

A47 Wansford to Sutton Dualling

Scheme Number: TR010039

Volume 5 **5.1 Consultation Report**

APFP Regulation 5(2)(q)

Planning Act 2008

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

August 2021

Infrastructure Planning

Planning Act 2008

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

A47 Wansford to Sutton
Development Consent Order 202[x]

CONSULTATION REPORT

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GLOSSARY OF TERMS

Term	Description
The Applicant	Highways England
CCC	Cambridgeshire County Council
DCO	Development Consent Order
DCLG	Department of Communities and Local Government (now known as the Ministry for Housing, Communities and Local Government)
EIA	Environmental Impact Assessment
ES	Environmental Statement
HDC	Huntingdonshire District Council
NSIP	Nationally Significant Infrastructure Project
PA 2008	Planning Act 2008
PEIR	Preliminary Environmental Information Report
PEIR NTS	Preliminary Environmental Information Report Non-Technical Summary
PCC	Peterborough City Council
The Report	This Consultation Report
The Scheme	The A47 Wansford to Sutton Scheme
SoCC	Statement of Community Consultation
SoCG	Statement of Common Ground
The Inspectorate	The Planning Inspectorate
WCH	Walking, Cycling and Horse Riding

1 INTRODUCTION

1.1 Purpose of this document

- 1.1.1 This Consultation Report (the “Report”) relates to the A47 Wansford to Sutton Scheme (the “Scheme”). A detailed description of the Scheme can be found in Chapter 2 of the Environmental Statement (ES) (**TR010039/APP/6.1**). In seeking the legal powers to construct the scheme, Highways England (the “Applicant”) is making an application for a Development Consent Order (DCO) to the Secretary of State for Transport. Section 37(3)(c) of the Planning Act 2008 (PA 2008) requires the Applicant to submit this Report as part of its application.
- 1.1.2 This Report explains how the Applicant has complied with the consultation requirements set out in PA 2008. Guidance about the report and the pre-application process, including statutory consultation, is found in the Department for Communities and Local Government’s (now known as the Ministry for Housing, Communities and Local Government) document ‘Planning Act 2008: guidance on the pre-application process’.
- 1.1.3 This Report also provides an account of:
- the options consultation and further engagement undertaken
 - the statutory consultation exercise undertaken in compliance with section 42, section 47 and section 48 of PA 2008
 - additional targeted statutory consultation undertaken during the preparation of the DCO application
 - a summary of the responses received during all the consultation exercises
 - how the Applicant has had regard to those responses in compliance with section 49 of the PA 2008.

1.2 Summary of consultation activities

1.2.1 A summary of the consultation activities undertaken is set out in **Table 1.1** below.

Table 1.1 Summary of consultation activities	
Consultation Activity undertaken	Date
Options consultation (further details provided in Chapter 2 of this Report)	
Three options were presented for options consultation. The options consultation included the distribution of consultation brochures and response forms to prescribed consultees, statutory bodies and persons with land interests. Local residents, local businesses and organisations were provided with a summary leaflet about the consultation and the consultation materials available.	13 March 2017 to 21 April 2017

Table 1.1 Summary of consultation activities	
Consultation Activity undertaken	Date
<p>Consultation exhibitions were held at:</p> <ul style="list-style-type: none"> • Peterborough Town Hall – 14 March 2017 • Haycock Hotel, Wansford – 23 March 2017 • Sutton Church – 24 March 2017 • Sacrewell Farm and Country Centre, Thornhaugh – 25 March 2017 	14 March 2017 to 25 March 2017
Full statutory consultation under section 42 and section 47 and publicised under section 48 of the PA 2008 (further details provided in Chapter 3 of this Report)	
<p>This full statutory consultation included the distribution of consultation brochures and response forms to prescribed consultees, statutory bodies, persons with land interests. Local residents, local businesses and local organisations were sent a letter about the consultation and the consultation materials available.</p>	18 September 2018 to 12 November 2018
<p>Consultation exhibitions were held at:</p> <ul style="list-style-type: none"> • St Michael and All Angels Church, Sutton – 29 September 2018 • Haycock Hotel, Wansford – 1 October 2018 • Sacrewell Farm and Country Centre, Thornhaugh – 4 October 2018 • Mobile Visitor Centre at St John’s Square, Peterborough – 6 October 2018 	29 September 2018 to 6 October 2018
Targeted statutory consultation under section 42 of the PA 2008 (further details provided in Chapter 3 of this Report)	
<p>This targeted statutory consultation included the distribution of letters to newly identified 42(1)(d) consultees following the statutory consultation held in 2018.</p>	19 October 2020 to 19 November 2020
Targeted statutory consultation under section 42 of the PA 2008 (further details provided in Chapter 3 of this Report)	
<p>This targeted statutory consultation included the distribution of letters to 42(1)(d) consultees.</p>	10 May 2021 to 9 June 2021

1.3 Covering letter and completed section 55 checklist

- 1.3.1 A covering letter and completed Section 55 checklist is submitted within the application documents (**TR010039/APP/1.2**).
- 1.3.2 The completed Section 55 checklist provides evidence of compliance with the pre-application consultation requirements with the PA 2008.

2 OPTIONS CONSULTATION

2.1 Overview of the options consultation

- 2.1.1 The Applicant conducted a period of non-statutory consultation on route options for the Scheme. This took place from 13 March 2017 to 21 April 2017.
- 2.1.2 The options consultation was undertaken in the same spirit as the statutory consultation carried out for the Scheme, in that the Applicant sought the views of various interested parties and stakeholders, as well as gauging public opinion regarding the selection of the preferred option.
- 2.1.3 The Applicant actively sought to discuss the proposals with parties directly affected by the proposals, such as landowners and those with business interests or development proposals in the Scheme area.
- 2.1.4 The Applicant wrote directly to identified consultees, held a series of targeted and public consultation events, and made information available publicly in the vicinity of the Scheme and online.
- 2.1.5 Information, including the consultation brochure and feedback response form, was made available at locations in the vicinity of the Scheme and on the scheme consultation website. The options consultation brochure and response form are provided in Annex A of this Report (**TR010039/APP/5.2**).
- 2.1.6 In August 2017 following the options consultation, the Applicant announced its preferred route for the Scheme. The Applicant proceeded with an amended version of Option 2 presented at the options consultation. As part of this, a project update was sent to stakeholders and local people setting out why the preferred option was being taken forward. This project update is provided in Annex A of this Report (**TR010039/APP/5.2**).
- 2.1.7 At the same time, the Applicant published a report on the options public consultation (Report on Public Consultation, August 2017). This was made available on the Scheme website and provided a summary of the feedback the Applicant received. It was also made available to view in public places in the vicinity of the Scheme for six weeks, at Peterborough Town Hall, Bridge Street and Sacrewell Farm, Thornhaugh.
- 2.1.8 The options consultation report (**TR010039/APP/7.8**) can also be viewed on the Scheme website:
https://highwaysengland.citizenspace.com/he/a47-wansford-to-sutton-dualling/results/a47-wansford-cons-report_final_080817.pdf

2.2

2.2.1 Scope and outcome of the options consultation

- 2.2.1 The Applicant developed three route options for the options consultation.

- 2.2.2 Option 1 proposed dualling the existing A47 and creating a free flow slip road from the A1 southbound on the line of the existing A47.

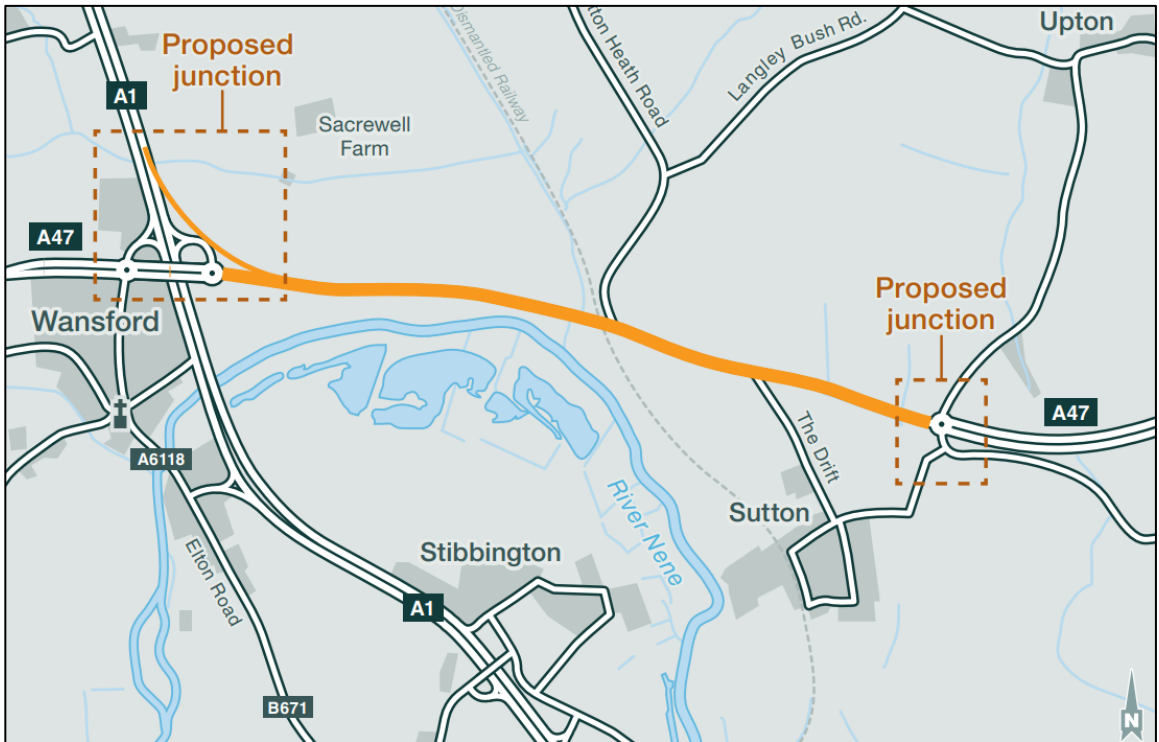


Figure 2.1 Option 1

2.2.3 Option 2 proposed creating a new dual carriageway that would run to the north and to the south of the existing A47.

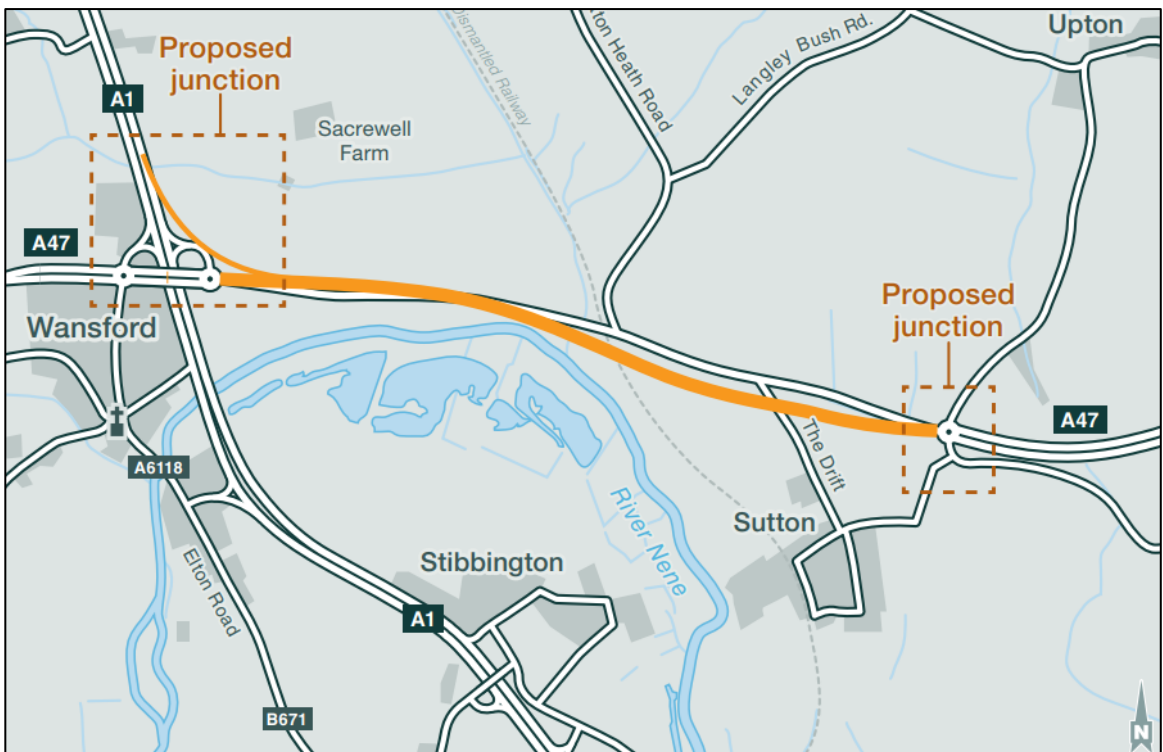


Figure 2.2 Option 2

- 2.2.4 Option 3 proposed building a new dual carriageway to the north of the current A47, with the existing carriageway being retained for access to fields, farms, properties and for non-motorised groups such as pedestrians, cyclists and horse riders where possible.

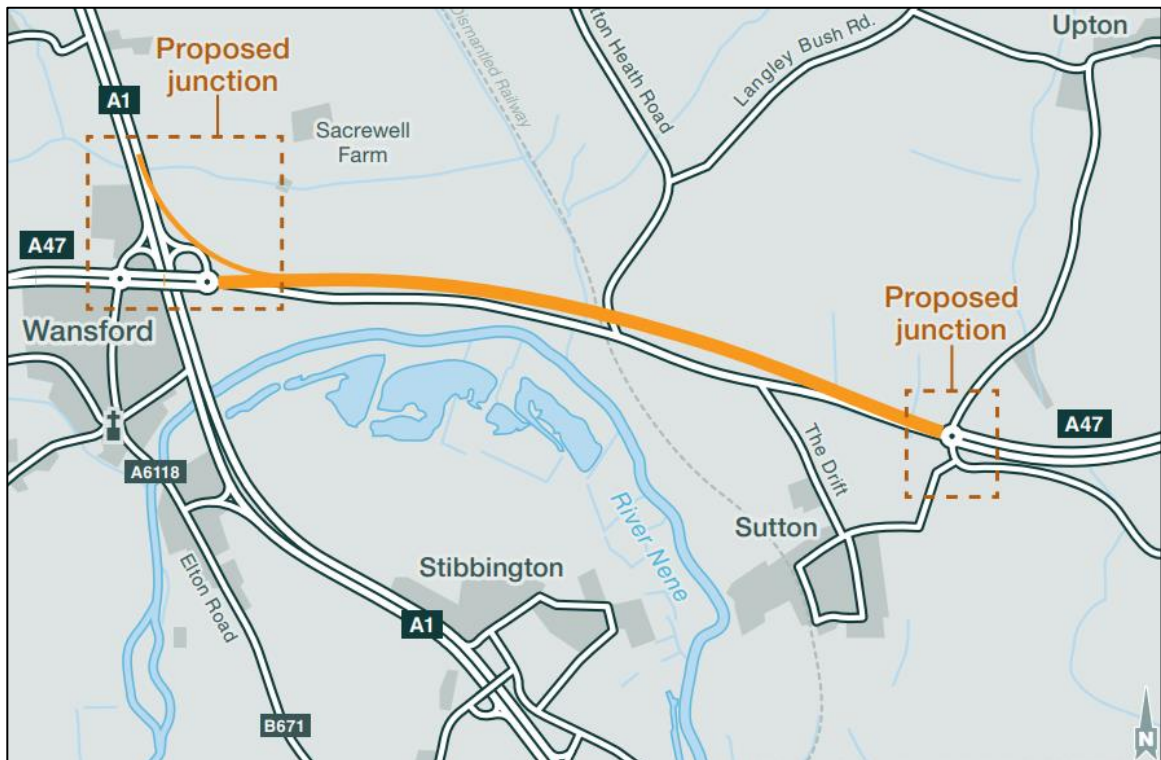


Figure 2.3 Option 3

- 2.2.5 The Applicant received 170 responses to the options consultation. When being asked about the need for improvement to the A47 between Wansford and Sutton, of those who answered the question, 147 respondents agreed with the need for the Scheme, while 5 disagreed.
- 2.2.6 Table 2.1 provides a summary of the key points raised in feedback during the options consultation.

Table 2.1: Summary of the main themes raised during the options consultation

Theme	Issue or concern
Need case	Congestion and the increasing volume of traffic were highlighted as the most common reasons for support for improvement. Safety at junctions and along this stretch of the A47 was also a main concern. There were comments that the road is too narrow and poorly maintained, but some argued the benefits of the Scheme would not outweigh the cost.
Support for Option 1	The main reason for support for Option 1 by respondents was that it follows the existing road layout, minimising the land-take and environmental impact and not leaving a 'dead road' behind.
Concern about Option 1	Others argued that Option 1 would cause disruption during construction, force agricultural traffic to mix with long-distance traffic

Table 2.1: Summary of the main themes raised during the options consultation

Theme	Issue or concern
	and create 'rat-runs' through local villages. Concerns were also expressed about flooding and damage to local habitats, as well as the impact on existing junctions and the turning over the old railway.
Support for Option 2	Support for Option 2 came from those who believed it would have the least impact during construction and allow Sutton Heath Road to connect directly to the Sutton roundabout using the old A47 road. Respondents also welcomed the removal of a lay-by which is a location for criminal activity.
Concern about Option 2	Those who opposed Option 2 were concerned about its proximity to Sutton and the impact on local residents and businesses. They also said this route could be at risk from flooding and would remove valuable farmland and wildlife habitats.
Support for Option 3	Option 3 was the preferred option for many respondents who felt it was the best option for addressing congestion and welcomed the conversion of the old A47 route into a route for local traffic including cyclists. Respondents said this northerly option would take noise and air pollution away from Sutton and be at less of a risk from flooding.
Concern about Option 3	Those who opposed Option 3 were concerned about the land-take required and the impacts on Sacrewell Farm and local heritage assets, such as Bronze Age crop marks and the old railway station.
Walking, cycling and horse riding (WCH)	A total of 149 respondents expressed support for improving provision for pedestrians, cyclists and other users, whilst nine said improvements were not needed. Those who believed improved provisions were needed expressed concerns about safety on the current road and noted that Option 2 and Option 3 would both enable the old A47 to be used by non-motorised users. There were calls for a designated cycleway to be built if Option 1 was pursued. Respondents noted the importance of safe routes and crossing points for walkers and horse riders, and asked for the River Nene footpath to be protected. Some respondents also encouraged the Applicant to consider access for local buses.

2.2.7 A summary of responses received during the options consultation can be found in the Report on Public Consultation, August 2017 (TR010039/APP/7.8), also available online:

https://highwaysengland.citizenspace.com/he/a47-wansford-to-sutton-dualling/results/a47-wansford-cons-report_final_080817.pdf

2.3

Ongoing engagement following the options consultation

2.3.1

Throughout the development process, the Applicant has engaged with stakeholders outside the periods of options and statutory consultation.

2.3.2

This continued following the options consultation and the Applicant established three liaison groups to facilitate this. The groups were established to discuss specific elements of the Scheme and keep local stakeholder updated. These groups consisted of the following:

- A WCH liaison group including Sustrans, Wansford Parish Council, Sutton Parish Council, Cycling England and Peterborough Cycle Forum
- A group to discuss environmental considerations and proposals, including Peterborough City Council, the Inland Water Association, Historic England, Anglian Water Services, and the Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire
- The Wansford to Sutton Community Group, including Wansford Parish Council, Sutton Parish Council and Peterborough Cycle Forum.

2.4 EIA screening

- 2.4.1 On 5 February 2018, the Applicant notified the Planning Inspectorate (the “Inspectorate”) under Regulation 8(1) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 of the application for the Scheme and requirement for an ES.
- 2.4.2 A copy of the letter sent by the Applicant to the Inspectorate is provided in Annex B of this Report (**TR010039/APP/5.2**).
- 2.4.3 The Applicant received an acknowledgement of receipt from the Inspectorate on 6 February 2018. This is provided in Annex B of this Report (**TR010039/APP/5.2**).

3 STATUTORY CONSULTATION

3.1 Overview of the Statutory Consultation

- 3.1.1 This chapter sets out how the Applicant has complied with the requirements set out in section 42, section 47 and section 48 of the PA 2008.
- 3.1.2 The Applicant undertook statutory consultation on its proposal for the Scheme from 18 September 2018 to 12 November 2018. The statutory consultation was originally scheduled to be held between 18 September and 29 October 2018, however it was extended by 14 days (ending on 12 November 2018) following the addition of an extra two-part question (question 1c and question 1d) to the consultation response form during the initial consultation period. More information about the consultation extension, and the activity undertaken by the Applicant to publicise it, is provided in section 3.8 of this Report.
- 3.1.3 The purpose of the statutory consultation was to seek feedback on the design of the Scheme, including the location, purpose and layout of junctions, provision for non-motorised users, and environmental impact and mitigation.
- 3.1.4 The Applicant undertook the consultation under section 42 of the PA 2008 in parallel with consultation under section 47 and section 48 of the PA 2008. This meant that all consultation materials made available under section 47 of the PA 2008 were also available to section 42 consultees.
- 3.1.5 The statutory consultation period from 18 September to 12 November gave consultees 56 calendar days to provide their comments, which is more than the minimum 28 days as prescribed by section 45(2) of the PA 2008.
- 3.1.6 This section also describes the preparation of the Statement of Community Consultation (the SoCC).
- 3.1.7 An analysis of the responses received, and any changes made to the Scheme as a result, are provided in Chapter 4, and Annex N and Annex O of this Report (**TR010039/APP/5.2**).

3.2 Preparation of the Statement of Community Consultation

- 3.2.1 Prior to statutory consultation, the Applicant is required to prepare a SoCC in accordance with section 47(1) of the PA 2008. The purpose of the SoCC is to set out how the Applicant intends to consult with people living in the vicinity of the Scheme.
- 3.2.2 The Applicant identified Peterborough City Council, Cambridgeshire County Council and Huntingdonshire District Council as the host local authorities under section 43(1) for the purposes of the preparation of the SoCC, as the Scheme sits within these councils' areas.
- 3.2.3 The Applicant also chose to consult more widely with other authorities and community representatives on the draft SoCC. The Applicant informally consulted local authorities identified under section 43(2) and 43(2A) of the PA 2008 on the draft SoCC. Details of the identification of these authorities are included in **Table 3.4**.

- 3.2.4 A copy of the draft SoCC is provided in Annex C of this Report (**TR010039/APP/5.2**).
- 3.2.5 The Applicant wrote to Peterborough City Council (PCC), Cambridgeshire County Council (CCC) and Huntingdonshire District Council (HDC) on 1 August 2018 requesting comments on the draft SoCC by 29 August 2018. Therefore, the authorities were given 28 calendar days (beginning the day after they received the draft SoCC) to provide comments, as prescribed by section 47(3) of the Planning Act 2008. The emails sent by the Applicant to host authorities are provided in Annex D of this Report (**TR010039/APP/5.2**).
- 3.2.6 The Applicant also contacted local authorities neighbouring the host local authorities including East Northamptonshire Council, Cambridgeshire and Peterborough Combined Authority, Fenland District Council, Lincolnshire County Council, Northamptonshire County Council and South Kesteven District Council. The Applicant wrote to these authorities on 3 August 2018 requesting comments on the draft SoCC by 29 August 2018. Therefore, the authorities were given 26 calendar days (beginning the day after they received the draft SoCC) to provide comments.
- 3.2.7 In order to gain further feedback on the draft SoCC from local communities, the Applicant contacted Members of Parliament for Corby, Grantham and Stamford, North West Cambridgeshire and Rutland and Melton. It also contacted the parish councils for Wansford, Sutton, Yarwell, Thornhaugh, Southorpe, Ailsworth, Sibson-cum-Stibbington and Castor. The Applicant wrote to these community representatives on 3 August 2018 requesting comments on the draft SoCC by 26 August 2018. Therefore, the representatives were given 28 calendar days (beginning the day after they received the draft SoCC) to provide comments.
- 3.2.8 The email sent by the Applicant to neighbouring authorities and community representatives is provided in Annex D of this Report (**TR010039/APP/5.2**).
- 3.2.9 A response from South Kesteven District Council was received on 7 August 2018 and 16 August 2018. It said it had no comments to make on the draft SoCC provided by the Applicant. Copies of these responses are provided in Annex E of this Report (**TR010039/APP/5.2**).
- 3.2.10 A response from CCC was received on 9 August 2018 and 28 August 2018. It said it had no comments to make on the draft SoCC provided by the Applicant. Copies of these responses are provided in Annex E of this Report (**TR010039/APP/5.2**).
- 3.2.11 A response from PCC was received on 10 August 2018. A copy of this response is provided in Annex E of this Report (**TR010039/APP/5.2**).
- 3.2.12 A response from Fenland District Council was received on 21 August 2018. It said it had no comments to make on the draft SoCC provided by the Applicant. A copy of this response is provided in Annex E of this Report (**TR010039/APP/5.2**).
- 3.2.13 A response from Sutton Parish Council was received on 21 August 2018. A copy of this response is provided in the Annex E of this Report (**TR010039/APP/5.2**).
- 3.2.14 A response was received from Cambridgeshire and Peterborough Combined Authority on 28 August 2018. A copy of this response is provided in Annex E of this Report A response was received from Cambridgeshire and Peterborough

- Combined Authority on 28 August 2018. A copy of this response is provided in Annex E of this Report
- 3.2.15 A response from HDC was received on 29 August 2018. A copy of this response is provided in Annex E of this Report (**TR010039/APP/5.2**).
- 3.2.16 A response from Ailsworth Parish Council was received on 29 August 2018 and is provided in Annex E of this Report. The parish council provided comments about the Scheme and not the draft SoCC.
- 3.2.17 A response from Wansford Parish Council was received on 3 September 2018 and is provided in Annex E of this Report. While this was past the consultation deadline given, the Applicant considered the parish council's comments on the draft SoCC. A number of the comments made by the parish council refer to the Scheme proposal itself rather than the draft SoCC. The Applicant has continued engagement with the parish council to discuss its feedback.
- 3.2.18 No other local authority or community representative provided a response to the consultation on the draft SoCC.
- 3.2.19 **Table 3.1** details the comments received by the Applicant and how it took these into account and updated the draft SoCC.

Table 3.1 Draft SoCC consultation with local authorities			
Section of the draft SoCC:	Suggestion / comment made by local authority:	Regard had to the suggestion:	Amendment to draft SoCC (if applicable):
Fenland District Council			
N/A	I write to advise that the Fenland District Council Local Planning Authority has no comments to make in regard to the Draft Statement of Community Consultation for the A47 Wansford to Sutton Dualling Proposed Scheme. Thank you for consulting with us.	The Applicant noted this.	No amendments were made to the draft SoCC.
South Kesteven District Council			
N/A	I can confirm that South Kesteven District council has no comments to make in respect to the above consultation.	The Applicant noted this.	No amendments were made to the draft SoCC.

Table 3.1 Draft SoCC consultation with local authorities			
Section of the draft SoCC:	Suggestion / comment made by local authority:	Regard had to the suggestion:	Amendment to draft SoCC (if applicable):
Cambridgeshire County Council			
N/A	Cambridgeshire County Council Officers have very few comments to make on the draft Statement of Community Consultation, and are supportive of responses put forward by other Local Authorities in the area.	The Applicant noted this.	No amendments were made to the draft SoCC.
N/A	It should be noted that Cambridgeshire County Council will be submitting a full response to the formal consultation that starts in September 2018. Please can you make sure that the formal consultation information is issued to the County Council.	The Applicant noted this. CCC would be consulted at the statutory consultation as an authority identified under section 42(1)(b) of the PA 2008.	No amendments were made to the draft SoCC.
N/A	My comments are when you are planning the works, which I assume will consist of many closure of the A47, that you fully engage on the work schedule and coordinate on closures and diversions with other sections of Highways England, RMS, Northants CC, Peterborough City Council and Cambridgeshire County Council. Also that you carrying out monitoring of the traffic diverting on to Cambridgeshire CC network to avoid the works, for example through Wansford / Elton and take remedial action to mitigate the impact of this.	The Applicant noted this and will look at address these comments as appropriate.	No amendments were made to the draft SoCC.

Table 3.1 Draft SoCC consultation with local authorities			
Section of the draft SoCC:	Suggestion / comment made by local authority:	Regard had to the suggestion:	Amendment to draft SoCC (if applicable):
Peterborough City Council			
Appendix 3	<p>With regard to the consultation arrangements that you are suggesting, could I ask that you include the following local groups:</p> <ul style="list-style-type: none"> • Ramblers – [Editor’s note: personal contact details removed] • Cycle Forum – [Editor’s note: personal contact details removed] 	The Applicant added these local groups to the SoCC.	The SoCC was amended to include Peterborough Ramblers, Peterborough Cycling Club and CTC Peterborough.
Sutton Parish Council			
Paragraph 2.4	The Parish Councils have provided detailed feedback on the scheme as proposed at every stage including at frequent liaison meetings but this is not recognised in this document.	The Applicant noted this and recognised that feedback had been provided by Sutton Parish Council at previous stages. This has been considered by the Applicant as the Scheme’s development has progressed. However, it is not the purpose of the SoCC to recognise feedback given to the Applicant to date. The Applicant therefore did not amend the SoCC in response to this comment.	No amendments were made to the draft SoCC.

Table 3.1 Draft SoCC consultation with local authorities			
Section of the draft SoCC:	Suggestion / comment made by local authority:	Regard had to the suggestion:	Amendment to draft SoCC (if applicable):
Paragraphs 3.1 and 3.2	Para 3.1 describes the overall A47 improvement scheme while the rest of the section talks about the Wansford to Sutton Dualling. This causes confusion in para 3.2 where it is implied that the whole of the A47 is to be dualled. This is not the case. 3.1 should be separated from the rest in a section entitled "Context" or similar. The long and confusing description of the scheme could be greatly shortened by the simple expedient of including a plan of the scheme.	The Applicant recognised this point and updated the SoCC.	The draft SoCC was updated to reference the A47 Wansford to Sutton Scheme in paragraph 3.2 (becoming paragraph 3.1.2 in the published SoCC).
Paragraph 3.2	This refers to the preferred alignment. This will not necessarily become the Scheme.	The Applicant took this alignment and the developed design to the statutory consultation.	No amendments were made to the draft SoCC.
Paragraph 3.7	"to the west of the scheme" is a misleading description. It should be "to the east of the A1/A47 eastern roundabout".	The Applicant noted this, however the free-flow slip is to the west of the Scheme.	No amendments were made to the draft SoCC.
Paragraph 3.9	The wording is very confusing. The Drift is proposed to be closed at its northern end while Sutton Heath Road will be linked to the Nene Way roundabout.	The Applicant noted this, however it felt its description of the proposals was adequate.	No amendments were made to the draft SoCC.

Table 3.1 Draft SoCC consultation with local authorities			
Section of the draft SoCC:	Suggestion / comment made by local authority:	Regard had to the suggestion:	Amendment to draft SoCC (if applicable):
Paragraphs 4.1 and 4.3	This fails to mention that 62% of responses supported option 3 but this was not adopted by HE. Option 3 was ruled out by HE on grounds that were already known before the consultation.	The Applicant noted this. However, the SoCC's purpose is to provide a summary of Scheme activity and share how the Applicant will consult the local community at the statutory consultation. It therefore does not go into detail about the feedback received during the options consultation. Information about the feedback the Applicant received during the options consultation was provided in the options consultation report, available on the Scheme's website. A link to this document was included in the draft SoCC in paragraph 4.3.	No amendments were made to the draft SoCC.

Table 3.1 Draft SoCC consultation with local authorities			
Section of the draft SoCC:	Suggestion / comment made by local authority:	Regard had to the suggestion:	Amendment to draft SoCC (if applicable):
Paragraphs 4.4 and 4.5	If the data described is inadequate, presumably HE will extend the consultation. Need to add in pedestrian/cycle provision.	<p>The Applicant felt that the information it would provide on the Scheme at the statutory consultation was accurate and detailed, so local people and stakeholders could provide informed feedback. Therefore, no commitment was made at this stage to consult further.</p> <p>The draft SoCC already made reference to WCH provision being part of the Scheme proposals, so the Applicant did not include further detail on this. The Applicant's WCH plans featured in the statutory consultation materials, including a question in the feedback form inviting comments on the proposals.</p>	No amendments were made to the draft SoCC.
Page 6 and paragraph 4.5	Provision of non-motorised user access is not a mitigation for environmental damage.	The Applicant noted this.	The draft SoCC was updated to remove 'non-motorised' from paragraph 4.5 (becoming paragraph 4.1.5 in the published SoCC).

Table 3.1 Draft SoCC consultation with local authorities			
Section of the draft SoCC:	Suggestion / comment made by local authority:	Regard had to the suggestion:	Amendment to draft SoCC (if applicable):
Pages 7 to 9 and paragraph 4.7	This section repeats several times and uses very bad English in several places. There is no publication called the Peterborough News. The Stamford Mercury is commonly read in the area.	The Applicant noted these comments but overall thought this section of the Report read well. It did however make a number of minor amendments to the text to ensure consistency in the document. The Applicant corrected Peterborough News to Cambridge News.	The draft SoCC was updated with minor amendments to the text, and Peterborough News was replaced with Cambridge News on page 9 of the draft SoCC (later Table 4-1 in the published SoCC).
Appendix 1	Map is practically unreadable. The parish territories are referred to as CPs which presumably stands for Civil Parish. However not all CP's have Parish Councils or even Parish Meetings, so alternative means of communication are needed. One such is Upton.	The Applicant recognised this and included a higher resolution map of the consultation zone in the draft SoCC. The Applicant also noted the comment about parish councils in the area, and that this did not require any amendments to the draft SoCC.	The draft SoCC was updated to include a higher resolution figure in Appendix 1 (Appendix A of the published SoCC).
Appendix 2	There is no Upton Parish Council. Need to include Castor Parish Council	The Applicant removed Upton Parish Council and added Castor Parish Council.	The draft SoCC was amended to reflect these details.

<p>Appendix 3</p>	<p>West Norfolk Community Transport, Abellio Greater Anglia, Norwich Bus Station and Norwich Railway Station are nothing to do with this project. Wansford Station has no real relevance. The Coal Authority has no interest in the area. There is no Internal Drainage Board covering this area. Under schools, Castor and Ailsworth Pre-School</p>	<p>The Applicant recognised these comments and removed West Norfolk Community Transport, Abellio Greater Anglia, Norwich Bus Station and Norwich Railway Station from Appendix 3 of the draft SoCC.</p> <p>The Applicant also removed the bodies identified under the heading 'Non-Statutory Bodies', including the Coal Authority and Internal Drainage Board, as these would be contacted as section 42(1)(a) prescribed consultees at the statutory consultation.</p> <p>Under the heading 'Local Schools', the Applicant correct the spelling of Castor and Ailsworth Pre-School.</p> <p>The Applicant did not remove Wansford Railway Station as it is a local organisation that may have an interest in the Scheme. It is also the headquarters for the Nene Valley Railway, an organisation interested in the Scheme.</p>	<p>The draft SoCC was amended to reflect these comments but the Applicant did not remove Wansford Station from Appendix 3 (Appendix B of the published SoCC).</p>
<p>Appendix 2</p>	<p>The Forestry Commission, the MCA, the MMO, and Trinity</p>	<p>The Applicant noted this comment and</p>	<p>The draft SoCC was amended to</p>

Table 3.1 Draft SoCC consultation with local authorities			
Section of the draft SoCC:	Suggestion / comment made by local authority:	Regard had to the suggestion:	Amendment to draft SoCC (if applicable):
	House have no relevance to this scheme. There is no Peterborough News. BBC and Anglia TV omitted.	removed the bodies identified under the heading 'Non-Statutory Bodies' as these would be contacted as section 42(1)(a) prescribed consultees at the statutory consultation. Peterborough News was corrected to Cambridgeshire News. The Applicant did not consider broadcast television companies as relevant consultees for this Scheme.	reflect these comments. Broadcast television media was not added to the draft SoCC.
Cambridgeshire and Peterborough Combined Authority			
N/A	I confirm my support of this consultation and the progression of this scheme both as an independent scheme, but also as preparation of a full dualling of the A47 from the A1 Peterborough to Lowestoft, phase 1 of which from the A16 Peterborough to Walton Highways in Cambridgeshire and Peterborough was recently agreed in principle at a meeting between Jim O'Sullivan and myself. I do however request you fully consider the issues raised by Wansford Parish Council, which I raised personally at my meeting with Jim O'Sullivan.	The Applicant noted these points and has continued engagement with Wansford Parish Council to discuss its feedback.	No amendments were made to the draft SoCC.

Table 3.1 Draft SoCC consultation with local authorities			
Section of the draft SoCC:	Suggestion / comment made by local authority:	Regard had to the suggestion:	Amendment to draft SoCC (if applicable):
	I very much appreciate the opportunity to consider this consultation and wish you every success in your progression to a speedy completion.		
Huntingdonshire District Council			
Appendix 2	Consultees should include (if they do not already), the Nene Valley Improvement Area Group and Homes England.	The Applicant added Nene Valley Improvement Area Group to Appendix 2 of the draft SoCC. Homes England was not added to the SoCC as it would be consulted as a prescribed consultee under section 42(1)(a) of the PA 2008.	The SoCC was amended to reflect these details.
Ailsworth Parish Council			
N/A	We completely support this scheme (to a point!) as this single carriageway is "overloaded" and has been the scene of numerous serious and fatal collisions over many years BUT consider the appropriate route of this new road should be to the north of the existing A47 allowing the free flow of traffic during the construction period and would protect the land / river scape south of the existing road which would be ruined if the route chosen by Highways England remains.	The Applicant noted this point and consulted the parish council about the Scheme design at the statutory consultation, presenting its latest plans and assessments.	No amendments were made to the draft SoCC.

Table 3.1 Draft SoCC consultation with local authorities			
Section of the draft SoCC:	Suggestion / comment made by local authority:	Regard had to the suggestion:	Amendment to draft SoCC (if applicable):
Wansford Parish Council			
General comment and paragraph 3.2	<p>WPC considers this document to be inadequate and it appears to have been written by someone who is unfamiliar with the scheme and the local area. It has been created before many of the studies and survey works have been completed and therefore the conclusions formed by Highways England (HE) have been predetermined before proper consideration of the results of those studies.</p> <p>Overall, the document is seen as confusing to members of the public, the very audience to which the report is targeted. In part it refers to the overall A47 improvements and then switches into specific issues relating to the Wansford to Sutton Dualling. The document implies that the whole of the A47 is to be dualled which is not the plan under consideration.</p>	<p>The Applicant noted these comments. However, the purpose of the SoCC is to set out the methods the Applicant intends to use to carry out its statutory consultation with the local community. It is not intended to provide detailed information about the Scheme and its design, or the Applicant's decisions on preferred design options. The Applicant therefore did not provide further information about the Scheme proposal in the draft SoCC.</p> <p>The Applicant wrote the document in plain English and considered that it clearly set out how it would engage with the community in the vicinity of the Scheme during the statutory consultation. Therefore, no significant changes were made to the document's text.</p> <p>The Applicant recognised the point about possible</p>	The draft SoCC was updated to reference the A47 Wansford to Sutton Scheme in paragraph 3.2 (becoming paragraph 3.1.2 in the published SoCC).

Table 3.1 Draft SoCC consultation with local authorities			
Section of the draft SoCC:	Suggestion / comment made by local authority:	Regard had to the suggestion:	Amendment to draft SoCC (if applicable):
		misinterpretation around which Scheme was being referred to, and the sections of the A47 to be upgraded. Paragraph 3.2 in the draft SoCC was therefore updated.	
N/A	<p>While WPC are strongly in favour of the principle of dualling the Wansford to Sutton section of the A47, we have major concerns about the proposals documented by HE, and the information that was used to determine the Preferred Route.</p> <p>Despite 62% of responses from previous Public Consultation exhibitions, hosted by HE, being in favour of a northern route taking the proposed road away from the environmentally important Nene Valley, the HE Preferred Route follows an alternative southerly alignment. This alignment has the potential to destroy the river corridor in this location. The Preferred Alignment has been consistently opposed by WPC, Sutton Parish Council and other parties at every stage of the process but very little notice has been taken by HE. This opposition is not documented in the SoCC.</p>	<p>The Applicant recognised this feedback but did not update the document as it's not the purpose of the SoCC to detail support or opposition to specific Scheme proposals.</p> <p>The SoCC clearly set out that detailed feedback on Scheme proposals could be submitted to the Applicant during the statutory consultation. The draft SoCC also outlined the Applicant's intention to publish the PEIR and PEIR NTS at the statutory consultation, providing further information about proposed environmental mitigation and the effects of the Scheme.</p>	No amendments were made to the draft SoCC.

Table 3.1 Draft SoCC consultation with local authorities			
Section of the draft SoCC:	Suggestion / comment made by local authority:	Regard had to the suggestion:	Amendment to draft SoCC (if applicable):
	<p>Highways England’s proposed mitigation for environmental damage, in WPC’s opinion, is not supported by Wansford residents, the very people who will be most affected.</p> <p>Proposals for provision of non-motorised user access, whilst welcomed as a facility, can never mitigate the destructive impact the HE Preferred Route will have on the River Valley. The slope between the A47 and the river Nene has a history of instability. HE has selected the Preferred Route with no geotechnical investigations in place. HE has repeatedly been warned about this risk but this has not been documented in the SoCC. WPC has particular difficulty in accepting the provision made by HE for the A47/A1 junction western roundabout which is embedded in Wansford village. Because of the small diameter of the existing roundabout, trucks reduce the flow to a single lane and so, however many lanes there are into and out of the roundabout, it is totally inadequate to accommodate the present traffic flows, let alone those predicted for 2037.</p>		

Table 3.1 Draft SoCC consultation with local authorities			
Section of the draft SoCC:	Suggestion / comment made by local authority:	Regard had to the suggestion:	Amendment to draft SoCC (if applicable):
Appendix 3	WPC also note that several of the Key Stakeholder Bodies to be consulted have no relevance to the A47 Wansford to Sutton Dualling Proposed Scheme consultation process and some identified media do not exist. There is, for example, no such publication as the Peterborough News and Trinity House, as a coastal lighthouse authority, has no possible interest in the non-tidal river Nene.	<p>The Applicant noted these comments and removed the stakeholders listed under the 'Non-Statutory Bodies' heading in Appendix 3 of the draft SoCC. These organisations would however still be contacted at the statutory consultation as section 42(1)(a) prescribed consultees.</p> <p>The Applicant also corrected Peterborough News to Cambridge News.</p>	The draft SoCC was amended to reflect these comments.
	In conclusion, WPC see this document as lacking in accurate information, failing to report concerns raised in the consultations, being misleading in places and generally not fit for the purpose for which it is intended. Nowhere does it express the strong local opposition to the present HE Preferred Route's likely destruction of the Nene Valley and its failure to provide safe access by Wansford residents onto the proposed A47.	<p>The Applicant noted this feedback but did not update the document as it's not the purpose of the SoCC to provide detailed information about the Scheme or respond to feedback submitted previously.</p> <p>Where feedback was provided as part of this consultation on the draft SoCC, information was carefully considered by the Applicant and a number of updates were made to the document. Overall however, the</p>	No amendments were made to the draft SoCC.

Table 3.1 Draft SoCC consultation with local authorities			
Section of the draft SoCC:	Suggestion / comment made by local authority:	Regard had to the suggestion:	Amendment to draft SoCC (if applicable):
		Applicant considered the information presented in this draft document to be accurate. It therefore made no significant changes to the draft SoCC's text as a result of this comment.	

3.2.20 A copy of the published SoCC is provided in Annex F of this Report (**TR010039/APP/5.2**).

3.2.21 As prescribed by section 47(6) of the PA 2008, the Applicant made the SoCC available at locations in the vicinity of the Scheme. Details of the availability of the SoCC are included in **Table 3.2**.

Table 3.2 Availability of the SoCC in the vicinity of the proposal (at public information points)		
Dates available	Location	Opening hours
18 September to 12 November 2018	Sacrewell Farm and Country Centre, Thornhaugh, Peterborough, PE8 6HJ	Monday to Sunday: 9.30am to 5pm
18 September to 12 November 2018	Peterborough Central Library - Broadway, Peterborough, PE1 1RX	Monday, Tuesday and Friday: 10am to 5pm Wednesday and Thursday: 2pm to 5pm Saturday: 9am to 3pm
18 September to 12 November 2018	Haycock Hotel, Wansford, Peterborough, PE8 6JA	Monday to Sunday: 7am to 11pm

3.2.22 The Applicant also publicised the SoCC's availability in newspapers circulated in the vicinity of the Scheme, as prescribed by section 47(6) of the PA 2008. Details of the publication of this notice are included in **Table 3.3**.

3.2.23 The published SoCC notices are provided in Annex G of this Report (**TR010039/APP/5.2**).

Table 3.3 SoCC Notice publication dates	
Date Published	Newspapers
18 September 2018	Cambridge News
20 September 2018	Peterborough Telegraph

3.3 Section 42 (letters and consultation documents)

3.3.1 Annex K of this Report (TR010039/APP/5.2) provides details of the prescribed consultees as set out in Schedule 1 of the Infrastructure Planning (Application: Prescribed Forms and Procedure) Regulations 2009 (the “APFP Regs”) and justification for their inclusion or otherwise against the ‘circumstances test’.

3.3.2 **Figure 3.2** below identifies the relevant local authorities for the Scheme as defined by section 43 of the PA 2008 according to whether they are a ‘A’, ‘B’, ‘C’ or ‘D’ local authority.

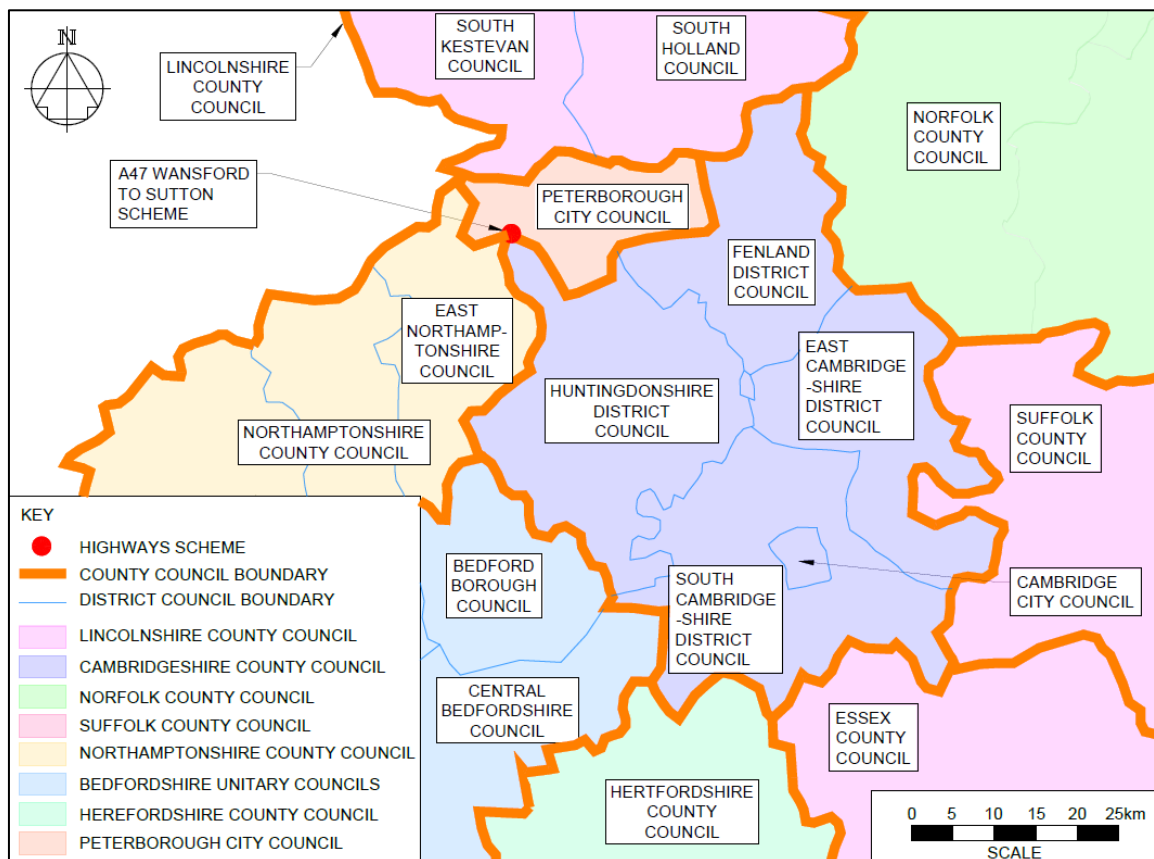


Figure 3.2: Local authorities identified in relation to the Scheme

3.3.3 **Table 3.4** below identifies how the Applicant applied section 43 of the PA 2008 and whether local authorities fall within the categories of an ‘A’, ‘B’, ‘C’ or ‘D’ local authority.

Table 3.4 Identification of relevant local authorities		
Name:	A, B, C or D Authority:	Criteria for identification:
South Kesteven District Council	A	Identified as sharing a boundary with a host authority (Peterborough City Council) under section 43(2)b of the PA 2008.
South Holland District Council	A	Identified as sharing a boundary with a host authority (Peterborough City Council) under section 43(2)b of the PA 2008.
East Northamptonshire District Council (abolished on 1 April 2021 to create North Northamptonshire Council)	A	Identified as sharing a boundary with a host authority (Peterborough City Council) under section 43(2)b of the PA 2008.
Fenland District Council	A	Identified as sharing a boundary with a host authority (Peterborough City Council) under section 43(2)b of the PA 2008.
South Cambridgeshire District Council	A	Identified as sharing a boundary with a host authority (Peterborough City Council) under section 43(2)b of the PA 2008.
East Cambridgeshire District Council	A	Identified as sharing a boundary with a host authority (Peterborough City Council) under section 43(2)b of the PA 2008.
Bedford Borough Council	A	Identified as sharing a boundary with a host authority (Peterborough City Council) under section 43(2)b of the PA 2008.
Central Bedfordshire Council	A	Identified as sharing a boundary with a host authority (Peterborough City Council) under section 43(2)b of the PA 2008.
Peterborough City Council	B	The land to which the proposed application relates to is in Peterborough City Council's area (section 43(1)) and this authority is a unitary council under section 43(2) of the PA 2008.
Huntingdonshire District Council	B	The land to which the proposed application relates to is in Huntingdonshire District Council's area (section 43(1)), and this authority is a lower tier district council under section 43(2) of the PA 2008.
Cambridgeshire County Council	C	The land to which the proposed application relates to is in Cambridgeshire County Council's (CCC) area (section 43(1)) and this authority is an upper tier county council under section 43(1) of the PA 2008.
Northamptonshire County Council (abolished on 1 April	D	Identified as sharing a boundary with a host authority (CCC) and is not a lower tier

Table 3.4 Identification of relevant local authorities		
Name:	A, B, C or D Authority:	Criteria for identification:
2021 to create North Northamptonshire Council and West Northamptonshire Council)		district council under section 43(2A)(b) of the PA 2008.
Lincolnshire County Council	D	Identified as sharing a boundary with a host authority (CCC) and is not a lower tier district council under section 43(2A)(b) of the PA 2008.
Hertfordshire County Council	D	Identified as sharing a boundary with a host authority (CCC) and is not a lower tier district council under section 43(2A)(b) of the PA 2008.
Suffolk County Council	D	Identified as sharing a boundary with a host authority (CCC) and is not a lower tier district council under section 43(2A)(b) of the PA 2008.
Norfolk County Council	D	Identified as sharing a boundary with a host authority (CCC) and is not a lower tier district council under section 43(2A)(b) of the PA 2008.
Essex County Council	D	Identified as sharing a boundary with a host authority (CCC) and is a not lower tier district council under section 43(2A)(b) of the PA 2008.

3.3.4 The methodology for identifying land interests as defined in section 42(1)(d) and section 44 of the PA 2008 is described further in the Statement of Reasons (TR010039/APP/4.1).

3.3.5 A list of land interests consulted is provided in the Book of Reference (TR010039/APP/4.3).

3.3.6 The Applicant wrote formally to all consultees identified under section 42 of the PA 2008 to notify them of the consultation. Letters, and the information included with them, were tailored to ensure their reference to consultees under different parts of the PA 2008.

3.3.7 Prescribed consultees (section 42(1)(a)) and relevant local authorities (section 42(1)(b)) were sent a letter on 14 September 2018 setting out the background to the Scheme, the Applicant's intention to submit a DCO application, and explaining that the Applicant had identified recipients as a consultee under section 42 of the PA 2008. The letters also explained the documents being provided as part of the statutory consultation and how to provide feedback to the Applicant. The following documents were included with the letter:

- A hard copy of the notice published under section 48 of the PA 2008

- A hard copy of the consultation brochure
- A USB memory stick containing the consultation documents and the PEIR, together with a non-technical summary of the environmental report (PEIR NTS).

3.3.8 The Applicant sent letters on 14 September 2018 to those with an interest in land and those who would or might be entitled to make a relevant claim under section 42(1)(d) and section 44 of the PA 2008. The letters provided a summary of the statutory consultation and why recipients had been identified. They also explained the Applicant's intention to submit a DCO application and detailed how to provide feedback to the Applicant.

3.3.9 Category 1 and 2 land interests received a letter offering a meeting with the Applicant on 5 October 2018 at the Haycock Hotel, Wansford, to discuss their land interest. The letter to category 1 and 2 land interests also enclosed the following:

- A hard copy of the notice published under section 48 of the PA 2008
- A hard copy of the consultation brochure
- A hard copy of the consultation response form
- A hard copy land interest plan
- A hard copy red line boundary plan for the Scheme
- A USB memory stick containing the consultation documents and the PEIR, together with a non-technical summary of the environmental report (PEIR NTS).

3.3.10 Category 3 land interest received a letter enclosing the following:

- A hard copy of the notice published under section 48 of the PA 2008
- A hard copy of the consultation brochure
- A hard copy red line boundary plan for the Scheme
- A USB memory stick containing the consultation documents and the PEIR, together with a non-technical summary of the environmental report (PEIR NTS).

3.3.11 Copies of the letters and enclosures sent to section 42 consultees are provided in Annex I of this Report. An example land interest plan has not been provided in this annex as the documents refer to specific land interest information. The consultation brochure and response form are provided in Annex J of this Report (**TR010039/APP/5.2**). The documents provided on the USB are available to view on the Scheme's website:

www.highwaysengland.co.uk/projects/a47-wansford-to-sutton-dualling/

3.4 Section 46 (notifying the Secretary of State)

3.4.1 The Applicant notified the Inspectorate on 14 September 2018 of the upcoming statutory consultation. Enclosed with the letter was a USB containing the following information:

- Covering letters for section 42(1)(a), (b) and (d) contacts
- Section 48 notice
- Consultation brochure
- Consultation response form
- DCO redline boundary

- PEIR and PEIR NTS.

3.4.2 A copy of the section 46 letter sent to the Inspectorate is provided in Annex H of this Report. A copy of the letter from the Inspectorate acknowledging the Applicant's section 46 letter is also provided in Annex H of this Report (**TR010039/APP/5.2**).

3.5 Section 47 (local community consultation)

3.5.1 The Applicant consulted with the local community in accordance with the published SoCC provided in Annex F of this Report (**TR010039/APP/5.2**), as prescribed by section 47(7) of the PA 2008.

3.5.2 The section 47 consultation was carried out at the same time as the section 42 consultation between 18 September 2018 and 12 November 2018, thereby allowing a total of 56 days to respond.

3.5.3 On 14 September 2018, the Applicant wrote to people in the consultation zone and organisations identified in Appendix B of the published SoCC (see Annex F of this Report (**TR010039/APP/5.2**)) to share information about the statutory consultation and Scheme proposals. This included inviting the local community and organisations to consultation events in the vicinity of the Scheme, detailing where consultation materials had been deposited at locations in the vicinity of the Scheme, and inviting responses to the Applicant online and in writing.

3.5.4 A copy of this letter is provided in Annex J of this Report (**TR010039/APP/5.2**).

3.5.5 The consultation zone shown in **Figure 3.3** was developed by the Applicant to include areas that would be directly affected by the Scheme. The applicant deemed this approach appropriate for the size of this Scheme and its anticipated effects. This zone was provided to local authorities in the draft SoCC for consultation.

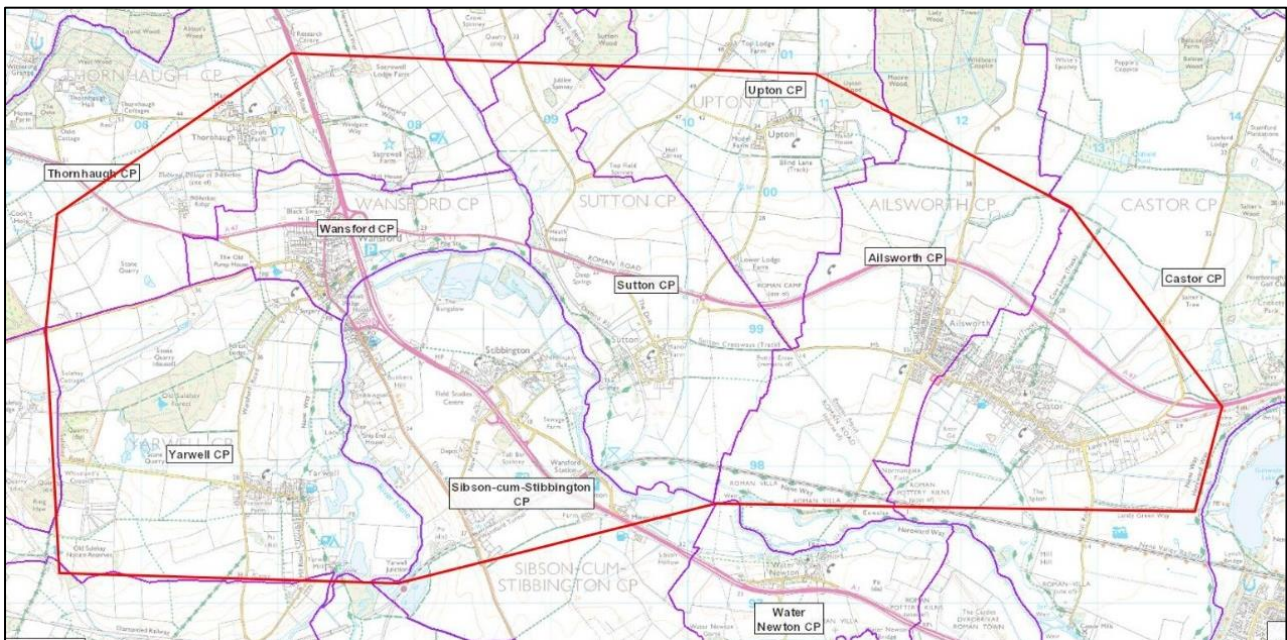


Figure 3.3 Consultation zone

3.5.6 In support of consultation with the local community, the Applicant shared the following materials online and at the consultation events:

- A consultation brochure
- A consultation response form
- Consultation poster
- PEIR
- PEIR NTS
- The Statement of Community Consultation
- A map showing an overview of the scheme
- A detailed scheme plan
- An environmental constraints plan
- Overview aerial imagery of the scheme
- A plan showing the proposed red line boundary
- The Scheme Assessment Report (February 2018)
- The Report on Public Consultation (April 2017)
- Copies of the notices prepared in compliance with section 47 and section 48 of the Planning Act 2008
- 3D visualisation of the Scheme proposal
- Provisional local traffic information report
- Proposed walking, cycling and horse riding routes
- Exhibition display panels.

3.5.7 To support the participation of hard-to-reach groups in the consultation, copies of consultation materials were available in alternative, accessible formats on request.

3.5.8 Copies of key materials made available as part of the statutory consultation with the local community are provided in Annex J of this Report (**TR010039/APP/5.2**). The materials listed in paragraph 3.5.6 are also available to view on the Scheme's

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

3.5.9 **Table 3.5** provides details of consultation events undertaken within the local community during the statutory consultation period. All venues used for consultation events were chosen to be compliant with the Equality Act 2010. Example images illustrating how these public events were set up and laid out are provided in Annex J of this Report (**TR010039/APP/5.2**).

Table 3.5 Events undertaken within the local community	
Date and Time	Location
29 September 2018 11am to 5pm	St Michael and All Angels Church, Nene Way, Sutton, Peterborough, PE5 7XD
1 October 2018 1pm to 8pm	Haycock Hotel, Wansford, Peterborough, PE8 6JA
4 October 2018 1pm to 8pm	Sacrewell Farm and Country Centre, Thornhaugh, Peterborough, PE8 6HJ
6 October 2018 11am to 5pm	Mobile Visitor Centre at St John’s Square, Exchange Street, Peterborough, PE1 1XB

3.5.10 The Applicant also made consultation documents available to view free of charge at information points at the locations listed in **Table 3.2**. These were made available for the duration of the statutory consultation period. The documents made available included the consultation brochure, consultation response form, PEIR, PEIR NTS, options consultation report, section 47 notice and section 48 notice. Example images of information points are provided in Annex J of this Report (**TR010039/APP/5.2**).

3.5.11 Consultees were invited to provide feedback to the Applicant by:

- Completing an online copy of the consultation response form on the Scheme consultation website www.highwaysengland.co.uk/projects/a47-wansford-to-sutton-dualling/
- Completing a hard copy of the consultation response form or submitting comments in the form of a letter and returning it to Freepost A47 Wansford to Sutton
- Submitting comments by e-mail to A47WansfordtoSuttonRIS@highwaysengland.co.uk

3.5.12 **Table 3.6** sets out the commitments made by the Applicant in the SoCC and how it complied with those commitments in carrying out the statutory consultation.

Table 3.6 SoCC compliance	
Commitment within the SoCC	Accordance with commitments
<p>Paragraph 4.1.6 – advertising the consultation Notices advertising the consultation will be publicised in key office locations, newspapers, on our webpage and in press releases.</p>	<p>The Applicant identified relevant local businesses in Appendix B of the published SoCC, provided in Annex F of this Report. These businesses and other organisations were sent consultation information, including the consultation section 47 and sections 48 notices, on 14 September 2018.</p> <p>Details of where and when the Applicant placed notices in newspapers and other publications is provided in Table 3.7.</p> <p>The Applicant published the notices on its Scheme website (https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/) and issued a press release to relevant media outlets. The media outlets contacted are listed in Appendix B of the published SoCC provided in Annex F of this Report. A copy of the press release issued is provided in Annex J of this Report.</p>
<p>Table 4-1: Public information exhibitions Hold public centralised consultation events at the following locations:</p> <ul style="list-style-type: none"> • St Michael and All Angels Church, Nene Way, Sutton, Peterborough, • Haycock Hotel, Wansford, Peterborough • Sacrewell Farm and Country Centre, Thornhaugh, Peterborough • Mobile Visitor Centre at St John’s Square, Exchange Street, Peterborough 	<p>Details of consultation events held along the route of the Scheme are provided in Table 3.5 of this Report.</p> <p>All venues used for consultation events were chosen to be compliant with the Equality Act 2010.</p>
<p>Table 4-1: Scheme website To provide a full summary of the project, copies of the supporting project documents and a response form on a dedicated Scheme website.</p>	<p>This information was made available on the Scheme website: https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/</p>

Table 3.6 SoCC compliance	
Commitment within the SoCC	Accordance with commitments
<p>Table 4-1: Scheme summary leaflet / paragraph 4.1.6 A Scheme summary leaflet will be delivered to homes and businesses in the primary consultation zone map. A letter shall also be delivered to these residences detailing where online information may be found.</p>	<p>The Applicant wrote to the audiences described on 14 September 2018.</p> <p>Evidence of correspondence is provided in Annex J of this Report.</p>
<p>Table 4-1: Council and community/area forum briefings Offer briefing about the consultation and Scheme proposal to council and community area forums.</p>	<p>The Applicant organised a briefing event for local council and parish council consultees. This was held at Peterborough City Hall, Bridge Street on 18 September 2018. The Applicant provided an update on the Scheme's progress, the statutory consultation and the Scheme proposal. The session also gave members an opportunity to meet the Applicant's team and ask questions about the Scheme.</p>
<p>Table 4-1: Stakeholder forum briefings When invited, and where it is possible to do so, attend meetings with local community groups to give a briefing about the consultation and Scheme proposal.</p>	<p>The Applicant did not receive any requests to attend local community group events during the statutory consultation period.</p>

Table 3.6 SoCC compliance	
Commitment within the SoCC	Accordance with commitments
<p>Table 4-1: Hard to reach groups Prepare consultation materials to be accessible to and clear for hard-to-reach groups and ensure the Applicant’s contact details are prominent on documents. Make materials available in other accessible formats if requested and share information with the community and group representatives directly.</p>	<p>The Applicant identified hard to reach groups in Appendix B of the published SoCC, provided in Annex F of this Report. The Applicant contacted these organisations with the same letter it sent to local residents on 14 September 2018. This letter is provided in Annex J of this Report.</p> <p>The Applicant clearly stated on the consultation brochure and consultation response form that people could contact the Applicant if they wanted help accessing its consultation materials. As part of this, the Applicant would have made materials available in alternative formats or alternative languages if needed.</p> <p>The Applicant did not receive any requests for information in alternative formats or languages.</p> <p>When writing the non-technical materials, the Applicant made sure to use plain English so documents would be easy to read and understand. These materials were not technical in nature, and the Applicant utilised graphic design to help make them more accessible.</p>

Table 3.6 SoCC compliance	
Commitment within the SoCC	Accordance with commitments
<p>Table 4-1: Scheme updates At the launch of the consultation and at the point at which Highways England submits the DCO application, Scheme updates will be produced, providing details on the proposals and reporting on the outcome of the consultation process respectively.</p> <p>These will be distributed to residents and community groups by hard copy mail, by e-mail to road users registering for further communications on our website, and to local authorities and community / area forums who wish to receive them. Copies will be made available on our website and provided on request by the project team.</p>	<p>The Applicant issued an update letter at the beginning of the statutory consultation period on 14 September 2018. This was sent to local communities and the groups and organisations the Applicant identified in Appendix B of the published SoCC, provided in Annex F of this Report. This letter is provided in Annex J of this Report. As part of this update, information was made available on the Scheme website (https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/).</p> <p>In autumn 2020, the Applicant sent a project update to local people and stakeholders about the Scheme. This included details about how the Applicant had considered feedback it received to the statutory consultation, how the Scheme design has changed as a result, and the Applicant's plans to apply for a DCO. The project update was also published on the Scheme website. More information about this update and who received it is provided in section 3.9 of this Report.</p>
<p>Table 4-1: Consultation feedback Written comments can be made either:</p> <ul style="list-style-type: none"> • online at https://highwaysengland.co.uk/projects/a47-wansford-to-sutton-dualling/ • by writing to 'FREEPOST Wansford to Sutton' • email to: A47WansfordtoSuttonRIS@highwaysengland.co.uk 	<p>The applicant included this information in the letters and consultation materials it distributed at the statutory consultation.</p> <p>Chapter 4 of this Report details the feedback the Applicant received and the regard it has had to it.</p>

Table 3.6 SoCC compliance	
Commitment within the SoCC	Accordance with commitments
<p>Table 4-1: Media The consultation will be advertised in the locally circulating newspapers, Peterborough Telegraph and Cambridge News as well as The Guardian national newspaper and the London Gazette.</p> <p>Press releases detailing the consultation and how the community and road users can participate will be issued.</p> <p>Advertisements will also be sent to local Parish Councils, for publication in their magazines and newsletters which are freely distributed to local residents.</p>	<p>The Applicant placed notices about the Scheme and consultation in the publications listed in Table 3.7.</p> <p>The Applicant issued a press release on 14 September 2018 publicising the statutory consultation. This is available in Annex J of this Report.</p> <p>Parish councils directly affected by the Scheme were contacted about the statutory consultation under section 42(1)(a) of the PA 2008. The letter they received included a copy of the section 48 notice, and details of where more information could be found about the Scheme. This letter is provided in Annex I of this Report.</p> <p>Other local parish councils with an interest in the Scheme were also contacted. The Applicant identified these in Appendix B of the published SoCC, provided in Annex F of this Report. They were sent the same letter issued to local residents on 14 September 2018. The letter set out details about where more information about the Scheme, including the section 48 notice, could be found online. This letter is provided in Annex J of this Report.</p>
<p>Table 4-1: Social media The consultation will be advertised on: Twitter: @HighwaysEAST</p>	<p>The Applicant promoted the statutory consultation on its Twitter feed: @HighwaysEAST</p>

Table 3.6 SoCC compliance	
Commitment within the SoCC	Accordance with commitments
<p>Paragraph 5.1.2, Table 5-1 and Appendix C: Document inspection locations</p> <p>The consultation documents will be available to view, free of charge, for the duration of the consultation at the following inspection locations:</p> <ul style="list-style-type: none"> • Sacrewell Farm and Country Centre - Thornhaugh, Peterborough • Peterborough Central Library - Broadway, Peterborough • Haycock Hotel - Wansford, Peterborough 	<p>Paragraph 3.5.10 and Table 3.2 demonstrates that the Applicant made consultation documents freely available to review at these locations.</p> <p>The Applicant made the consultation brochure, consultation response form, PEIR, PEIR NTS, options consultation report, section 47 notice and section 48 notice available to view.</p>
<p>Appendix B: Additional stakeholder engagement</p> <p>Inform the additional stakeholders in Appendix B of the published SoCC, who may be impacted by the Scheme, about the statutory consultation.</p>	<p>The Applicant sent a letter about the statutory consultation to these identified contacts on 14 September 2018. These groups and organisations received the same letter sent to local residents, including details about the Scheme, the consultation and events, and how to provide feedback to the Applicant.</p> <p>The letter sent to these contacts is provided in Annex J of this Report.</p>

Section 48 (publicity)

- 3.5.13 Section 48 of the PA 2008 imposes a duty on the applicant to publish a notice of the proposed application in accordance with Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended).
- 3.5.14 **Table 3.7** includes details of the newspapers used to publicise the proposed application, including national, local and the *London Gazette*.

Table 3.7 Publication of public notices		
National newspaper		
Name	Week 1	Week 2
<i>London Gazette</i>	18 September 2018	N/A
<i>The Guardian</i>	18 September 2018	N/A
Local newspaper(s)		
<i>Cambridge News</i>	18 September 2018	25 September 2018
<i>Peterborough Telegraph</i>	20 September 2018	N/A

3.5.15 Copies of the published newspaper notices are provided in Annex H of this Report (TR010039/APP/5.2).

3.6 Community Working Group

3.6.1 A series of meetings were arranged to improve collaborative working with the local community on three key topics: the environment, route design and traffic modelling and walking, cycling and horse riding.

3.6.2 The community working group meetings took place between May and September 2018.

3.6.3 The meetings were held at the Haycock Hotel in Wansford, as it was easily accessible for all the attendees and was located in a good location for areas likely to be affected by the Scheme. In attendance at these meetings were representatives from:

- Highways England
- Mott MacDonald Sweco Joint Venture
- Wansford Parish Council
- Sutton Parish Council
- Sacrewell Farm
- Sutton ACCT
- Sustrans
- Peterborough Cycle Forum

3.6.4 Sibson cum Stibbington Parish Council and Thornhaugh Parish Council were also invited to these meetings, but no representatives attended.

3.7 Extension to the consultation

3.7.1 Following feedback from the Community Working Group, an additional two-part question (question 1c and question 1d) relating to the alignment of the route was added to the consultation response form during the statutory consultation period. To ensure the community and stakeholders had adequate time to consider the new question and provide a response, the statutory consultation was extended by two weeks to end on 12 November 2018.

3.7.2 Section 42(1)(a), (b) and (d) consultees and additional stakeholders identified in Appendix B of the published SoCC (provided in Annex F of this Report), including those who had already submitted their feedback, were contacted by letter on 27 September 2018 and informed about the extra question. Therefore, these consultees were provided with a 45-day period to consider and respond to the

additional question, from the day after the day they received it to the extended consultation deadline of 12 November 2018.

- 3.7.3 The letter to stakeholders provided a hard copy of the additional question, a freepost envelope and a link to the scheme consultation website <https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/> where the additional question could also be answered in an online form.
- 3.7.4 The Applicant also sent the same consultation extension letter, including a hard copy of the additional question and a freepost envelope, on 27 September 2018 to the local community in the statutory consultation zone (see **Figure 3.3**) and the individuals and organisations listed in Appendix B of the published SoCC (available to view in Annex F of this Report (**TR010039/APP/5.2**)). Therefore, these consultees were also provided with a 45-day period to consider and respond to the additional question, from the day after the day they received it to the extended consultation deadline of 12 November 2018.
- 3.7.5 The consultation extension letter sent to stakeholders and the local community is provided in Annex I of this Report (**TR010039/APP/5.2**).
- 3.7.6 The Applicant also placed extension notices in newspapers and other outlets, as shown in **Table 3.8** below. Copies of these notices as published can be viewed in Annex G of this Report (**TR010039/APP/5.2**).

Table 3.8 Publication of consultation extension public notices	
National newspaper	
London Gazette	4 October 2018
The Guardian	9 October 2018
Local newspaper(s)	
Cambridge News	4 October 2018
Peterborough Telegraph	4 October 2018

3.8 Project update, October 2020

- 3.8.1 On 19 October 2020, the Applicant issued a letter with a project update brochure to local residents and businesses in the consultation zone (see **Figure 3.3**) and section 42(1)(a), (b), and (d) consultees. The Applicant also sent this update to the stakeholders identified in Appendix B of the published SoCC (see Annex F of this Report (**TR010039/APP/5.2**)). This was to provide an update on the Scheme and set out the changes made by the Applicant to its design since the statutory consultation.
- 3.8.2 The Applicant also asked recipients to send it any feedback they had on the updated proposal by 19 November 2020, therefore providing 30 days (beginning from the day after the day the letter would have been received) to give comments.
- 3.8.3 The letter issued and the project update brochure are provided in Annex L of this Report (**TR010039/APP/5.2**).

3.9 Targeted statutory consultation, October 2020

- 3.9.1 As a result of refinements to the Scheme's design and development boundary after the statutory consultation, 34 additional Category 1 and 2 land interests were identified as being affected by the proposals. The Applicant consulted these parties under section 42(1)(d) of the PA 2008, in the same way it consulted land interests during the statutory consultation.
- 3.9.2 The Applicant issued a letter to these consultees on 19 October 2020, explaining they had been identified as parties who may have an interest in land affected by the Scheme. The consultation period ran until 19 November 2020, therefore giving 30 days to respond to the Applicant from the day after the day the consultees received the letters.
- 3.9.3 The letter gave an overview of the Scheme and its progress and explained how to provide feedback to the Applicant and find information about the Scheme online.
- 3.9.4 The Applicant invited feedback through the following channels:
- By post to A47 WANSFORD TO SUTTON, Highways England, Woodlands, Manton Lane, Bedford MK41 7LW
 - By email to A47WansfordtoSuttonRIS@highwaysengland.co.uk
- 3.9.5 A USB containing the statutory consultation documents was enclosed with each letter. Hard copies of the following materials were also enclosed:
- A copy of the section 48 notice
 - The Autumn project update brochure (see section 3.9)
 - A plan showing the proposed DCO boundary with permanent and temporary land take
 - A copy of the Scheme Design Development Report.
- 3.9.6 A copy of the letter issued is provided in Annex L of this Report (**TR010039/APP/5.2**).
- 3.9.7 Annex O of this Report (**TR010039/APP/5.2**) sets out how the Applicant has had regard to the feedback it received from these additional land interests.
- 3.9.8 In response to this targeted consultation, a number of residents in Upton also collectively submitted feedback to the Applicant about alternative route options for the Scheme. This feedback was submitted during the consultation period, and the residents also followed-up in December 2020 with further correspondence on the proposed route options. The Applicant has considered this feedback and has continued engagement with the residents. Annex O of this Report (**TR010039/APP/5.2**) provides a response to the alternative route options suggested.

3.10 Targeted statutory consultation, May 2021

- 3.10.1 Following further refinements to the Scheme design, the Applicant undertook a targeted consultation with Category 1 and 2 land interests who would be differently affected than at previous consultations. The Applicant consulted 31 contacts between 10 May 2021 and 9 June 2021, therefore providing 31 days for consultees to provide a response. The Applicant consulted these parties under section 42(1)(d) of the PA 2008.

- 3.10.2 The Applicant issued a letter on 6 May 2021 to consult the land interests. The letter explained why consultees were being consulted and provided an updated land plan showing the revised Scheme redline boundary. The letter also explained where previous consultation documents could be found on the Scheme's website.
- 3.10.3 The Applicant invited feedback through the following channels:
- By post to A47 WANSFORD TO SUTTON, Highways England, Woodlands, Manton Lane, Bedford MK41 7LW
 - By email to A47WansfordtoSuttonRIS@highwaysengland.co.uk
- 3.10.4 A copy of the letter issued is provided in Annex L of this Report (TR010039/APP/5.2).
- 3.10.5 Annex O of this Report (TR010039/APP/5.2) sets out how the Applicant has had regard to the feedback it received from these land interests.

3.11 Ongoing engagement

- 3.11.1 Following statutory consultation, the Applicant continued engagement with stakeholders to keep them updated about the Scheme and to discuss technical elements of plans. This took the form of scheduled meetings, conference calls and email correspondence.
- 3.11.2 This activity has also helped support the development of Statements of Common Ground. Details of ongoing engagements to develop these and resolve issues with key stakeholders are provided in Annex M of this Report (TR010039/APP/5.2).

4 CONSULTATION RESPONSES

4.1 Analysis of responses

4.1.1 This chapter provides a high-level analysis of the responses received to the statutory consultation and targeted statutory consultations. It also sets out how the Applicant has had regard to the responses received in developing the proposals, in accordance with section 49 of the PA 2008.

4.1.2 All responses to the consultation under sections 42, 47 and 48 of the PA 2008 were logged and PDF files created for all hard copy responses.

4.1.3 Key themes raised in the responses from consultees under Section 42 of the Planning Act 2008 include:

- That the proposals will make it more difficult for the local community to enter and leave the villages of Sutton and Wansford
- Opposition to the proposed alignment of the new dual-carriageway where it is routed south of the existing A47
- Concern about the cost of the proposed route alignment, commenting that the 'Northern Route' would cost less by comparison
- Concern about the impact of the proposed alignment on the environment in comparison with a 'Northern Route'
- An adverse effect on wildlife with the proposed route alignment, which can be avoided by taking the 'Northern Route'
- Concern about the destruction of ancient woodland resulting from the proposed route alignment
- Belief that the chosen route takes the new dual-carriageway too close to the River Nene
- Concern about land take resulting from the proposed route option. Most of these comments state that the proposed route uses privately owned land of high amenity and environmental value, whereas the 'Northern Route' would use lower-quality land which has already been purchased
- Concern about an increase in traffic on the new dual-carriageway, which will make it more difficult to exit Old North Road, creating a hazard to those living in Wansford
- Concern about safety issues arising from the western roundabout proposals. Many of these believe an increase in traffic on the new dual-carriageway will make it more difficult to exit Old North Road and Thackers Close, increasing the likelihood of accidents occurring
- Concern that congestion will increase at the Nene Way Roundabout as a result of the introduction of peak-time traffic signals
- That the Nene Way Roundabout should be replaced with an alternative junction type. The most common suggestion is an overpass / underpass or grade-separated junction, followed by a dumbbell junction
- That the existing A47 should be used as a road for local traffic, walkers, cyclists and horse riders with the new dual-carriageway built to the north.

- 4.1.4 The Applicant solicited responses to the consultation under section 47 of the PA 2008 primarily through the consultation feedback form, and also accepted written responses submitted via letters and emails.
- 4.1.5 Hard copies of the consultation feedback form were collected via post and in person through the public consultation events. Electronic feedback forms were acknowledged when completed and recorded within the overall results section.
- 4.1.6 A total of 688 responses were received during the consultation period. The format in which these were received are shown below.

Response Type	Count
Online questionnaire	181
Paper questionnaire	455
Email or letter	52
Total	688

- 4.1.7 Where a question included a free text response section, a summary of responses to the free text box response, including the frequency of the themes, is presented.
- 4.1.8 Question 1a and 1b asked respondents if they agreed or disagreed with the proposals for constructing a new dual-carriageway between Wansford and Sutton. This question provided a series of tick box options and an area to write any free text comments. **Figure 4.1** presents a summary of responses to the tick box options and **Table 4.1** summarises the free text box responses.

Figure 4.1 – Response to question 1a. Do you agree or disagree with our proposals for constructing a new dual-carriageway between Wansford and Sutton?

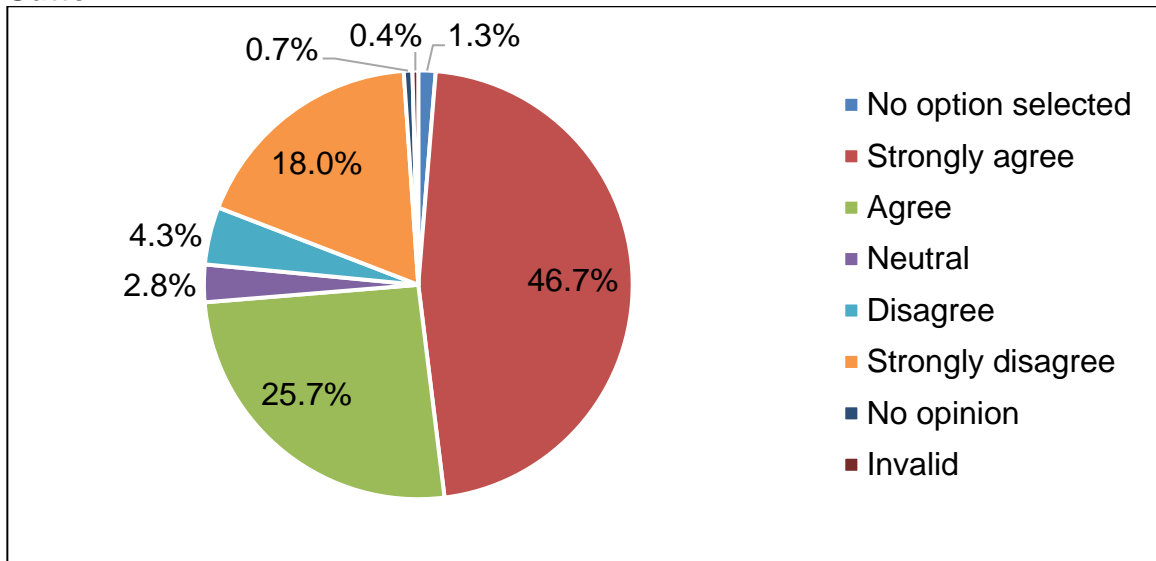


Table 4.1 – Summary of free text responses to question 1b.

Theme	Frequency of comment
Alignment of dual-carriageway	203
Concern - congestion will increase	1
Concern - cost	2
Concern - environment (general)	9
Concern - flood risk	6
Concern - heritage / archaeology	3
Concern - land take	3
Concern - landscape / visual	2
Concern - local community access	1
Concern - local community impact	6
Concern - monument not priority	1
Concern - noise / vibration	2
Concern - proximity to river	2
Concern - proximity to village	1
Concern - reasoning behind route chosen	3
Concern - safety	1
Concern - subsidence / ground stability	2
Concern - wildlife / biodiversity	12
Concern - woodland	11
General opposition	6
Oppose - proposed route	59
Oppose - specific Section	3
Suggestion - avoid proximity to river	4

Table 4.1 – Summary of free text responses to question 1b.

Theme	Frequency of comment
Suggestion - avoid scheduled monument in northern alignment	1
Suggestion - avoid woodland	1
Suggestion - landscape barrier (for northern alignment)	3
Suggestion - local council proposal	1
Suggestion - northern alignment	46
Suggestion - northern route as mitigation	11
Consultation	21
Communication - suggestion	2
Info / materials - criticism	2
Info / materials - misleading / vague	1
Info / materials - questions (criticism)	7
Process - criticism	8
Process - suggestion	1
Preliminary Environmental Information	39
Benefit – heritage / archaeology mitigation	1
Benefit - wildlife / biodiversity mitigation	1
Concern - climate change / carbon dioxide emissions	1
Concern - environment (general)	5
Concern - flood risk	5
Concern - heritage / archaeology	1
Concern - land take	2
Concern - landscape / visual	2
Concern - noise / vibration	1
Concern - proximity to river	3
Concern - subsidence / ground stability	1
Concern - wildlife / biodiversity	5
Concern - woodland	6
Suggestion - landscape mitigation	2
Suggestion - noise mitigation	2
Suggestion - wildlife / biodiversity mitigation	1
Enlarged Nene Way Roundabout	3
Concern - congestion reduction insufficient	1
Suggestion - grade separation	1
Suggestion - roundabout design	1
General comments on proposed scheme	11
Concern - decision making process	1
Suggestion - add slip road(s)	1
Suggestion - alternative transport	1
Suggestion - expressway standard	1
Suggestion - improve existing roadway	1
Suggestion - improve Sutton Heath Road safety	1
Suggestion - Old Leicester Road speed bumps	1

Table 4.1 – Summary of free text responses to question 1b.	
Theme	Frequency of comment
Suggestion - other	2
Suggestion - replace roundabouts	1
Suggestion - Stibbington to Sutton connection	1
Improved western roundabout at A1 / A47 junction	24
Benefit - reduce congestion	1
Concern - air quality / pollution	1
Concern - congestion reduction insufficient	2
Concern - congestion will increase	2
Concern - local community access	6
Concern - safety	3
Concern - will not improve	1
General opposition	1
Suggestion - further improvements	2
Suggestion - improve both roundabouts	1
Suggestion - lane to circumvent roundabout	1
Suggestion - relocate	1
Suggestion - traffic safety measures	1
Suggestion - traffic signals	1
Link road off the eastern roundabout at A1 / A47 junction	3
Benefit - safety	1
Suggestion - retain traffic signals	1
Suggestion - west slip road	1
New dual-carriageway	234
Benefit - connection to A1	1
Benefit - cost benefit	1
Benefit - economy	1
Benefit - local community access	2
Benefit – provision of facilities for walkers, cyclists and horse riders	2
Benefit - reduce congestion	37
Benefit - safety	34
Concern - congestion reduction insufficient	4
Concern - congestion will be caused elsewhere	6
Concern - congestion will increase	5
Concern - construction disruption	8
Concern - cost	8
Concern - lack of improvement	1
Concern - length of slip roads	1
Concern - local community access	6
Concern - local community impact	1
Concern - not needed	3
Concern - other developments	2
Concern - safety	5

Table 4.1 – Summary of free text responses to question 1b.	
Theme	Frequency of comment
General opposition	2
General support	9
General support - with caveat(s)	74
Query - more information needed	1
Suggestion - build entire new road	1
Suggestion - cost benefit	1
Suggestion - current A47 for local traffic	1
Suggestion - decision making process	1
Suggestion - improve public transport	1
Suggestion - improve / dual entire A47	5
Suggestion - motorway	1
Timescale - long overdue / construct as soon as a possible	11
Walkers, cyclists and horse riders	20
Benefit - improves access	2
Benefit - safety	6
Concern - access	1
Concern - north-south route	1
Concern - walkers, cyclists and horse riders provision	1
Concern - safety	2
General support	2
Suggestion - current A47 as walkers, cyclists and horse riders route	1
Suggestion - improve access	1
Suggestion - improve walkers, cyclists and horse riders provision	3
Southbound slip road off A1 to A47 eastbound	5
Concern - safety	1
Query - more information needed	1
Suggestion - improve A1 northbound slip road	3

4.1.9 Question 1c and 1d asked respondents if they agreed or disagreed with the proposed alignment of the new dual carriageway between Wansford and Sutton. This question provided a series of tick box options and an area to write any free text comments. **Figure 4.2** presents a summary of responses to the tick box options and **Table 4.2** summarises the free text box responses.

Figure 4.2 – Response to question 1c. Do you support or oppose our proposals to maintain and integrate the existing carriageway?

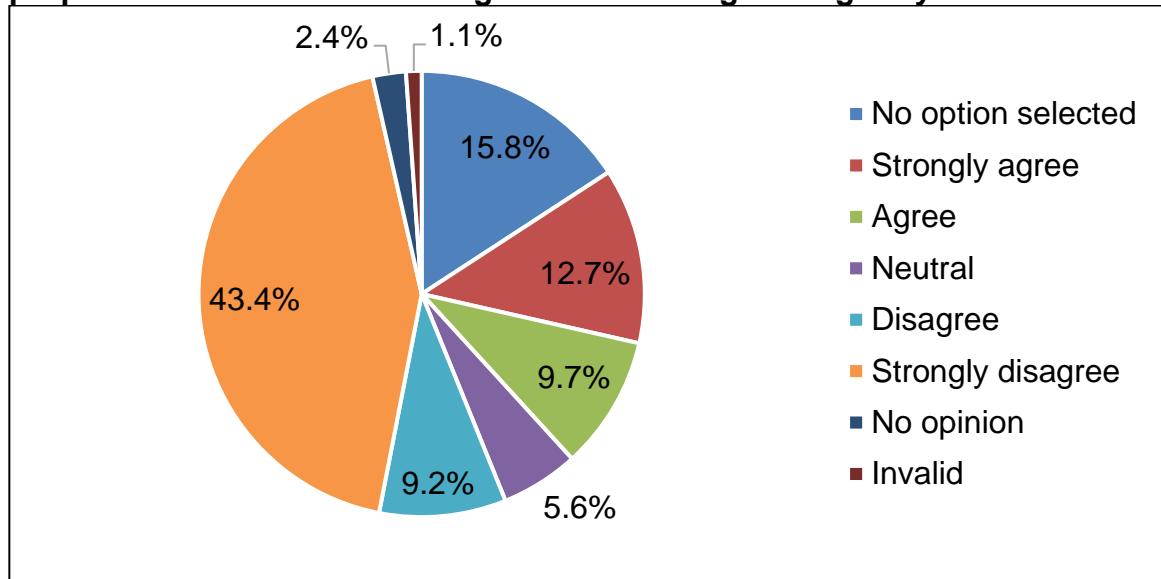


Table 4.2 – Summary of free text responses to question 1d	
Theme	Frequency of comment
Alignment of dual-carriageway	832
Benefit - landscape	1
Benefit - local businesses	1
Benefit - no impact	1
Benefit - reduce congestion	4
Benefit - safety	2
Concern - air quality / pollution	2
Concern - congestion	5
Concern - construction/disruption	10
Concern - cost	37
Concern - decision making process	12
Concern - environment	44
Concern - existing infrastructure	1
Concern - flood risk	35
Concern - general	1
Concern – health / wellbeing	2
Concern – heritage / archaeology	28
Concern – infill / piling	2
Concern - lack of improvements	1
Concern - land take	29
Concern - landscape	21
Concern - light pollution	1
Concern - local community access	2
Concern - local community impact	3

Table 4.2 – Summary of free text responses to question 1d

Theme	Frequency of comment
Concern - maintenance	1
Concern - monument not priority	13
Concern – noise / vibration	8
Concern – provision of facilities for walkers, cyclists and horse riders	5
Concern - proximity to river	16
Concern - proximity to village	8
Concern - reasoning behind route chosen	10
Concern - route assessment	5
Concern - safety	7
Concern – subsidence / ground stability	7
Concern – wildlife / biodiversity	75
Concern - woodland	74
General opposition	8
General support	3
General support - with caveat(s)	3
Oppose - proposed route	14
Query - more information needed	1
Suggestion - alternative route	3
Suggestion - avoid proximity to river	9
Suggestion - avoid proximity to village	1
Suggestion - avoid scheduled monument in northern alignment	8
Suggestion - avoid woodland	4
Suggestion - construction mitigation	1
Suggestion - excavate monument	3
Suggestion - existing A47 as local road	4
Suggestion - follow existing corridor	1
Suggestion - further assessment	2
Suggestion - further investigate monument	1
Suggestion - landscape barrier (for northern alignment)	7
Suggestion - local council proposal	5
Suggestion - noise mitigation	5
Suggestion - northern alignment	166
Suggestion - northern route as mitigation	102
Suggestion – benefits to walkers, cyclists and horse riders of northern alignment	2
Suggestion - route behind filling station	1
Close direct access to The Drift	1
Suggestion - stay open for walkers, cyclists and horse riders / local access	1
Consultation	55
Communication - criticism	4
Communication - positive	1
Communication - suggestion	1
Events - reference	1

Table 4.2 – Summary of free text responses to question 1d	
Theme	Frequency of comment
Info / materials - criticism	2
Info / materials - misleading / vague	3
Info / materials - questions (criticism)	5
Info / materials - suggestion	1
Previous consultation - criticism	1
Previous consultation - reference	7
Process - criticism	23
Process - suggestion	6
Preliminary Environmental Information	8
Concern – noise / vibration	1
Concern – wildlife / biodiversity	4
Concern - woodland	2
Suggestion - environmental mitigation	1
Enlarged Nene Way Roundabout	8
Concern - capacity	1
Concern - walkers, cyclists and horse riders' provision	1
Concern - proximity to village	1
Suggestion - further improvements	1
Suggestion – provision of facilities to walkers, cyclists and horse riders	1
Suggestion - remove roundabout	1
Suggestion - retain roundabout	1
Suggestion - slip road	1
General comments on proposed scheme	3
Concern - congestion issues not addressed	1
Suggestion - improve junctions only	1
Suggestion - other	1
Improved western roundabout at A1 / A47 junction	13
Concern - air quality / pollution	1
Concern - congestion will increase	2
Concern - local community access	3
Concern - safety	3
Suggestion - further improvements	1
Suggestion - improve A1 northbound slip road	1
Suggestion - local community access	1
Suggestion - relocate	1
Link road off the eastern roundabout at A1 / A47 junction	7
Benefit - improves access	2
Concern - filling station business	1
Concern – safety of walkers, cyclists and horse riders	1
Concern - safety	1
Concern - traffic signals	1
Suggestion - filling station access	1
New dual-carriageway	27

Table 4.2 – Summary of free text responses to question 1d	
Theme	Frequency of comment
Benefit - safety	1
Concern - cost	1
Concern - increased congestion	1
Concern - journey times	1
Concern - not needed	1
Concern - safety	1
General opposition	1
General support	1
General support - with caveat(s)	12
Suggestion – improve / dual entire A47	3
Suggestion - other	1
Suggestion – signage / road markings	1
Timescale - Long overdue / construct as soon as a possible	2
Walkers, cyclists and horse riders	23
Benefit - improves access	3
Concern - north-south route	4
Concern - priority for walkers, cyclists and horse riders	2
Concern - safety	2
Suggestion - additional route(s)	2
Suggestion - current A47 as route for walkers, cyclists and horse riders	2
Suggestion - improve provision of facilities for walkers, cyclists and horse riders	3
Suggestion - maintenance	1
Suggestion - north - south crossing (A47)	3
Suggestion – road / path surface	1
Sutton Heath Road connection to Nene Way	2
Concern - access	1
Suggestion - north - south walkers, cyclists and horse riders crossing	1
Southbound slip road off A1 to A47 eastbound	3
Concern - local community access	1
Concern - safety	1
Suggestion - slip road design	1

4.1.10 Question 2 asked respondents if they agreed or disagreed with the proposals for constructing a new link road off the eastern roundabout at the A1 / A47 junction, including an underpass for access to Sacrewell Farm and Country Centre. This question provided a series of tick box options and an area to write any free text comments. **Figure 4.3** presents a summary of responses to the tick box options and **Table 4.3** summarises the free text box responses.

Figure 4.3 – Response to question 2a. Do you agree or disagree with the proposals for constructing a new link road off the eastern roundabout at the A1 / A47 junction, including an underpass for access to Sacrewell Farm and Country Centre?

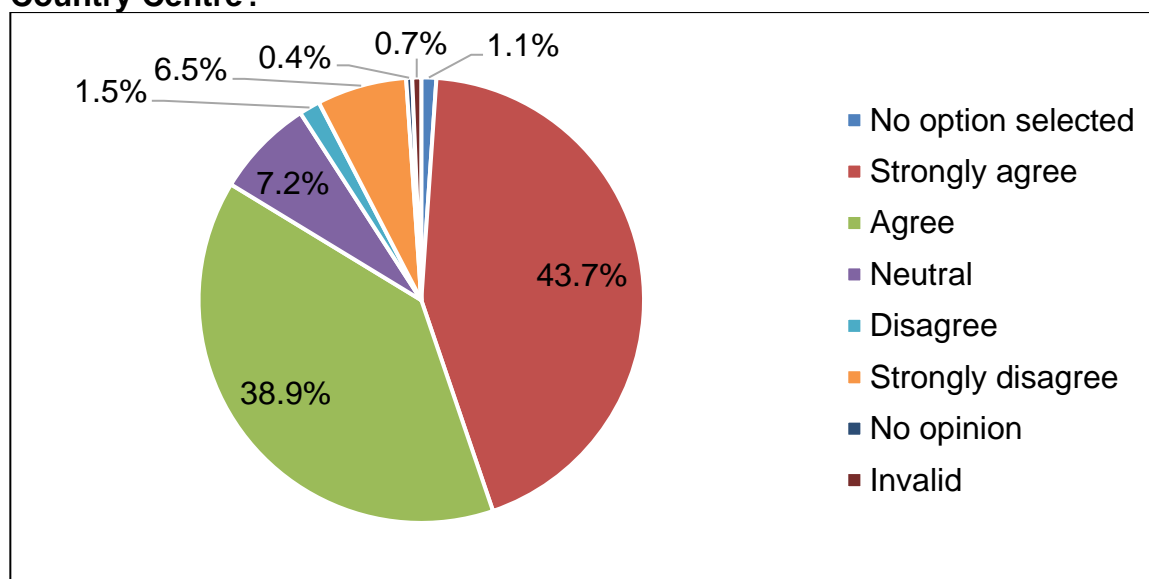


Table 4.3 – Summary of free text responses to question 2b

Theme	Frequency of comment
Alignment of dual-carriageway	12
Concern - flood risk	1
Concern - wildlife and biodiversity	1
Concern - woodland	1
Suggestion - northern alignment	8
Suggestion - northern route as mitigation	1
Consultation	2
Info / materials - maps (criticism)	1
Info / materials - questions (criticism)	1
Enlarged Nene Way Roundabout	2
Suggestion - roundabout design	1
Suggestion - slip road	1
General comments on proposed scheme	1
Suggestion - underpass(es)	1
Improved western roundabout at A1 / A47 junction	2
Concern - local community access	1
Suggestion - traffic signals	1
Link road off the eastern roundabout at A1 / A47 junction	201
Benefit - improves access	8
Benefit - local business	3
Benefit – provision of facilities for walkers, cyclists and horse riders	4
Benefit - reduce congestion	7
Benefit - reduce crime / anti-social behaviour	7

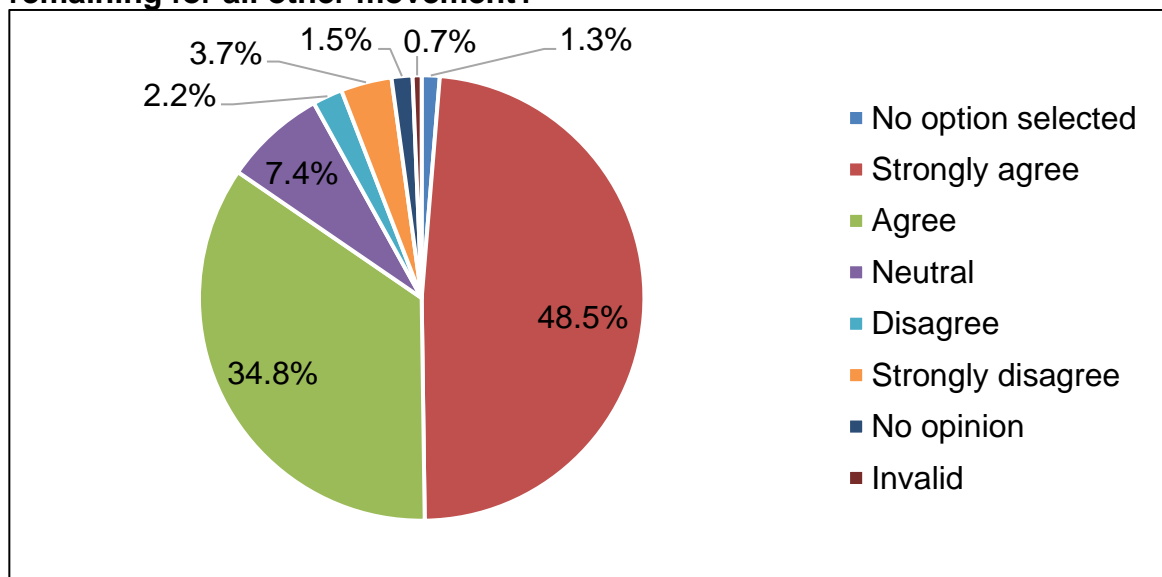
Table 4.3 – Summary of free text responses to question 2b

Theme	Frequency of comment
Benefit - safety	26
Benefit - uses existing features	2
Concern - agricultural access	1
Concern - air quality / pollution	2
Concern - congestion reduction insufficient	1
Concern - congestion will increase	1
Concern - construction disruption	1
Concern - cost	10
Concern - flood risk	5
Concern - HGV usage	2
Concern - land take	2
Concern - landscape / visual	3
Concern - local community access	3
Concern - local community impact	1
Concern - lorry park capacity	2
Concern - noise / vibration	2
Concern - not needed	6
Concern - provision of facilities for walkers, cyclists and horse riders	17
Concern - proximity to river	3
Concern - safety	4
Concern - underpass usage	2
Concern - unnecessary with northern alignment	1
Concern - wildlife / biodiversity	1
Concern - will not reduce crime / anti-social behaviour	1
General opposition	1
General support	11
General support - with caveat(s)	10
Query - more information needed	7
Suggestion - access from one direction	3
Suggestion - alternative proposal	1
Suggestion - close roundabout entrance	1
Suggestion - environment mitigation	1
Suggestion - expand picnic area	1
Suggestion - improve A1 slip road	1
Suggestion - landscape / noise mitigation	2
Suggestion - new A1 / A47 interchange	1
Suggestion - provision of facilities for walkers, cyclists and horse riders	19
Suggestion - route for walkers, cyclists and horse riders	1
Suggestion - reduce crime / anti-social behaviour	2
Suggestion - remove traffic signals	2
Suggestion - roundabout and widen	1
Suggestion - safety barrier	1
Suggestion - separate from roundabout	1

Theme	Frequency of comment
Suggestion - signage / road markings	1
Suggestion - use existing route	1
Suggestion - west slip road	4
New dual-carriageway	1
General support - with caveat(s)	1
Walkers, cyclists and horse riders	11
Concern - north - south route	6
Suggestion - additional route(s)	3
Suggestion - lighting	1
Suggestion - road / path surface	1

4.1.11 Question 3 asked respondents if they agreed or disagreed with the proposals for constructing a new southbound slip road off of the A1 connecting to the A47 eastbound, in addition to the existing slip road remaining for all other movement. This question provided a series of tick box options and an area to write any free text comments. **Figure 4.4** presents a summary of responses to the tick box options and **Table 4.4** summarises the free text box responses.

Figure 4.4 – Response to question 3a. Do you agree or disagree with the proposals for constructing a new southbound slip road off of the A1 connecting to the A47 eastbound, in addition to the existing slip road remaining for all other movement?



Theme	Frequency of comment
Alignment of dual-carriageway	4
Suggestion - northern alignment	4

Table 4.4 – Summary of free text responses to question 3b

Theme	Frequency of comment
Consultation	6
Info / materials - criticism	2
Info / materials - misleading / vague	2
Process - criticism	1
Process - request further engagement	1
General comments on proposed scheme	2
Concern - cost	1
Suggestion - replace roundabouts	1
Improved western roundabout at A1 / A47 junction	12
Concern - congestion reduction insufficient	2
Concern - local community access	1
Suggestion - further improvements	8
Suggestion - traffic signals	1
Link road off the eastern roundabout at A1 / A47 junction	11
Concern - public bus service	1
Suggestion - access from one direction	1
Suggestion - improve eastern roundabout	8
Suggestion - lane designation	1
Walkers, cyclists and horse riders	2
Suggestion - additional route(s)	1
Suggestion - reduce A1 crossing gradient	1
Southbound slip road off A1 to A47 eastbound	179
Benefit - access	1
Benefit - beneficial in isolation	1
Benefit - reduce congestion	38
Benefit - safety	12
Concern - air quality / pollution	2
Concern - confusing design	2
Concern - congestion reduction insufficient	4
Concern - congestion will be caused elsewhere	2
Concern - congestion will increase	6
Concern - environment	2
Concern - heritage / archaeology	1
Concern - land take	2
Concern - local community access	4
Concern - noise / vibration	5
Concern - not needed	3
Concern - public bus service	1
Concern - residencies	1

Table 4.4 – Summary of free text responses to question 3b

Theme	Frequency of comment
Concern - safety	10
Concern - westbound traffic congestion	3
General opposition	2
General support	7
General support - with caveat(s)	23
Query - more information needed	1
Suggestion - improve A1 northbound slip road	7
Suggestion - improve both slip roads	1
Suggestion - improve signage	5
Suggestion - integrate with existing A1 junction roundabout	1
Suggestion - new A1 / A47 interchange instead	3
Suggestion - noise mitigation	3
Suggestion - safety of walkers, cyclists and horse riders	1
Suggestion - relocate	3
Suggestion - remove roundabout	1
Suggestion - remove traffic signals	3
Suggestion - road priority	2
Suggestion - slip road design	7
Suggestion - speed limit	1
Suggestion - split distance	1
Suggestion - two lanes	1
Support - mitigation	1
Timescale - long overdue / construct as soon as a possible	5

4.1.12 Question 4 asked respondents if they agreed or disagreed with the proposals to improve the western roundabout at the A1 / A47 junction by providing additional entry and exit lanes, traffic islands and dedicated lanes. This question provided a series of tick box options and an area to write any free text comments. **Figure 4.5** presents a summary of responses to the tick box options and **Table 4.5** summarises the free text box responses.

Figure 4.5 – Response to question 4a. Do you agree or disagree with the proposals to improve the western roundabout at the A1 / A47 junction by providing additional entry and exit lanes, traffic islands and dedicated lanes?

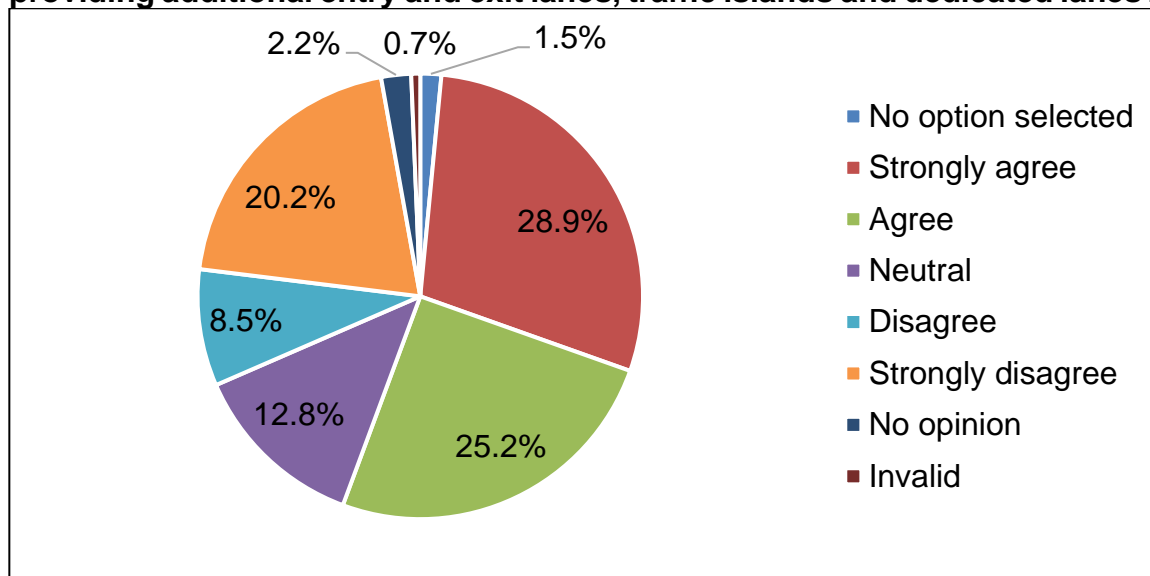


Table 4.5 – Summary of free text responses to question 4b

Theme	Frequency of comment
Consultation	15
Events - criticism	2
Events - reference	1
Info / materials - criticism	6
Info / materials - maps (criticism)	2
Process - criticism	2
Process - request further engagement	2
Improved western roundabout at A1 / A47 junction	400
Benefit - improves access	1
Benefit - minimal impact	1
Benefit - reduce congestion	15
Benefit - safety	5
Concern - air quality / pollution	8
Concern - assessment / modelling	4
Concern - capacity	2
Concern - confusing design	5
Concern - congestion reduction insufficient	17
Concern - congestion will be caused elsewhere	9
Concern - congestion will increase	21
Concern - health / wellbeing	1
Concern - heritage / archaeology	2

Table 4.5 – Summary of free text responses to question 4b

Theme	Frequency of comment
Concern - lack of improvement	8
Concern - land take	4
Concern - light pollution	1
Concern - local community access	66
Concern - local community impact	5
Concern - noise / vibration	9
Concern - not needed	9
Concern – access for walkers, cyclists and horse riders	1
Concern - property values	1
Concern - safety	67
Concern - size of roundabout	2
Concern - strength of overpass	2
Concern - woodlands	1
General opposition	4
General support	1
General support - with caveat(s)	11
Query - more information needed	7
Suggestion - alternative proposal	1
Suggestion - another roundabout	1
Suggestion - close Great North Road	1
Suggestion - close Old North Road northbound	5
Suggestion - compensation	1
Suggestion - enlarge / redesign roundabout	11
Suggestion - existing A47 as walkers, cyclists and horse riders / local route	2
Suggestion - further assessment	3
Suggestion - further improvements	2
Suggestion - improve A1 northbound slip road	18
Suggestion - improve both roundabouts	1
Suggestion - improve signage	3
Suggestion - lane designation	1
Suggestion - new A1 / A47 interchange	8
Suggestion - noise / visual mitigation	7
Suggestion - provision of facilities for walkers, cyclists and horse riders	5
Suggestion - relocate	11
Suggestion - remove traffic island	1
Suggestion - replace with over / underpasses	2
Suggestion - traffic safety measures	8
Suggestion - traffic signals	14

Table 4.5 – Summary of free text responses to question 4b

Theme	Frequency of comment
Suggestion - width of feed	3
Timescale - long overdue / construct as soon as a possible	1
New dual-carriageway	2
Concern - not needed	1
Suggestion - begin east of eastern roundabout	1
Southbound slip road off A1 to A47 eastbound	1
General support - with caveat(s)	1

4.1.13 Question 5 asked respondents if they agreed or disagreed with the proposals to enlarge the Nene Way Roundabout and introduce part-time traffic signals in the morning peak hours. This question provided a series of tick box options and an area to write any free text comments. **Figure 4.6** presents a summary of responses to the tick box options and **Table 4.6** summarises the free text box responses.

Figure 4.6 – Response to question 5a. Do you agree or disagree with the proposals to enlarge the Nene Way Roundabout and introduce part-time traffic signals in the morning peak hours?

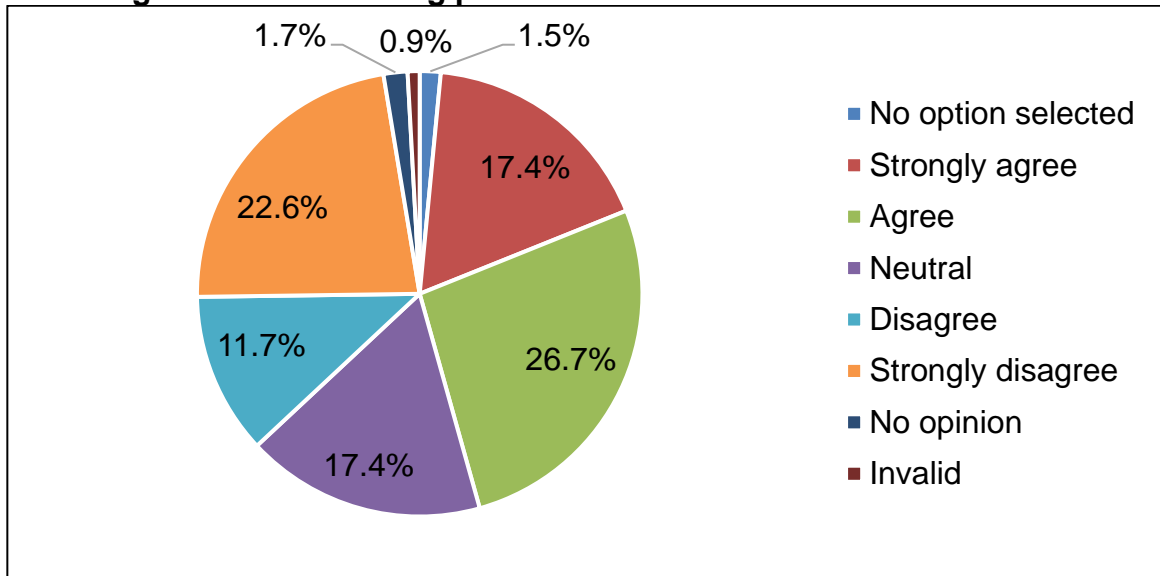


Table 4.6 – Summary of free text responses to question 5b

Theme	Frequency of comment
Alignment of dual-carriageway	21
Concern - cost	1
Concern - heritage / archaeology	1
Concern - wildlife / biodiversity	1

Table 4.6 – Summary of free text responses to question 5b

Theme	Frequency of comment
Oppose - proposed route	2
Suggestion - northern alignment	15
Suggestion - northern route as mitigation	1
Consultation	11
Info / materials - criticism	4
Info / materials - misleading / vague	1
Info / materials - questions (criticism)	3
Process - criticism	1
Process - suggestion	1
Enlarged Nene Way Roundabout	474
Benefit - local community access	3
Benefit - access for walkers, cyclists and horse riders	2
Benefit - reduce congestion	7
Benefit - safety	5
Concern - agricultural traffic	1
Concern - air quality / pollution	6
Concern - congestion reduction insufficient	2
Concern - congestion will be caused elsewhere	1
Concern - congestion will increase	35
Concern - cost	3
Concern - design	9
Concern - development	1
Concern - energy consumption	2
Concern - environment	3
Concern - lack of improvement	1
Concern - light pollution	1
Concern - local community access	9
Concern - noise / vibration	4
Concern – north / south traffic	2
Concern - not needed	6
Concern – provision of facilities for walkers, cyclists and horse riders	30
Concern - peak time traffic signals	116
Concern - safety	20
Concern - school children	2
Concern - value for money	4
General opposition	5
General support	5
General support - with caveat(s)	19
Query - more information needed	1

Table 4.6 – Summary of free text responses to question 5b

Theme	Frequency of comment
Suggestion - add through road	3
Suggestion - continuous traffic signals	3
Suggestion - dumbbell roundabout	9
Suggestion - evening traffic signals	2
Suggestion - further assessment	2
Suggestion - grade separation	9
Suggestion - improve signage	2
Suggestion - improve traffic light programming	13
Suggestion - improve visibility	4
Suggestion - in northern alignment	11
Suggestion - noise / visual mitigation	14
Suggestion - provision of facilities for walkers, cyclists and horse riders	18
Suggestion - prevent 'rat-run'	2
Suggestion - relocate	19
Suggestion - remove roundabout	12
Suggestion - replace with over / underpasses	26
Suggestion - retain roundabout	1
Suggestion - roundabout design	6
Suggestion - slip road	4
Suggestion - traffic safety measures	6
General comments on proposed scheme	1
Concern - roundabouts	1
Improved western roundabout at A1 / A47 junction	5
Concern - local community access	1
Suggestion - enlarge / redesign roundabout	1
Suggestion - traffic signals	3
Walkers, cyclists and horse riders	2
Concern - north - south route	1
Concern - safety	1
Sutton Heath Road connection to Nene Way	1
Suggestion - existing A47 as walkers, cyclists and horse riders / local route	1

4.1.14 Question 6 asked respondents if they agreed or disagreed with the proposals to connect the existing Sutton Heath Road to the Nene Way Roundabout utilising the existing A47. This question provided a series of tick box options and an area to write any free text comments. **Figure 4.7** presents a summary of responses to the tick box options and **Table 4.7** summarises the free text box responses.

Figure 4.7 – Response to question 6a. Do you agree or disagree with the proposals to connect the existing Sutton Heath Road to the Nene Way Roundabout utilising the existing A47?

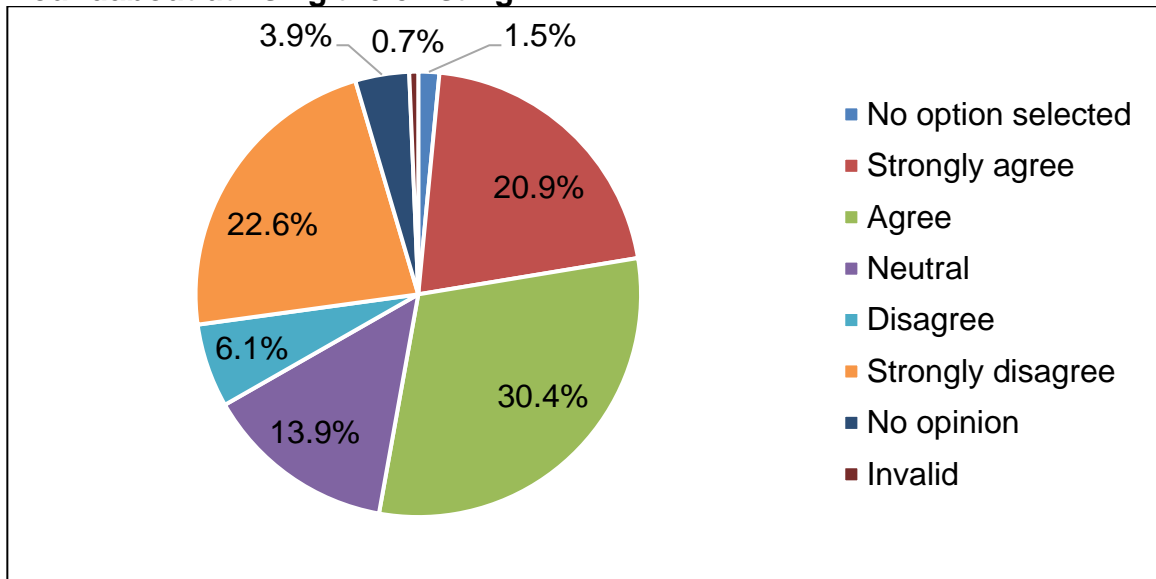


Table 4.7 – Summary of free text responses to question 6b

Theme	Frequency of comment
Alignment of dual-carriageway	49
Concern - cost	2
Concern - environment	1
Concern - flood risk	1
Concern - heritage / archaeology	1
Concern - monument not priority	1
Concern - proximity to village	1
Concern - reasoning behind route chosen	1
Concern - woodland	2
Oppose - proposed route	7
Suggestion - alternative route	1
Suggestion - avoid proximity to river	1
Suggestion - avoid scheduled monument in northern alignment	1
Suggestion - local council proposal	3
Suggestion - northern alignment	26
Consultation	9
Communication - criticism	2
Info / materials - criticism	3
Info / materials - questions (criticism)	2
Process - criticism	1

Table 4.7 – Summary of free text responses to question 6b

Theme	Frequency of comment
Process - request further engagement	1
Enlarged Nene Way Roundabout	3
Concern - peak time traffic signals ineffective	1
Suggestion - dumbbell roundabout	1
Suggestion - remove roundabout	1
New dual-carriageway	2
Concern - not needed	1
General opposition	1
Walkers, cyclists and horse riders	1
Suggestion - additional route(s)	1
Sutton Heath Road connection to Nene Way	229
Benefit - avoids scheduled monument	1
Benefit - cost	1
Benefit - reduce congestion	1
Benefit - safety	13
Benefit - uses existing road	1
Concern - congestion will be caused elsewhere	10
Concern - congestion will increase	1
Concern - cost	3
Concern - existing road sufficient	5
Concern - extended journey times	2
Concern - flood risk	3
Concern - heritage / archaeology	2
Concern - land take	7
Concern - local community access	2
Concern - walkers, cyclists and horse riders provision	11
Concern - safety	6
Concern - subsidence / ground stability	2
Concern - unnecessary with northern alignment	4
Concern - wildlife / biodiversity	2
Concern - woodland	11
General opposition	2
General support	9
General support - with caveat(s)	16
Oppose (due to alignment)	4
Suggestion - connect to Sacrewell underpass	1
Suggestion - create separate junction	2
Suggestion - do not use existing A47	2

Table 4.7 – Summary of free text responses to question 6b

Theme	Frequency of comment
Suggestion - use existing A47 as a local route for walkers, cyclists and horse riders	28
Suggestion - improve signage	2
Suggestion - lane allocation	1
Suggestion - more direct route	10
Suggestion - northern alignment connecting road	26
Suggestion - north-south walkers, cyclists and horse riders crossing (A47)	13
Suggestion - overpass / underpass	8
Suggestion - provision of facilities for walkers, cyclists and horse riders	5
Suggestion - proximity to new road	1
Suggestion - relocate roundabout	2
Suggestion - remove roundabout	4
Suggestion - road design	1
Suggestion - slip road	4

4.1.15 Question 7 asked respondents if they agreed or disagreed with the proposals to close direct access to The Drift, meaning access onto the A47 will be at the enlarged Nene Way Roundabout. This question provided a series of tick box options and an area to write any free text comments. **Figure 4.8** presents a summary of responses to the tick box options and **Table 4.8** summarises the free text box responses.

Figure 4.8 – Response to question 7a. Do you agree or disagree with the proposals to close direct access to The Drift, meaning access onto the A47 will be at the enlarged Nene Way Roundabout?

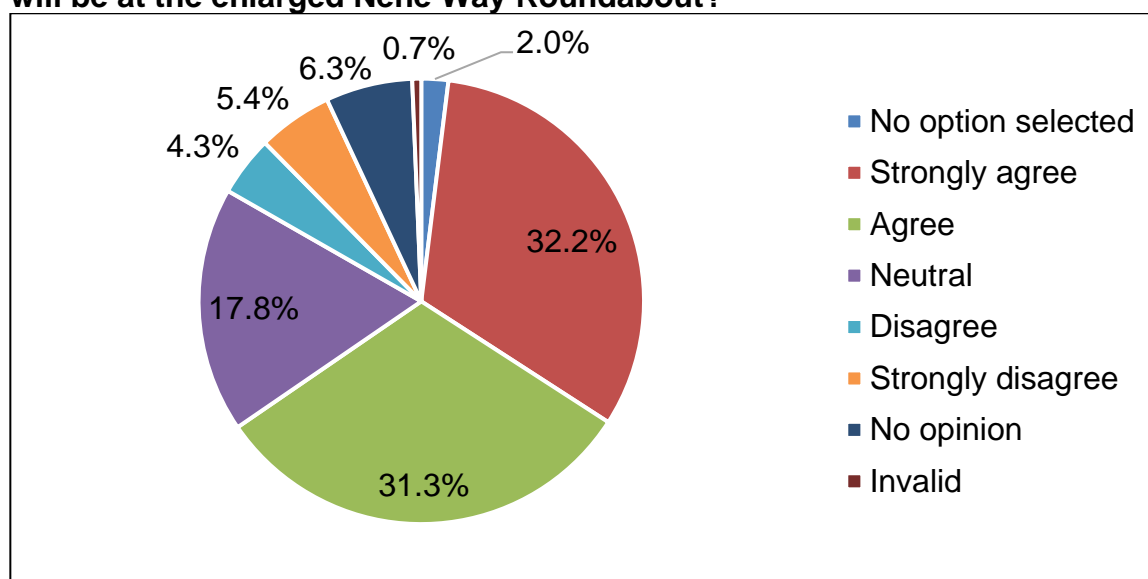


Table 4.8 – Summary of free text responses to question 7b

Theme	Frequency of comment
Alignment of dual-carriageway	14
Concern - heritage / archaeology	1
Concern - reasoning behind route chosen	1
Concern - wildlife / biodiversity	1
Concern - woodland	1
Oppose - proposed route	1
Suggestion - alternative route	1
Suggestion - northern alignment	8
Close direct access to The Drift	122
Benefit – The Drift access not needed	10
Benefit - local community	5
Benefit - no impact	2
Benefit - access for walkers, cyclists and horse riders	2
Benefit - reduce congestion	5
Benefit - safety	24
Benefit - saves money	1
Concern - congestion	2
Concern - cost benefit	1
Concern - crime / anti-social behaviour	2
Concern - depends on route alignment	3
Concern - dual-carriageway	1

Table 4.8 – Summary of free text responses to question 7b

Theme	Frequency of comment
Concern - local community access	12
Concern - maintenance costs	1
Concern - access for walkers, cyclists and horse riders	2
Concern - safety	1
Concern - unnecessary with northern alignment	8
General opposition	1
General support	7
General support - with caveat(s)	8
Oppose (due to alignment)	3
Suggestion - after A47 construction	1
Suggestion - keep as public highway	1
Suggestion - link to A47	1
Suggestion - no right turn from A47	1
Suggestion - provision of facilities for walkers, cyclists and horse riders	2
Suggestion - prevent anti-social behaviour	2
Suggestion - stay open for walkers, cyclists and horse riders / local access	10
Suggestion - underpass / overpass	1
Suggestion - upgrade Nene Way	2
Consultation	6
Info / materials - maps (criticism)	1
Info / materials - questions (criticism)	2
Process - criticism	2
Process - suggestion	1
Enlarged Nene Way Roundabout	11
Concern - not needed	2
Suggestion - dumbbell roundabout	1
Suggestion - provision of facilities for walkers, cyclists and horse riders	1
Suggestion - relocate	1
Suggestion - remove roundabout	1
Suggestion - replace with over / underpasses	4
Suggestion - slip road	1
New dual-carriageway	1
General opposition	1
Sutton Heath Road connection to Nene Way	8
Suggestion - use existing A47 as local route for walkers, cyclists and horse riders	7
Suggestion - north - south walkers, cyclists and horse riders crossing	1

4.1.16 Question 8 asked respondents if they agreed or disagreed with the proposals for the provision of connections for walking, cycling and horse riding between Wansford, Sutton and local amenities. This question provided a series of tick box options and an area to write any free text comments. **Figure 4.9** presents a summary of responses to the tick box options and **Table 4.9** summarises the free text box responses.

Figure 4.9 – Response to question 8a. Do you agree or disagree with the proposals for the provision of connections for walking, cycling and horse riding between Wansford, Sutton and local amenities?

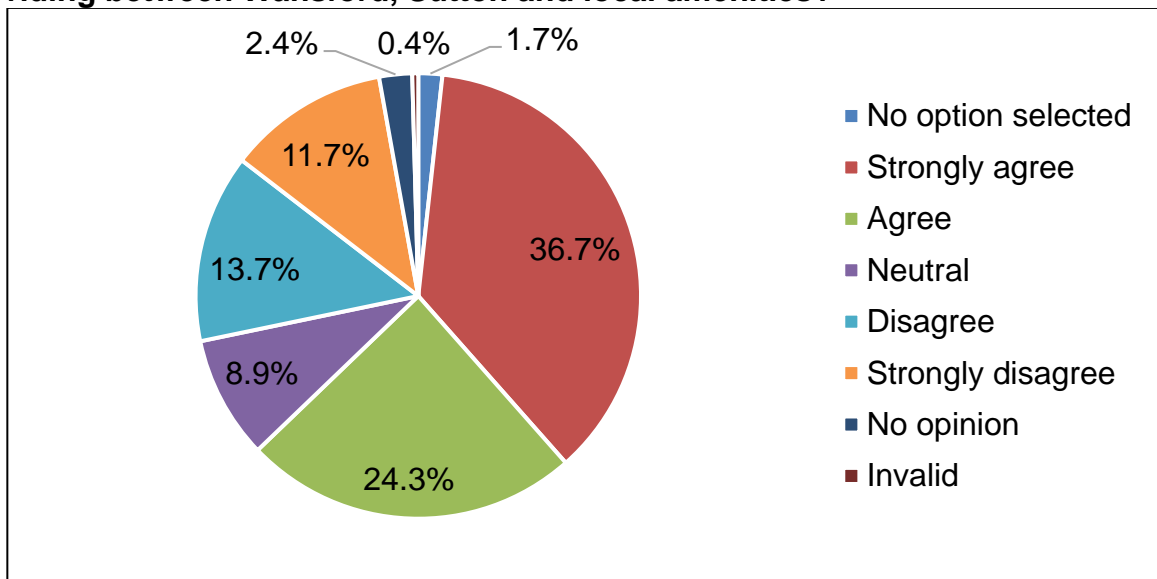


Table 4.9 – Summary of free text responses to question 8b

Theme	Frequency of comment
Alignment of dual-carriageway	11
Concern - cost	1
Concern - reasoning behind route chosen	2
Oppose - proposed route	4
Suggestion - northern alignment	4
Consultation	33
Events - criticism	2
Info / materials - criticism	5
Info / materials - maps	1
Info / materials - maps (criticism)	12
Info / materials - misleading / vague	6
Info / materials - questions (criticism)	1
Info / materials - website - criticism	1
Process - comment	1
Process - criticism	1

Table 4.9 – Summary of free text responses to question 8b

Theme	Frequency of comment
Process - positive	1
Process - suggestion	2
Enlarged Nene Way Roundabout	6
Concern - provision of facilities for walkers, cyclists and horse riders	3
Suggestion - provision of facilities for walkers, cyclists and horse riders	3
Improved western roundabout at A1 / A47 junction	2
Suggestion - provision of facilities for walkers, cyclists and horse riders	2
Link road off the eastern roundabout at A1 / A47 junction	12
Benefit - provision of facilities for walkers, cyclists and horse riders	1
Concern - provision of facilities for walkers, cyclists and horse riders	2
Concern - provision of facilities for walkers, cyclists and horse riders (safety)	3
Suggestion - provision of facilities for walkers, cyclists and horse riders	5
Suggestion - relocate filling station	1
New dual-carriageway	2
Benefit - reduce congestion	1
Benefit - safety	1
Walkers, cyclists and horse riders	412
Benefit - Cycle West Project links	1
Benefit - economy	1
Benefit - families	1
Benefit - health / wellbeing	3
Benefit - improves access	16
Benefit - prevents flood risk	1
Benefit - promotes activities for walkers, cyclists and horse riders	4
Benefit - reduce crime / anti-social behaviour	2
Benefit - safety	20
Benefit - segregation from motorists	3
Concern - A1 crossing gradient	10
Concern - access	14
Concern - cost / benefit	1
Concern - disabled access	1
Concern - environment	1
Concern - flood risk	6
Concern - land take	5
Concern - landscape	3
Concern - local community	4
Concern - longer routes	1
Concern - noise / pollution from traffic	2

Table 4.9 – Summary of free text responses to question 8b

Theme	Frequency of comment
Concern - north-south route	40
Concern - not needed	4
Concern - other proposed routes	1
Concern - provision of facilities for walkers, cyclists and horse riders	3
Concern - plans inadequate	3
Concern - proximity to river	3
Concern - road / path surface	9
Concern - safety	46
Concern - vehicle access	1
Concern - width of access	10
General opposition	2
General support	15
General support - with caveat(s)	32
Oppose - due to alignment	6
Oppose - plans inadequate	7
Query - more information needed	11
Suggestion - additional route(s)	16
Suggestion - as part of northern route	6
Suggestion - use existing A47 local route for walkers, cyclists and horse riders	8
Suggestion - futureproof	1
Suggestion - grade separated crossing	2
Suggestion - provision of facilities for walkers, cyclists and horse riders	8
Suggestion - height of path	1
Suggestion - improve access	2
Suggestion - improve picnic area	2
Suggestion - join with existing routes	2
Suggestion - landscape mitigation	3
Suggestion - lighting	2
Suggestion - local council proposal	4
Suggestion - maintenance	3
Suggestion - noise mitigation	3
Suggestion - northern route as mitigation	1
Suggestion - north - south crossing (A47)	15
Suggestion - reduce A1 crossing gradient	8
Suggestion - road / path surface	11
Suggestion - segregation	7
Suggestion - signage / road markings	2
Suggestion - underpass / overpass	8

Table 4.9 – Summary of free text responses to question 8b

Theme	Frequency of comment
Suggestion - width of access	2
Sutton Heath Road connection to Nene Way	23
Suggestion – north - south walkers, cyclists and horse riders crossing	23
Southbound slip road off A1 to A47 eastbound	2
Concern - safety	1
Suggestion - improve A1 northbound slip road	1

4.1.17 Question 9 asked respondents to provide any other comments they had regarding the proposed scheme design. This question provided an area to write any free text comments. **Table 4.10** summarises the free text box responses.

Table 4.10 – Summary of free text responses to question 9

Theme	Frequency of comment
Alignment of dual-carriageway	308
Concern - air quality / pollution	3
Concern - congestion reduction insufficient	1
Concern - congestion will increase	2
Concern - construction / disruption	2
Concern - cost	27
Concern - decision making process	12
Concern - environment	19
Concern - flood risk	19
Concern - heritage / archaeology	20
Concern - infill / piling	2
Concern - land take	7
Concern - landscape	6
Concern - landscape mitigation	1
Concern - monument not priority	14
Concern - monument status challenge	2
Concern - noise mitigation	1
Concern - noise / vibration	5
Concern - provision of facilities for walkers, cyclists and horse riders	1
Concern - proximity to river	2
Concern - proximity to village	2
Concern - reasoning behind route chosen	12
Concern - safety	2
Concern - subsidence / ground stability	5
Concern - wildlife / biodiversity	25

Table 4.10 – Summary of free text responses to question 9

Theme	Frequency of comment
Concern - woodland	27
General support - with caveat(s)	1
Oppose - proposed route	42
Query - more information needed	3
Suggestion - avoid proximity to village	1
Suggestion - avoid scheduled monument in northern alignment	8
Suggestion - bridge (for northern alignment)	1
Suggestion - excavate monument	2
Suggestion - existing A47 as local road	3
Suggestion - further investigate monument	5
Suggestion - impact on monument can be mitigated	4
Suggestion - landscape barrier (for northern alignment)	4
Suggestion - landscape mitigation	1
Suggestion - local council proposal	2
Suggestion - northern alignment	86
Suggestion - northern route as mitigation	22
Suggestion - southern alignment	1
Suggestion - wildlife / biodiversity mitigation	1
Close direct access to The Drift	7
General support - with caveat(s)	1
Suggestion - prevent anti-social behaviour	1
Suggestion - remove road	1
Suggestion - signage	1
Suggestion - stay open for walkers, cyclists and horse riders / local access	2
Suggestion - stopping up	1
Consultation	154
Communication - comment	3
Communication - criticism	2
Communication - positive	11
Communication - suggestion	7
Events - criticism	5
Events - reference	4
Info / materials - criticism	3
Info / materials - environmental statement	1
Info / materials - maps (suggestion)	1
Info / materials - misleading / vague	4
Info / materials - Preliminary Environmental Information availability	1
Info / materials - questions (criticism)	3

Table 4.10 – Summary of free text responses to question 9

Theme	Frequency of comment
Info / materials - request	2
Info / materials - suggestion	9
Info / materials - website - criticism	2
Previous consultation - reference	2
Process - comment	1
Process - criticism	38
Process - positive	1
Process - request further engagement	18
Process - suggestion	25
Preliminary Environmental Information	194
Benefit - flood mitigation	1
Benefit - lack of impact	5
Benefit - preliminary environmental information (support)	9
Concern - air quality / pollution	1
Concern - air quality / pollution assessment	2
Concern - climate change / carbon dioxide emissions	1
Concern - designated area(s)	3
Concern - preliminary environmental information assessment	1
Concern - environment (general)	3
Concern - flood risk	5
Concern - further assessment needed	9
Concern - heritage / archaeology	15
Concern - heritage / archaeology assessment	3
Concern - land take	1
Concern - landscape	6
Concern - landscape mitigation	1
Concern - minerals / waste	1
Concern - mitigation	1
Concern - noise assessment	2
Concern - noise / vibration	6
Concern - assessment of facilities for walkers, cyclists and horse riders	2
Concern - preliminary environmental information (criticism)	4
Concern - river impact	1
Concern - safety	1
Concern - soils	1
Concern - subsidence / ground stability	2
Concern - traffic assessment	1
Concern - water quality / hydrology	4

Table 4.10 – Summary of free text responses to question 9

Theme	Frequency of comment
Concern - wildlife / biodiversity	12
Concern - woodland	5
Concern - woodland assessment	1
Query - more information needed	2
Suggestion - assessment methodologies	3
Suggestion - climate change mitigation	1
Suggestion - comply with Nene Valley Nature Improvement Area objectives	1
Suggestion - comply with planning policy	4
Suggestion - designated area(s) mitigation	1
Suggestion - environmental mitigation	1
Suggestion - flood mitigation	2
Suggestion - flood risk assessment	2
Suggestion - heritage / archaeology assessment	5
Suggestion - heritage / archaeology mitigation	9
Suggestion - landscape mitigation	15
Suggestion - light mitigation	1
Suggestion - noise / vibration mitigation	11
Suggestion - water quality / hydrology mitigation	4
Suggestion - wildlife / biodiversity mitigation	17
Suggestion - woodland mitigation	3
Enlarged Nene Way Roundabout	18
Concern - capacity	1
Concern - congestion reduction insufficient	1
Concern - congestion will increase	1
Concern - provision of facilities for walkers, cyclists and horse riders	1
Concern - peak time traffic signals ineffective	3
Concern - safety	1
Concern - wildlife / biodiversity	1
Suggestion - add westbound link	1
Suggestion - allow further modifications	1
Suggestion - further assessment	1
Suggestion - grade separation	2
Suggestion - lay-by (for proposed suggestion)	1
Suggestion - provision of facilities for walkers, cyclists and horse riders	1
Suggestion - slip road	1
Suggestion - traffic safety measures	1
General comments on proposed scheme	17
Benefit - cost (of proposed suggestions)	2

Table 4.10 – Summary of free text responses to question 9

Theme	Frequency of comment
Suggestion - equal weighting of scheme	1
Suggestion - other	4
Suggestion - remove roundabouts	1
Suggestion - retention of Wansford railway bridge	1
Suggestion - upgrade A1 to motorway	1
Timescale - long overdue / construct as soon as a possible	7
Improved western roundabout at A1 / A47 junction	68
Benefit - capacity	1
Benefit - local community	1
Concern - assessment / modelling	3
Concern - confusing design	1
Concern - congestion reduction insufficient	5
Concern - congestion will increase	1
Concern - health / wellbeing	2
Concern - local community access	13
Concern - noise / vibration	1
Concern - safety	6
General support	2
Query - more information needed	1
Suggestion - additional slip road	1
Suggestion - another roundabout	1
Suggestion - close Old North Road at roundabout	2
Suggestion - close Old North Road northbound	1
Suggestion - dual A1 overpass	1
Suggestion - enlarge / redesign roundabout	1
Suggestion - further improvements	1
Suggestion - improve community access	3
Suggestion - new A1 / A47 interchange	3
Suggestion - relocate	9
Suggestion - traffic safety measures	5
Suggestion - traffic signals	3
Link road off the eastern roundabout at A1 / A47 junction	29
Benefit - improves access	3
Benefit - no filling station through road	1
Concern - congestion will increase	4
Concern - cost	3
Concern - filling station access	1
Concern - filling station business	2

Table 4.10 – Summary of free text responses to question 9

Theme	Frequency of comment
Concern - lorry park capacity	2
Concern – safety of walkers, cyclists and horse riders	1
Concern - Sacrewell Farm charity	1
Concern - safety	1
General support	1
Suggestion - alternative proposal	1
Suggestion - filling station access	1
Suggestion - landscape mitigation	1
Suggestion - maintenance	2
Suggestion - provision of facilities for walkers, cyclists and horse riders	1
Suggestion - reduce crime / anti-social behaviour	1
Suggestion - surveillance camera (eastern roundabout)	1
Suggestion - traffic safety measures	1
New dual-carriageway	145
Benefit - convenience	1
Benefit - direct route	1
Benefit - economy	3
Benefit - local community access	2
Benefit - local council growth plans	1
Benefit - no impact	1
Benefit - reduce congestion	8
Benefit - safety	5
Concern - advance planning	1
Concern - congestion reduction insufficient	3
Concern - congestion will be caused elsewhere	1
Concern - congestion will increase	1
Concern - construction disruption	2
Concern - cost	3
Concern - drilling / excavation	12
Concern - existing infrastructure	12
Concern - futureproof	2
Concern - general	6
Concern - lack of improvement	2
Concern - land take	3
Concern - local community access	4
Concern - local community impact	3
Concern - not needed	1
Concern - property	2

Table 4.10 – Summary of free text responses to question 9

Theme	Frequency of comment
Concern - roundabouts	1
Concern - safety	7
General opposition	7
General support	13
General support - with caveat(s)	11
Query - more information needed	4
Suggestion - construction mitigation	5
Suggestion - improve road signs	1
Suggestion - improve / dual entire A47	2
Suggestion - land purchase	1
Suggestion - other	1
Suggestion - partial dualling	1
Suggestion - protect existing infrastructure	10
Suggestion - signage / road markings	5
Suggestion - traffic safety measures	1
Suggestion - use current A47	1
Suggestion - use existing routes	1
Timescale - long overdue / construct as soon as a possible	3
Walkers, cyclists and horse riders	102
Benefit - air quality / pollution mitigation	1
Benefit - improves access	2
Benefit - landscape / visual mitigation	1
Benefit - noise mitigation	1
Benefit – promotes activities for walkers, cyclists and horse riders	1
Benefit - proposed route	3
Benefit - safety	4
Concern - A1 crossing gradient	5
Concern - access	5
Concern - assessment	1
Concern - north-south route	8
Concern - not needed (specific route)	2
Concern - priority for walkers, cyclists and horse riders	2
Concern - road / path surface	3
Concern - safety	7
General support	1
General support - with caveat(s)	5
Suggestion - additional route(s)	10
Suggestion - avoid proximity to dual-carriageway	1

Table 4.10 – Summary of free text responses to question 9

Theme	Frequency of comment
Suggestion - priority for walkers, cyclists and horse riders	10
Suggestion - improve access	3
Suggestion - provision of facilities for walkers, cyclists and horse riders	6
Suggestion - landscape mitigation	1
Suggestion - maintenance	1
Suggestion - north-south crossing (A47)	1
Suggestion - pollution mitigation	1
Suggestion - reduce A1 crossing gradient	3
Suggestion - road / path surface	7
Suggestion - segregation	2
Suggestion - underpass / overpass	3
Sutton Heath Road connection to Nene Way	18
Concern - provision of facilities for walkers, cyclists and horse riders	1
Concern - safety	1
General support	1
General support - with caveat(s)	1
Suggestion - alternative proposal	1
Suggestion - maintenance	1
Suggestion - north-south walkers, cyclists and horse riders crossing	11
Suggestion - overpass / underpass	1
Southbound slip road off A1 to A47 eastbound	17
Benefit - capacity	1
Benefit - reduce congestion	2
Concern - congestion will be caused elsewhere	1
Concern - local community access	2
Concern - residencies	2
Concern - safety	2
General support	2
Suggestion - improve A1 northbound slip road	3
Suggestion - slip road over lay-by	2

4.1.18 Question 10 asked respondents if they agreed or disagreed with the findings or scope of the PEIR as outlined in the report, the PEIR NTS and the summarised information within the Applicant's consultation material. This question provided a series of tick box options and an area to write any free text comments. **Figure 4.9** presents a summary of responses to the tick box options and **Table 4.11** summarises the free text box responses.

Figure 4.10 – Response to question 10a. Do you agree or disagree with the finding or scope of the Preliminary Environment Information Report as outlined in the report, the Non-Technical Summary and / or summarised information within our consultation material?

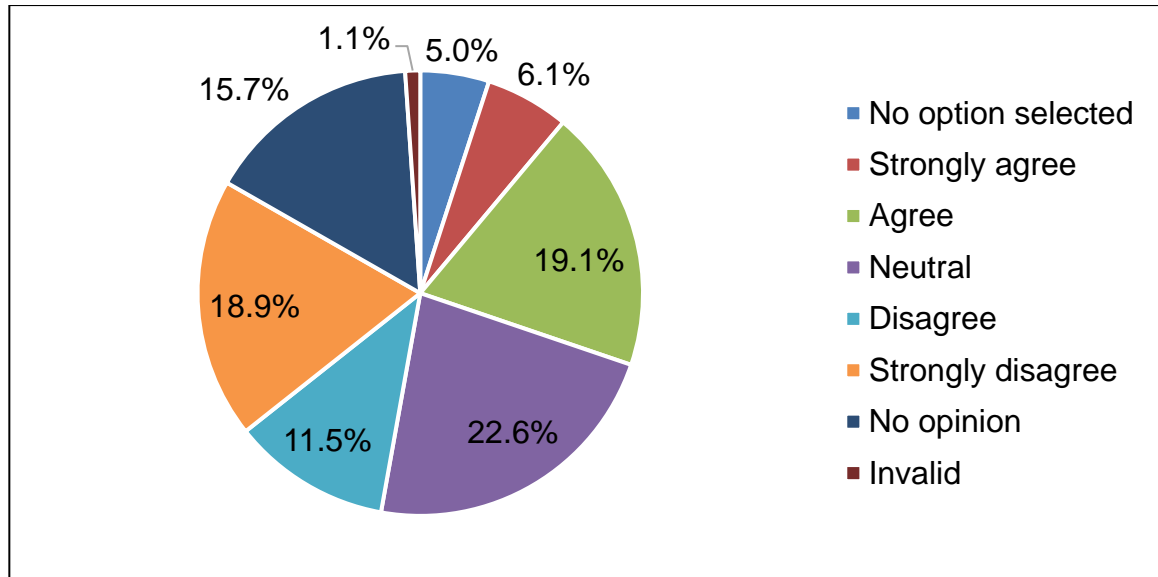


Table 4.11 – Summary of free text responses to question 10b

Theme	Frequency of comment
Alignment of dual-carriageway	42
Benefit - no impact	1
Concern - construction/disruption	1
Concern - cost	2
Concern - decision making process	1
Concern - environment (general)	3
Concern - monument not priority	1
Concern - reasoning behind route chosen	4
Concern - scheduled monument	1
Oppose - proposed route	3
Suggestion - avoid scheduled monument in northern alignment	1
Suggestion - impact on monument can be mitigated	1
Suggestion - northern alignment	5
Suggestion - northern route as mitigation	18
Consultation	25
Events - criticism	1
Info / materials - criticism	1
Info / materials - maps (criticism)	2
Info / materials - misleading / vague	2
Info / materials - Preliminary Environmental Information availability	12
Info / materials - positive with caveat(s)	1
Process - comment	1

Table 4.11 – Summary of free text responses to question 10b

Theme	Frequency of comment
Process - criticism	3
Process - request further engagement	1
Process - suggestion	1
Preliminary Environmental Information	250
Benefit - preliminary environmental information (support)	1
Concern - air quality / pollution	5
Concern - air quality / pollution assessment	3
Concern - cost	1
Concern - designated areas	2
Concern - preliminary environmental information assessment	11
Concern - environment (general)	19
Concern - flood assessment	2
Concern - flood risk	23
Concern - further assessment needed	5
Concern – heritage / archaeology	4
Concern - land take	4
Concern - landscape	7
Concern - landscape impact of mitigation	1
Concern - mitigation costs	1
Concern - monument not priority	6
Concern - noise assessment	3
Concern - noise/vibration	7
Concern - preliminary environmental information (criticism)	42
Concern - proximity to river	2
Concern - river impact	11
Concern – subsidence / ground stability	3
Concern - water quality / hydrology	1
Concern – wildlife / biodiversity	25
Concern - woodland	25
General opposition	1
Query - more information needed	4
Suggestion - air quality / pollution mitigation	1
Suggestion - assessment needed	9
Suggestion - avoid proximity to river	1
Suggestion - comply with Scoping Opinion(s)	9
Suggestion - greater walkers, cyclists and horse riders priority	1
Suggestion – heritage / archaeology mitigation	1
Suggestion - landscape mitigation	1
Suggestion - noise mitigation	4
Suggestion – wildlife / biodiversity mitigation	3
Suggestion - woodland mitigation	1
Enlarged Nene Way Roundabout	2
Concern - design	1

Table 4.11 – Summary of free text responses to question 10b

Theme	Frequency of comment
Suggestion - further improvements	1
General comments on proposed scheme	4
Concern - congestion issues not addressed	1
Concern - roundabouts	1
Concern - safety	1
Suggestion - open monument to public	1
Improved western roundabout at A1 / A47 junction	4
Concern - local community access	1
Concern - safety	2
Suggestion - traffic signals	1
New dual-carriageway	3
Concern - lack of improvement	1
Concern - safety	1
Concern - traffic assessment	1
Walkers, cyclists and horse riders	5
Concern - access	1
Concern - safety	1
Suggestion - greater priority for walkers, cyclists and horse riders	3

4.2 Regard to responses to the statutory consultation (in accordance with section 49 of the Planning Act 2008)

- 4.2.1 Section 49 of the PA 2008 imposes a duty on the applicant to 'have regard to any relevant responses received under section 42, section 47 or section 48 of the PA 2008 within the specified deadline.
- 4.2.2 The Applicant considers that the responses to the closed questions included in the response form provided as part of the statutory consultation under section 47 of the PA 2008 support the submitted application.
- 4.2.3 The Applicant has shown regard to all other issues raised during the statutory consultation, in accordance with section 49 of the PA 2008. This is reported in detail in the Annex N of this Report (**TR010039/APP/5.2**), which includes tables summarising written consultation responses and evidencing the regard had to each of them.
- 4.2.4 Tables are included for each individual strand of statutory consultation (section 42(a), section 42(b), section 42(d), section 47 and section 48).

4.3 Regard had to responses to the autumn 2020 targeted consultation and project update (in accordance with section 49 of the Planning Act 2008)

- 4.3.1 As set out in sections 3.9 and 3.10 of this Report, following the initial statutory consultation, the Applicant carried out additional targeted consultation and engagement in autumn 2020 with the community and stakeholders, including statutory consultation under section 42 of the PA 2008 and newly identified land interests. The Applicant invited consultees to provide feedback on its proposals, including an updated scheme design.
- 4.3.2 The Applicant asked consultees to provide feedback in freeform text using the following methods:
- Post to A47 WANSFORD TO SUTTON, Highways England, Woodlands, Manton Lane, Bedford MK41 7LW
 - Email to A47WansfordtoSuttonRIS@highwaysengland.co.uk
- 4.3.3 The Applicant has set out how it has had regard to comments it received to the project update and targeted consultation in Annex O of this Report (**TR010039/APP/5.2**).

4.4 Regard had to response to the May and June 2021 targeted consultation (in accordance with section 49 of the Planning Act 2008)

- 4.4.1 As explained in section 3.11 of this Report, in May and June 2021 the Applicant consulted selected Category 1 and 2 land interests who would be directly affected by further refinements to the Scheme's red line boundary. The Applicant consulted these land interests under section 42 of the PA 2008 and invited consultees to provide feedback on its updates proposals.
- 4.4.2 The Applicant has set out how it has had regard to comments it received to the targeted consultation in Annex O of this Report (**TR010039/APP/5.2**).

4.5 Summary of scheme changes as a result of consultation

4.5.1 **Table 4.12** sets out key design changes made as a result of responses received during the statutory consultation.

4.5.2 Further information about the decision-making process behind the design of the Scheme is provided in the Scheme Design Report (**TR010039/APP/7.4**), submitted with the application.

Table 4.12 Changes to the scheme as a result of consultation		
No.	Element of the scheme & issue raised in consultation	Design change as a result of consultation response
1	<p>Cyclists through Sutton Comment in 2018 statutory consultation that Sutton would become a constant through flow of cyclists with 2018 design. Suggestion that the best route for them would be on the old A47 which would be a local road.</p>	<p>This is no longer an issue – the main walking and cycling route is no longer through Sutton in the submitted version of the Scheme. Cyclists can continue on the shared footway/cycleway that is to be provided on the old alignment of the A47, that would be closed to traffic. They do not have to go through Sutton.</p>
2	<p>Windgate Way and properties on Great North Road / slip road from A1 Comments in 2018 statutory consultation that the proposed new slip road may cause residents on Windgate Way and Great North Road difficulty joining the A1. Comments regarding safety implications from slip road.</p>	<p>The Scheme has been altered since the 2018 statutory consultation. A new, safer access to the properties on the A1, north of Windgate Way, is proposed.</p> <p>Some key changes to the design include realignment of the A1 southbound to A47 eastbound slip road, removal of the bus stop and the direct access to the A1 from properties adjacent to Windgate Way for safety reasons.</p> <p>Access to the properties on Great North Road, to the north of Windgate Way would be altered by the Scheme due to the permanent severance of access from Windgate Way directly onto the A1. A new access road would be provided from the properties on Windgate Way to the north along the historic route of the A1 connecting at Abbotts Cottage. The access road would improve the safety for users accessing the properties at Windgate Way.</p>

3	<p>Access to Sacrewell Farm Comments in 2018 statutory consultation about access to Sacrewell Farm and the BP petrol filling station. Suggestions of an underpass to allow safe north/south local access for all traffic including walkers, horse riders and cyclists.</p>	<p>Due to the alignment of the new A47 a dedicated access is being provided to provide safe access Sacrewell Farm. The link road to the petrol station is required to ensure traffic can safely get back onto A47.</p>
4	<p>Nene Way Roundabout Concerns in 2018 statutory consultation that there was no safe route across the new A47 to link Sutton and Wansford with Southorpe and beyond. Comments that Nene Way roundabout should be re-positioned in line with the new A47 taking the Northern route along/above the existing A47.</p>	<p>Since the statutory consultation in 2018, the Applicant has analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, the changes have been made to the design of the Scheme. The Scheme design includes a relocated roundabout at the eastern end of the Scheme, that directly connects the A47 to a new link to Sutton Heath Road, proving a connection to Southorpe and beyond.</p> <p>This realignment has resulted in a new location for the roundabout to the west (the Sutton Heath roundabout) and the existing Nene Way roundabout will be removed. The new roundabout (which replaces the Nene Way roundabout) is positioned in a location in line with the existing A47.</p>
5	<p>Upton Drift The improvements proposed to the Upton Drift were not considered adequate – comments that the road wasn't wide enough for HGVs or farm vehicles.</p>	<p>Since the 2020 consultation and engagement further work has been undertaken including swept path analysis.</p> <p>The design has been developed with further works now included in the Scheme, including amending the geometry of the Upton Drift and increasing the size of the passing places to make them capable of accommodating large vehicles. These works have been discussed with Peterborough City Council and the emergency services.</p>

<p>6</p>	<p>Northern Route</p> <ul style="list-style-type: none"> Concerns that there was no attempt to challenge Historic England about a route through the scheduled monument. Concerns that the Scheme avoids going through Homes England land to the north of the existing A47. Concerns that the southerly route is too near houses in Sutton and too close to the river. Concerns that the route destroys too much woodland. 	<p>Discussions have been held with Historic England throughout the development of the design.</p> <p>The proposed alignment was altered further following the 2018 statutory consultation and following recent discussions with Historic England.</p> <p>The Applicant analysed all the responses from the consultation and engaged with key stakeholders to fully understand the feedback received. As a result, changes were made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. This crosses Homes England Land and the southeast corner of the scheduled monument.</p> <p>The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at statutory consultation in 2018.</p>
<p>7</p>	<p>Old North Road Concerns about the access and exit from the Old North Road being difficult following dualling.</p>	<p>Since the statutory consultation in 2018, the Applicant has analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design of the Scheme. The dual exit lanes are no longer part of the Scheme.</p>
<p>8</p>	<p>Traffic signals Comments regarding proposed part time traffic signals and thoughts that this would not work.</p>	<p>Since the 2018 consultation, the design has been amended. No traffic lights are proposed as part of the Scheme.</p>
<p>9</p>	<p>Cyclist Provision Comments regarding the provision for cyclists and stating this was unclear. Opinions that for crossing point at roundabouts for cyclists the risk factor had been significantly increased not reduced due to the</p>	<p>The Scheme would remove the existing A47/Upton Road/Peterborough Road roundabout severing the north to south route for general traffic at this point. Upton Road and Peterborough Road are advisory cycle routes. However, the north to south route for general traffic</p>

	<p>higher approach & entry onto the roundabout speeds of traffic.</p>	<p>would be replaced further to the west with a new roundabout and new link roads to Sutton Heath Road to the north and Peterborough Road to the south. Cyclists would be discouraged from using the new roundabout and would be directed to a proposed new underpass at the disused railway line, which will facilitate the safe crossing of the new A47 for walkers and cyclists. A Walking, Cycling and Horse-Riding Assessment has been undertaken, and further design, mitigation and enhancement measures are summarised in Section 12.9 of Chapter 12 Population and human health of the Environmental Statement (TR010039/APP/6.1).</p>
<p>10</p>	<p>North-South Provision Comments that north-south provision should be made for cyclists and walkers, as well as east to west provision.</p> <p>Comments seeking an underpass utilising the old railway line near Sutton Heath Road to create a safe crossing of the A47 for walkers and cyclists.</p>	<p>In addition to providing improved east to west connections for walkers and cyclists, an underpass will be provided at the disused railway line allowing a connection between the proposed footway/cycleway on the southern side of the A47 alignment and the section of Sutton Heath Road which will become a cul-de-sac as a result of the Scheme. This infrastructure will provide a safe route for north to south trips across the A47. A Walking, Cycling and Horse-Riding Assessment has been undertaken, and further design, mitigation and enhancement measures are summarised in Section 12.9 of Chapter 12 Population and human health of the Environmental Statement (TR010039/APP/6.1).</p>

5 CONCLUSION

5.1 Compliance with advice and guidance

- 5.1.1 The Applicant has undertaken the consultation process which complies with the DCLG guidance '*Planning Act 2008: Guidance on the pre-application process*' (published March 2015) as well as relevant advice notes published by the Inspectorate.
- 5.1.2 **Table 5.1** below sets out how the Applicant has complied with DCLG guidance in carrying out the statutory consultation.

Table 5.1 Compliance with DCLG guidance on the pre-application process		
Para:	Requirement:	Evidence of compliance:
17	When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.	Documents produced as part of the consultation clearly stated their status. Letters issued to consultees as part of the section 42 and section 47 consultations set out that they contained details of statutory consultation. The status of the consultation brochure is set out in its page 5, and the status of the consultation response form on its page 2. Copies of these documents can be found in Annex J of this Report (TR010039/APP/5.2).
18	Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.	The Applicant engaged early with the local community, local authorities and statutory consultees through a non-statutory consultation on options for the Scheme. This is set out in Chapter 2 of this Report. The Applicant continued engagement with stakeholders prior to the statutory consultation to discuss key issues and kept them updated about the Applicant's work. This is set out in section 2.3 of this Report.
19	The pre-application consultation process is crucial to the effectiveness of the major infrastructure consenting regime. A thorough process can give the Secretary of State confidence that issues that will arise during the 6 months' examination period have been identified, considered, and – as far as possible – that applicants have sought to reach agreement	The Applicant has conducted a thorough consultation process which has allowed it to identify, consider and, as far as possible, seek to reach agreement on issues likely to arise during the six-month examination. The early engagement and options consultation set out in Chapter 2 of this Report provided the Applicant with the opportunity to identify and consider issues early in the development of the Scheme.

Table 5.1 Compliance with DCLG guidance on the pre-application process		
Para:	Requirement:	Evidence of compliance:
	on those issues.	The statutory consultation set out in Chapter 3 of this document built on this understanding and further identified and considered issues likely to arise. Annex N of this Report (TR010039/APP/5.2) includes evidence of how the Applicant has considered issues raised during the statutory consultation. Where appropriate, the Applicant has prepared SoCGs with relevant statutory consultees to demonstrate areas of agreement.
20	<p>Experience suggests that, to be of most value, consultation should be:</p> <ul style="list-style-type: none"> • Based on accurate information that gives consultees a clear view of what is proposed including any options; • Shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed; and • Engaging and accessible in style, encouraging consultees to react and offer their views. 	<p>For both the options and statutory consultation, the Applicant shared information at an early enough stage to allow the proposal to be influenced, while being sufficiently developed to provide some detail on what is being proposed.</p> <p>In each of its consultations, the Applicant developed a clear scope for what could be influenced by consultees. For the options consultation, this was to feedback on the four route options. For the statutory consultation, this was to provide feedback on the design of the upgrade, including the location, purpose and layout of junctions, WCH provision, and environmental impact and mitigation.</p> <p>For each consultation, the Applicant published a consultation brochure written in an engaging and accessible style, setting out what it was possible to influence at that stage, providing accurate information that gave consultees a clear view of what was proposed, and encouraging them to give their views. A copy of the brochure produced for the options consultation is included with Annex A of this Report (TR010039/APP/5.2). A copy of the brochure produced for the statutory consultation is provided in Annex J of this Report (TR010039/APP/5.2).</p>

Table 5.1 Compliance with DCLG guidance on the pre-application process		
Para:	Requirement:	Evidence of compliance:
25	<p>Consultation should be thorough, effective and proportionate. Some applicants may have their own distinct approaches to consultation, perhaps drawing on their own or relevant sector experience, for example if there are industry protocols that can be adapted. Larger, more complex applications are likely to need to go beyond the statutory minimum timescales laid down in the Planning Act to ensure enough time for consultees to understand project proposals and formulate a response. Many proposals will require detailed technical input, especially regarding impacts, so sufficient time will need to be allowed for this. Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible.</p>	<p>The Applicant has conducted a thorough, effective and proportionate statutory consultation. The 56 days provided (including the extended consultation period) to comment for consultation under section 42, section 47 and section 48 of the PA 2008 was greater than the 28 calendar days required to be provided for comments as prescribed by s45(2) of the PA 2008. Based on the Applicant's experience of the sector and developing highways schemes, it considered this period of comment proportionate to the scale and complexity of the Scheme.</p> <p>The Applicant has also been conscious of the need to be sufficiently flexible to respond to the needs and requirements of consultees. As set out in Chapter 3 of this Report, it provided a variety of means to respond to the statutory consultation, including completing a response form online, completing and returning a hard copy of the response form, submitting comments by letter, or submitting comments by email. The Applicant also provided a variety of means of finding out about the proposal, including attending a consultation event, looking on the Scheme consultation website, going to a public information point, or contacting the Applicant directly.</p>
26	<p>The Planning Act requires certain bodies and groups of people to be consulted at the pre-application stage but allows for flexibility in the precise form that consultation may take depending on local circumstances and the needs of the project itself. Sections 42 – 44 of the Planning Act and Regulations set out details of who should be consulted, including local authorities, the Marine Management Organisation (where</p>	<p>The Applicant has identified and consulted with parties prescribed by section 42, section 43 and section 44 of the PA 2008, as well as the local community as prescribed in section 47 of the PA 2008 and defined in the SoCC. Details of how the Applicant consulted in accordance with each of these sections of the PA 2008 are set out in Chapter 3 of this Report.</p>

Table 5.1 Compliance with DCLG guidance on the pre-application process		
Para:	Requirement:	Evidence of compliance:
	<p>appropriate), other statutory bodies, and persons having an interest in the land to be developed. Section 47 in the Planning Act sets out the applicant's statutory duty to consult local communities. In addition, applicants may also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be significantly affected by the project.</p>	
27	<p>The Planning Act and Regulations set out the statutory consultees and prescribed people who must be consulted during the pre-application process. Many statutory consultees are responsible for consent regimes where, under Section 120 of the Planning Act, decisions on those consents can be included within the decision on a Development Consent Order. Where an applicant proposes to include non-planning consents within their Development Consent Order, the bodies that would normally be responsible for granting these consents should make every effort to facilitate this. They should only object to the inclusion of such non-planning consents with good reason, and after careful consideration of reasonable alternatives. It is therefore important that such bodies are consulted at an early stage. In addition, there will be a range of national and other interest groups who could be make an important contribution during consultation. Applicants are therefore encouraged to consult widely on</p>	<p>Statutory consultees such as the Environment Agency, Natural England and Historic England were engaged with early in the development of the scheme, prior to the options consultation. Early engagement is set out in section 2.3 of this Report, and records of engagement are provided in Annex M of this Report (TR010039/APP/5.2).</p> <p>These bodies contacted at the options consultation detailed in Chapter 2 continued to be engaged in the period between this and the statutory consultation as set out in Chapter 3. They were then consulted under section 42 of the PA 2008 as set out in section 3.3 of this Report. Annex K of this Report (TR010039/APP/5.2) lists the prescribed consultees identified and consulted.</p>

Table 5.1 Compliance with DCLG guidance on the pre-application process		
Para:	Requirement:	Evidence of compliance:
	project proposals.	
29	<p>Applicants will often need detailed technical input from expert bodies to assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters. Technical expert input will often be needed in advance of formal compliance with the pre-application requirements. Early engagement with these bodies can help avoid unnecessary delays and the costs of having to make changes at later stages of the process. It is equally important that statutory consultees respond to a request for technical input in a timely manner. Applicants are therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.</p>	<p>The Applicant sought technical input from relevant expert bodies at every stage of the Scheme’s development. This includes the early engagement set out in section 2.3, the options consultation set out in Chapter 2, and the statutory consultation set out in Chapter 3 of this Report.</p>
38	<p>The role of the local authority in such discussions should be to provide expertise about the make-up of its area, including whether people in the area might have particular needs or requirements, whether the authority has identified any groups as difficult to reach and what techniques might be appropriate to overcome barriers to communication. The local authority should also provide advice on the appropriateness of the Applicant’s suggested consultation techniques and methods. The local authority’s aim in such discussions should be to ensure that the people affected by the development can take part in a thorough, accessible and effective consultation exercise about the proposed project.</p>	<p>The Applicant engaged early with host local authorities to seek expertise on these issues. This included early engagement and the production of a draft SoCC prior to the options consultation, as set out in Table 2.1 in this Report. As prescribed by section 47 of the PA 2008, the Applicant prepared a SoCC setting out how it proposed to consult people living in the vicinity of the Scheme. The Applicant consulted each local authority that is within section 43(1) of the PA 2008 on the SoCC. The regard that the Applicant had to responses received as part of this consultation on the draft SoCC is set out in Table 3.1 in this Report.</p>

Table 5.1 Compliance with DCLG guidance on the pre-application process

Para:	Requirement:	Evidence of compliance:
41	Where a local authority raises an issue or concern on the Statement of Community Consultation which the applicant feels unable to address, the applicant is advised to explain in their consultation report their course of action to the Secretary of State when they submit their application.	The regard that the Applicant had to responses received as part of this consultation is set out in Table 3.1 .
50	It is the Applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of Reference (which records and categories those land interests) is up to date at the time of submission.	The Applicant has diligently sought to identify all land interests and ensure that the Book of Reference (TR010039/APP/4.3) remains up to date.
54	In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all Sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultation in their area.	The Applicant has adopted an inclusive approach to consultation to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. The SoCC included proposals to support the participation of hard-to-reach groups in the consultation, and the Applicant incorporated local authority feedback on this subject into the SoCC. Details of the approach set out in the SoCC are included in Table 3.6 , and details of the regard the Applicant had to local authority comments on this are included in Table 3.1 .
55	Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could	For each consultation, the Applicant published a brochure written in an engaging and accessible style, setting out what it was possible to influence at that stage, providing accurate information that gave consultees a clear view of what was proposed, and encouraging them to give their views. A copy of the brochure

Table 5.1 Compliance with DCLG guidance on the pre-application process		
Para:	Requirement:	Evidence of compliance:
	prepare a short document specifically for local communities, summarising the project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested. There may be cases where documents may need to be bilingual (for example, Welsh and English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.	produced for the options consultation is included with Annex A of this Report (TR010039/APP/5.2). A copy of the brochure produced for the statutory consultation is included in Annex J of this Report (TR010039/APP/5.2). Copies of consultation materials were available in alternative formats on request.
57	The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be made available online, at any exhibitions or other events held by applicants. It should be placed at appropriate local deposit points (for example libraries, council offices) and sent to local community groups as appropriate.	As set out in section 3.2, the Applicant included a framework for community consultation in the SoCC, including where details and dates of events would be published. The SoCC was made available on the scheme consultation website, at all exhibitions, and placed at local deposit points as set out in Table 3.2 .
58	Applicants are required to publicise their proposed application under Section 48 of the Planning Act and the Regulations and set out the detail of what this publicity must entail. This publicity is an integral	The Applicant publicised the proposed application under section 48 of the PA 2008 by publishing notices nationally in the <i>London Gazette</i> and <i>The Guardian</i> both on 18 September 2018. The notice was published locally in the <i>Peterborough</i>

Table 5.1 Compliance with DCLG guidance on the pre-application process		
Para:	Requirement:	Evidence of compliance:
	part of the public consultation process. Where possible, the first of the 2 required local newspaper advertisements should coincide approximately with the beginning of the consultation with communities. However, given the detailed information required for the publicity in the Regulations, aligning publicity with consultation may not always be possible, especially where a multi-stage consultation is intended.	<i>Telegraph</i> on 20 September 2018 and in the <i>Cambridge News</i> on 25 September 2018. These notices are included in Annex G of this Report (TR010039/APP/5.2).
68	To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time consultees will need sufficient information on a project to be able to recognise and understand the impacts.	<p>For both the options and statutory consultations, the Applicant shared information at an early enough stage to allow the proposal to be influenced, while being sufficiently developed to provide sufficient information on what is being proposed to enable consultees to recognise and understand its impacts.</p> <p>In each consultation, the Applicant developed a clear scope of what could be influenced by consultees. For the options consultation, this was to feedback on the four route options. For the statutory consultation, this was to provide feedback on the design of the upgrade, including the location, purpose and layout of junctions, environmental impact and mitigation and WCH provision.</p> <p>For each consultation, the Applicant published a brochure written in an engaging and accessible style, setting out what it was possible to influence at that stage, providing accurate information that gave consultees a clear view of what was proposed, and encouraging them to react and offer their views. A copy of the brochure produced for the options consultation is included with Annex A of this Report (TR010039/APP/5.2). A copy of the brochure produced for the statutory</p>

Table 5.1 Compliance with DCLG guidance on the pre-application process		
Para:	Requirement:	Evidence of compliance:
		consultation is included in Annex J of this Report (TR010039/APP/5.2).
72	<p>The timing and duration of consultation will be likely to vary from project to project, depending on size and complexity, and the range and scale of the impacts. The Planning Act requires a consultation period of a minimum of 28 days from the day after receipt of the consultation documents. It is expected that this may be sufficient for projects which are straightforward and uncontroversial in nature. But many projects, particularly larger or more controversial ones, may require longer consultation periods than this. Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project. It is also important that consultees do not withhold information that might affect a project, and that they respond in good time to applicants. Where responses are not received by the deadline, the applicant is not obliged to take those responses into account.</p>	<p>Consultees were provided with 56 calendar days to provide their comments (more than the minimum prescribed by section 45(2) of the PA 2008). This included the 14-day consultation extension period, provided as a result of the Applicant adding a question to the statutory consultation response form during the statutory consultation period. From the day after the day the additional question was received by stakeholders and the local community, 45 were given to consider it and provide feedback to the Applicant. Section 3.8 of this Report provides more detail about the extension the statutory consultation.</p>
73	<p>Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the project proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward is fundamentally different from what was consulted on, further consultation may well be needed. This may be necessary if, for example, new information</p>	<p>The Applicant made changes to the Scheme after the statutory consultation, in response to the feedback it received. However, as the proposals have not changed very substantially, the Applicant deemed that re-running full statutory consultation was not necessary.</p> <p>The Applicant has, however, undertaken targeted statutory consultations with land interests, including newly identified land interests, affected by changes to the Scheme's development boundary. This is</p>

Table 5.1 Compliance with DCLG guidance on the pre-application process		
Para:	Requirement:	Evidence of compliance:
	arises which renders all previous options unworkable or invalid for some reason. When considering the need for additional consultation, applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors.	set out in sections 3.10 and 3.11 of this Report. The Applicant has also communicated changes to the Scheme's design in a project update to the local community and stakeholders. This is set out in section 3.9 of this Report.
77	Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultations is fair to all parties, applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.	The Applicant sought to ensure that consultation was proportionate to the impacts of the Scheme in the area that it affects, takes account of the anticipated level of local interest, and taking account of the views of the relevant local authorities. Prior to the statutory consultation, the Applicant engaged with relevant local authorities to seek their views on whether its proposals for consultation were proportionate, and took into account the likely level of local interest. Details of the regard the Applicant had to local authority comments on the statutory consultation process are included in Table 3.1 .
84	A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual basis.	Details of the regard that the Applicant has had to consultation responses is set out in Annex N and Annex O of this Report (TR010039/APP/5.2).

- 5.1.3 The Applicant has also considered the advice given in the Inspectorate's 'Advice Note Fourteen: *Compiling the Consultation Report* (version two). Details of compliance with this is included in the **Table 5.2**.
- 5.1.4 In February 2021, the Inspectorate updated Advice Note Fourteen (version 3) in the main to include additional advice on reporting virtual consultation activity. As the Scheme held its statutory consultation in summer 2019, including public events, prior to the first coronavirus lockdown in March 2020 and the Infrastructure Planning (Publication and Notification of Applications etc.)(Coronavirus)(Amendment) Regulations July 2020, the Applicant has demonstrated compliance with the previous version of Advice Note Fourteen (version 2) in **Table 5.2**.

Table 5.2 Compliance with the Planning Inspectorate's advice note 14 compiling the consultation report	
Advice	Evidence of compliance:
Explanatory text should set the scene and provide an overview and narrative of the whole pre-application stage as it relates to a particular project. It would assist if a quick reference guide in bullet point form, summarising all the consultation activity in chronological order, is included near the start of the report.	This is provided in section 1.2 of this Report.
The applicant should include a full list of the prescribed consultees as part of the consultation report.	This is provided in Annex K of this Report (TR010039/APP/5.2).
A short description of how section 43 of the Act has been applied in order to identify the relevant local authorities should be included, this could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.	This is set out in section 3.3 and Figure 3.2 in this Report.
Where compulsory acquisition forms part of the draft DCO the consultees who are also included in the book of reference for compulsory acquisition purposes should be highlighted in the consolidated list of prescribed consultees.	This is set out in the Book of Reference (TR010039/APP/4.3).
It would be helpful to provide a summary of the rationale behind the SoCC methodology to assist the Secretary of State's understanding of the community consultation and provide a context for considering how consultation was undertaken.	This is set out in section 3.2 of this Report.

Table 5.2 Compliance with the Planning Inspectorate's advice note 14 compiling the consultation report	
Advice	Evidence of compliance:
<p>Any consultation not carried out under the provisions of the Act should be clearly indicated and identified separately in the report from the Statutory Consultation. This does not necessarily mean that informal consultation has less weight than consultation carried out under the Act but identifying statutory and Non-Statutory Consultation separately will assist when it comes to determining compliance with statutory requirements.</p>	<p>Chapter 2 of this Report sets out clearly any non-statutory consultation and engagement with stakeholders which has not been carried out under the provisions of the PA 2008.</p>
<p>The summary of responses, if done well, can save a significant amount of explanatory text. We advise that applicants group responses under the 3 strands of consultation as follows:</p> <ul style="list-style-type: none"> • Section 42 prescribed consultees (including Section 43 and Section 44); • Section 47 community consultees; and • Section 48 responses to statutory publicity. <p>This list should also make a further distinction within those categories by sorting responses according to whether they contain comments which have led to changes to matters such as siting, route, design, form or scale of the scheme itself, or to mitigation or compensatory measures proposed, or have led to no change.</p>	<p>This Report is laid out in the suggested format and includes information on responses that have influenced the Scheme design. The summary of responses to the statutory consultation can be found in Chapter 4 of this Report.</p>
<p>A summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be included, including where responses have been received after deadlines set by the applicant.</p>	<p>A summary of responses by category together with an explanation of why responses have led to no design changes are provided in Annex N and Annex O of this Report (TR010039/APP/5.2).</p>

- 5.1.5 The Applicant considers that it has met the statutory requirements of the pre-application process. As set out in section 1.2, it has undertaken a programme of options and statutory consultation.
- 5.1.6 At each stage of consultation, the Applicant has considered and complied with relevant advice and guidance. The information included in **Tables 5.1 and 5.2** supports this through direct reference to DCLG's and the Planning Inspectorate's guidance on the DCO pre-application process.
- 5.1.7 In addition to this Report, the Applicant has completed the Section 55 checklist (**TR010039/APP/1.2**) to demonstrate how it has complied with the guidance.