fill	Material used to artificially raise the existing ground levels.
First Iteration Environmental Management Plan	The first iteration of the Environmental Management Plan produced during the design stage for the preferred option.
Flood Risk Assessment	The process of assessing potential flood risk to a site and identifying whether there are any flooding or surface water management issues that may warrant further consideration or may affect the feasibility of a development.
Floodplain	Land adjacent to a watercourse over which water flows or would flow in times of flood, but for defences in place.
Flood Zone	Flood Zone definitions are set out in the National Planning Policy Guidance. Used to create a flood map for planning risk. There are 3 flood zones which refer to the probability of river and sea flooding, ignoring the presence of defences.
Flood Zone 1	Flood Zone 1: land outside the floodplain. There is little or no risk of flooding in this zone;

Term	Description
Flood Zone 2	Flood Zone 2: the area of the floodplain where there is a low to medium flood risk; and
Flood Zone 3	Flood Zone 3: the area of the floodplain where there is a high risk of flooding.
Free-flow link	A section of road on a junction that links two roads and enables traffic to move without stopping.
Geophysical survey	A process involving ground-based physical sensing techniques to determine the presence or absence of anomalies likely to be caused by archaeological features, structures or deposits.
Grade-separated	A type of junction where the major route (or routes) through the junction do not stop and do not cross any other road on the level. Movements to other roads are made using sliproads and bridges.
Great Crested Newt	A newt in the family Salamandridae, found across Europe and parts of Asia, which are protected under the Conservation of Habitats and Species Regulations 2017.
Greenhouse gases	Atmospheric gases such as carbon dioxide, methane, chlorofluorocarbons, nitrous oxide, ozone, and water vapour that absorb and emit infrared radiation emitted by the Earth's surface, the atmosphere and clouds.
Ground investigation	An intrusive investigation undertaken to collect information relating to the ground conditions, normally for geotechnical or land contamination purposes.
Groundwater	Water found underground in porous geological strata and soils.
Habitat	The place or type of site where an organism or population naturally occurs. Often used in the wider sense referring to major assemblages of plants and animals found together.
Habitat of principal importance	Habitats in England identified as requiring action in the UK Biodiversity Action Plan and which are regarded as having biodiversity conservation priorities.
Habitat Regulations Assessment	An assessment of projects (or plans) potentially affecting European Sites in the UK, required under the Habitats Directive and Regulations. Also known as an assessment of implications on European Sites.
Heavy Goods Vehicle	A commercial carrier vehicle with a gross vehicle weight of more than 3.5 tonnes.
Hectare	A metric unit of measurement, equal to 2.471 acres or 10,000 square metres.
Heritage asset	A building, monument, site, place, area or landscape of historic value.
Highways England Company Limited	The government agency responsible for the operation, maintenance and improvement of England's trunk roads and motorways.
Historic England	Executive non-departmental public body created under Section 32 of the National Heritage Act 1983 to: secure the preservation of ancient monuments and historic buildings situated in England; promote the preservation and enhancement of the character and appearance of conservation areas situated in England;

Term	Description
	and promote the public's enjoyment of, and advance their knowledge of, ancient monuments and historic buildings situated in England and their preservation.
Huntingdonshire District Council	The local authority within whose jurisdiction the proposed scheme would be implemented.
Huntingdonshire Local Plan to 2036	The Local Plan for Huntingdonshire District Council for the period 2011-2036, which provides the framework for planning decision making.
Impact	Change that is caused by an action; for example, land clearing (action) during construction which results in habitat loss (impact).
Infrastructure Delivery Plan	A Plan which analyses and assesses the existing infrastructure provision, the current shortfall and identifies the existing and future needs and demands for the borough to support new development and a growing population.
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009	Regulations which prescribe the various matters in connection with the making of an application for development consent as provided for by the Planning Act 2008. They set out the requirements in relation with applications for consent to be granted by the Secretary of State.
Infrastructure Planning (Decisions) Regulations 2010	Regulations which prescribe a list of matters which the relevant decision maker (Secretary of State) must have regard to when making decisions on applications for Nationally Significant Infrastructure Projects.
Infrastructure Planning (Environmental Impact Assessment) Regulations 2017	These Regulations implement the requirements of the Directive 2011/92/EU as amended by 2014/52/EU for environmental impact assessment procedures in the context of the nationally significant infrastructure regime which extends to England and Wales and for limited purposes to Scotland.
Interchange	A term used to describe a grade separated junction that provides free flow from one mainline to another.
Junction	A place where two roads meet, regardless of design or layout.
Kilometre	A unit of measurement.
Land use	What land is used for, based on broad categories of functional land cover, such as urban and industrial use and the different types of agriculture and forestry.
Landform	The shape and form of the land surface which has resulted from combinations of geology, geomorphology, slope, elevation and physical processes.
Landscape Character Area	Areas of landscape that have a broadly consistent pattern of topography, land use and vegetation cover.
Landtake	The extent of land required temporarily or permanently to construct and operate a project.
Link	A section of road between two junctions.
Listed building	A building of special architectural or historic interest. Listed buildings are graded I, II* or II, with Grade I being the highest. Listing includes the interior as well as the exterior of the building.
Local Geological Site	Non-statutory geological sites considered worthy of protection for their earth science or landscape importance. Formerly known as Regionally Important Geological Sites.

Term	Description
Local Nature Reserves	A statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by principal local authorities.
Local planning authority	The local authority or council that is empowered by law to exercise planning functions.
Local Wildlife Site	Non-statutory sites of nature conservation value that have been designated 'locally'. These sites are referred to differently between counties with common terms including site of importance for nature conservation, county wildlife site, site of biological importance, site of local importance and sites of metropolitan importance.
Local Transport Plan	A Plan setting out transport objectives, strategy and policy.
Lowest Observed Adverse Effect Level	Level above which adverse effects on health and quality of life can be detected.
Magnitude	The size of something.
Mainline	The carriageway carrying the main flow of traffic, generally traffic passing straight through a junction or interchange.
Metre	A unit of measurement.
Mineral safeguarding areas	Areas defined by mineral planning authorities with known mineral resources that are of identified economic or conservation value.
Mitigation	Measures intended to avoid, reduce and, where possible, remedy significant adverse environmental effects.
Modelling	The process of estimating changes within an area of interest under a specific set of conditions.
Motorway	A special type of road reserved for motorised traffic only, the numbers of which are prefixed with the letter 'M'.
Movements (traffic)	A movement is one of the turns or changes in direction that a junction allows.
National Cycle Network	A national cycling route network of the United Kingdom, which was established to encourage cycling throughout Britain, as well as for the purposes of bicycle touring.
National Planning Policy Framework	A planning framework which sets out the Government's planning policies for planning applications under the Town and Country Planning Act 1990 in England and how these are expected to be applied.
National Policy Statement for England	Statements prepared and designated by the Secretary of State under the Planning Act 2008, which establish national policy for Nationally Significant Infrastructure Projects, including energy, transport and water, waste water and waste and against which applications for Development Consent Orders are assessed.
National Policy Statement for Gas Supply, Infrastructure and Gas and Oil Pipelines	A technology-specific statement setting out the need for, and Government's policies to deliver, nationally significant gas supply infrastructure and gas and oil pipelines in England.
National Policy Statement for National Networks	A statement setting out the need for, and Government's policies to deliver, the development of nationally significant infrastructure projects on the national road and rail networks in England.

Term	Description
National Policy Statement for Overarching Energy	An overarching statement setting out the need for, and Government's policies to deliver, the development of major energy infrastructure projects in England.
Nationally Significant Infrastructure Project	A type of project listed in the Planning Act 2008, which must be consented by a Development Consent Order.
Natural England	Executive non-departmental public body constituted under the Natural Environment and Rural Communities Act 2006 (Section 2(1)) to ensure that the natural environment is conserved, enhanced and managed for the benefit of present and future generations, thereby contributing to sustainable development.
New Dual Carriageway	Refers to the Scheme between Black Cat and Caxton Gibbet.
Noise barrier	Fence placed between a road and a noise sensitive receptor to reduce noise levels. Includes all elements of the fence (posts and fixings, as well as panels).
Noise Important Area	Areas identified with respect to noise from major roads and from roads within agglomerations where 'the 1% of the population that are affected by the highest noise levels from major roads' are located according to the results of the strategic noise mapping.
Non-designated heritage asset	Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.
Non-motorised users	A collective term used to describe pedestrians, cyclists and equestrians (horse riders).
Non-statutory consultation	Engagement with members of the public, local groups or stakeholders which is not determined or governed by statutory requirements. Non-statutory options consultation was undertaken between March 2017 and April 2017.
Operational	The functioning of a project on completion of construction.
Ordinary Watercourse	Ordinary watercourses include every river, stream, ditch, drain, cut, dyke, sluice, sewer (other than a public sewer) and passage through which water flows and which does not form part of a main river.
Overbridge	A bridge crossing over a transport corridor (e.g. a highway).
Planning Act 2008	An Act of Parliament in the UK intended to speed up the process of approving major new infrastructure projects.
Planning Inspectorate	An executive agency with responsibilities for planning appeals, national infrastructure planning applications, local plan examinations and other planning-related casework in England and Wales.
Planning Practice Guidance	A series of guidance documents which support the content of the National Planning Policy Framework.
Preferred Route	The chosen design option that most successfully achieves the project objectives and becomes subject to further design and assessment.
Preferred Route Announcement	An announcement made by Highways England following the selection of a preferred option or solution for a given road project.

Term	Description
Prescribed consultees	Organisations that must be consulted on relevant projects.
Prescribed matters	Section 104(2)(c) of the PA 2008 are set out in the Infrastructure Planning (Decisions) Regulations 2010 (as amended). The relevant prescribed matters are: <ul style="list-style-type: none"> i. Having regarding to the desirability of preserving listed buildings, conservation areas and scheduled monuments and their settings where the development would affect these (Regulation 3); and ii. Having regarding to the United Nations Environmental Programme Convention on Biological Diversity of 1992 (Regulation 7).
Protected species	Species of wild plants, birds and animals which are afforded protection through legislative provisions.
Public right of way	A highway where the public has the right to pass. It can be a footpath (used for walking), a bridleway (used for walking, riding a horse and cycling), or a byway that is open to all traffic (including motor vehicles).
Receptor	A defined individual environmental feature usually associated with population, fauna and flora that has potential to be affected by a project.
Resource	A defined but generally collective environmental feature usually associated with soil, water, air, climatic factors, landscape, material assets, including the architectural and archaeological heritage that has potential to be affected by a project.
River Basin Management Plan	A regional plan that sets out how organisations, stakeholders and communities will work together to improve the water environment and fulfil the requirements of the Water Framework Directive.
Road Investment Strategy (RIS1)	A document which sets out a long-term vision for England's motorways and major roads, outlining how smooth, smart and sustainable roads will be achieved through investment over a five year period (2015 - 2020).
Road Investment Strategy (RIS2)	A document which sets a long-term strategic vision for the network. With that vision in mind, it then: specifies the performance standards Highways England must meet; lists planned enhancement schemes we expect to be built; and states the funding that we will make available during the second Road Period (RP2), covering the financial years 2020/21 to 2024/25.
Roundabout	A circular, one-way junction at which other roads meet and terminate.
Scheduled Monument	Nationally significant heritage assets protected by the 1979 Ancient Monuments and Archaeological Areas Act.
Scheme	All works associated with the A428 Black Cat to Caxton Gibbet improvements.
Scoping	The process of identifying the issues to be addressed by the Environmental Impact Assessment process. It is a method of ensuring that an assessment focuses on the important issues and avoids those that are considered to be not significant.
Scoping Opinion	The written opinion of the relevant authority, following a request from the applicant for planning permission, as to the

Term	Description
	information to be provided in an Environmental Statement..
Scoping Report	A report which records the outcomes of the scoping process and is typically submitted as part of a formal request for a Scoping Opinion.
Second Iteration Environmental Management Plan	The second iteration of the Environmental Management Plan, which is refined during for the construction stage for of the consented project and prepared in advance of construction.
Secretary of State for Transport	The cabinet minister who (among other things) acts as decision-maker on all national infrastructure applications for development consent.
Secretary of State for Business, Energy and Industrial Strategy	The Secretary of State has overall responsibility for the Department for Business, Energy and Industrial Strategy which brings together responsibilities for business, industrial strategy, science, innovation and energy.
Setting (cultural heritage)	The surroundings in which a heritage asset is experienced.
Significance (of effect)	A measure of the importance or gravity of the environmental effect, defined by generic significance criteria or criteria specific to an environmental topic.
Significant Observed Adverse Effect Level	The level of noise exposure above which significant adverse effects on health and quality of life occur.
Single Carriageway	A single carriageway is a road with one, two or more lanes arranged within a single carriageway with no central reservation to separate opposing flows of traffic.
Sites of Importance for Nature Conservation	Sites designated by local authorities for the purpose of conserving wildlife.
Site of Special Scientific Interest	Area of land notified by Natural England under section 28 of the Wildlife and Countryside Act 1981 as being of special interest due to its flora, fauna or geological or physiological features.
Slip road	A connector road within a junction between a mainline carriageway and the local highway network, or vice versa, which meets the local highway network at-grade.
South Cambridgeshire District Council	The local authority within whose jurisdiction the proposed scheme would be implemented.
South Cambridgeshire Local Plan	The Local Plan for South Cambridgeshire District Council for the period 2011-2031 which provides the framework for planning decision making.
Span	The horizontal distance between two supports of a structure (e.g. piers of a bridge or viaduct).
Spatial scope	The geographic area over which environmental impacts and effects could occur as a result of a development project.
Special Area of Conservation	Sites designated under EU legislation for the protection of habitats and species considered to be of European interest.
Species of Principal Importance	Habitats and species of principal importance in England. Section 41 of the Act requires the Secretary of State to publish a list of habitats and species which are of principal importance for the conservation of biodiversity in England.
Stakeholder	An organisation or individual with a particular interest in a development project.

Term	Description
Statutory consultation	Engagement with stakeholders determined or governed by statutory requirements.
Statutory consultee	Organisations and bodies, defined by statute, which must be consulted on relevant planning matters.
Strategic Road Network	The network of motorways and trunk roads in England.
Study area	The spatial area within which environmental effects are assessed (i.e. extending a distance from the project footprint in which significant environmental effects are anticipated to occur).
Surface water	Waters including rivers, lakes, loughs, reservoirs, canals, streams, ditches, coastal waters and estuaries.
Sustainable drainage systems	Measures designed to control surface runoff close to its source, including management practices and control measures such as storage tanks, basins, swales, ponds and lakes. Sustainable drainage systems allow a gradual release of water and thereby reduce the potential for downstream flooding.
The Order limits	The physical extent of the A428 Black Cat roundabout to Caxton Gibbet Improvement Scheme shown as an area edged in red on the Works Plans [TR010044/APP/2.3] .
The Scheme	The A428 Black Cat roundabout to Caxton Gibbet Improvement Scheme.
Third Iteration Environmental Management Plan	The third iteration of the Environmental Management Plan is refined at the end of the construction stage to support future management and operation of the consented project.
T-junction	A simple three-way junction, where one road ends on another.
Traffic	The total volume of vehicle traffic on a road flowing past a certain point over a year, divided by 365 days.
Trunk road	A road operated and maintained in England by Highways England. Part of the strategic road network including motorways
Upgrade	Refers to the physical improvement of a road, through widening of the carriageway or rebuilding a junction.
Vehicle movement	A journey made by a vehicle. This can either be a one way or two-way trip.
Viewpoint	A place from which something can be viewed.
Visual amenity	Overall enjoyment of a particular area, surroundings, or views in terms of people's activities - living, recreating, travelling through, visiting, or working.
Visual receptor	Individuals and/or defined groups of people who potentially could be affected by a project.
Walkers, cyclists and horse-riders	A collective term used to describe pedestrians, cyclists and equestrians.
Water Framework Directive	Assessment to identify how the project has the potential to affect each of the water body's quality/quantity elements and whether it could lead to non-compliance with the Water Framework Directive.

Table 12-2 Abbreviations used through the application for the Scheme and description of these acronyms

Abbreviation	Description
AADT	Annual Average Daily Traffic
AAWT	Annual Average Weekday Traffic
AD	Anno Domini
ADMS	Air Quality Dispersion Modelling System
AEP	Annual Exceedance Probability
ALC	Agricultural Land Classification
AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
ARN	Affected Road Network
ASPT	Average Score Per Taxa
BGS	British Geological Survey
BMV	Best and most versatile land
BMWP	Biological Monitoring Working Party
BNG	Biodiversity Net Gain
BNL	Basic Noise Level
BOD	Biochemical Oxygen Demand
BS	British Standard
CBC	Central Bedfordshire Council
CDM	Construction Design and Management Regulations 2015
CDW	Construction and Demolition Waste
CIEEM	Chartered Institute of Ecology and Environmental Management
COD	Chemical Oxygen Demand
CRTN	Calculation of Road Traffic Noise
CSM	Conceptual Site Model
CWS	County Wildlife Site
°C	Celsius
dB	Decibel
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
Defra	Department for Environment, Foods and Rural Affairs
DfT	Department for Transport
TAG	Department for Transport's Transport Analysis Framework
DMRB	Design Manual for Roads and Bridges
DO	Dissolved Oxygen
DTM	Digital Terrain Model
EA	Environment Agency
EAST	Early Assessment and Sifting Tool
EcIA	Ecological Impact Assessment
ECML	East Coast Main Line
ECOW	Environmental (or Ecological) Clerk of Works

Abbreviation	Description
EEA	European Economic Area
EFT	Emission Factor Toolkit
EHO	Environmental Health Officer
EIA	Environmental Impact Assessment
EIA Directive	Environmental Impact Assessment Directive
EIA Regulations	Environmental Impact Assessment Regulations
EMP	Environmental Management Plan
END	Environment Noise Directive
EPO	Environmental Protection Officer
EPS	European Protected Species
EQS	Environmental Quality Standard
ES	Environmental Statement
EU	European Union
ExA	Examining Authority
FRA	Flood Risk Assessment
GCN	Great Crested Newt
GHG	Greenhouse gases
GPA	Historic England Good Practice Advice
ha	Hectare
HDV	Heavy Duty Vehicle
HER	Historic Environmental Record
HEWRAT	Highways England Water Risk Assessment Tool
HGV	Heavy Goods Vehicle
HPI	Habitat of Principal Importance
HRA	Habitats Regulations Assessment
IAN	Interim Advice Note
IAQM	Institute of Air Quality Management
IEMA	Institute of Environmental Management and Assessment
IPCC	Intergovernmental Panel on Climate Change
IROPI	Imperative reasons of overriding public interest
km	Kilometre
LAM	Local Area Model
LAQM	Local Air Quality Management
LBAP	Local Biodiversity Action Plan
LCA	Landscape Character Area
LEMP	Landscape and Ecology Management Plan
LGS	Local Geological Site
LLFA	Lead Local Flood Authority
LNR	Local Nature Reserve
LOAEL	Lowest Observable Adverse Effect Level
LoD	Limits of Deviation
LWS	Local Wildlife Site
M	Metre
MAGIC	Multi-Agency Geographic Information Service

Abbreviation	Description
MMP	Materials Management Plan
µg	Microgram
µm	Micron
NCN	National Cycle Network
NHLE	National Heritage List for England
NIA	Noise Important Area
NIR	Noise Insulation Regulations
NOEL	No Observed Effect Level
NOx	Nitrogen Oxides
NO2	Nitrogen Dioxide
NPPF	National Planning Policy Framework
NPSE	National Policy Statement for England
NPSNN	National Policy Statement for National Networks
NSIP	Nationally Significant Infrastructure Project
NVC	National Vegetation Classification
OEMP	Outline Environmental Management Plan
PA 2008	Planning Act 2008
PCF	Project Control Framework
PCM	Pollution Climate Mapping
PEI	Preliminary Environmental Information
PEI Report	Preliminary Environmental Information Report
PMA	Private Means of Access
PM ₁₀ or PM _{2.5}	Particulate matter
pLWS	Potential Local Wildlife Site
PPE	Personal Protective Equipment
PPG	Planning Practice Guidance
PRA	Preferred Route Announcement
PRoW	Public Right of Way
PSSR	Preliminary Sources Study Report
RBMP	River Basin Management Plan
RCP	Representative Concentration Pathway
REAC	Register of Environmental Actions and Commitments
RIS	Road Investment Strategy
RIS2	Road Investment Strategy 2
RMNI	River Macrophyte Nutrient Index
RPA	Root Protection Area
RPG	Register of Historic Parks and Gardens
SAC	Special Area of Conservation
SBI	Site of Biological Importance
SINC	Site of Importance for Nature Conservation
SNRHW	Stable Non-Reactive Hazardous Waste
SoCC	Statement of Community Consultation
SOAEL	Significant Observed Adverse Effect Level
SPI	Species of Principal Importance

Abbreviation	Description
SPZ	Source Protection Zone
SRN	Strategic Road Network
SSSI	Site of Special Scientific Interest
STW	Sewage Treatment Works
SuDS	Sustainable Drainage Systems
SWMP	Site Waste Management Plan
tCO ₂ e	Tonnes of Carbon Dioxide equivalent
TAG	Transport Analysis Guidance
TDI	Trophic Diatom Index
TPO	Tree Preservation Order
TRL	Transport Research Laboratory
UAEL	Unacceptable Adverse Effect Level
UKCP	UK Climate Projections
UXO	Unexploded Ordnance
VMS	Variable Messaging Systems
WAC	Waste Acceptance Criteria
WCH	Walkers, cyclists and horse riders
WFD	Water Framework Directive
WSI	Written Schemes of Investigation
WwTW	Waste water treatment works
ZoI	Zone of Influence
ZTV	Zone of Theoretical Visibility