

A47 Wansford to Sutton Dualling

Scheme Number: TR010039

Volume 6

6.4 Environmental Statement Non-Technical Summary

APFP Regulation 5(2)(a)

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Infrastructure Planning

Planning Act 2008

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

A47 Wansford to Sutton
Development Consent Order 202[x]

6.4 ENVIRONMENTAL STATEMENT NON-TECHNICAL SUMMARY

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A47 Wansford to Sutton

Environmental Statement: Non-Technical Summary



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Introduction

Highways England propose to upgrade approximately 2.6km of single carriageway between Wansford and Sutton to a dual carriageway. The A47 Wansford to Sutton dualling project is referred to as the 'Proposed Scheme'.

The section of single carriageway proposed for upgrade acts as a bottleneck, resulting in congestion and leading to longer and unreliable journey times and has a poor safety record.

Highways England aim to improve the traffic flow, reducing journey times on the route, increasing the route safety and resilience, and improve the environment. The Proposed Scheme is also intended to support economic growth and ease congestion.

The Proposed Scheme is a 'Nationally Significant Infrastructure Project' under the Planning Act 2008, which requires Highways England to obtain permission for the proposals before construction and operation can commence.

This permission is called a Development Consent Order (DCO). The DCO application will be examined by the Planning Inspectorate which will

report its findings to the Secretary of State for Transport to aid decision making.

Environmental information has been collected to identify the potential impacts of the Proposed Scheme and develop measures to avoid or reduce adverse impacts - a process known as Environmental Impact Assessment (EIA).

An Environmental Statement (ES) has been prepared to accompany the DCO application setting out a description of the Proposed Scheme and the reasonable alternatives considered in the development of the design, the environmental setting, potential impacts, the likely significant effects of the Proposed Scheme on local communities and the environment, and the measures proposed to mitigate these effects.

This document provides a summary of the ES in non-technical language.

The key timescales:

- Application submission – 2021
- Start of construction work – 2023
- Open for traffic – 2024-25

The Applicant

Highways England is the Applicant and the Strategic Highways Company as defined in the Infrastructure Act 2015. Highways England is charged with modernising and maintaining England's strategic road network, as well as running the network and keeping traffic moving.

Public right of way (PRoW), facing west towards Sacrewell Farm



The Proposed Scheme

The Proposed Scheme is located to the west of Peterborough between the existing junction with the A1 and the Nene Way roundabout near Sutton.

The key elements of the Proposed Scheme include:

- approximately 2.6km of new dual carriageway constructed largely offline of the existing A47, including the construction of two new underpasses
- a new free-flow link road connecting the existing A1 southbound carriageway to the new A47 eastbound carriageway
- a new link road from the Wansford eastern roundabout to provide access to Sacrewell Farm, the petrol filling station and the Anglian Water pumping station
- closure of the existing access to Sacrewell Farm with a new underpass connecting to the farm from the link road provided
- a new slip road from the new A47 westbound carriageway also providing access to the petrol filling station

- a link road from the new A47 Sutton Heath roundabout, linking into Sutton Heath Road and Langley Bush Road
- new junction arrangements for access to Sutton Heath Road and Langley Bush Road
- closure of the existing accesses to the A47 from Sutton Heath Road, Sutton Drift and Upton Road
- new passing places and limited widening along Upton Drift (also referenced as Main Road)
- new improvements to the existing Upton Drift including passing places, widening to ensure a minimum 3.5m width along the entire length, straightening of the S- bend and sight lines, and widening of existing junction adjacent to Model Farm
- new walking and cycling routes, including a new underpass at the disused railway
- new safer access to the properties on the A1, north of Windgate Way
- installation of boundary fencing, safety barriers and signage
- new drainage systems including:
 - two new outfalls to the River Nene
 - a new outfall to Wittering Brook
 - extension of the A1 culvert at the Mill Stream
- realignment and extension of the A47 Wansford Sluice
- drainage ditch interceptors
- new attenuation basins, with pollution control devices, to control discharges to local watercourses
- River Nene compensatory flood storage area
- works to alter or divert utilities infrastructure such as electricity lines, water pipelines and telecommunications lines
- temporary compounds, material storage areas and vehicle parking required during construction
- environmental mitigation measures

Alternatives considered

In seeking to resolve the transport problem 10 potential options were developed in 2017 and assessed to identify their performance against safety, environmental, engineering, transportation and economic criteria. The options were compared and contrasted so the most appropriate options were taken forward. The options can be viewed in the Scheme Assessment Report located on the Highways

England project website, accessible via the below link:

[Scheme Assessment Report A47 Wansford to Sutton 2018](#)

Three options were then selected for more detailed assessment and non-statutory public consultation in 2017. This was to gather feedback and identify issues prior to a final decision on the preferred route announcement (PRA). Feedback gathered included concerns regarding access to Sacrewell Farm and the villages of Wansford and Sutton, the need for infrastructure to support the local cycling community and the potential for noise disruption during construction.

After the 2017 public consultation, a single option (Option 2) was announced in August 2017 as the preferred route. This option was chosen because it solves the main traffic and safety problems on the route, has significant advantages in terms of environmental impact compared to Option 3 and will have less impact during construction when compared to Option 1. Following feedback from the 2017 public consultation and engagement with local communities and stakeholders, the proposed alignment was optimised to reduce the impact on the River Nene and the associated flood plain.

Statutory public consultation took place in 2018 on the modified Option 2. Following consultation, modifications to the eastern extent of the Proposed Scheme were proposed in response to the feedback. This has resulted in land-take being reduced, the distance from the new road to the River Nene and village of Sutton has increased and improved the connection of side roads to the new A47. The existing A47 will remain in place for local traffic, walking, cycling and horse-riding. The detail of the chosen option is available in section 'The Proposed Scheme'. Further targeted consultation was undertaken in October 2020 to gather feedback on the amendments. This is detailed within the Project Update Brochure located at the following link:

[Project update autumn 2020](#)

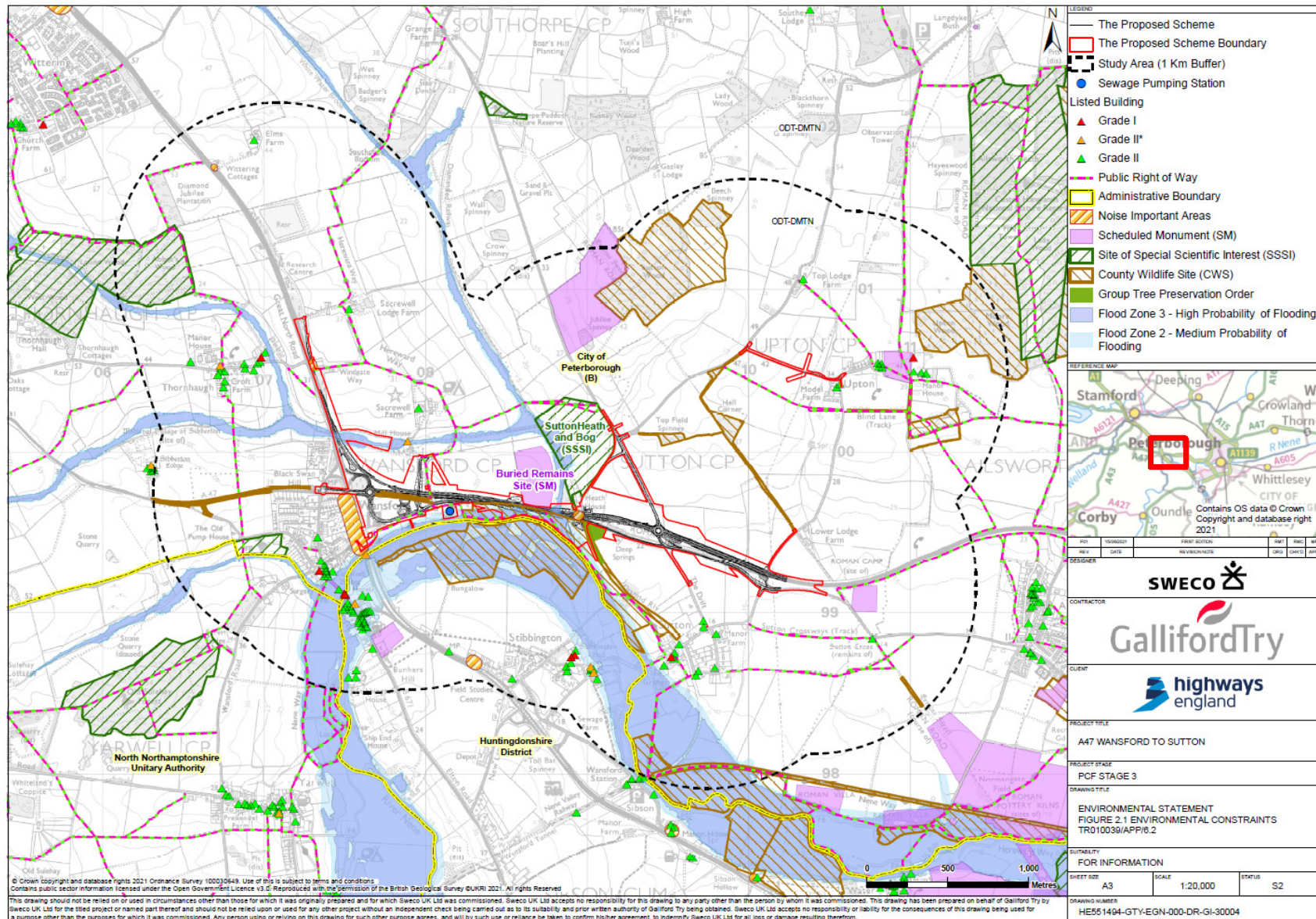
Environmental Impact Assessment (EIA)

EIA is a process that identifies the likely significant environmental effects (both adverse and beneficial) of a proposed development. Environmental effects are assessed through understanding of the potential impacts and the sensitivity of the receptors for a given scheme.

The process ensures that the importance of effects are properly considered and that the opportunity for reducing any adverse effects are taken into account as part of the design development process.

The approach to the EIA involves; information gathering to establish the baseline and environmental setting, considering the potential impacts of the Proposed Scheme, consultation, developing measures to prevent or reduce adverse impacts, and identifying the residual significant effects.

The findings inform the design process are communicated to competent authorities, statutory authorities and other interested parties. The EIA is undertaken in accordance with up-to-date legislation and guidance and includes a spatial and temporal scope for its assessment. The findings of the EIA are reported in the Environmental Statement (ES). This document is a summary of the ES in non-technical language. The ES and this non-technical summary are submitted with the DCO application.



Environmental Statement

Each environmental topic chapter of the ES reports the effects on the local environment and what are termed 'sensitive receptors' such as designated sites, community facilities, people living, working and relaxing in the vicinity of the Proposed Scheme and local environment management areas for air quality and noise.

The EIA process considers impacts and their resultant effects during the construction and operation of the Proposed Scheme. The construction phase assessment addresses both the temporary activities involved in building the Proposed Scheme and the subsequent permanent presence of the Proposed Scheme once constructed. The operational assessment considers the situation when the construction of the Proposed Scheme is being used by traffic.

Air Quality

The air quality assessment details the potential air quality effects which may occur as a result of the Proposed Scheme.

During construction, it was concluded the impact of construction dust would be highly unlikely to trigger a significant air quality effect. As construction activities are programmed to last less than two years and potential effects will be mitigated and managed through good practice, it is unlikely there would be a significant effect on air quality or affect the UK's ability to comply with the Air Quality Directive.

During operation, the Proposed Scheme is expected to cause some effects in pollutant concentrations at sensitive human and ecological receptors. However, the assessment has concluded that there would be no significant effects on air quality at human and ecological receptors during the operation of the Proposed Scheme.

With no significant effects predicted, no mitigation is required.

Cultural Heritage

The cultural heritage assessment details the potential effects on cultural heritage assets which may arise as a result of the Proposed Scheme.

During construction, temporary potential impacts are anticipated on publicly accessible assets which rely on visitor income, due to traffic diversions. Permanent construction impacts are anticipated from earthworks and have the potential to permanently impact the setting of heritage assets. In addition, structural damage to historic buildings due to demolition or proximity of the works, excavation for construction of the Proposed Scheme and the appearance of the Proposed Scheme, including landscaping works is also anticipated. The Proposed Scheme will also encroach on a scheduled monument, reducing land required for mitigation.

During operation, potential impacts may arise due to changes to traffic movements from the Proposed Scheme and road lighting surrounding the altered junctions.

Potential adverse effects have been reduced or eliminated with a combination of sensitive design and targeted mitigation. Where adverse effects could not be avoided, a programme of

archaeological recording and publishing is proposed to mitigate the impact. Full pre-construction archaeological excavation of an area within the scheduled monument boundary will take place.

A significant adverse effect on the locally listed Former Wansford Road Railway Station will be caused by its demolition due to the Proposed Scheme. This will remove a heritage asset which adds strong group value to the nearby assets relating to the historic railway line.

Opportunities to enhance the cultural heritage of the area have been proposed in the form of information boards and signage, enhancing awareness of the archaeology and built heritage of the area to non-motorised users. Landscaping and planting have been incorporated into the design of the Proposed Scheme to reduce adverse effects on the setting of the cultural heritage.

Landscape

The assessment of Landscape and Visual Effects provides a description of the existing landscape and of views that people experience of the landscape. It also identifies the likely change to

the landscape and people's views due to the Proposed Scheme.

During the construction period, there would be significant adverse effect on the landscape and on the views experienced by some people living in close to the Proposed Scheme or using recreational routes and recreational facilities. During the initial stages of operation of the Proposed Scheme, there would be significant adverse effects on the landscape and on the views experienced by some people living in the area. Notably this includes: users of the Nene Way riverside footpath, due to its proximity to the new embankment and the removal of existing vegetation prior to new planting establishing; visitors to the Sacrewell Farm Visitor Centre and its surrounding footpath network, due to the length of time it will take for replacement hedgerows to mature and a slight increase in the elevation of the carriageway to the west of Wittering Brook, increasing visibility of traffic movements; and residents and footpaths users on the northern edge of Stibbington, due to the immaturity of new screen planting on the embankments to the west of Wittering Brook.

Once new planting matures, it would provide a visual screen and would integrate the Proposed Scheme into the surrounding landscape (after

approximately 15 years of opening), the change to the landscape and to people's views would not be significant.

Overall, combining both landscape and visual considerations and focusing on the longer term or permanent residual effects, the landscape and visual assessment concludes that the Proposed Scheme would not result in a significant long term residual effect on the landscape and on people's views.

Biodiversity

The assessment details the effects of the Proposed Scheme on biodiversity (defined as plants, animals and the habitats in which they live).

The assessment considers the following ecological receptors:

- Nene Washes Special area of conservation (SAC), Special Protection Area (SPA) and Ramsar
- Sutton Bog and Heath, Wansford Pasture, Old Sulehay Forest, West Abbot's and Lound Woods and Castor Hanglands Site of Special Scientific Interest (SSSI)

- County Wildlife Sites (CWS)
- Priority habitats including ancient woodland
- Protected species and species of principal importance (notable), including botany, hedgerows, fungi, terrestrial and aquatic invertebrates, great crested newt, reptile, breeding and wintering birds, barn owl, bats, otter, water vole, badger and their habitats.

During construction, potential impacts of the Proposed Scheme include the loss of nesting, roosting, resting, commuting and foraging habitat for a range of protected and notable species.

During operation, potential impacts of the Proposed Scheme include changes to air quality and noise level impacting ecological receptors, barrier effect of new road by increased width, disturbance of breeding species and their resting places from light spill, mortality of local flora and fauna from pollution events, direct mortality of specific from traffic collisions, and flood events or drying out of water and wetland habitats.

Mitigation measures will be implemented during the construction and operational stages to reduce the effects of the proposed scheme on individuals and populations of protected and notable

species. Control, management and planting measures are detailed in Chapter 8 (Biodiversity) in section 8.9 Design, mitigation and enhancement measures.

Following implementation of best practice and site-specific mitigation measures during construction and operation, as detailed in the Chapter of the ES, there would be residual significant effects on hedgerows, deciduous woodland, coastal and floodplain grazing marsh during construction, due to permanent loss of the habitats. The landscape mitigation will aim to compensate the loss of some of these habitats.

No further significant effects are anticipated on receptors as a result of the Proposed Scheme.

Geology and Soils

The geology assessment details the potential effects on geological features and agricultural soils which may arise as a result of the Proposed Scheme.

The land surrounding the Proposed Scheme is currently predominantly agricultural fields and small wooded areas with the village of Wansford situated to the immediate west and the River

Nene located to the immediate south. The geological sequence underlying the Proposed Scheme consists of superficial sands, gravels and clays underlain by limestone, sandstone and mudstone bedrock units.

During construction, the Proposed Scheme would result in the permanent and temporary land-take of agricultural land. This is anticipated to result in significant effects on Grade 2, Grade 3a and Grade 3b agricultural land.

During operation it is not anticipated that there would any significant effects on geology and soils as a result of the Proposed Scheme.

The design of the Proposed Scheme has sought to minimise the areas of land-take and a Soil Management Plan will be developed to help preserve land quality and restore areas of temporary land-take. The long-term residual effects on agricultural soils would therefore be limited to the area of agricultural land permanently lost.

The potential for impacts on designated or sensitive geological features on the landscape was scoped out as the Proposed Scheme is not predicted to impact on any such features or land.

Potential sources of historical contamination within the Proposed Scheme such as materials used for the construction of the existing A47 carriageway have been identified as a possible source of contaminant. Minor evidence of contamination from historical activities were recorded during the site investigation however no special remedial activities are required for the Proposed Scheme.

Based on the confirmed ground conditions there is a low risk of construction activities mobilising contaminants within the underlying soils or introducing contaminants which may potentially harm human health or environmental receptors such as the River Nene or Sutton Heath and Bog. Impacts identified will be mitigated by measures set out in the ES Chapter 9 (Geology and Soils) and the Environmental Management Plan.

During the construction phases, it is anticipated that there will be significant effects due to the permanent land take of Grade 2, Grade 3a and Grade 3b agricultural soils. The operational phase of the Proposed Scheme results in a reduced potential for harm as the underlying soils are no longer exposed or disturbed effectively breaking potential pathways to receptors and presents no further impacts to agricultural soils. No significant effects are anticipated on geology

and soils during operation as a result of the Proposed Scheme.

Material Assets & Waste

The assessment for materials considers potential impacts of the Proposed Scheme from the use of material resources and generation of waste.

Baseline information on material assets (materials availability) and waste (landfill capacity) are generated by the relevant authorities based on predicted regional demand projections (including consideration for other significant projects within the east of England region). Cumulative effects were considered as the Proposed Scheme is being undertaken concurrent to several other A47 Highways England highway developments.

During construction, it is anticipated that there will be slight adverse effects relating to the depletion of natural resources from use and from low recycling levels and recovery levels below the 70% recovery target, the sterilization of mineral safeguarding sites and the reduction in capacity of landfill facilities.

The assessment of Material assets and waste in operation was scoped out of the assessment. Significant environmental effects during this period are not predicted due to limited material use and waste generation from infrequent maintenance activities.

Mitigation measures to be put in place to reduce impacts during construction include designing for re-use and recovery, design for materials optimisation, design for off-site construction and design for waste efficient procurements. Measures are detailed within ES Chapter 10 (Materials assets and waste) and the Environmental Management Plan.

Taking into account the design, mitigation and enhancement measures to be implemented during construction, it is considered that the development would not cause significant environmental effects during construction due to limited material use and will likely generate only low quantities of waste in relation to the baseline landfill capacities for the east of England region.

Noise and Vibration

The noise and vibration assessment details the potential effects on receptors which may arise as a result of the Proposed Scheme.

A construction noise assessment has been undertaken. It is concluded that, with the use of temporary noise barriers, and Section 61 prior consent applications where necessary, significant construction noise effects are not predicted. Further assessment may be required following the finalising of details of the scope and duration of the works.

An assessment of construction vibration impacts has been undertaken. It is concluded that, with early warning of residents, pre-condition surveys, short work durations, and vibration monitoring, the Proposed Scheme is not predicted to give rise to any potential significant effects.

As part of the construction noise assessment, an assessment of the noise increase on nearby roads due to construction traffic has been undertaken. It is concluded that, providing the anticipated vehicle movements and routes are restricted as described in the ES chapter, significant effects are not predicted.

Mitigation measures in the form of temporary noise barriers and real-time noise monitoring shall be provided to protect noise sensitive receptors predicted to experience significant adverse noise effects from construction works.

An assessment of road traffic noise due to the operation of the Proposed Scheme has been carried out. The assessment concludes that no significant effects are expected due to road traffic noise from operation of the Proposed Scheme and therefore further mitigation measures such as permanent noise barriers are not necessary.

Population and Human Health

The population and human health assessment details the potential effects on land use and accessibility for vehicle users, walkers, cyclists and horse-riders, access to existing agricultural land holdings and the potential effects on human health which may arise as a result of the Proposed Scheme.

During construction, access along the local road network for local residents and businesses across the study area may be disrupted whilst

traffic management measures are in place. This may result in longer journey times and a degree of temporary severance between communities, businesses and their facilities. Walkers, cyclists and horse-riders would also experience temporary diversions of footpaths, with some increases in journey length. One derelict property (Old Station House) will be demolished for construction of the Proposed Scheme, which is expected to result in significant effects. In addition, significant effects are anticipated for some agricultural land holdings due to impacts to turnover and profitability and the permanent loss of land. Construction activities are predicted to result in some temporary adverse amenity effects for human health, specifically in terms of noise, dust and visual intrusion.

During operation, the Proposed Scheme is expected to reduce congestion and improve journey times, compared with the existing A47. Access to some private properties and businesses may change as a result of the Proposed Scheme, resulting in longer journey lengths.

Traffic management measures will be put in place to reduce disruption on those travelling between communities, to residential properties, community facilities and businesses. The

Proposed Scheme would be constructed to reduce the need to close and divert footways, public rights of way (PRoW) and cycling facilities. To reduce impacts to human health, the Principal Contractor will be required to put in place measures to minimise noise, dust and visual effects. New walking, cycling and horse riding (WCH) routes will be constructed as part of the Proposed Scheme which will provide improved connectivity for local residents.

Significant effects are anticipated due to the demolition of Old Station House and on some agricultural land holdings due to impacts to turnover and profitability and the permanent loss of land.

There will be some significant effects experienced by users of WCH routes due to their diversion, however there will be significant beneficial safety effects for cyclists due to the removal of the A47/ Upton Road/ Peterborough Road roundabout.

Road Drainage and the Water Environment

The road drainage and the water environment assessment details effects and identifies

mitigation for road drainage and water assets affected as a result of the Proposed Scheme.

During construction, impacts to surface water include the potential for the mobilisation of sediment contaminants, pollution incidents from accidental spillages or leakages and water quality impacts may occur short-term. Aquatic ecology aspects of surface water features may also be affected. Impacts to groundwater include the discharge of contaminated surface water to groundwater where topsoil has been removed, accidental spillages or leakages, and activities requiring dewatering.

During operation, impacts to surface water may occur such as accidental spillage or pollution incidents with increased traffic volume, an increase in highways drainage area to surface water feature, impacts to ecological and chemical quality and loss of surface water features. Routine road run-off may impact groundwater quality and drainage may impact designated sites.

The Proposed Scheme will discharge to groundwater and surface water (Mill Stream, Wittering Brook, a tributary of Wittering Brook, River Nene and Splash Dyke). Runoff will be accommodated through appropriate design that has included an allowance for climate change.

Where carriageway widening or realignment occurs, the additional runoff rates have been accommodated to ensure that there will be no increase in flood risk to others.

Fluvial flood risk impacts associated with the location of the Proposed Scheme are minimised by design including the provision of flood compensatory storage to mitigate the loss of active floodplain from the River Nene as a result of the embankments and carriageway widening. There are no adverse flood risk impacts associated with Wittering Brook culvert.

The Proposed Scheme design incorporates treatment of road drainage prior to discharging to seven outfalls and two infiltration basins. Treatment measures include filter drains and attenuation basins.

The loss or degradation of channel morphology and riparian habitat as a result of culverting Wittering Brook and the extension of the A1 Mill Stream culvert would be managed through design, mitigation and enhancements. Wittering Brook culvert is to be designed with a natural sediment bed and mammal ledge to allow passage during flood flows. Habitat restoration, including wetland and pond creation and the introduction of meanders into Mill Stream would

mitigate against the impacts of culverting and habitat loss.

Ponds must be replaced one for one. Approximate locations are shown on the Environmental Masterplan.

The Proposed Scheme is not expected to give rise to significant adverse effects during the construction or operational phases with the adoption of mitigation. The Proposed Scheme would comply with local, regional and national policies. There is no significant impact on the Water Framework Directive status of the affected water bodies.

Climate

This assessment considers the Proposed Scheme's effect on climate (increases in carbon emissions) as well as the potential vulnerability of the Proposed Scheme to climate change (the resilience of Proposed Scheme assets to projected changes in climate).

During construction, impacts on climate due to embodied carbon emissions and emissions arising from the direct use of plant and transport of materials are anticipated to occur.

The Highways England Carbon Tool (v 2.3 published in 2019) was used to predict emissions associated with operational energy for the Proposed Scheme. This was estimated to be approximately 5 tCO₂e per annum, based on the annual kWh electricity demand of lighting columns, i.e., **285 tCO₂e** over the 60-year appraisal period. The total increase in carbon emissions over the 60-year appraisal period (excluding construction emissions) is estimated to be **61,306 tCO₂e**.

A hierarchical approach to carbon management has been applied to the Proposed Scheme, i.e., build nothing, build less, build clever, build efficiently. This process identified carbon savings associated with the segregated left-hand turn from the A1 to the A47 which was removed from the Proposed Scheme design. Opportunities for reducing carbon during the construction phase will be considered at each key design stage. Specific measures include developing a Materials Management Plan and applying innovative applications to reduce carbon emissions related to construction compounds and support facilities such as EcoSmart Welfare cabins.

The recent UK government announcement on ending the sale of new petrol and diesel vehicles

by 2030 will further reduce the Proposed Scheme's end use carbon emissions.

The vulnerability of Proposed Scheme assets to projected changes in climate during operation has been assessed, and the Proposed Scheme has been deemed resilient to the current projections. Therefore, no significant effects as a result of climate change are anticipated however this should be reviewed at an appropriate stage once updated projections are published.

Cumulative Effects Assessment

The cumulative effects assessment considers effects from:

- a single project (the Proposed Scheme), which considers numerous different effects impacting a single receptor
- different projects, in combination with the Proposed Scheme.

Single project effects

One receptor (Old Station House) is predicted to experience a significant adverse cumulative effect as a result of effects on Population and

human health and Cultural heritage from the Proposed Scheme. Although it is not inhabited, the Proposed Scheme does result in the demolition of this property and cultural heritage asset. Adverse effects are anticipated on the River Nene as a result of impacts to Geology and soils and Road Drainage and the water environment. No other significant cumulative effects are predicted.

Different project effects

During the assessment it was identified that there are no major developments or areas of allocated development land within 2km of the Proposed Scheme. Therefore, cumulative different project effects as a result of the Proposed scheme are not anticipated.

Consultation

Highways England ran a non-statutory public consultation period from 13 March to 21 April 2017. A variety of methods of engagement were used to gain feedback from stakeholders. A brochure and questionnaire were used to inform people of the scheme proposals, provide a map of constraints around the local area and provide contact details for Highways England. The

consultation was also advertised on the Highways England website and a press notice issued on the 15 March 2017. Invites were given to local MPs, local councillors and other key stakeholders to attend a preview of the exhibition.

Statutory consultation was held from 18 September to 12 November 2018. The consultation period was more than the 28 days prescribed by Section 45(2) of the Planning Act 2008. The purpose of the consultation was to provide an opportunity to comment on the updated plans for the project ahead of Highways England submitting an application to the Planning Inspectorate for a Development Consent Order (DCO).

A Consultation Report summarising the non-statutory and statutory consultation process and the feedback received has been submitted as part of the application for a DCO. This document is available on the project page on the PINS website:

<https://highwaysengland.citizenspace.com/he/a47-wansford-to-sutton-dualling/a47-wansford-consultation-report-2017/>

How to find out more

Here you can find background information on the Proposed Scheme. Visit our website at:

<https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/>

Phone us: 0300 123 5000

Next steps

Following submission of the Application for Development Consent, the Planning Inspectorate will consider, on behalf of the Secretary of State for Transport, whether the Application should be accepted for examination. If accepted, the documents accompanying the Application will be publicly available on the Planning Inspectorate's website.

Interested parties will be able to make relevant representations about the Proposed Scheme and its potential impacts. Representations received by the Planning Inspectorate will be considered as part of the examination into the Application.