

A47 Wansford to Sutton Dualling

Scheme Number: TR010039

Volume 9

9.39 Applicant's Comments on Deadline 8 Submissions

Infrastructure Planning (Examination Procedure) Rules 2010
Rule 8(1)(c)

Planning Act 2008

June 2022

Deadline 9

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Examination Procedure) Rules 2010**

A47 Wansford to Sutton
Development Consent Order 202[x]

**9.39 APPLICANT'S COMMENTS ON DEADLINE 8
SUBMISSIONS**

| | |
|---|---|
| Rule Number | Rule 8(1)(c) |
| Planning Inspectorate Scheme Reference | TR010039 |
| Application Document Reference | TR010039/EXAM/9.39 |
| BIM Document Reference | PCF STAGE 4 |
| Author | A47 Wansford to Sutton Project Team, National Highways |

| Version | Date | Status of Version |
|----------------|-------------|--------------------------|
| Rev 0 | June 2022 | Deadline 9 |

CONTENTS

| | | |
|---|--|----|
| 1 | INTRODUCTION..... | 4 |
| 2 | CLIMATE EMERGENCY POLICY AND PLANNING (CEPP) (REP8-044)..... | 5 |
| 3 | MILTON PETERBOROUGH ESTATES COMPANY (REP8-045) | 8 |
| 4 | PETERBOROUGH CITY COUNCIL (REP8-040, REP8-041, REP8-042) | 11 |

1 INTRODUCTION

- 1.1.1 The Development Consent Order (DCO) application for the A47 Wansford to Sutton Scheme was submitted on 05 July 2021 and accepted for examination on 02 August 2021.
- 1.1.2 The purpose of this document is to set out National Highways' (the Applicant) comments on Deadline 8 submissions.

2 CLIMATE EMERGENCY POLICY AND PLANNING (CEPP) (REP8-044)

| | Response | Applicant's Response |
|---|--|--|
| REP8-044 - Thornhaugh Conservation Area Appraisal Report and Management Plan | | |
| 1 | <p>Webpage submitted [REDACTED]</p> <p>Advice on reducing the UK's emissions</p> <p>How the CCC advises on UK emissions targets</p> <p>We assess the latest greenhouse gas emissions data to judge whether the UK is on course to meet its carbon budgets. We report progress to the UK Parliament and Parliaments in Scotland and Wales annually, and to Northern Ireland on request.</p> <p>UK emissions were 48% below 1990 levels in 2020 (This reduction reflects the impact COVID-19 had on emissions in 2020, much of which is not expected to be permanent. The fall in emissions between 2019 and 1990 was 40%).</p> <p>The first carbon budget (2008 to 2012) was met, as was the second (2013 to 2017) and the UK is on track to outperform the third (2018 to 2022). However, it is not on track to meet the fourth (2023 to 2027) or the fifth (2028-2032). To meet future carbon budgets and the Net Zero target for 2050 will require governments to introduce more challenging measures.</p> <p>Through the Climate Change Act, the UK government has committed to reduce emissions by at least 100% of 1990 levels (Net Zero) by 2050.</p> <p>As a signatory to the Paris Agreement, the UK has committed to contribute to global emission reductions to limit global temperature rise to well below 2°C and to pursue efforts towards 1.5°C above pre-industrial levels.</p> | <p>No response required.</p> <p>Please refer to response to REP8-043 within the Applicant's Comments on Responses to the Examining Authority's Third Written Questions (ExQ3) (TR010039/EXAM/9.40).</p> |

| Response | | Applicant's Response | |
|--|----------------------------|------------------------------------|-------------|
| <p>Carbon budgets</p> <p>The Climate Change Act requires the UK government to set legally-binding 'carbon budgets' which act as stepping stones towards the 2050 target. A carbon budget is a cap on the amount of greenhouse gases emitted in the UK over a five-year period. Budgets must be set at least 12 years in advance to allow policy-makers, businesses and individuals enough time to prepare. The CCC advises on the appropriate level of each carbon budget. Once accepted by Government, the respective budgets are legislated by Parliament. The budgets describe the cost-effective pathway to achieving the UK's long-term climate change objectives. They also take into account a range of other factors including scientific knowledge, technology, economic and social circumstances, amongst others.</p> <p>The first five carbon budgets have been put into law and run up to 2032. The UK is currently in the third carbon budget period (2018 to 2022). The Committee has published its advice on the Sixth Carbon Budget and Government legislated for this in June 2021. The first five carbon budgets have been put into law and run up to 2032. The UK is currently in the third carbon budget period (2018 to 2022). The Committee has published its advice on the Sixth Carbon Budget and Government legislated for this in June 2021.</p> | | | |
| | | | |
| | | | |
| Budget | Carbon budget level | Reduction below 1990 levels | Met? |
| 1st carbon budget (2008 to 2012) | 3,018 MtCO2e | 25% | Yes |
| 2nd carbon budget (2013 to 2017) | 2,782 MtCO2e | 31% | Yes |

| Response | | | | Applicant's Response |
|----------------------------------|--------------|-----------------------|-----------|----------------------|
| 3rd carbon budget (2018 to 2022) | 2,544 MtCO2e | 37% by 2020 | On track | |
| 4th carbon budget (2023 to 2027) | 1,950 MtCO2e | 51% by 2025 | Off track | |
| 5th carbon budget (2028 to 2032) | 1,725 MtCO2e | 57% by 2030 | Off track | |
| 6th carbon budget (2033 to 2037) | 965 MtCO2e | 78% by 2035 | Off track | |
| Net Zero Target | | At least 100% by 2050 | | |

3 MILTON PETERBOROUGH ESTATES COMPANY (REP8-045)

| | Response | Applicant's Response |
|---|---|--|
| REP8-045 Comments on Document 9.23 Applicant's Further Response to Actions from Hearings | | |
| 1 | <p>These representations are made without prejudice to making further representations for different reasons, or in order to amplify these representations.</p> <p>On behalf of Milton (Peterborough) Estates Company and Sir Philip Naylor Leyland BT.</p> <p>We have previously made responses, as this is the last one in the process this is to reinforce our concerns for the safety aspects following the closure of the Nene roundabout, which as an Estate we do not feel have been addressed sufficiently or communicated well enough with suitable explanations</p> | <p>The Applicant has previously responded to these concerns. Please see the responses below.</p> |
| 2 | <p>Upton Drift- Road Safety</p> <p>Upton Drift – we would like to point out that not only does Upton Drift cater for agricultural vehicles from Model Farm but also for Manor Farm, Upton which has one of the largest grain stores in the area and for our tenants at Scotsman's Lodge Farm Helpston who farm land down Upton Road, who would also use this access. That is a significant amount of large agricultural vehicles.</p> <p>Passing places are inadequate for multiple large agricultural vehicles and HGVs especially during the harvest months. As the current scheme stands, we believe the access road known as the Drift and the junctions onto Langley Bush Road will be un safe with the increased usage following the closure of Upton Road.</p> <p>Consideration would be given to the Drift Road being made</p> | <p>Please refer to Common Responses E and F within the Applicant's Response to the Relevant Representations (REP1-010).</p> <p>The improvements to the Upton Drift are appropriate for the level of traffic that will use it. They will also ensure that the access arrangements are in keeping with other local access roads in the area.</p> |

| | Response | Applicant's Response |
|---|--|---|
| | <p>into a dual road as Milton own the land on either side. Highways England have offered increased passing places and some straightening but these attract unwanted fly tipping and leisure parking/activities.</p> | |
| 3 | <p>Langley Bush Road/Sutton Heath Road</p> <p>It does not appear that any consideration has been given to the increased traffic that will use the Langley Bush Road down to the Sutton Heath Road Junction. It is narrow and unsuitable for large agricultural vehicle's, we are often told this is outside of the scheme area but by virtue of the road closures it is a road that will be majorly effected.</p> <p>It has high hedges on each side obscuring vision and the incline towards the junction will be treacherous during the winter months as it is outside the gritting scope of Peterborough City Council.</p> <p>The road safety element of the proposed road closures and the impact on the remaining roads we do not believe has been addressed satisfactorily.</p> <p>We have repeatedly asked for WRITTEN confirmation and explanation from Highways England on alternatives for example access onto the new roundabout and an east bound slip road onto the A47 from Upton Road. We have been given verbal reasons why these are untenable quoting the design manual. However, we would like reference to the design manual and substantiated reasoning.</p> | <p>Please refer to Common Responses F within the Applicant's Response to the Relevant Representations (REP1-010).</p> <p>Please also refer to the Applicant's response to Hearing Action Point 37 (REP5-020).</p> <p>Alternatives were screened out in the early design stage, please refer to the Scheme Design Report (AS-026).</p> <p>The short summary response to the concerns express is that a new access onto the Sutton Heath roundabout (from Upton Road) would require a significant amount of addition land take. Works would involve significant earthworks, pavement, drainage, and associated infrastructure. An additional crossing of the 2No. Anglian Water mains would also be required. The costs associated with the above would not provide a value for money solution, particularly when access to Upton from the A47 is already provided via Sutton Heath Road, Langley Bush Road, and the Upton Drift.</p> <p>With regards to an East bound slip road onto the A47 from Upton Road, this would only benefit users travelling eastbound from Upton, and users travelling to Upton from the west. All other journeys would need to use the Upton Drift / Langley Bush Road / Sutton Heath Road link, including users travelling between Upton and Sutton / Ailsworth. There would be increased safety implications with traffic using this type of junction compared the using the roundabout due to the</p> |

| | Response | Applicant's Response |
|---|---|--|
| | | <p>increased risk of high speed collisions. (particularly for slower agricultural vehicles). The new junction would also create a possible 'rat run' through Upton for traffic travelling east wishing to avoid the Sutton Heath roundabout.</p> <p>In accordance with CD123 the total length of this junction would be approximately 360m in length, consisting of: 110m auxiliary deceleration lane with 40m diverge radius 4.5m lanes at the back of the radii 30m merge radius with 40m nose and a 130m merge taper</p> <p>New pavement, drainage, planting, and possibly street lighting would be required to accommodate the new junction. The junction would impacting existing ditches, drainage, and vegetation in order to provide the required visibility onto the mainline.</p> <p>A considerable amount of additional land would be required to accommodate this junction and associated infrastructure. This is therefore not an appropriate solution for the low amount of traffic that would use it.</p> |
| 4 | <p>On behalf of the Milton (Peterborough) Estates Company & Sir Philip Naylor Leyland, we are in support of the Dualling of the A47 but will be minded to appeal against this application as it stands.</p> | <p>No response required.</p> |

4 PETERBOROUGH CITY COUNCIL (REP8-040, REP8-041, REP8-042)

| | Response | Applicant's Response |
|---|---|-----------------------|
| REP8-040 - Appendix 1 Thornhaugh Townscape Map | | |
| 1 | Submission of Appendix 1 Thornhaugh Townscape Map | No response required. |
| REP8-041 - Appendix 2 Thornhaugh Conservation Area Boundary | | |
| 1 | Submission of Appendix 2 Thornhaugh Conservation Area Boundary | No response required. |
| REP8-042 - Thornhaugh Conservation Area Appraisal Report and Management Plan | | |
| 1 | Submission of Thornhaugh Conservation Area Appraisal Report and Management Plan | No response required |