A66 Northern Trans-Pennine Project
TR010062

4.4 Consultation Report
Annex O: Supplementary Consultation Material

APFP Regulations 5(2)(q)

Planning Act 2008

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

Volume 4

June 2022

Infrastructure Planning

Planning Act 2008

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

A66 Northern Trans-Pennine Project Development Consent Order 202x

4.4 CONSULTATION REPORT ANNEX O: SUPPLEMENTARY CONSULTATION MATERIAL

Regulation Number:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010062
Application Document Reference	4.4
Author:	A66 Northern Trans-Pennine Project Team, National Highways

Version	Date	Status of Version
Rev 1	13 June 2022	DCO Application

Contents

1 Supplementary consultation - notification letters

2 Supplementary consultation – posters and signs

3 Supplementary consultation – brochures

4 Supplementary consultation - leaflets

5 Supplementary consultation – feedback forms

6 Supplementary consultation – maps

Annex O relates to Chapter 7: Ongoing engagement and supplementary consultation of the Consultation Report.

1 Supplementary consultation - notification letters

[redacted]
Senior Project Manager
A66 Northern Trans-Pennine project
National Highways
Fifth Floor
3 Piccadilly Place
Manchester
M1 3BN

Contact us: **0333 090 1192**

A66NTP@highwaysengland.co.uk

Name
Address 1
Address 2
Address 3
Address 4
Postcode

16th February 2022

Dear «Salutation»,

A66 NORTHERN TRANS-PENNINE PROJECT

Your chance to tell us about your views on changes to our plans

The A66 Northern Trans-Pennine project plans to dual the remaining single carriageway sections of the A66 between the M6 junction 40 at Penrith and the A1(M) junction 53 at Scotch Corner.

We have written to you before about our proposals and how they may impact on land which you own or have an interest in. We last wrote to you in autumn last year to share the plans which supported our consultation.

Since that consultation, we have been reviewing feedback, working further on developing the design and completing surveys to help us gain a better understanding of areas including environment, ecology, heritage and drainage.

This letter is to let you know that the designs in your area have changed. This might have an impact on the land we need to acquire from you, either on a permanent or temporary basis, should the project receive planning permission.

We have made changes in three main areas:

- Walking, cycling and horse-riding (WCH) provision. We have received a lot of feedback during consultation about the opportunity offered by the project to introduce improved connectivity for WCH routes. We have been working with local authorities and other stakeholders to introduce this provision. The WCH routes are largely within the red line boundary already identified at statutory consultation.

- Compounds. We have a requirement for compounds for management of materials, for welfare facilities and storage of equipment. Where we site compounds is dependent on the activity in that location, for example we will require compounds close to major structures. Some of these compounds have changed location since the consultation.

- Landform. We have made some changes since the last consultation by introducing some landscaped bunds on certain sections. This is intended to help to minimise the impacts of the road on communities and on the character of the landscape. In order to implement landform changes we will require land on a temporary basis but our aim is return land to landowners where possible once it has been regraded.

The plan included with this letter shows you how the aspects above impact on land owned by you or in which you have an interest.

You will also see other smaller changes which we have implemented as part of our design development.

We are holding a dedicated supplementary consultation to give you the opportunity to formally respond to these changes. You can find out more information and respond to this consultation online through the webpage https://highwaysengland.citizenspace.com/he/a66ntp-wch-landform-compounds-design-consultation

There is still work for us to do around areas such as ecological mitigation, so this plan might change slightly before we submit our application. We will continue to work with you through your local public liaison officer (PLO), to keep you updated on these developments.

If you would like a meeting to discuss the plans and how they impact on your land, please call us on the number below and we will arrange that meeting for you.

All responses must be made in writing:

Online: https://highwaysengland.citizenspace.com/he/a66ntp-wch-landform-compounds-design-consultation
Requesting a hard copy of the feedback form via telephone on 0333 090 1192 and sending it to us using the Freepost address.
Email: A66NTP@highwaysengland.co.uk
Postal address: Freepost A66 NORTHERN TRANS-PENNINE PROJECT

To allow us time to collect and assess all responses before finalising our application, please ensure your response reaches us 11.59pm on **Sunday 20 March** when the consultation closes.

Yours sincerely

Head of Design & DCO – A66 Northern Trans-Pennine project
Email: A66NTP@highwaysengland.co.uk
Tel: 0333 090 1192

[redacted]
Head of Design & DCO
A66 Northern Trans-Pennine project
Highways England
5th Floor, 3 Piccadilly Place
Manchester
M1 3BN

A66NTP@highwaysengland.co.uk
0333 090 1192

REF: A66/2 Kemplay Bank open space supplementary consultation

27 January 2022

Organisation Name
Address1
Address 2
Address3
Address4
Post Code

Dear xxx

A66 NORTHERN TRANS-PENNINE PROJECT
Your chance to tell us about your views on changes to our plans

The A66 Northern Trans-Pennine project plans to dual the remaining single carriageway sections of the A66 between the M6 junction 40 at Penrith and the A1(M) junction 53 at Scotch Corner.

We have written to you before about our proposals and how they may impact on land which you own or have an interest in. We last wrote to you in autumn last year to share the plans which supported our consultation.

Since that consultation, we have been reviewing feedback, working further on developing the design and completing surveys to help us gain a better understanding of areas including environment, ecology, heritage and drainage.

This letter is to let you know that the designs in your area have changed. This might have an impact on the land we need to acquire from you, either on a permanent or temporary basis, should the project receive planning permission.

The plan with this letter shows you how the current engineering plans and proposals around re-provided public open space impact on land owned by you or in which you have an interest.

We are holding a dedicated supplementary consultation to give you the opportunity to formally respond to these engineering changes and proposals around re-provided public open space. You can find out more information and respond to this consultation online through the webpage **https://highwaysengland.citizenspace.com/he/40d4915c**

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363

We are publishing a brochure with details of the plans which is available, along with a consultation feedback form and Freepost envelope at our local deposit points:

- **Penrith Library, St Andrew's Churchyard, Penrith CA11 7YA**
- **Esso Garage, Bridge Lane, Penrith CA11 8JB**

We are also holding a drop-in event at Penrith Cricket Club on Wednesday 9 February from 8am to 2pm where you can also pick up a copy of the brochure and/or consultation feedback form. The project team will also be on hand to answer questions.

If you cannot visit the deposit points or drop-in event we would be happy to post you a copy. Please call or email us using the details below.

There is still work for us to do around ecological mitigation and on the locations of areas such as landscaping and compounds, so this plan might change slightly before we submit our application. We will continue to work with you through your local public liaison officer (PLO), to keep you updated on these developments.

If you would like a meeting to discuss the plans and how they impact on your land, please call Paul Smith, your PLO. If you do not have the contact details for Paul, please call us on the number below and we will arrange that meeting for you.

All responses must be made in writing:

- Online: **https://highwaysengland.citizenspace.com/he/40d4915c**
- Requesting a hard copy of the feedback form via telephone on 0333 090 1192 and sending it to us using the Freepost address
- Attending one of our drop-in events and completing a feedback form
- Email: A66NTP@highwaysengland.co.uk
- Postal address: Freepost A66 NORTHERN TRANS-PENNINE PROJECT

To allow us time to collect and assess all responses before finalising our application, please ensure your response reaches us by 11.59pm on Sunday **27 February** when the consultation closes.

Yours sincerely

[redacted]

[redacted]

Head of Design & DCO – A66 Northern Trans-Pennine project
Email: A66NTP@highwaysengland.co.uk
Tel: 0333 090 1192

[redacted]
Head of Design & DCO
A66 Northern Trans-Pennine project
Highways England
5th Floor, 3 Piccadilly Place
Manchester
M1 3BN

A66NTP@highwaysengland.co.uk
0333 090 1192

REF: A66/4/5/Temple Sowerby to Appleby supplementary consultation

Organisation Name
Address1
Address 2
Address3
Address4
Post Code

27 January 2022

Dear xxx

A66 NORTHERN TRANS-PENNINE PROJECT
Your chance to tell us about your views on changes to our plans

The A66 Northern Trans-Pennine project plans to dual the remaining single carriageway sections of the A66 between the M6 junction 40 at Penrith and the A1(M) junction 53 at Scotch Corner.

We have written to you before about our proposals and how they may impact on land which you own or have an interest in. We last wrote to you in autumn last year to share the plans which supported our consultation.

Since that consultation, we have been reviewing feedback, working further on developing the design and completing surveys to help us gain a better understanding of areas including environment, ecology, heritage and drainage.

This letter is to let you know that the designs in your area have changed. This might have an impact on the land we need to acquire from you, either on a permanent or temporary basis, should the project receive planning permission.

The plan with this letter shows you how the current engineering plans impact on land owned by you or in which you have an interest.

We are holding a dedicated supplementary consultation to give you the opportunity to formally respond to these engineering changes. You can find out more information and respond to this consultation online through the webpage **https://highwaysengland.citizenspace.com/he/5350e278**

We are publishing a brochure with details of the plans which is available, along with a consultation feedback form and Freepost envelope at our local deposit points:

- St. Michael's Church, Kirkby Thore CA10 1UR
- The Masons Arms, Long Marton, CA16 6BN
- Appleby Tourist Information, Appleby-in-Westmorland CA16 6XE
- The New Crown Inn, Bolton CA16 6AU

We are also holding two drop-in events at **Kirkby Thore Memorial Hall on Thursday 3 February from 3pm to 7pm and Friday 4 February 8am to 2pm** where you can also pick up a copy of the brochure and/or consultation feedback form. The project team will also be on hand to answer questions.

If you cannot visit the deposit points or drop-in events we would be happy to post you a copy. Please call or email us using the details below.

There is still work for us to do around ecological mitigation and on the locations of areas such as landscaping and compounds, so this plan might change slightly before we submit our application. We will continue to work with you through your local public liaison officer (PLO), to keep you updated on these developments.

If you would like a meeting to discuss the plans and how they impact on your land, please call Paul Smith, your PLO. If you do not have the contact details for Paul, please call us on the number below and we will arrange that meeting for you.

All responses must be made in writing:

- Online: **https://highwaysengland.citizenspace.com/he/5350e278**
- Requesting a hard copy of the feedback form via telephone on 0333 090 1192 and sending it to us using the Freepost address.
- Attending one of our drop-in events and completing a feedback form
- Email: A66NTP@highwaysengland.co.uk
- Postal address: Freepost A66 NORTHERN TRANS-PENNINE PROJECT

To allow us time to collect and assess all responses before finalising our application, please ensure your response reaches us by 11.59pm on Sunday **27 February** when the consultation closes.

Yours sincerely

[redacted]

Head of Design & DCO – A66 Northern Trans-Pennine project
Email: A66NTP@highwaysengland.co.uk
Tel: 0333 090 1192

[redacted]
Head of Design & DCO
A66 Northern Trans-Pennine project
Highways England
5th Floor, 3 Piccadilly Place
Manchester
M1 3BN

A66NTP@highwaysengland.co.uk
0333 090 1192

27 January 2022

REF: A66/6 Warcop west and central supplementary consultation

Organisation Name
Address1
Address 2
Address3
Address4
Post Code

Dear xxx

A66 NORTHERN TRANS-PENNINE PROJECT
Your chance to tell us about your views on changes to our plans

The A66 Northern Trans-Pennine project plans to dual the remaining single carriageway sections of the A66 between the M6 junction 40 at Penrith and the A1(M) junction 53 at Scotch Corner.

We have written to you before about our proposals and how they may impact on land which you own or have an interest in. We last wrote to you in autumn last year to share the plans which supported our consultation.

Since that consultation, we have been reviewing feedback, working further on developing the design and completing surveys to help us gain a better understanding of areas including environment, ecology, heritage and drainage.

This letter is to let you know that the designs in your area have changed. This might have an impact on the land we need to acquire from you, either on a permanent or temporary basis, should the project receive planning permission.

The plan with this letter shows you how the current engineering plans impact on land owned by you or in which you have an interest.

We are holding a dedicated supplementary consultation to give you the opportunity to formally respond to these changes. You can find out more information and respond to this consultation online through the webpage **https://highwaysengland.citizenspace.com/he/17498164**

We are publishing a brochure with details of the plans which is available, along with a consultation feedback form and Freepost envelope at our local deposit points:

- Sandford Arms, Appleby-in-Westmorland CA16 6NR
- St Michael's Church, Brough CA17 4EJ

We are also holding two drop-in events at Warcop Village Hall **on Monday 7 February from 3pm to 7pm and Tuesday 8 February 8am to 2pm** where you can also pick up a copy of the brochure and/or consultation feedback form. The project team will also be on hand to answer questions.

If you cannot visit the deposit points or drop-in events we would be happy to post you a copy. Please call or email us using the details below.

There is still work for us to do around ecological mitigation and on the locations of areas such as landscaping and compounds, so this plan might change slightly before we submit our application. We will continue to work with you through your local public liaison officer (PLO), to keep you updated on these developments.

If you would like a meeting to discuss the plans and how they impact on your land, please call Ian Balmer, your PLO. If you do not have the contact details for Ian, please call us on the number below and we will arrange that meeting for you.

All responses must be made in writing:

- Online: **https://highwaysengland.citizenspace.com/he/17498164**
- Requesting a hard copy of the feedback form via telephone on 0333 090 1192 and sending it to us using the Freepost address.
- Attending one of our drop-in events and completing a feedback form
- Email: A66NTP@highwaysengland.co.uk
- Postal address: Freepost A66 NORTHERN TRANS-PENNINE PROJECT

To allow us time to collect and assess all responses before finalising our application, please ensure your response reaches us by 11.59pm on Sunday **27 February** when the consultation closes.

Yours sincerely

[redacted]

[redacted]

Head of Design & DCO – A66 Northern Trans-Pennine project
Email: A66NTP@highwaysengland.co.uk
Tel: 0333 090 1192

Our ref: TR010062 /S42(1)(d)

[redacted]
Head of Design & DCO
A66 Northern Trans-Pennine project
Highways England
5th Floor, 3 Piccadilly Place
Manchester
M1 3BN

A66NTP@highwaysengland.co.uk
0333 090 1192

28 January 2022

Organisation Name
Address1
Address 2
Address3
Address4
Post Code

Dear XXX

A66 NORTHERN TRANS-PENNINE PROJECT
STATUTORY CONSULTATION – 28 January to 27 February 2022
PLANNING ACT 2008 SECTIONS 42(1)(d) and 44: DUTY TO CONSULT ON A PROPOSED APPLICATION

The A66 Northern Trans-Pennine project plans to dual the remaining single carriageway sections of the A66 between the M6 junction 40 at Penrith and the A1(M) junction 53 at Scotch Corner ("the project").

The project is identified as a Nationally Significant Infrastructure Project ('NSIP') under the Planning Act 2008 (as amended) ('the 2008 Act'). This means we are required to make an application for a Development Consent Order ('DCO') to get the consent we need to build the project. This application for permission to construct and operate the project will be made to the Planning Inspectorate ('the Inspectorate') who will appoint an Examining Authority to examine the application on behalf of the Secretary of State. We intend to make our application for a DCO in spring 2022.

Prior to submitting an application for a DCO it is a legal requirement to consult on the proposals. Last autumn we held our statutory consultation. Since then, we have been reviewing the feedback and undertaking various surveys along the route. This has led to some opportunities to improve the design before we submit our application.

There have been some changes to the design we presented at the consultation in the autumn so I am writing to you because we want to obtain your feedback on our updated proposals. This is particularly important because we understand that you have an interest in land[1] we hope to acquire and / or otherwise use for the project. This could mean:

- You have a "Category 1" interest in land in the area of the project under section 44(1) of the Planning Act 2008 (the 2008 Act). This means that we believe that you are an owner, lessee, tenant or occupier of this land;

[1] We refer to "land" throughout this letter, and this extends to property e.g buildings

and/or

- You have a “Category 2” interest in land in the area of the project under section 44(2) of the 2008 Act. This means that we believe that you have another type of interest in this land (not covered by Category 1), or have power to sell and convey it, or to release it.

The land in which we understand you have an interest is registered at HM Land Registry under title number **INSERT TITLE NUMBER(S).** We have included plans of the land which we understand you have an interest in within this letter. Plans are also provided on the consultation webpage identified below.

Where your land may be needed temporarily or permanently for the construction and/or operation of the project, we are looking to reach a voluntary agreement through conversations with you. We would welcome the opportunity to meet with you and explain our plans further and how they might impact on your land. Please contact us using the details at the end of this letter to arrange a meeting.

Where we cannot reach agreement, to allow construction and ongoing operation of the project, we may need to seek legal powers to compulsorily acquire your land, or rights over land or other interests in the land. We may also need to seek powers to take temporary possession of your land.

To obtain powers of compulsory acquisition / temporary possession and to receive planning consent to build the project, we must make an application for a DCO that gives us this planning consent and powers to acquire and possess land. The application will be made to the Inspectorate, who will appoint an Examining Authority to examine the application. After the examination the Examining Authority will make a recommendation to the Secretary of State, who will ultimately decide whether the application is granted permission and whether we are able to use compulsory acquisition / temporary possession powers. As mentioned above, we intend to make our application for a DCO in spring 2022.

In accordance with sections 42(1)(d) and 44 of the 2008 Act we are required to consult people and organisations who have an interest in land. We are holding a consultation from **28 January to 27 February 2022.** We are sending this letter to you to notify you of our consultation and to invite you to provide feedback to us **by 11.59pm on 27 February 2022.**

This statutory consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your feedback as this will enable us to take your views into account in developing and refining our proposals in advance of submitting our application to the Inspectorate.

The project is an Environmental Impact Assessment (‘EIA’) development as it falls within Schedule 1 of the Infrastructure Planning (Environmental Impact Assessment)

Regulations 2017 ('the EIA Regulations'). We have therefore prepared a Preliminary Environmental Information Report ('PEIR') to help understand the likely significant environmental effects of our proposals.

All consultation materials including the Preliminary Environmental Information Report and Non-Technical Summary, Statement of Community Consultation, other technical background documents and plans of the scheme from the autumn consultation can be found on the project webpage at https://highwaysengland.citizenspace.com/he/a66-northern-trans-pennine-design-consultation/.

Information relating to this supplementary consultation can be found on the consultation webpage https://highwaysengland.citizenspace.com/he/c7d97267.

We want to use this consultation to allow you to tell us about the potential impacts that our project may have on your land or your interest in land. We also want to work with you to see if there are any ways in which any potential impacts could be reduced further. We can do that more effectively if we fully understand how you use the land and how our project will affect that use. You may also wish to consider whether your interests in any surrounding land which is not proposed to be acquired / used for the project will be affected. Please refer to the consultation documents and use the contact details provided near the end of this letter, to give us your comments.

Compensation and additional documents relevant to you

Whilst you may be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter relevant to this consultation. The amount of compensation due will be a matter to be determined at a later stage through discussions with you, and any disputes will be determined by the Lands Tribunal (Upper Chamber) not by the Planning Inspectorate or Secretary of State.

We have produced the following guidance about compulsory acquisition and compensation:

- Your property and Highways England road proposals https://www.gov.uk/government/publications/your-property-and-compensation-or-mitigation-for-the-effects-of-our-road-proposals
- Your property and discretionary purchase https://www.gov.uk/government/publications/your-property-and-discretionary-purchase
- Your property and compulsory purchase https://www.gov.uk/government/publications/your-property-and-compulsory-purchase-by-highways-england
- Your property and blight https://www.gov.uk/government/publications/your-property-and-blight

How to get involved

We would welcome the opportunity to meet with you, please contact us on 0333 090 1192 or A66NTP@highwaysengland.co.uk to arrange a meeting.

A consultation feedback form and Freepost envelope are available and all responses must be made in writing:

All responses must be made in writing:

- Online: https://highwaysengland.citizenspace.com/he/c7d97267
- Requesting a hard copy of the feedback form via telephone on 0333 090 1192 and sending it to us using the Freepost address.
- Email: A66NTP@highwaysengland.co.uk
- Postal address: Freepost A66 NORTHERN TRANS-PENNINE PROJECT

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by **11.59pm on 27 February 2022.**

The planning process

You can find out more about the 2008 Act process and DCOs on the Inspectorate's National Infrastructure Planning website:
https://infrastructure.planninginspectorate.gov.uk

Navigate to the "Guidance and Advice" tab, then "Advice Notes" from the drop down menu and scroll down to Advice Note 8: Overview of the nationally significant infrastructure planning process for members of the public and others.

If you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely

[redacted]

Head of Design & DCO – A66 Northern Trans-Pennine project
Email: A66NTP@highwaysengland.co.uk
Tel: 0333 090 1192

Enc. Land plans

Our ref: TR010062 /S42(1)(d)

[redacted]
Head of Design & DCO
A66 Northern Trans-Pennine project
Highways England
5th Floor, 3 Piccadilly Place
Manchester
M1 3BN

A66NTP@highwaysengland.co.uk
0333 090 1192

Organisation Name
Address1
Address 2
Address3
Address4
Post Code

28 January 2022

Dear XXX

A66 NORTHERN TRANS-PENNINE PROJECT
STATUTORY CONSULTATION – 28 January to 27 February 2022
PLANNING ACT 2008 SECTIONS 42(1)(d) and 44: DUTY TO CONSULT ON A PROPOSED APPLICATION

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The project is identified as a Nationally Significant Infrastructure Project ('NSIP') under the Planning Act 2008 (as amended) ('the 2008 Act'). This means we are required to make an application for a Development Consent Order ('DCO') to get the consent we need to build the project. This application for permission to construct and operate the project will be made to the Planning Inspectorate ('the Inspectorate') who will appoint an Examining Authority to examine the application on behalf of the Secretary of State. We intend to make our application for a DCO in spring 2022.

Prior to submitting an application for a DCO it is a legal requirement to consult on the proposals. Last autumn we held our statutory consultation. Since then, we have been reviewing the feedback and undertaking various surveys along the route. This has led to some opportunities to improve the design before we submit our application.

There have been some changes to the design we presented at the consultation in the autumn so I am writing to you because we want to obtain your feedback on our updated proposals. This is particularly important because we understand that you have an interest in land[1] we hope to acquire and / or otherwise use for the project. This could mean:

- You have a "Category 1" interest in land in the area of the project under section 44(1) of the Planning Act 2008 (the 2008 Act). This means that we believe that you are an owner, lessee, tenant or occupier of this land;

[1] We refer to "land" throughout this letter, and this extends to property e.g buildings

and/or

- You have a “Category 2” interest in land in the area of the project under section 44(2) of the 2008 Act. This means that we believe that you have another type of interest in this land (not covered by Category 1), or have power to sell and convey it, or to release it.

The land in which we understand you have an interest is registered at HM Land Registry under title number **INSERT TITLE NUMBER(S).** We have included plans of the land which we understand you have an interest in within this letter. Plans are also provided on the consultation webpage identified below.

Where your land may be needed temporarily or permanently for the construction and/or operation of the project, we are looking to reach a voluntary agreement through conversations with you. We would welcome the opportunity to meet with you and explain our plans further and how they might impact on your land. Please contact us using the details at the end of this letter to arrange a meeting.

Where we cannot reach agreement, to allow construction and ongoing operation of the project, we may need to seek legal powers to compulsorily acquire your land, or rights over land or other interests in the land. We may also need to seek powers to take temporary possession of your land.

To obtain powers of compulsory acquisition / temporary possession and to receive planning consent to build the project, we must make an application for a DCO that gives us this planning consent and powers to acquire and possess land. The application will be made to the Inspectorate, who will appoint an Examining Authority to examine the application. After the examination the Examining Authority will make a recommendation to the Secretary of State, who will ultimately decide whether the application is granted permission and whether we are able to use compulsory acquisition / temporary possession powers. As mentioned above, we intend to make our application for a DCO in spring 2022.

In accordance with sections 42(1)(d) and 44 of the 2008 Act we are required to consult people and organisations who have an interest in land. We are holding a consultation from **28 January to 27 February 2022.** We are sending this letter to you to notify you of our consultation and to invite you to provide feedback to us **by 11.59pm on 27 February 2022.**

This statutory consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your feedback as this will enable us to take your views into account in developing and refining our proposals in advance of submitting our application to the Inspectorate.

The project is an Environmental Impact Assessment (‘EIA’) development as it falls within Schedule 1 of the Infrastructure Planning (Environmental Impact Assessment)

Regulations 2017 ('the EIA Regulations'). We have therefore prepared a Preliminary Environmental Information Report ('PEIR') to help understand the likely significant environmental effects of our proposals.

All consultation materials including the Preliminary Environmental Information Report and Non-Technical Summary, Statement of Community Consultation, other technical background documents and plans of the scheme from the autumn consultation can be found on the project webpage at https://highwaysengland.citizenspace.com/he/a66-northern-trans-pennine-design-consultation/.

Information relating to this supplementary consultation can be found on the consultation webpage https://highwaysengland.citizenspace.com/he/40d4915c.

We want to use this consultation to allow you to tell us about the potential impacts that our project may have on your land or your interest in land. We also want to work with you to see if there are any ways in which any potential impacts could be reduced further. We can do that more effectively if we fully understand how you use the land and how our project will affect that use. You may also wish to consider whether your interests in any surrounding land which is not proposed to be acquired / used for the project will be affected. Please refer to the consultation documents and use the contact details provided near the end of this letter, to give us your comments.

Compensation and additional documents relevant to you

Whilst you may be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter relevant to this consultation. The amount of compensation due will be a matter to be determined at a later stage through discussions with you, and any disputes will be determined by the Lands Tribunal (Upper Chamber) not by the Planning Inspectorate or Secretary of State.

We have produced the following guidance about compulsory acquisition and compensation:

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- Your property and discretionary purchase https://www.gov.uk/government/publications/your-property-and-discretionary-purchase
- Your property and compulsory purchase https://www.gov.uk/government/publications/your-property-and-compulsory-purchase-by-highways-england
- Your property and blight https://www.gov.uk/government/publications/your-property-and-blight

How to get involved

We would welcome the opportunity to meet with you, please contact us on 0333 090 1192 or A66NTP@highwaysengland.co.uk to arrange a meeting.

A consultation feedback form and Freepost envelope are available and all responses must be made in writing:

All responses must be made in writing:

- Online: **https://highwaysengland.citizenspace.com/he/40d4915c**
- Requesting a hard copy of the feedback form via telephone on 0333 090 1192 and sending it to us using the Freepost address.
- Email: A66NTP@highwaysengland.co.uk
- Postal address: Freepost A66 NORTHERN TRANS-PENNINE PROJECT

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by **11.59pm on 27 February 2022.**

The planning process

You can find out more about the 2008 Act process and DCOs on the Inspectorate's National Infrastructure Planning website:
https://infrastructure.planninginspectorate.gov.uk

Navigate to the "Guidance and Advice" tab, then "Advice Notes" from the drop down menu and scroll down to Advice Note 8: Overview of the nationally significant infrastructure planning process for members of the public and others.

If you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely

[redacted]

[redacted]

Head of Design & DCO – A66 Northern Trans-Pennine project
Email: A66NTP@highwaysengland.co.uk
Tel: 0333 090 1192

Enc. Land plans

Our ref: TR010062 /S42(1)(d)

[redacted]
Head of Design & DCO
A66 Northern Trans-Pennine project
Highways England
5th Floor, 3 Piccadilly Place
Manchester
M1 3BN

A66NTP@highwaysengland.co.uk
0333 090 1192

28 January 2022

Organisation Name
Address1
Address 2
Address3
Address4
Post Code

Dear XXX

A66 NORTHERN TRANS-PENNINE PROJECT
STATUTORY CONSULTATION – 28 January to 27 February 2022
PLANNING ACT 2008 SECTIONS 42(1)(d) and 44: DUTY TO CONSULT ON A PROPOSED APPLICATION

The A66 Northern Trans-Pennine project plans to dual the remaining single carriageway sections of the A66 between the M6 junction 40 at Penrith and the A1(M) junction 53 at Scotch Corner ("the project").

The project is identified as a Nationally Significant Infrastructure Project ('NSIP') under the Planning Act 2008 (as amended) ('the 2008 Act'). This means we are required to make an application for a Development Consent Order ('DCO') to get the consent we need to build the project. This application for permission to construct and operate the project will be made to the Planning Inspectorate ('the Inspectorate') who will appoint an Examining Authority to examine the application on behalf of the Secretary of State. We intend to make our application for a DCO in spring 2022.

Prior to submitting an application for a DCO it is a legal requirement to consult on the proposals. Last autumn we held our statutory consultation. Since then, we have been reviewing the feedback and undertaking various surveys along the route. This has led to some opportunities to improve the design before we submit our application.

There have been some changes to the design we presented at the consultation in the autumn so I am writing to you because we want to obtain your feedback on our updated proposals. This is particularly important because we understand that you have an interest in land[1] we hope to acquire and / or otherwise use for the project. This could mean:

- You have a "Category 1" interest in land in the area of the project under section 44(1) of the Planning Act 2008 (the 2008 Act). This means that we believe that you are an owner, lessee, tenant or occupier of this land;

[1] We refer to "land" throughout this letter, and this extends to property e.g buildings

and/or

- You have a “Category 2” interest in land in the area of the project under section 44(2) of the 2008 Act. This means that we believe that you have another type of interest in this land (not covered by Category 1), or have power to sell and convey it, or to release it.

The land in which we understand you have an interest is registered at HM Land Registry under title number **I**NSERT TITLE NUMBER(S)**.** We have included plans of the land which we understand you have an interest in within this letter. Plans are also provided on the consultation webpage identified below.

Where your land may be needed temporarily or permanently for the construction and/or operation of the project, we are looking to reach a voluntary agreement through conversations with you. We would welcome the opportunity to meet with you and explain our plans further and how they might impact on your land. Please contact us using the details at the end of this letter to arrange a meeting.

Where we cannot reach agreement, to allow construction and ongoing operation of the project, we may need to seek legal powers to compulsorily acquire your land, or rights over land or other interests in the land. We may also need to seek powers to take temporary possession of your land.

To obtain powers of compulsory acquisition / temporary possession and to receive planning consent to build the project, we must make an application for a DCO that gives us this planning consent and powers to acquire and possess land. The application will be made to the Inspectorate, who will appoint an Examining Authority to examine the application. After the examination the Examining Authority will make a recommendation to the Secretary of State, who will ultimately decide whether the application is granted permission and whether we are able to use compulsory acquisition / temporary possession powers. As mentioned above, we intend to make our application for a DCO in spring 2022.

In accordance with sections 42(1)(d) and 44 of the 2008 Act we are required to consult people and organisations who have an interest in land. We are holding a consultation from **28 January to 27 February 2022.** We are sending this letter to you to notify you of our consultation and to invite you to provide feedback to us **by 11.59pm on 27 February 2022.**

This statutory consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your feedback as this will enable us to take your views into account in developing and refining our proposals in advance of submitting our application to the Inspectorate.

The project is an Environmental Impact Assessment (‘EIA’) development as it falls within Schedule 1 of the Infrastructure Planning (Environmental Impact Assessment)

Regulations 2017 ('the EIA Regulations'). We have therefore prepared a Preliminary Environmental Information Report ('PEIR') to help understand the likely significant environmental effects of our proposals.

All consultation materials including the Preliminary Environmental Information Report and Non-Technical Summary, Statement of Community Consultation, other technical background documents and plans of the scheme from the autumn consultation can be found on the project webpage at https://highwaysengland.citizenspace.com/he/a66-northern-trans-pennine-design-consultation/.

Information relating to this supplementary consultation can be found on the consultation webpage https://highwaysengland.citizenspace.com/he/5350e278.

We want to use this consultation to allow you to tell us about the potential impacts that our project may have on your land or your interest in land. We also want to work with you to see if there are any ways in which any potential impacts could be reduced further. We can do that more effectively if we fully understand how you use the land and how our project will affect that use. You may also wish to consider whether your interests in any surrounding land which is not proposed to be acquired / used for the project will be affected. Please refer to the consultation documents and use the contact details provided near the end of this letter, to give us your comments.

Compensation and additional documents relevant to you

Whilst you may be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter relevant to this consultation. The amount of compensation due will be a matter to be determined at a later stage through discussions with you, and any disputes will be determined by the Lands Tribunal (Upper Chamber) not by the Planning Inspectorate or Secretary of State.

We have produced the following guidance about compulsory acquisition and compensation:

- Your property and Highways England road proposals https://www.gov.uk/government/publications/your-property-and-compensation-or-mitigation-for-the-effects-of-our-road-proposals
- Your property and discretionary purchase https://www.gov.uk/government/publications/your-property-and-discretionary-purchase
- Your property and compulsory purchase https://www.gov.uk/government/publications/your-property-and-compulsory-purchase-by-highways-england
- Your property and blight https://www.gov.uk/government/publications/your-property-and-blight

How to get involved

We would welcome the opportunity to meet with you, please contact us on 0333 090 1192 or A66NTP@highwaysengland.co.uk to arrange a meeting.

A consultation feedback form and Freepost envelope are available and all responses must be made in writing:

All responses must be made in writing:

- Online: https://highwaysengland.citizenspace.com/he/5350e278
- Requesting a hard copy of the feedback form via telephone on 0333 090 1192 and sending it to us using the Freepost address.
- Email: A66NTP@highwaysengland.co.uk
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The planning process

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If you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely

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Our ref: TR010062 /S42(1)(d)

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Prior to submitting an application for a DCO it is a legal requirement to consult on the proposals. Last autumn we held our statutory consultation. Since then, we have been reviewing the feedback and undertaking various surveys along the route. This has led to some opportunities to improve the design before we submit our application.

There have been some changes to the design we presented at the consultation in the autumn so I am writing to you because we want to obtain your feedback on our updated proposals. This is particularly important because we understand that you have an interest in land[1] we hope to acquire and / or otherwise use for the project. This could mean:

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We want to use this consultation to allow you to tell us about the potential impacts that our project may have on your land or your interest in land. We also want to work with you to see if there are any ways in which any potential impacts could be reduced further. We can do that more effectively if we fully understand how you use the land and how our project will affect that use. You may also wish to consider whether your interests in any surrounding land which is not proposed to be acquired / used for the project will be affected. Please refer to the consultation documents and use the contact details provided near the end of this letter, to give us your comments.

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Yours sincerely

[redacted]

Head of Design & DCO – A66 Northern Trans-Pennine project
Email: A66NTP@highwaysengland.co.uk
Tel: 0333 090 1192

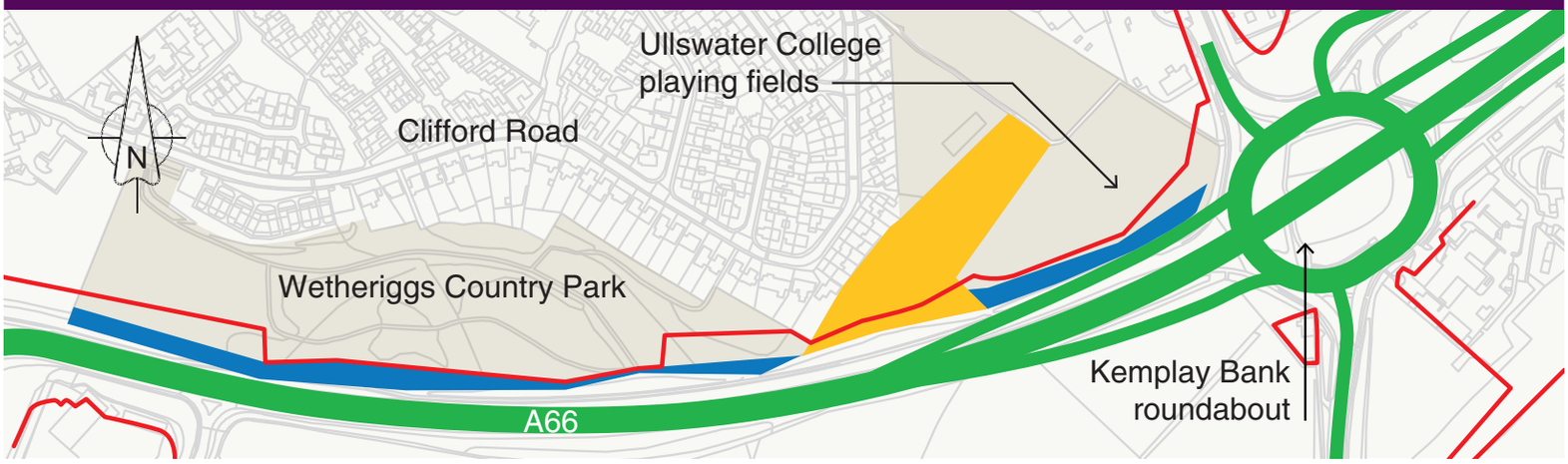
Enc. Land plans

2 Supplementary consultation - posters and signs

national highways

A66 Northern Trans-Pennine project

Re-providing your open space



Legend

- The land required for the scheme, as presented at our autumn consultation
- The reduced land we require now
- The field we are proposing to acquire
- Proposed road layout
- Public open space

The A66 Northern Trans-Pennine project is planning to dual the remaining single carriageway sections on the route between M6 junction 40 at Penrith and A1(M) at Scotch Corner.

At Kemplay, we plan to widen the road to increase capacity on this busy stretch. For this widening we would need to acquire land north of the A66 some of which is public open space.

To address this, we are reducing the amount of land required and we are acquiring extra land to replace the lost public open space. This new area will be connected through to Wetheriggs Country Park.

Reducing the land needed for our work and acquiring the nearby field for community use means we would fully compensate for the lost area of public open space.

How to have your say

Our consultation runs from **9am on 28 January to 11.59pm on 27 February**. We would welcome your thoughts on our plans so please see our brochure and complete our feedback form.

Please go online to **https://highwaysengland.citizenspace.com/he/40d4915c**

You can visit our drop-in session at Penrith Cricket Club, Wetheriggs Lane CA11 8PE on Wednesday 9 February from 8am to 2pm.

Or you can pick up information at Penrith Library, St Andrew's Churchyard CA11 7YA or Esso Garage, Bridge Lane CA11 8JB.

You can also call us on **0333 090 1192** or email **A66NTP@highwaysengland.co.uk** to request a copy.

Consultation closes at 11.59pm on Sunday 27 February.

national highways

A66 Northern Trans-Pennine project

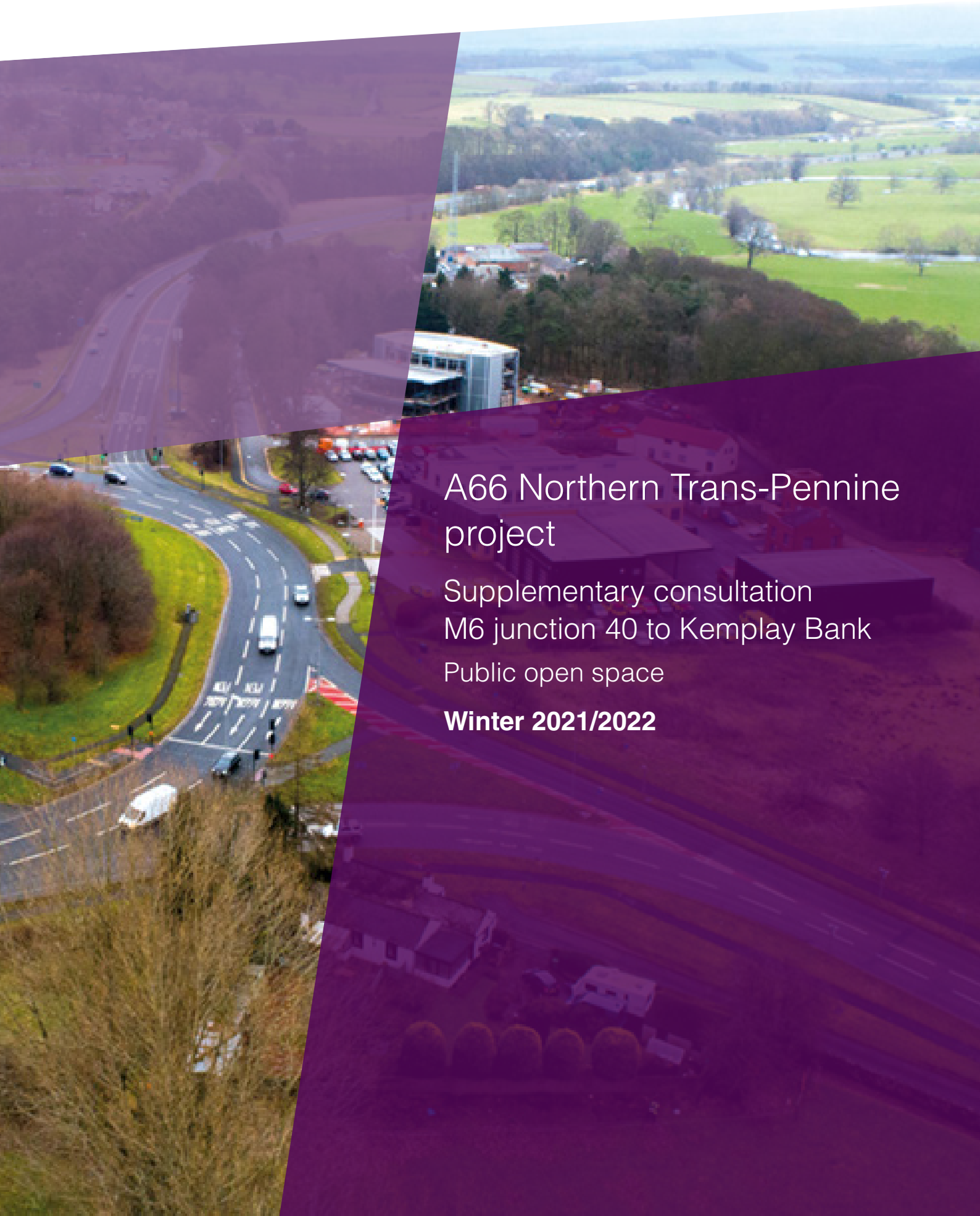
M6 junction 40 to Kemplay Bank Supplementary consultation

As part of the A66 Northern Trans-Pennine project we are making some changes in this area. To find out more about and have your say, please scan the QR code below or go to **www.highwaysengland.citizenspace.com/he/40d4915c**

PUBLIC NOTICE

3 Supplementary consultation – brochures

national highways



A66 Northern Trans-Pennine project

Supplementary consultation
M6 junction 40 to Kemplay Bank

Public open space

Winter 2021/2022

Introduction

The A66 Northern Trans-Pennine project is planning to dual the remaining single carriageway sections on the route between M6 junction 40 at Penrith and A1(M) at Scotch Corner.

Our proposals for M6 junction 40 to Kemplay Bank were set out in our consultation in autumn 2021. They include an underpass below Kemplay Bank roundabout for east/westbound traffic along the A66, allowing local and A6 traffic to utilise the roundabout. We also proposed to widen the A66 between Kemplay Bank and the M6 to create three lanes in each direction and new slip roads at the roundabout.

We've been reviewing all your feedback from this consultation and using it to help us improve the final design. We've also been completing surveys to gain a better understanding of the local area, including the environment, ecology and heritage. We are also exploring ways to mitigate potential impacts such as noise, drainage and visual.

This work has led to a number of opportunities, in various locations, where we felt the design could be revised to improve aspects such as community connectivity, environmental and land impacts.

At Kemplay, the widening of the road means that the design in this area impacts on some space used by the public. We're keen to mitigate this and work with the local community on our proposals in this area.

We are carrying out a supplementary consultation to give you the opportunity to tell us your thoughts on these changes.

What we are proposing

At our autumn consultation, we presented plans to widen the lanes between J40 and Kemplay Bank to increase capacity on this busy stretch of the A66. This widening means we would need to acquire land on the north side of the A66.

Some of the land we need to acquire is used by local people for recreation, such as dog walking or exercise and is designated as public open space. Our plans would result in a loss of public open space along the edge of Wetheriggs Country Park and at the edge of the playing fields belonging to Ullswater College. We recognise the importance of public open space and appreciate it is well used.

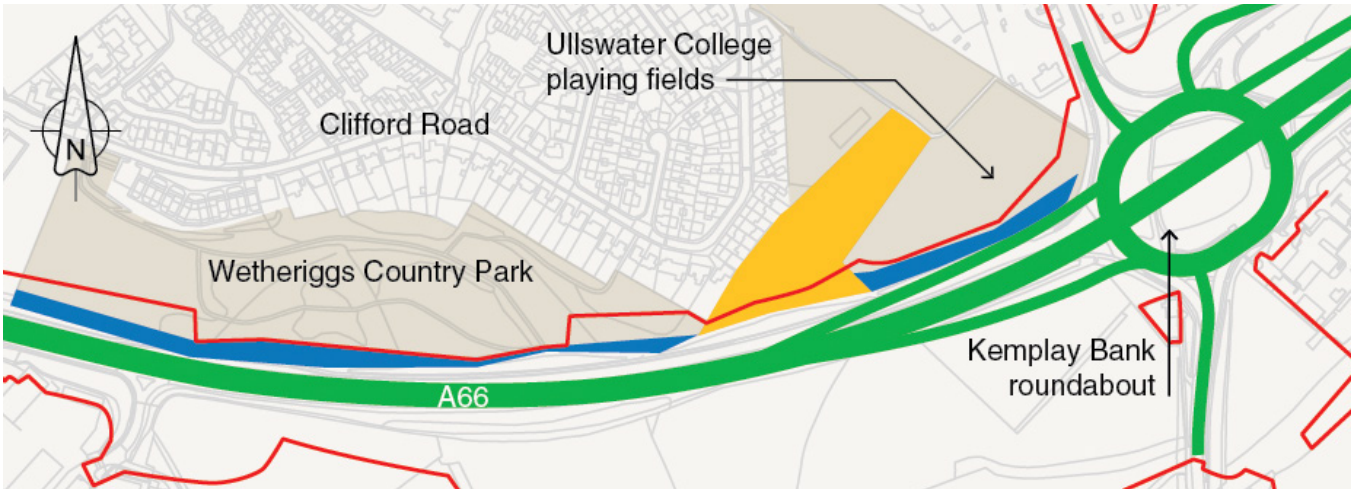
To address this, we are reducing the amount of land we require for our work from that shown in the map books used for the consultation in autumn. In addition, we are proposing to acquire a nearby field from a local landowner and make this available to replace the lost public open space. This new area will be connected through to Wetheriggs Country Park and available for community use.

Reducing the land needed for our work and acquiring the nearby field for community use means we would fully compensate for the lost area of public open space.

In addition, we plan to enhance the area with landscaping and planting. We will also ensure the replacement space is managed and maintained for your enjoyment.

We are consulting about these plans because we are keen to understand how the public open space being lost is currently used and how replacement land could be enhanced to be more beneficial.

We are particularly interested in your views on the relationship between the park and the A66, the area where they meet and how our plans could improve this boundary.



Legend

- The land required for the scheme, as presented at our autumn consultation
- The reduced land we require now
- The field we are proposing to acquire
- Proposed road layout
- Public open space

Benefits of proposals

- The lost public open space is re-provided elsewhere
- Our plans could improve the interface between the A66 and Wetheriggs Country Park
- Where appropriate, any new land we acquire could be used for planting and habitat creation
- Could improve connectivity from Wetheriggs Country Park through to Bridge Lane

How to have your say

Our consultation runs from 9am on 28 January to 11.59pm on 27 February. We would welcome your thoughts on our plans so please complete our feedback form either online or in hard copy.

If you are looking at this document online and would like a hard copy, please visit our drop-in sessions or deposit points* at Penrith Library, St Andrew's Churchyard, Penrith CA11 7YA or Esso Garage, Bridge Lane, Penrith CA11 8JB. You can also call us on the number below or email to request a copy.

If you would like to complete the feedback form online, please visit our consultation web page at highwaysengland.citizenspace.com/he/40d4915c

We're also planning to host a drop-in session** at Penrith Cricket Club on Wednesday 9 February from 8am to 2pm where members of the project team will be on hand to answer your questions and receive your feedback.

If you would like to view the technical documents which supported our consultation in the autumn, including the PEI Report, they are available online at highwaysengland.citizenspace.com/he/40d4915c and at Penrith Library, St Andrew's Churchyard, Penrith CA11 7YA.

If you have any questions about the consultation or the project, please contact us:

- Email: A66NTP@highwaysengland.co.uk
- Call: **0333 090 1192** (local call rate)

You can also follow:

- Twitter – **@A66NTP, @HighwaysNWEST and @HighwaysNEAST**
- Facebook – **A66 Northern Trans-Pennine project**

Please submit your responses by 11.59pm on 27 February 2022.

*Please check opening times with the venue.

**Events are subject to Government COVID restrictions and may have to be cancelled at short notice if guidance changes. Any such changes will be posted on the project website and advertised at the venue. All materials will be available by post or on the consultation web page at highwaysengland.citizenspace.com/he/40d4915c

What happens next

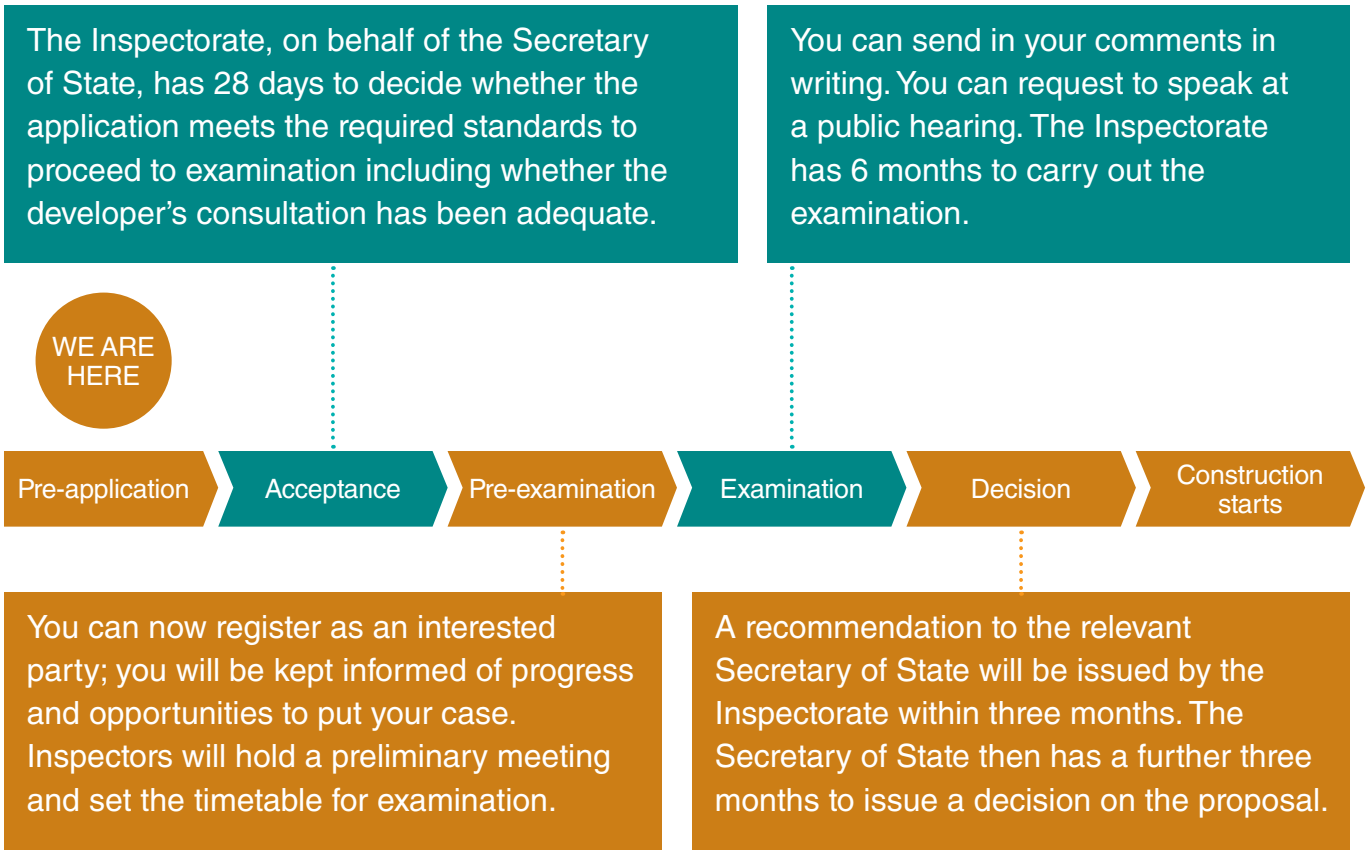
Your feedback will help us to refine our designs before we submit our application for a Development Consent Order (which is the planning permission we need to construct the project) in the spring. If the application is accepted by the Planning Inspectorate, there will be an examination of the application in which the public can participate. This examination will take a maximum of six months.

For further information on the Development Consent Order application process, please visit the Planning Inspectorate's website: infrastructure.planninginspectorate.gov.uk/application-process/the-process/

The Planning Inspectorate's website may also provide some updates on the application process and, once the project has been formally accepted for examination, will provide access to the submitted application documents.

If our application is approved, work on the project is expected to start in 2024.

The application process



Based on information from the Planning Inspectorate website

Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires Highways England to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

Highways England adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by Highways England and its appointed contractors until the scheme is complete.

In some instances consultation responses may also be sent to the Planning Inspectorate. To view the Planning Inspectorate's information relating to GDPR at Examination events please visit: **infrastructure.planninginspectorate.gov.uk/help/privacy-notice/**

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: DataProtectionAdvice@highwaysengland.co.uk

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This document is also available on our website at www.nationalhighways.co.uk

For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you need help accessing this or any other Highways England information, please call **0333 090 1192** and we will help you.

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0333 090 1192***. Please quote the Highways England publications code PR14/22. Designer's code DT/MB2/01/22.

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

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Printed on paper from well-managed forests and other controlled sources when issued directly by Highways England.

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Highways England Company Limited registered in England and Wales number 09346363.

national highways

A66 Northern Trans-Pennine project

Supplementary consultation Temple Sowerby to Appleby

Kirkby Thore, Long Marton and Appleby junctions

Winter 2021/2022

Introduction

The A66 Northern Trans-Pennine project is planning to dual the remaining single carriageway sections on the route between M6 junction 40 at Penrith and A1(M) at Scotch Corner.

Our proposals for the Temple Sowerby to Appleby section were set out in our consultation in autumn 2021. They include a new bypass of Kirkby Thore to the north of the village which extends to the north of Crackenthorpe adjacent to the old Roman Road linking the existing A66 dual carriageways at Temple Sowerby and Appleby.

We've been reviewing all your feedback from this consultation and using it to help us improve the final design. We've also been completing surveys to gain a better understanding of the local area, including the environment, ecology and heritage. We are also exploring ways to mitigate potential impacts such as noise, drainage and visual.

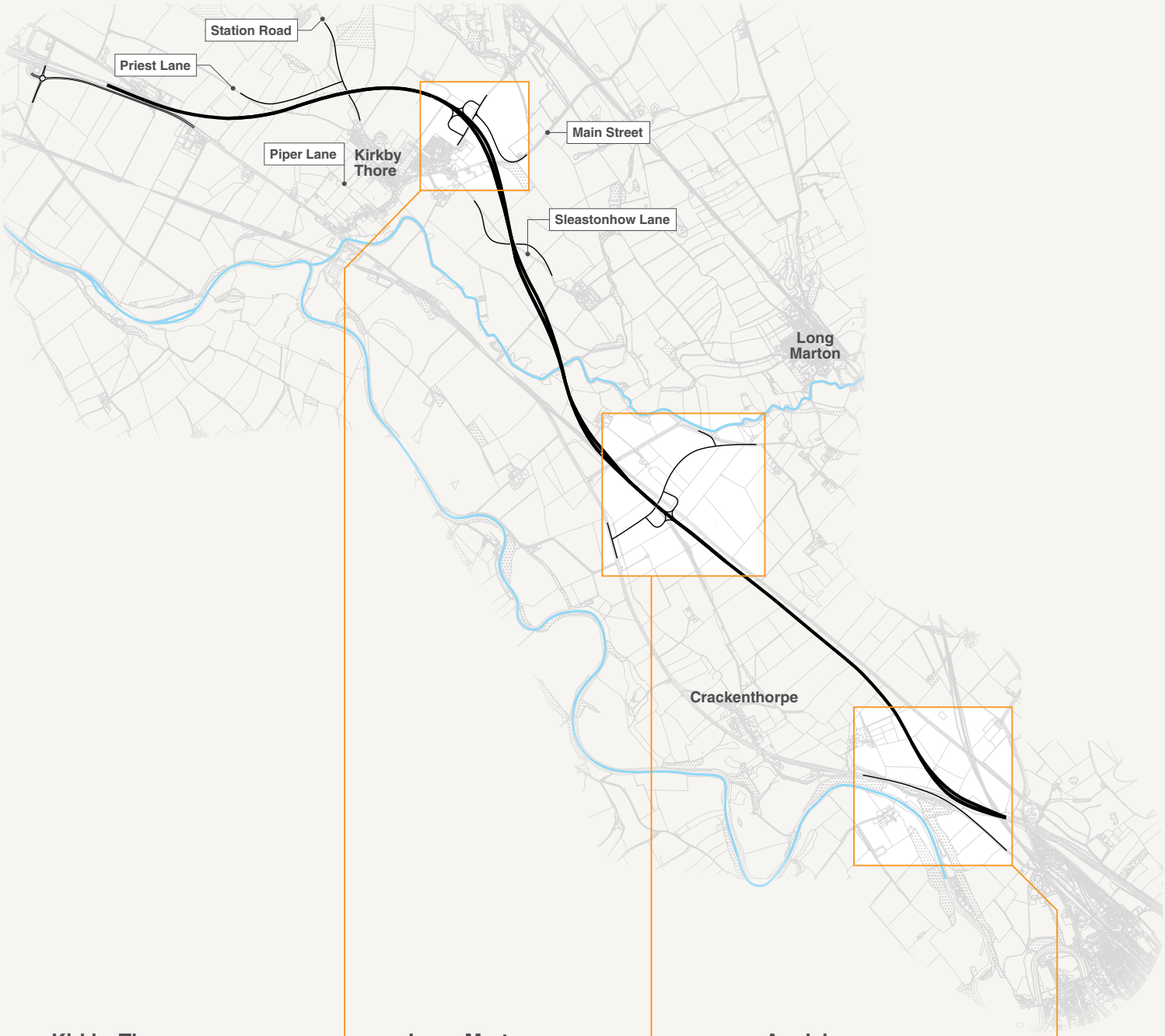
This work has led to a number of opportunities, in various locations, where we felt the design could be revised to improve aspects such as community connectivity, environmental and land impacts.

On the Temple Sowerby to Appleby section, we are looking to make changes to the three key junctions: At Main Street in Kirkby Thore; Long Marton Lane End and at Long Marton Road, west of Appleby.

We are carrying out a supplementary consultation to give you the opportunity to tell us your thoughts on these changes.

What we are proposing

The junction locations



Kirkby Thore northern junction

Long Marton Lane End junction

Appleby access arrangements

Kirkby Thore junction

Our proposals presented at consultation in 2021 included a junction to the north-east of Kirkby Thore, connecting Main Street to the new A66. During our consultation, a number of concerns were raised:

- Volumes of traffic and congestion on Main Street
- Headlight glare from vehicles
- HGV and LGV vehicles accessing the industrial estate would still need to come through Kirkby Thore
- Safety issues relating to a narrow stretch of Main Street

In order to address these concerns, we propose to:

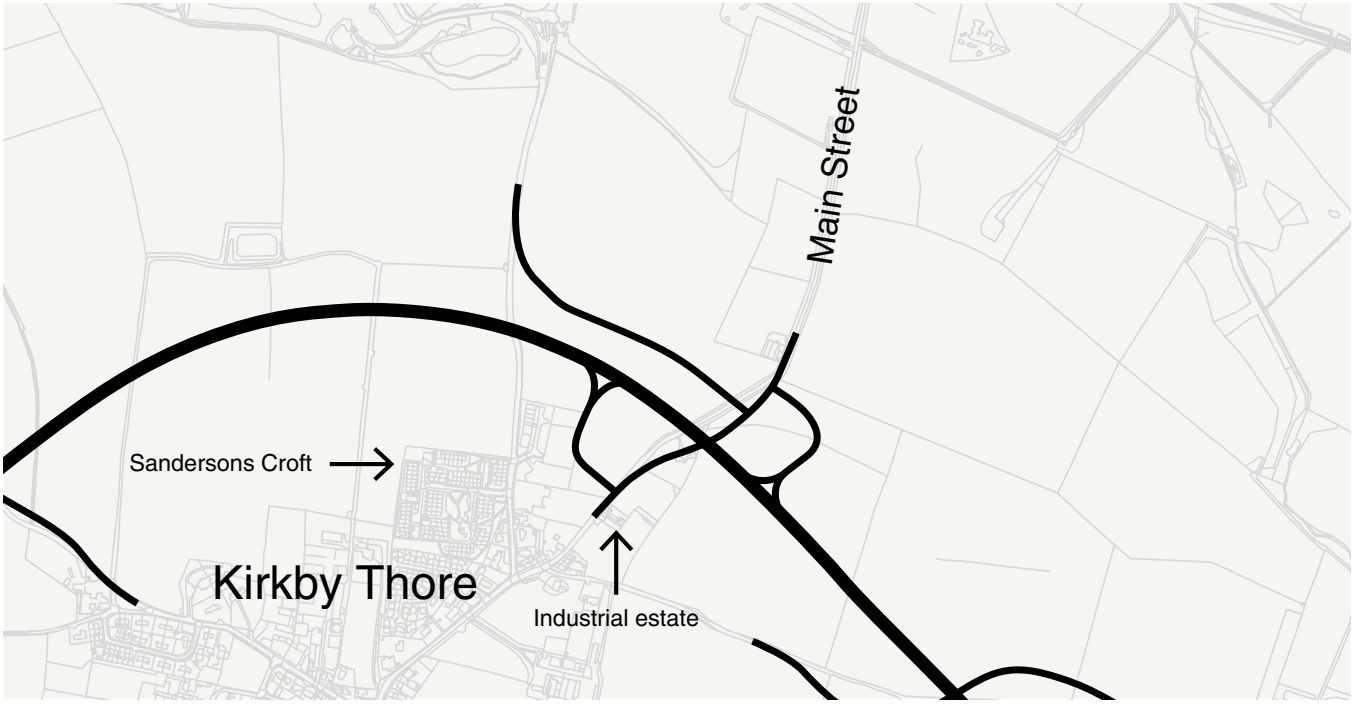
- Re-position the junction from Main Street to Fell Lane
- Construct a compact, grade-separated, full-movement junction with a similar shape and size as proposed in autumn

Benefits:

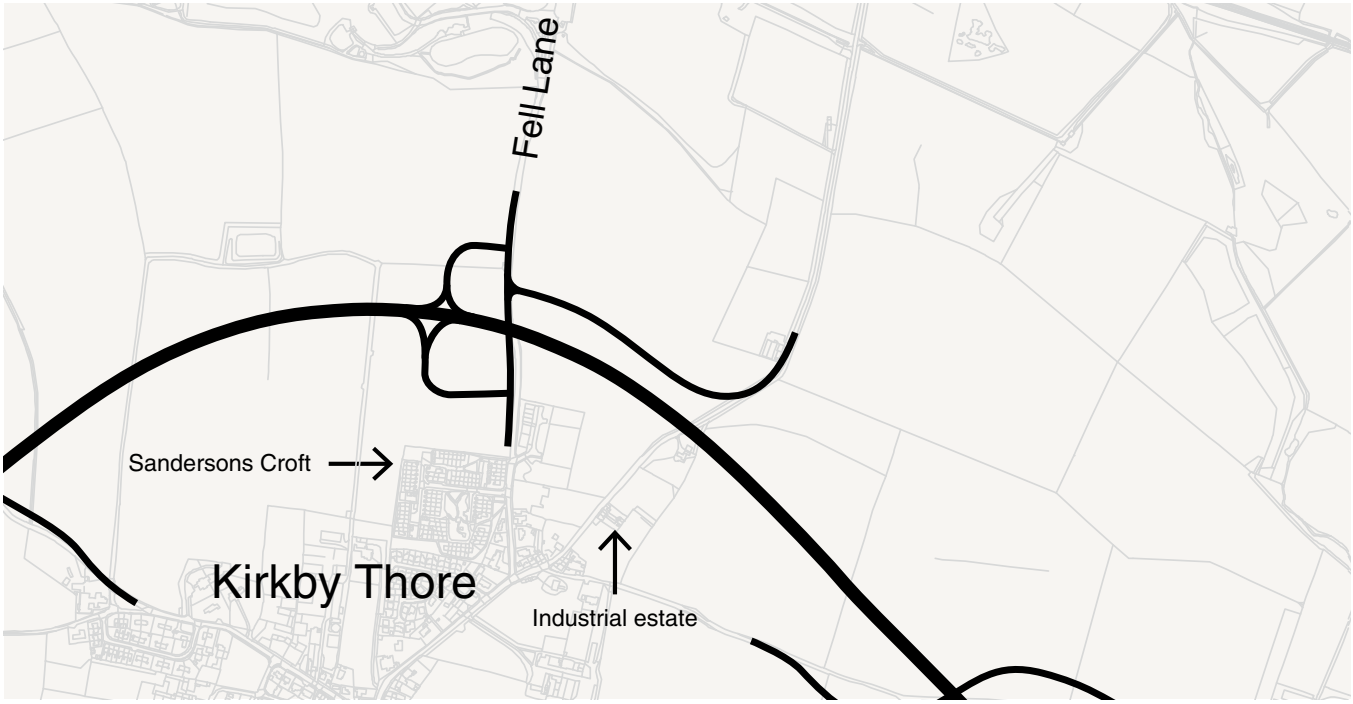
- The overall level of HGV and LGV traffic through the village will be reduced as British Gypsum and other businesses to the north of Kirkby Thore would use the new junction
- Concerns around increased traffic flow and associated safety implications on the narrow section of Main Street would be addressed. Fell Lane is wider and more suitable for two-way traffic
- The junction would not encroach into the mine working area making it easier and safer to build
- The relocation of the junction reduces the potential for headlight glare into properties on Main Street. Other mitigation such as bunding or fencing will also be used where required to eliminate potential glare to any affected properties in Sandersons Croft
- The proposal would avoid any land take from the industrial estate, including the caravan storage park, although work would be carried out to improve access
- Landcaping bunds (hills) will be introduced to reduce any noise issues, particularly to the north of Kirkby Thore

We appreciate that this junction will affect some members of the local community wherever it is located, so we aim to minimise this wherever we can. Our revised plans move the junction closer to Sandersons Croft. We therefore plan a range of mitigation measures to reduce the junction's visibility, associated noise levels, headlight glare and any negative impact it may have on air quality. We will introduce woodland in the junction itself, landscape the bank and restore local hedgerows lost during the work.

Design as presented at our autumn consultation



Our amended design



Legend

— Proposed improvement to junction and road layout

Long Marton Lane End junction

An earlier design of the route included a junction off the new A66 at Long Marton Lane End. As the design evolved, this was removed for a number of reasons. There were concerns about the safety of the proposed junction as the required slip roads would have had poor visibility due to the layout of the land and the steep gradient of Long Marton Lane End. Given that the predicted volumes of traffic at this point were low and other routes were available using the old A66, the junction was replaced in our designs by an overbridge at this location.

During our autumn consultation, we received a lot of feedback on this issue from many individuals and groups including parish councils, residents, landowners, businesses and other stakeholders. Their concerns included:

- An increase in traffic from this location, passing both the Grammar School and properties en route to the proposed B6542 eastbound junction at Appleby
- The scheme would negatively impact traffic connectivity to the A66 for local residents and that the proposed junctions and diversions would increase journey times, encouraging road users to use unsuitable local roads
- Residents and businesses would be unable to travel east of Appleby during the annual horse fair, and that the proposals would limit future growth of the parishes
- The proximity of the Roman Camp Scheduled Monument was raised by Long Marton Parish Council and supported by other parish councils
- The removal of the previously proposed Long Marton junction would mean drivers would have to drive through Kirkby Thore and Appleby to access the A66. This was raised by Cumbria County Council

Alongside these concerns, recent surveys show that the Roman Camp Scheduled Monument is larger than shown in existing records and that the proposed junction would have encroached into it. Due to this impact on the monument and the strength of feeling in the local community, we have reviewed our plans for the Long Marton overbridge.

We are working closely with all the landowners who may be impacted by these changes in the design and will continue to liaise with them.

We propose to:

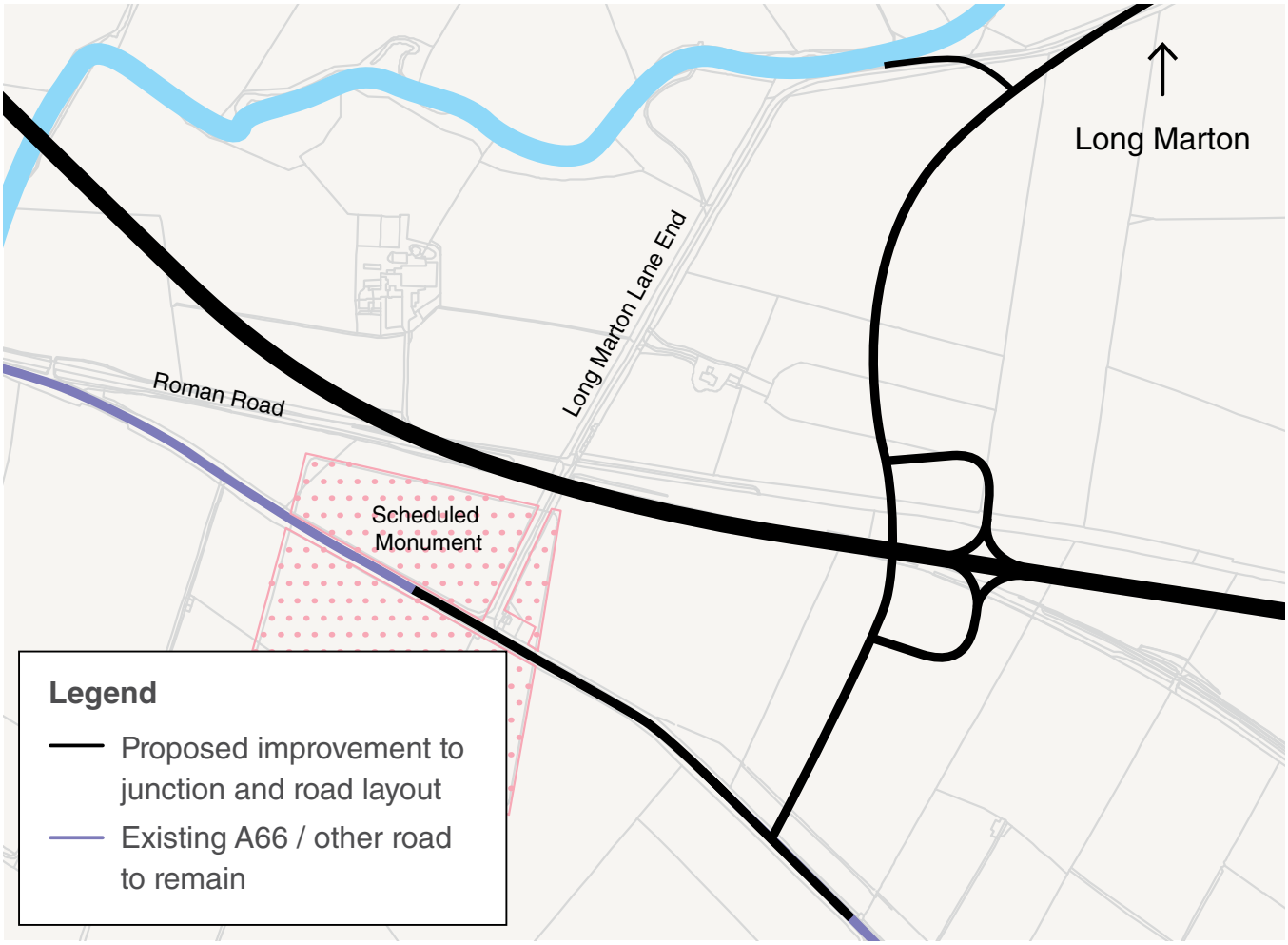
- Re-align both the new A66 carriageway and Long Marton Lane End to avoid the Roman Camp Scheduled Monument. This re-alignment, together with more detailed level survey information, means that we can address the visibility and safety issues associated with the previous plan at this location
- Create a compact, all-movement, grade-separated junction at Long Marton Lane End to serve villages to the north and south with an underpass. This diverts the Long Marton road under the new A66 with connector roads to the new dual carriageway

Benefits:

- Provides full access to the new A66 for villages to the north and south
- Potentially avoids rise in traffic volumes in Long Marton
- Avoids the historically-significant Scheduled Monument
- The junction makes it easier to manage traffic and safer to provide diversions when necessary, for example during the Appleby Horse Fair

Design as presented at our autumn consultation

Our amended design



Appleby access arrangements

At consultation, we presented upgraded junctions on the A66 at Appleby. The two junctions would have allowed eastbound traffic to access the new A66 at Fair Hill and westbound traffic to join via a slip road to the west of Appleby. However, both these solutions presented design, safety and community issues.

Eastbound junction

Following further design work, we were concerned that our proposed design option for an eastbound junction might introduce new safety risks to road users. Also, the proposed option would have required landtake from the Fair Hill showground – a dedicated open space used for the Appleby Horse Fair.

Westbound junction

The proposed westbound junction would have required a deep cutting and widening of the existing A66 in an area with known geotechnical issues.

In addition, if the Long Marton Lane End junction is provided, there would be two westbound junctions within 3km of each other, each serving low volumes of traffic.

There were also a number of concerns raised at consultation:

- Impact on the Appleby Horse Fair. Our proposals would have affected access to Fair Hill showground, which travellers were keen to preserve. The plans could have also contributed to congestion locally
- Issues around land slip
- The scheme could increase traffic, particularly in Kirkby Thore and on Long Marton Lane End, the B6262 and other local roads

In light of these concerns and our proposal to re-introduce a junction at Long Marton, we propose to:

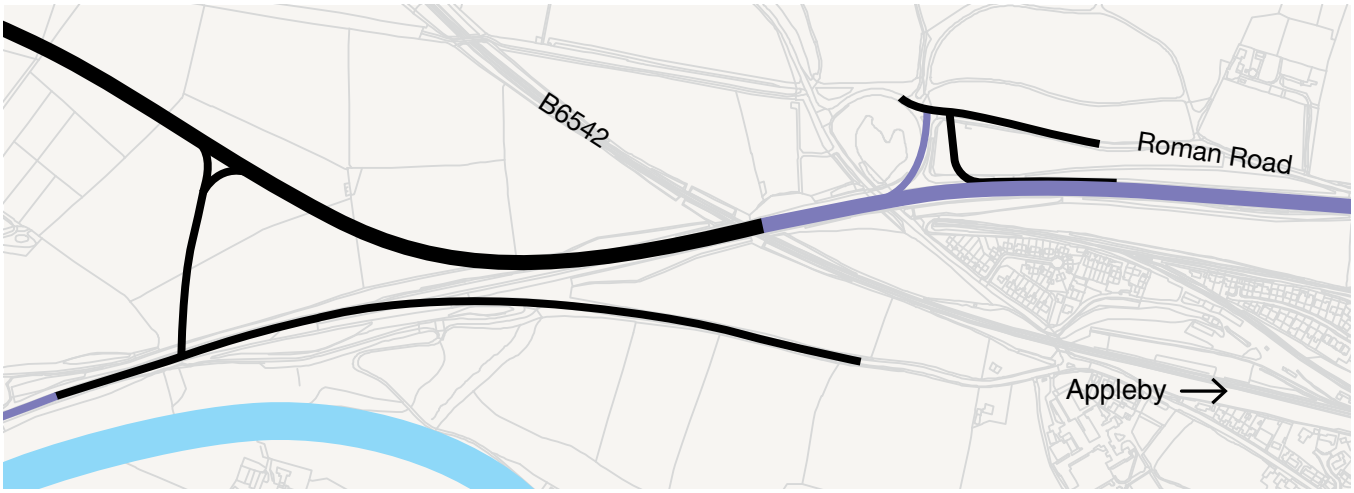
- Discontinue plans for an eastbound and westbound upgrade at Appleby
- Use the new junction at Long Marton Lane End as a nearby, alternative access to the A66

We are removing the proposed eastbound slip road onto the new A66 and the westbound left-in left-out junction presented at our autumn consultation. We will, however, change the existing westbound slip road to a two-way road to allow traffic from Appleby to access the old A66 and head west to the new Long Marton Lane End junction and beyond.

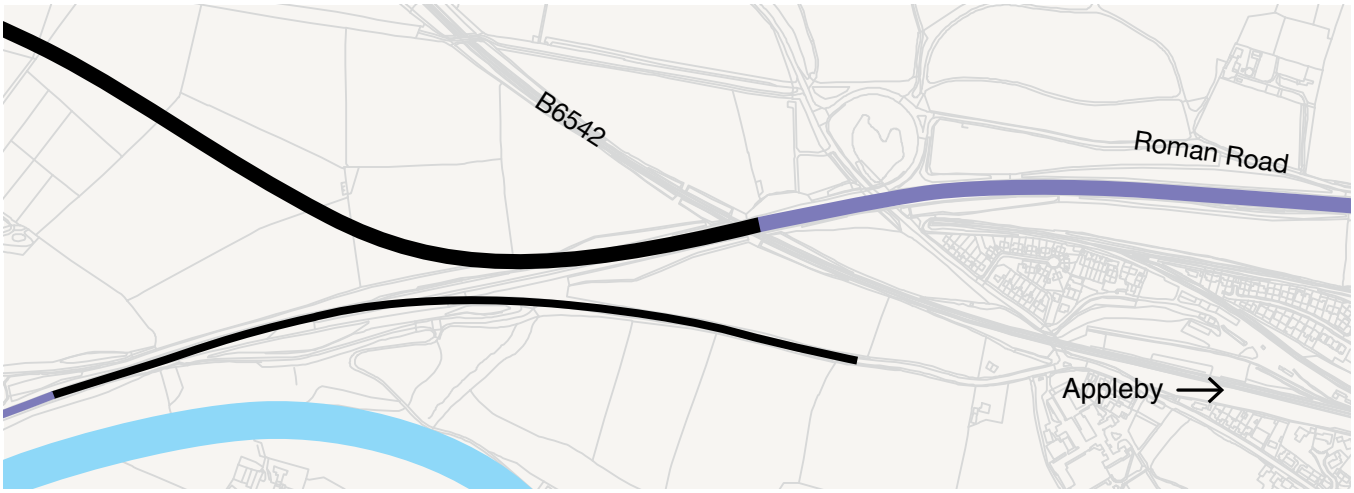
Benefits:

- The new junction at Long Marton Lane End would replace the existing westbound access to the A66 at Appleby. Since traffic would now have access to a high-speed road, we don't expect journey times to increase significantly
- Avoids any landtake within the Fair Hill showground
- By removing the westbound junction we can reduce the landslip risk
- The Long Marton Lane End junction complies with design standards

Design as presented at our autumn consultation



Our amended design



Legend

Proposed improvement to junction and road layout

Existing A66 / other road to remain

Managing our environmental impacts

We recognise that our proposals will have an impact on the local environment, and we make design changes and implement mitigation measures to manage this.

At our autumn consultation we reported all these impacts in a document called the Preliminary Environmental Information (PEI) Report. In some cases, as the design has changed, the impacts have also changed, and it is important that we capture those changes. The following tables summarise how the environmental effects of the changes might differ, compared to those which we reported in the PEI Report at our autumn consultation.

The tables identify topics where the nature of the environmental effect may be different as a result of the design change, however none of the changes described would change the conclusions of the PEI Report (unless specified in the table). Where a topic is not covered in the tables, this is because the change in design would not change the environmental effects outlined in the PEI Report.

Change: Kirkby Thore junction	
Preliminary environmental effects at statutory consultation	**Preliminary environmental effects after change**
Air quality, noise and human health The previous proposal had the main junction for Kirkby Thore located on Main Street. Traffic entering and travelling through Kirkby Thore is expected to reduce overall, but would have increased traffic close to properties at the north of Main Street. The new road passing to the north of Kirkby Thore is expected to lead to increased noise for the properties at the north of the village, but changes in air quality were not anticipated to be significant.	The PEI Report identified a significant effect arising from noise on properties at the north of Kirkby Thore. The proposed change will not change this conclusion, but the impact experienced by certain properties may change within that range of significance, because the new proposal has moved the junction from Main Street to Fell Lane. This brings the junction closer to Sandersons Croft and those properties may experience slightly more of an increase in noise, with properties on Main Street slightly less affected as a result of the change. There are opportunities to mitigate both visual and noise effects through landform and planting design.
Biodiversity The junction arrangement on Main Street would have resulted in the loss of an area of establish woodland to the north east of Kirkby Thore.	As a result of this change, there will no longer be the loss of an area of established woodland. The land on which the new junction arrangement is to be constructed has been identified as predominantly grassland for agricultural use, considered to be of lower biodiversity value than woodland.
Landscape and visual amenity The road to the north of Kirkby Thore, including the junction at its previous location on Main Street, would have had a significant adverse visual impact on the residents of Kirkby Thore and particularly those close to the junction at Main Street.	The change in junction location does not change the overall conclusion of the PEI Report assessment for the scheme in relation to receptors in Kirkby Thore, however the visual impact on the residents of Main Street will be reduced, but the properties on Sandersons Croft will be more affected by the presence of the junction structures. There are opportunities to mitigate both visual and noise effects through landform and planting design.

Change: Long Marton Lane End junction	
Preliminary environmental effects at statutory consultation	**Preliminary environmental effects after change**
Biodiversity The previous proposal had a smaller footprint outside the existing highway boundary and the land being constructed on was agricultural land with low biodiversity.	The new proposal requires more land, but the land on which the new diversion and junction is being built remains primarily agricultural land with low biodiversity value.
Cultural heritage The previous proposals would have resulted in a significant physical impact on the Roman Camp east of Redlands Bank and associated archaeology (a Scheduled Monument).	The new arrangement of the junction moves the works and the new road away from the Scheduled Monument, removing direct impacts to the monument and associated archaeology in the surrounding area. The location of the new junction to the east remains within the setting of the Scheduled Monument but the effects are substantially reduced. The potential significant effect on the Scheduled Monument identified in the PEI Report is therefore no longer expected to occur.
Road drainage and water The previous proposal involved a smaller footprint, and was situated further away from Trout Beck.	The new proposal will require additional work close to Trout Beck (part of the River Eden and Tributaries Special Area of Conservation), potentially including a new drainage outfall to Trout Beck and a cutting in close proximity, which could reduce the flow of water reaching the watercourse. The drainage design will ensure that the flow to Trout Beck is retained so there is no overall reduction, and suitable measures will be implemented during construction of any new outfalls to protect the important habitats present. Therefore the change is not expected to have a significant effect in relation to the SAC, this will be considered in detail in the Habitats Regulations Assessment.
Landscape and visual amenity The previous proposal would have increased the road footprint in this area, though the landscape and visual effects of this junction are limited in the context of the wider scheme.	The new proposal has a greater footprint, and also affects the line of the existing woodland associated with the Roman Road, an important linear landscape feature in the valley. There is no change to the overall conclusions presented in the PEI Report as the line remains largely intact, but mitigation in this area will focus on limiting the impact on this linear feature.

Managing our environmental impacts

Change: Appleby junction	
Preliminary environmental effects at statutory consultation	**Preliminary environmental effects after change**
Road drainage and water The previous proposal included a connection from the de-trunked A66 to the new A66 where the existing A66 is close to the River Eden Special Area of Conservation. The river has a steep wooded embankment at this location, with known stability risks.	By removing the link at this location we are reducing the amount of infrastructure to be constructed close to the River Eden at this location, which will simplify the construction and reduce the risk of an impact on the River Eden.
Population and human health The previously proposed arrangement would have included changes to the road that would have had a slight adverse, but not significant, effect on Fair Hill, the site of the Appleby Horse Fair, during construction.	By removing the junction at this point and including the junction at Long Marton Road, we have removed the need to utilise land belonging to the Appleby Horse Fair, removing the potential for any impact on the site or the operation of the Fair.

If you would like to review the documents which supported our autumn consultation, including our PEI Report, they are available online at www.highwaysengland.co.uk/A66-NTP and, for the duration of this consultation, you can also view these documents at Appleby Tourist Information Centre, Appleby-in-Westmorland CA16 6XE.

How to have your say

Our consultation runs from 9am on 28 January to 11.59pm on 27 February. We would welcome your thoughts on our plans so please complete our feedback form either online or in hard copy.

If you are looking at this document online and would like a hard copy, please visit our drop-in sessions or deposit points* at St. Michael's, 2 Church Gate, Kirkby Thore CA10 1UR; The Masons Arms, Long Marton, CA16 6BN; Appleby Tourist Information Centre, Appleby-in-Westmorland CA16 6XE; The New Crown Inn, Bolton, Appleby-in-Westmorland CA16 6AU. You can also call us on the number below or email to request a copy.

If you would like to complete the feedback form online, please visit our consultation web page at [redacted]

We're also planning to host two drop-in sessions** at Kirkby Thore Memorial Hall on Thursday 3 February from 3pm to 7pm and Friday 4 February from 8am to 2pm where members of the project team will be on hand to answer your questions and receive your feedback.

If you would like to view the technical documents which supported our consultation in the autumn, including the PEI Report, they are available online at [redacted] and at Appleby Tourist Information Centre, Appleby-in-Westmorland CA16 6XE

For any questions, please contact us:

- Email: A66NTP@highwaysengland.co.uk
- Call: **0333 090 1192** (local call rate)

You can also follow:

- Twitter – **@A66NTP**, **@HighwaysNWEST** and **@HighwaysNEAST**
- Facebook – **A66 Northern Trans-Pennine project**

Please submit your responses by 11.59pm on 27 February 2022.

*Please check opening times with the venue.

**Events are subject to Government COVID restrictions and may have to be cancelled at short notice if guidance changes. Any such changes will be posted on the project website and advertised at the venue. All materials will be available by post or on the consultation web page at [redacted]

What happens next

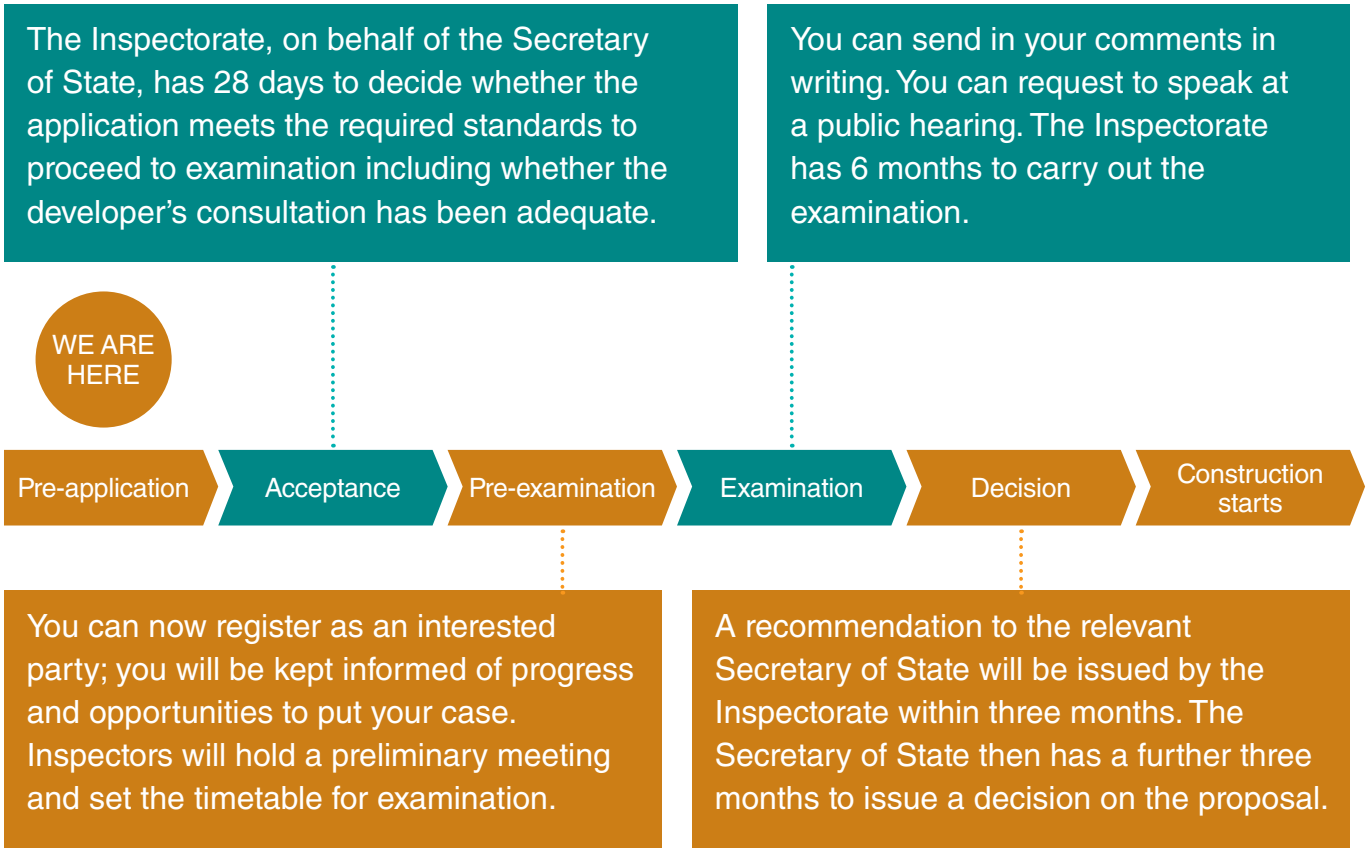
Your feedback will help us to refine our designs before we submit our application for a Development Consent Order (which is the planning permission we need to construct the project) in the spring. If the application is accepted by the Planning Inspectorate, there will be an examination of the application in which the public can participate. This examination will take a maximum of six months.

For further information on the Development Consent Order application process, please visit the Planning Inspectorate's website: infrastructure.planninginspectorate.gov.uk/application-process/the-process/

The Planning Inspectorate's website may also provide some updates on the application process and, once the project has been formally accepted for examination, will provide access to the submitted application documents.

If our application is approved, work on the project is expected to start in 2024.

The application process



Based on information from the Planning Inspectorate website

Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires Highways England to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

Highways England adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by Highways England and its appointed contractors until the scheme is complete.

In some instances consultation responses may also be sent to the Planning Inspectorate. To view the Planning Inspectorate's information relating to GDPR at Examination events please visit: **infrastructure.planninginspectorate.gov.uk/help/privacy-notice/**

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact:
DataProtectionAdvice@highwaysengland.co.uk

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This document is also available on our website at [redacted]

For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you need help accessing this or any other Highways England information, please call **0333 090 1192** and we will help you.

If you have any enquiries about this publication email [redacted] or call **0333 090 1192***. Please quote the Highways England publications code PR13/22. Designer's code DT/MB4-5/01/22.

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A66 Northern Trans-Pennine project

Supplementary consultation Appleby to Brough

Warcop West and Warcop Central

Winter 2021/2022

Introduction

The A66 Northern Trans-Pennine project is planning to dual the remaining single carriageway sections on the route between M6 junction 40 at Penrith and A1(M) at Scotch Corner.

Our proposals for dualling the section between Appleby and Brough were set out in our consultation in autumn 2021.

We've been reviewing all your feedback from this consultation and using it to help us improve the final design. We've also been completing surveys to gain a better understanding of the local area, including the environment, ecology and heritage. We are also exploring ways to mitigate potential impacts such as noise, drainage and visual.

This work has led to a number of opportunities, in various locations, where we felt the design could be revised to improve aspects such as community connectivity, environmental and land impacts.

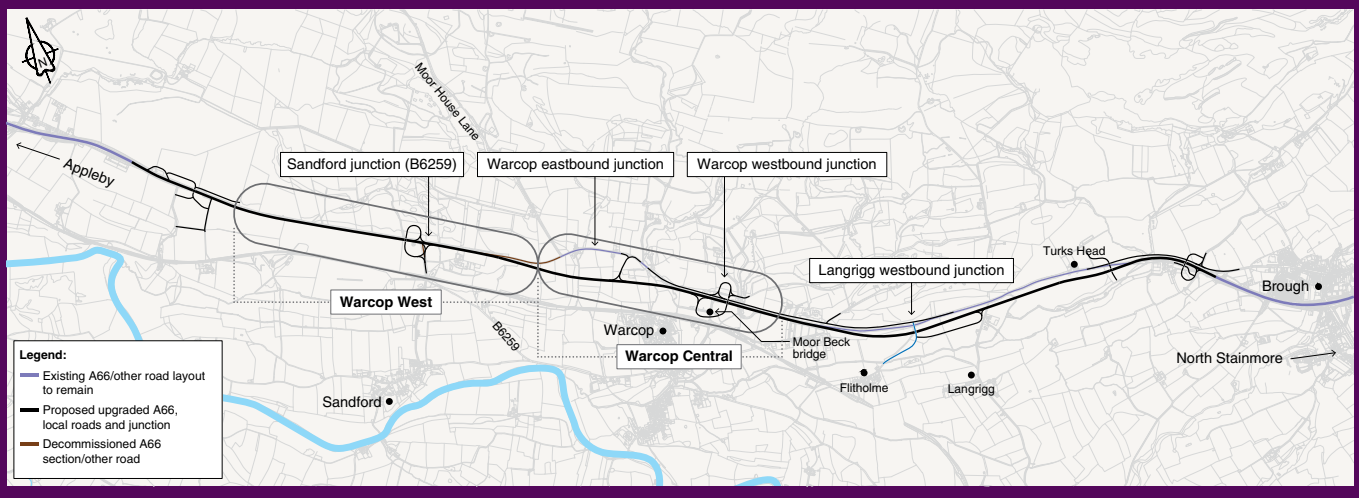
On the Warcop section we have two opportunities to change the design. On the western end, we now plan to build the new eastbound carriageway to the north of the existing A66 rather than to the south as proposed at our consultation. This minimises the impact on nearby properties. The westbound carriageway will use the existing A66 carriageway. This has the effect of moving the route further north in this section, reducing the amount of land required to the south of the existing A66.

On the central Warcop section, we are proposing to elevate the road by a further 3m in order to increase the span of the bridge structures. This will minimise impact on Moor Beck and Cringle Beck, both of which are linked to the River Eden Special Area of Conservation (SAC).

We are carrying out a supplementary consultation to give you the opportunity to tell us your thoughts on these changes.

What we are proposing

The locations



Warcop West

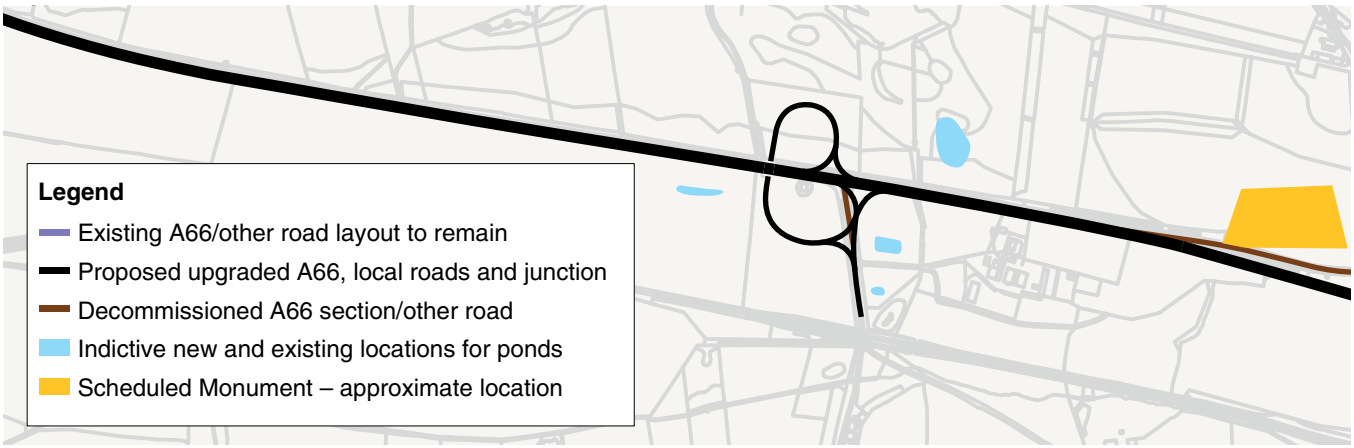
At our autumn consultation, we presented our proposals for the Black Route, which included plans to build the new westbound carriageway to the south of the existing A66 and use the existing A66 for the eastbound carriageway. During consultation, a number of comments were made on the following areas:

- Proximity of new A66 carriageway to houses at Sandford
- Balancing ponds on south side of A66 at Sandford and the associated land take
- Significant land take required from Dyke Nook Cottage

What we propose:

We are revising our plans to address the concerns. We now propose to build the new eastbound carriageway to the north of the existing A66 and use the existing A66 for westbound traffic. This means that we will need to acquire greater land to the north of the existing A66 rather than the south. As a result, we will need to move the boundary we presented at consultation. This will change the impact on some landowners, although no new landowners will be affected. In addition, the impact on the Ministry of Defence (MoD) land in this area will change.

Extents of our amended plans – Warcop West



Benefits:

- The proposal moves the route further away from properties to the south of the A66 around Sandford
- Reduces land take around Dyke Nook Cottage as one of the drainage ponds will be moved to the north side
- We have also minimised the impact on the scheduled monument to the north of the A66

Warcop Central

At our autumn consultation we presented our proposals for the Blue Route, which included plans to build the new eastbound carriageway along the existing A66 and build only the westbound carriageway to the South. This would have resulted in a minor encroachment into the MoD land and AONB to construct a new local road to the north.

Concerns raised:

- Encroachment into MoD land
- Impacts on the AONB
- Potential increase in flooding risk

Since our consultation we have also carried out further environmental studies which confirmed the presence of a number of protected species within Moor Beck and Cringle Beck both of which form part of the River Eden SAC. We are therefore protecting this habitat in our revised proposals.

What we propose:

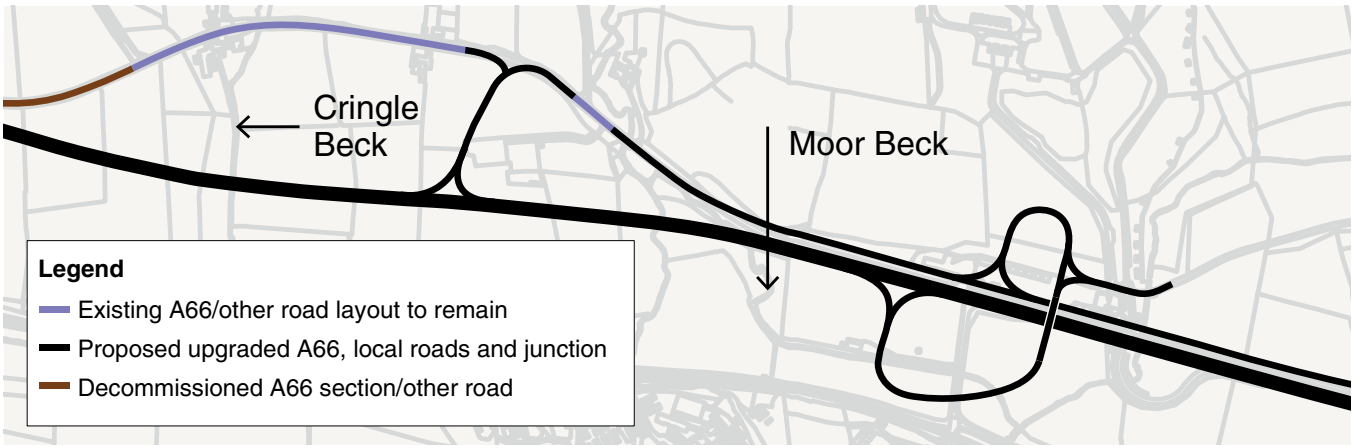
We plan to increase the size of the structures over Moor Beck and Cringle Beck to minimise impacts in this area.

At Moor Beck we are proposing a viaduct 260m in length to span the becks and flood plain and need to increase the height of the carriageway over Moor Beck by around 3m.

At Cringle Beck near to Wheatsheaf Farm we are proposing a viaduct 100m in length replacing two drainage culverts and the agricultural underpass.

This will ensure that both becks continue to operate as they do now, and that impacts are minimised for protected species. The increased size of the structures, together with the provision of flood compensation areas, will also ensure our project does not increase the flooding risk.

Extents of our amended plans – Warcop Central



Benefits:

- Flooding risk in the area is minimised
- Route does not need to encroach further into the AONB or MoD ranges
- The proposal minimises impact on the River Eden SAC

Managing our environmental impacts

We recognise that our proposals will have an impact on the local environment, and we make design changes and implement mitigation measures to manage this.

At our autumn consultation we reported all these impacts in a document called the Preliminary Environmental Information (PEI) Report. In some cases, as the design has changed, the impacts have also changed, and it is important that we capture those changes. The following tables summarise how the environmental effects of the changes might differ, compared to those which we reported in the PEI Report at our autumn consultation.

The tables identify topics where the nature of the environmental effect may be different as a result of the design change, however none of the changes described would change the conclusions of the PEI Report (unless specified in the table). Where a topic is not covered in the tables, this is because the change in design would not change the environmental effects outlined in the PEI Report.

Change: Warcop West	
Preliminary environmental effects at statutory consultation	**Preliminary environmental effects after change**
Air quality, noise and human health The previous proposal brought the carriageway of the A66 closer to properties at Dyke Nook.	The new proposal moves the alignment to the north, meaning traffic would be no closer than it is currently, slightly reducing the impact of dust and traffic noise and emissions on the existing properties of Dyke Nook compared to the previous proposals.
Biodiversity The original proposal would require the loss of a small copse of broadleaved trees on the south side of the existing A66 that sits between Dyke Nook and the existing road. Whilst the road infrastructure did not extend to the north, the assessment presented in the PEI Report assumed a working boundary that included the majority of the area of coniferous woodland to the north of the existing road and therefore considered the effects of its loss.	The working boundary for the PEI Report assumed the loss of the coniferous woodland therefore the proposed change does not change the conclusions presented. Replacement planting and additional mitigation for protected species that use the woodland (including bats and squirrels) will be provided. The copse of trees to the south side of the A66 will be retained with the new proposal.
Landscape and visual amenity The previous alignment was within the setting of the AONB, and the widening and introduction of new infrastructure for junctions may have an impact on it. When assessing biodiversity, the working boundary considered the loss of trees to the north of the existing road.	The new proposed alignment brings the road slightly closer to the AONB, but the change would not be perceptible from that distance. The PEI Report considered the impact of the loss of trees that currently provide screening. New planting will be included in the design in order to re-establish the tree line when viewed from the AONB.

Change: Warcop – Central section vertical alignment change	
Preliminary environmental effects at statutory consultation	**Preliminary environmental effects after change**
Road drainage and water and biodiversity The previous proposal included earthwork embankments within the flood plain of Moor Beck and other linked watercourses, as part of the structures that cross the watercourses. These watercourses are linked to the protected area of the River Eden SAC and so embankments would have the potential to affect the geomorphology of the watercourses and how they function, and ultimately affect the SAC.	The new proposal has open span structures where the new road and associated junction crosses the watercourses and their floodplains, this allows the watercourses to continue to flow and function more naturally and reduces the potential impact on the watercourses and the SAC functionally linked habitats and species they support. As the change represents mitigation to protect the SAC, it is expected to lead to a reduction in impact on this important site. This will be considered further in the Habitats Regulations Assessment.
Noise The previous proposal identified potential significant noise effects on a number of properties at this location, particularly scattered properties to the south of the existing A66.	The increase in height of alignment at this section for the mainline and junction could lead to slightly higher noise impacts for properties previously identified as potentially being affected. Mitigation will be designed and incorporated into the design as required, as set out in the PEI Report.
Landscape and visual amenity The previous proposal aimed to keep the new road infrastructure within the same corridor as the existing road, and close to the same level as it is now to limit the impact on the AONB and local residents.	The new proposal still follows the intended principles, and there is no change to the overall assessment of effects presented in the PEI Report, however the increase in height of the alignment and junction will increase the visibility of the new road and it will be a slightly more dominant feature in the landscape. The mitigation measures will be similar to the previous proposal.

If you would like to review the documents which supported our autumn consultation, including our PEI Report, they are available online at www.highwaysengland.co.uk/A66-NTP and, for the duration of this consultation, you can also view these documents at The Sandford Arms, Warcop CA16 6NR.

How to have your say

Our consultation runs from 9am on 28 January to 11.59pm on 27 February. We would welcome your thoughts on our plans so please complete our feedback form either online or in hard copy.

If you are looking at this document online and would like a hard copy, please visit our drop-in sessions or deposit points* St. Michael's Church, Brough CA17 4EJ and the Sandford Arms, Warcop CA16 6NR. You can also call us on the number below or email to request a copy.

If you would like to complete the feedback form online, please visit our consultation web page at [redacted]

We're also planning to host two drop-in sessions** at Warcop Village Hall on Monday 7 February from 3pm to 7pm and Tuesday 8 February from 8am to 2pm where members of the project team will be on hand to answer your questions and receive your feedback.

More detailed maps will also be available with members of the project team on hand to explain them to you. These maps will also be available on the consultation web page.

If you would like to view the technical documents which supported our consultation in the autumn, including the PEI Report, they are available online at [redacted] and at The Sandford Arms, Warcop CA16 6NR

For any questions, please contact us:

- Email: A66NTP@highwaysengland.co.uk
- Call: **0333 090 1192** (local call rate)

You can also follow:

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- Facebook – **A66 Northern Trans-Pennine project**

Please submit your responses by 11.59pm on 27 February 2022.

*Please check opening times with the venue.

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What happens next

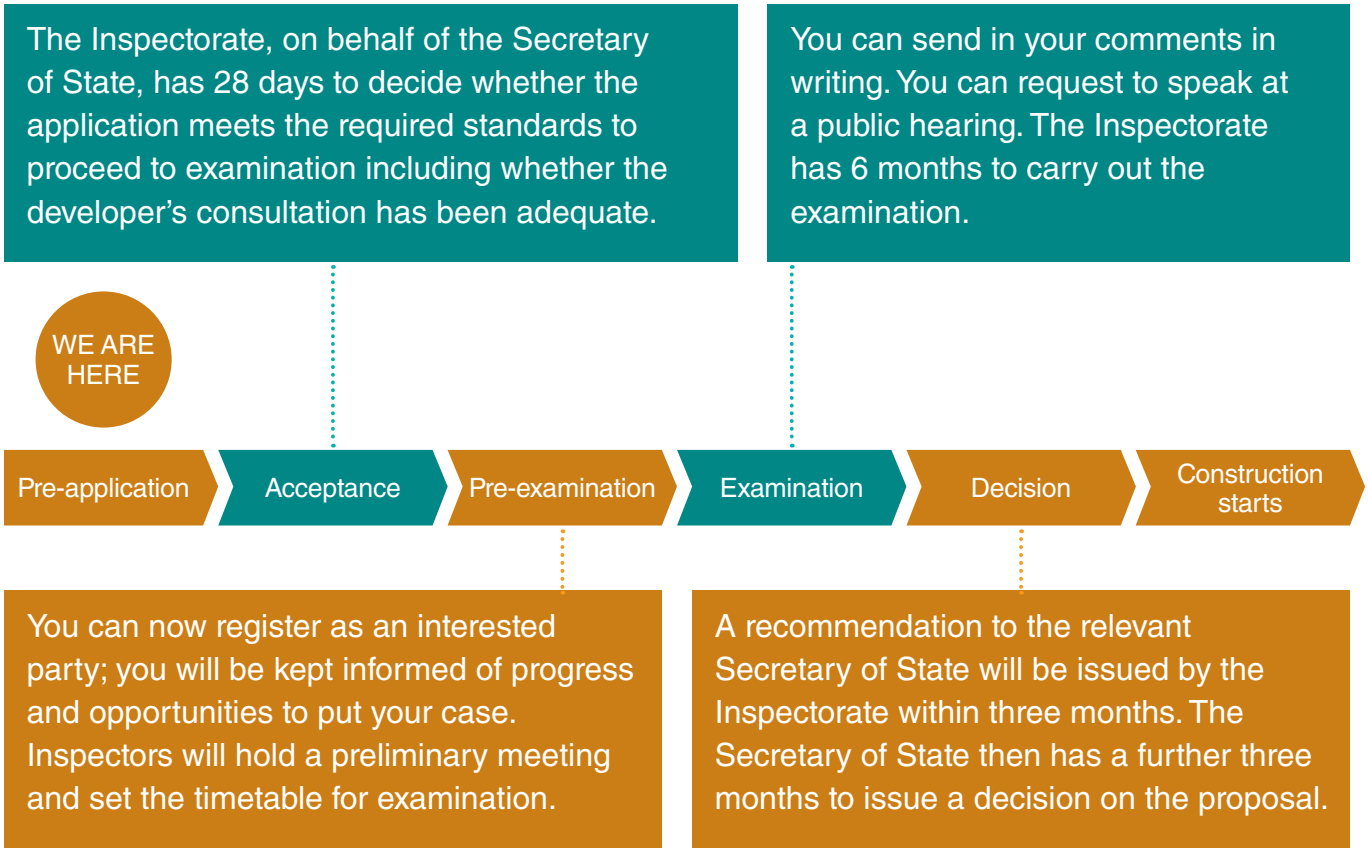
Your feedback will help us to refine our designs before we submit our application for a Development Consent Order (which is the planning permission we need to construct the project) in the spring. If the application is accepted by the Planning Inspectorate, there will be an examination of the application in which the public can participate. This examination will take a maximum of six months.

For further information on the Development Consent Order application process, please visit the Planning Inspectorate's website: infrastructure.planninginspectorate.gov.uk/application-process/the-process/

The Planning Inspectorate's website may also provide some updates on the application process and, once the project has been formally accepted for examination, will provide access to the submitted application documents.

If our application is approved, work on the project is expected to start in 2024.

The application process



Based on information from the Planning Inspectorate website

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- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact:
DataProtectionAdvice@highwaysengland.co.uk

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This document is also available on our website at [redacted]

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If you need help accessing this or any other Highways England information, please call **0333 090 1192** and we will help you.

If you have any enquiries about this publication email [redacted] or call **0333 090 1192***. Please quote the Highways England publications code PR15/22. Designer's code DT/MB6/01/22.

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national highways

A66 Northern Trans-Pennine project Supplementary design consultation:

Walking, cycling and horse-riding (WCH) provision, landform and compounds

About the scheme

The A66 Northern Trans-Pennine project is planning to dual the remaining single carriageway sections on the route between M6 junction 40 at Penrith and A1(M) at Scotch Corner.

Since our consultation in autumn 2021, we have moved some of our compound locations, made some changes to the landscaped bunds (artificial hills) and improvements to the walking, cycling and horse-riding provision on five schemes.

What we are proposing

Compounds

Should the project be approved, we will need to build a number of temporary work compounds and storage areas near to the route. These will be used for a variety of purposes, including offices for staff, welfare facilities, storage for plant machinery and materials. The size and shape of these compounds varies, as does the number of staff required, so we anticipate several large compounds supported by smaller, satellite sites. To support the sustainability of the project, we will explore how innovative technology solutions can be introduced, including solar powered offices and charge points for electric vehicles for use by construction staff.

The location of these compounds is very important and depends on the specific work planned for the area. Some facilities will need to be sited close to major structures and we will need to store large quantities of soil near to areas we plan to in-fill.

Our proposals for several compounds have moved location since our autumn consultation and it is possible their use will change as we move into the detailed design stage of the project. We know moving heavy plant machinery can potentially impact local traffic, so we have identified areas where our compounds can minimise any congestion.

Any compounds added since our autumn consultation are shown in yellow with a pink hatch on our maps. Those unchanged since consultation are shown in yellow with no hatch.

We would welcome your thoughts on this as part of our supplementary consultation.

Landform

Since our autumn consultation we have made some proposed changes by introducing landscaped bunds – artificial hills – on certain sections of the route. By adding these landscaping features, we aim to minimise the impacts of the road on your community and on the character of the landscape.

Bunds serve a range of purposes. They allow us to screen off sections of the road; provide a sound barrier that reduces the noise of passing traffic.

Bunds are quite simple in their concept. Soil is shaped into a feature that blends into the local landscape to mask the road. To make it more attractive to the eye, trees and shrubs can be planted into the bund, which then help to remediate the soils contained within.

Importantly, bunds offer a more flexible, visually "softer" option than other types of screening, such as fences and walls.

To make these changes, we will need to acquire land on a temporary basis, but our aim is to return land to landowners, where possible, once the bunds are created.

Any new landform added since our autumn consultation are shown in yellow with a green outline on our maps.

We would welcome your thoughts on this as part of our supplementary consultation.

Walking, cycling and horse-riding (WCH) provision

Our proposals for walking, cycling and horse-riding (WCH) were set out in our consultation in autumn 2021. They included details on how we would bring all WCH routes which intersect with the A66 to safe crossing points and junctions. In some cases, these routes would involve small diversions.

In our autumn 2021 consultation we did not include any provision for additional WCH routes along the new road corridor as this was outside the scope of the project. However, we received a lot of feedback about WCH during the consultation from stakeholders and local people. We have since been working with local authorities and landowners to introduce additional, specifically east / west, WCH routes where possible as part of the project.

The following information outlines where we have introduced new WCH provision along the new road corridor.

We would welcome your thoughts on this as part of our supplementary consultation.

We have already outlined our plans to reconnect WCH facilities severed by the dualling works at either grade-separated junctions or at stand-alone bridges and underpasses. We have also outlined plans to use the 'old' A66 on the section past Kirkby Thore and Crackenthorpe.

This supplementary consultation material intends to outline where there is new provision for east-west WCH routes introduced after our autumn consultation and to get your views on our plans.

Our new proposals in more detail

Penrith to Temple Sowerby

There was a lot of support at consultation for a continuous walking/cycleway in this area. We also recognised that closing the gap in the central reservation at the Brougham junction would negatively impact connectivity. In addition, an on-road cycle lane into Temple Sowerby would be lost due to the construction of the eastbound dual carriageway.

As a result, we have introduced proposals for a shared cycle/footway parallel to the A66. The route will tie into a grade-separated crossing at Brougham junction at the western extent and into existing infrastructure at the eastern extent at Temple Sowerby. The route will enable safe cycling and walking from Penrith to Temple Sowerby.

Temple Sowerby to Appleby

Plans to use the old A66 were included as part of the autumn consultation. However, we are re-consulting on this section as we are now providing further east-west connectivity on other sections of the route and we are interested in your feedback on this overall provision.

A shared cycle/footway is planned on the old A66 running the entire length of the scheme extent. This road will become a local route only, with significantly less traffic once the new dual carriageway is open. This route will run on the south side of the old A66 through Kirkby Thore, and then to the north to the west side of Appleby. This new route ties into existing provision at each end of the scheme. Segregated crossings of the proposed dual carriageway at several locations are proposed to reconnect and tie into rights of way.

Appleby to Brough

We are proposing to introduce a shared-use cycle/footway parallel to the A66 which will connect into the existing rights of way in the vicinity of the scheme. It will utilise the grade-separated crossing points of the dual carriageway along the route.

Cross Lanes to Rokeby

We are proposing to introduce a shared-use cycle/footway parallel to the A66 which will connect into existing rights of way to the west of the Rokeby Junction, using the proposed maintenance access track that leads to the junction at Cross Lanes. While the additional infrastructure is only 250m in length, the result is a 3.5km shared cycle/footway from Cross Lanes junction to Greta Bridge, tying into the exiting cycle track to the west of the village.

Stephen Bank to Carkin Moor

On this section, the feedback at consultation was more focussed around provision for horse-riders.

As a result of the consultation process, a shared bridle/footway has been proposed in the verge along the old de-trunked A66. This road will become a local route only, with significantly less traffic once the new dual carriageway is open. The new bridle/footway will connect several existing bridleways and footpaths in the area. It will allow circular routes and onward journeys by users, including grade separated crossings of the dual carriageway.

Where the new route crosses the old de-trunked A66, horse corrals will be provided.

Why your views matter

We would welcome your feedback on our proposals for compounds, landforms and WCH and have included contact details and a feedback form on this page.

We'll be consulting from Wednesday 16 February to 18 March 2022.

We will continue to engage with landowners and local authorities on issues such as maintenance and signage arrangements as we work though the detailed design stage.

We'll also continue to engage with stakeholders, our Community Liaison Groups and Focus Groups about these plans.

Contact us

If you have any specific questions, you can contact us by email on A66NTP@nationalhighways.co.uk or call us on **0333 090 1192**.

For more information on the A66 Northern Trans-Pennine project please;

Visit our website:
www.nationalhighways.co.uk/A66-NTP

Follow our Twitter feed:
@A66NTP

Follow us on Facebook:
A66 Northern Trans-Pennine project

What happens next

Following a review of all feedback received, we will finalise our design and plan to submit our application for a Development Consent Order (DCO) in the spring. If our application is approved this would give us the permission we need to build the project.

Visit our consultation web page:
highwaysengland.citizenspace.com/he/a66ntp-wch-landform-compounds-design-consultation

national highways

A66 Northern Trans-Pennine project

Supplementary consultation

Appleby to Brough

Brough Hill Fair replacement site

Winter 2021/2022

Introduction

The A66 Northern Trans-Pennine project is planning to dual the remaining single carriageway sections on the route between M6 junction 40 at Penrith and A1(M) at Scotch Corner. Our proposals were set out in our consultation in autumn 2021. Further details of the autumn 2021 consultation including links to the relevant information documents are set out at the end of this brochure.

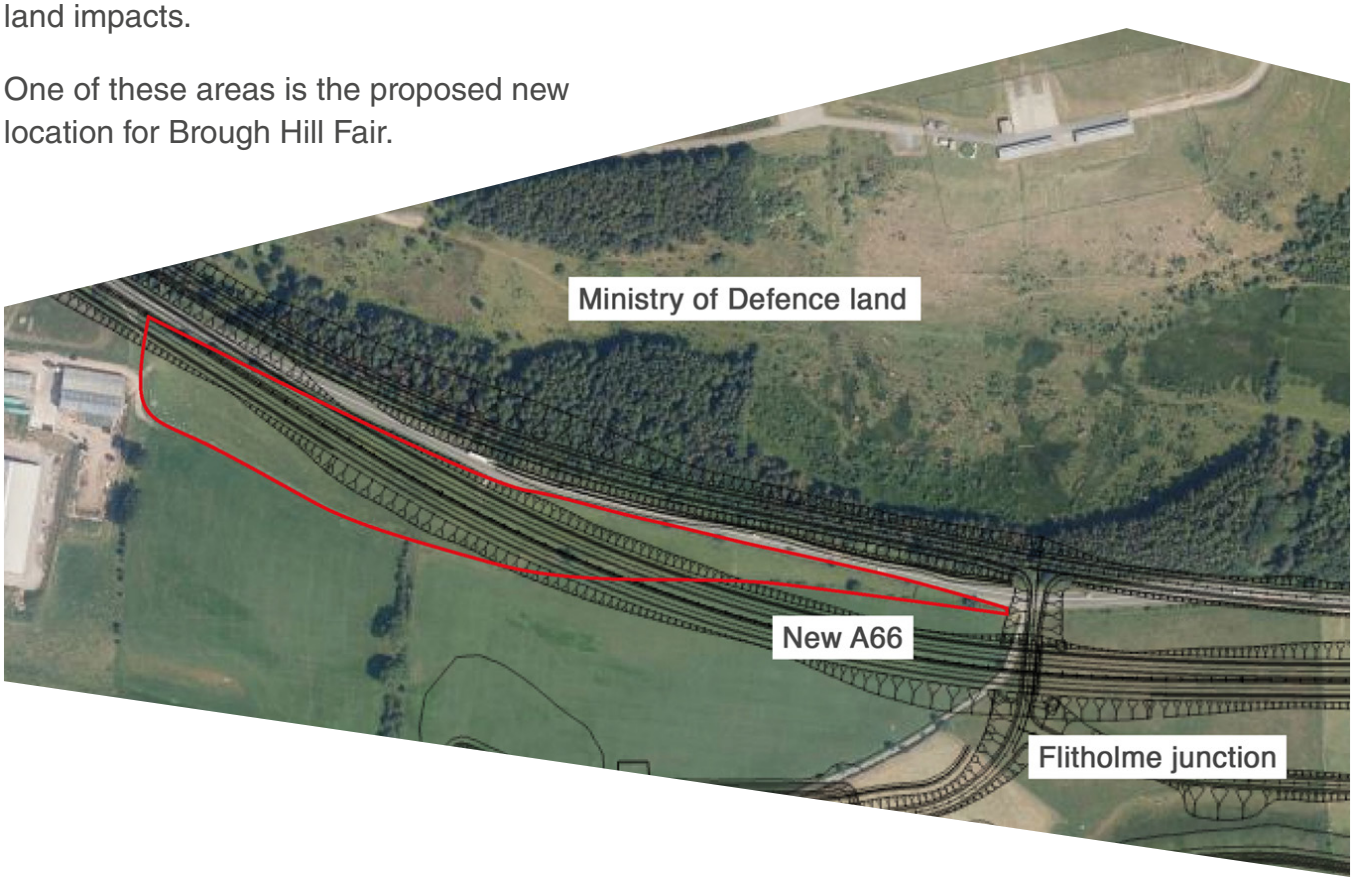
We've been reviewing the feedback from this consultation and using it to help us improve the final design as well as completing surveys to gain a better understanding of the local area, including the environment, ecology and heritage. We are also exploring ways to mitigate the potential impacts on areas such as noise, drainage and views of the landscape.

This work has led to a number of opportunities, in various locations, where we felt the design could be revised to improve aspects such as community connectivity, environmental and land impacts.

One of these areas is the proposed new location for Brough Hill Fair.

At our consultation in the autumn, we were asking for feedback on our plans to relocate Brough Hill Fair onto a site owned by the Ministry of Defence (MoD), adjacent to the current site. We have received feedback from our consultation with stakeholders, including local people and representatives from the Gypsy community, that this site might not be suitable as a location for the fair and further work would be required to the site as a result.

We have therefore been exploring other sites and have identified a possible alternative location on which we would like to obtain feedback. The site is 1.6 miles east of the current site. We will now carry out a supplementary consultation to give you the opportunity to tell us your thoughts on our proposals to help us determine which of the two sites to take forward.



What we are proposing

Brough Hill Fair has a history which goes back centuries and is culturally important to the Gypsy community. The fair started in the 1300s and has been held almost every year since, for four days at the end of September. It was originally held in Brough itself but relocated to Brough Hill to the north-east of Warcop and north of the A66. Development of the MoD estate around Brough Hill meant the fair was moved again in 1947 to the present field alongside the A66.

Brough Hill was once one of the biggest horse fairs in the country but numbers attending the fair have dwindled in recent years due to a variety of reasons including, most recently, the Covid pandemic.

Our plans for the widening of the A66 at this location mean that we require part of the existing field currently used for the fair. We have been working with representatives of the Gypsy community and local landowners to explore options for the relocation of the annual fair.

The map on the left shows the impact the A66 Northern Trans-Pennine project will have on the existing site. The red line shows the extent of the existing site where Brough Hill Fair is held.

At our consultation in autumn 2021, we proposed moving Brough Hill Fair to a site currently used by the MoD as a 'bivvy' or camping site and training area (Site 1: central site). The access to the site is from Station Road. The consultation feedback explained that the proposed MoD site has challenging land levels, is close to other residential properties and near to the A66. As a result of former land uses on this site, it may also require further work.

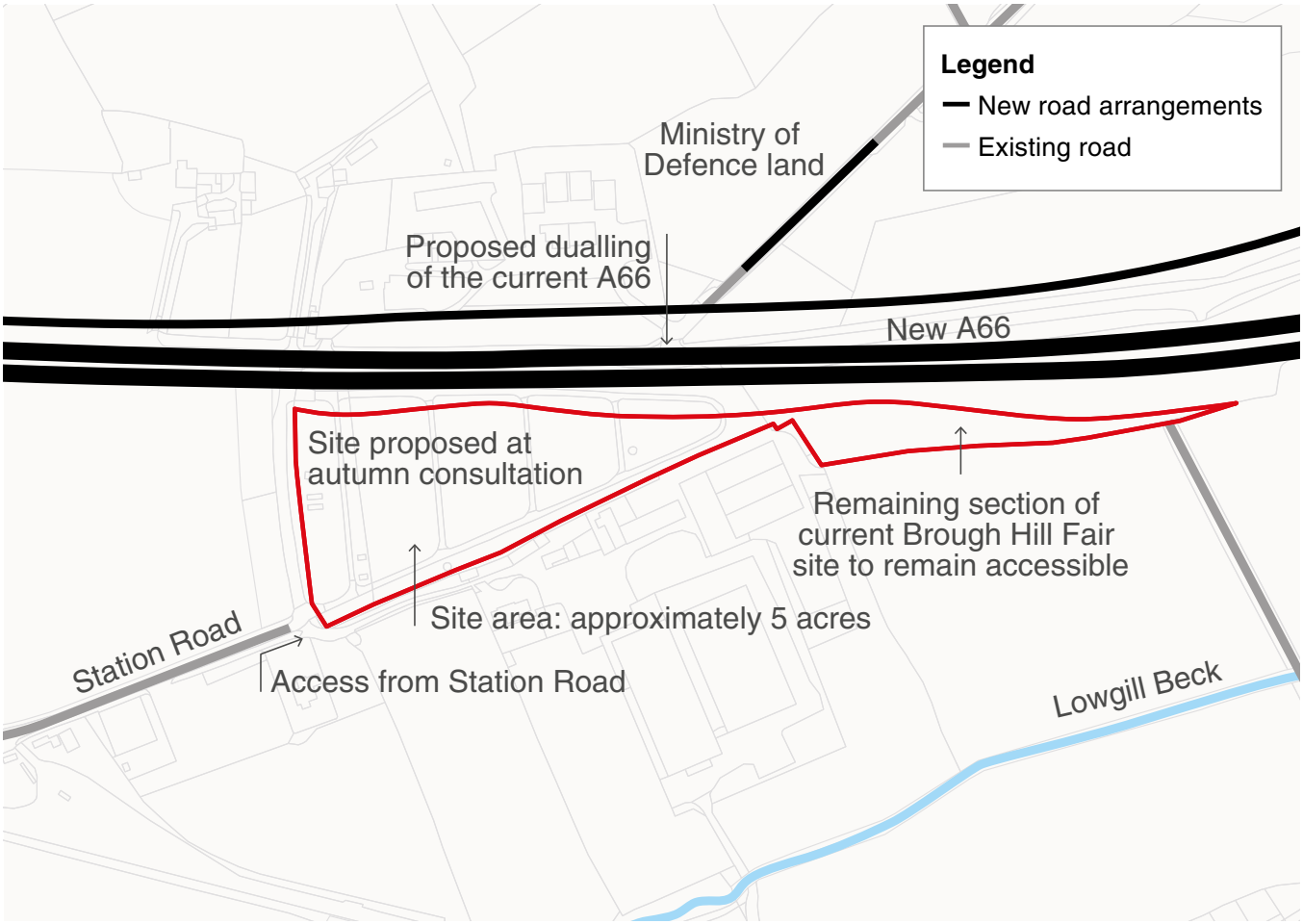
We are therefore considering whether an alternative site (Site 2: eastern site) might be more suitable. This site is to the south of the A66, approximately 1.6 miles east from the current site. This site has an access from Musgrave Lane which would allow access for horses and horse-drawn vehicles. It would also allow users of the site to park their caravans further from the road. This site is smaller than the alternative central site.

This eastern site is now being considered because the land will be purchased by National Highways for the development of the scheme.

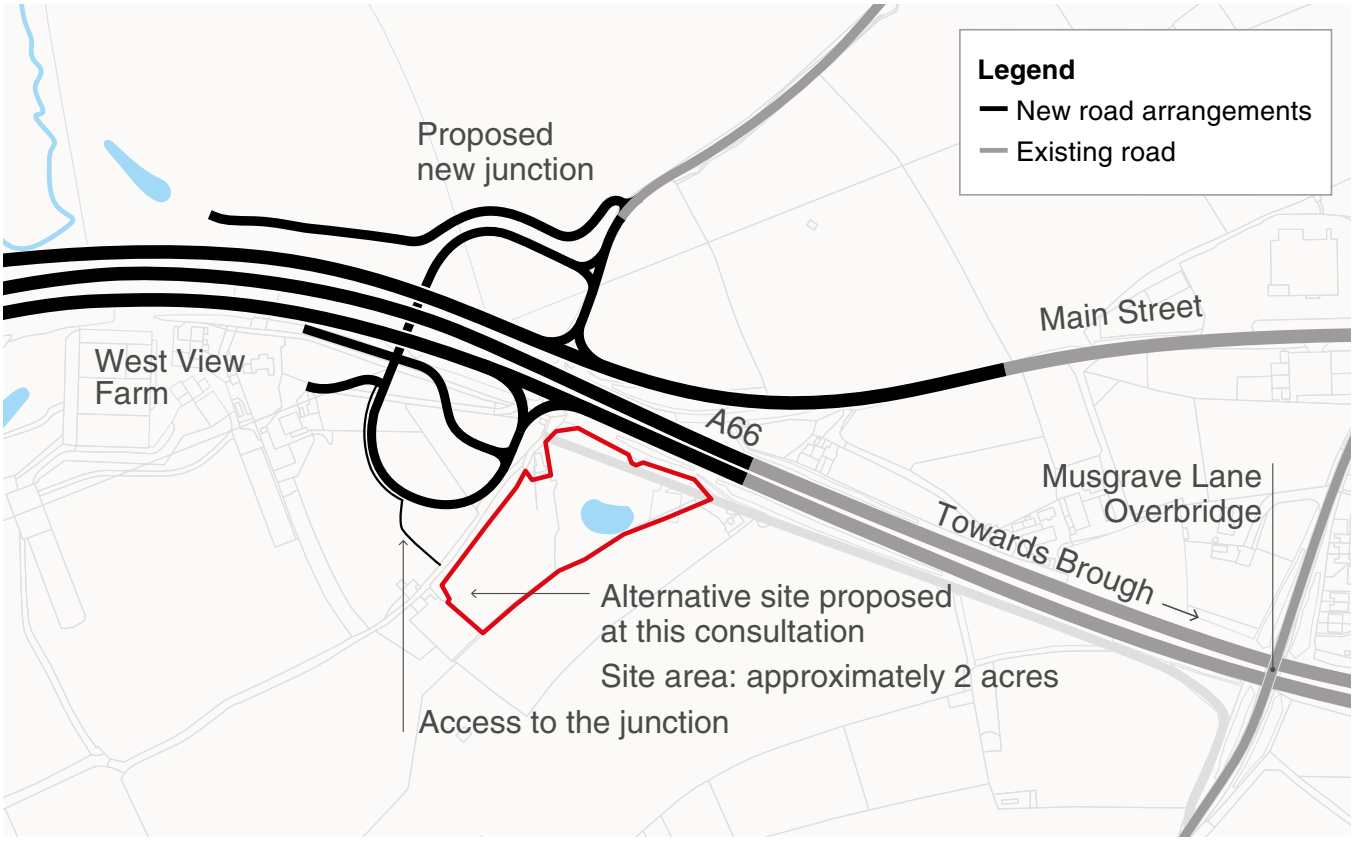
The alternative location would not lead to any new or different significant effects compared to those set out in the Preliminary Environmental Information Report, which sets out the environmental effects of our proposals

The maps on the following page show the proposed new site locations.

Site 1: The central site, proposed in our autumn 2021 consultation



Site 2: Proposed alternative eastern site



How to have your say

Our consultation runs from Friday 11 March to 11.59pm on Sunday 3 April. We would welcome your thoughts on our proposals so please complete our feedback form either online or in hard copy. We are particularly keen to hear your views the suitability of each of these sites to hold the Fair and your reasons for this.

If you are looking at this document online and would like a hard copy, please visit our drop-in sessions or deposit points* at St. Michael's Church, Brough CA17 4EJ and the Sandford Arms, Warcop CA16 6NR. You can also call us on the number below or email to request a copy.

If you would like to complete the feedback form online, please visit our consultation web page at [redacted]

We're also planning to host two drop-in sessions** where members of the project team will be on hand to answer your questions and receive your feedback.

- **At Warcop Village Hall on Wednesday 16 March from 3pm to 7pm**
- **At Brough Memorial Hall on Thursday 17 March from 3pm to 7pm**

If you would like to view the technical documents which supported our consultation in autumn 2021, including the Preliminary Environmental Information Report, they will be available at the drop-in events and also online at [redacted]. They can also be viewed at The Sandford Arms, Warcop CA16 6NR.

For any questions, please contact us:

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Please submit your responses by 11.59pm on Sunday 3 April 2022.

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What happens next

Your feedback will help us decide on which of these two sites should be used for Brough Hill Fair, before we submit our application for a Development Consent Order (which is the planning permission we need to construct the project) in the spring. If the application is accepted by the Planning Inspectorate, there will be an examination of the application in which the public can participate. This examination will take a maximum of six months.

For further information on the Development Consent Order application process, please visit the Planning Inspectorate's website: infrastructure.planninginspectorate.gov.uk/application-process/the-process/

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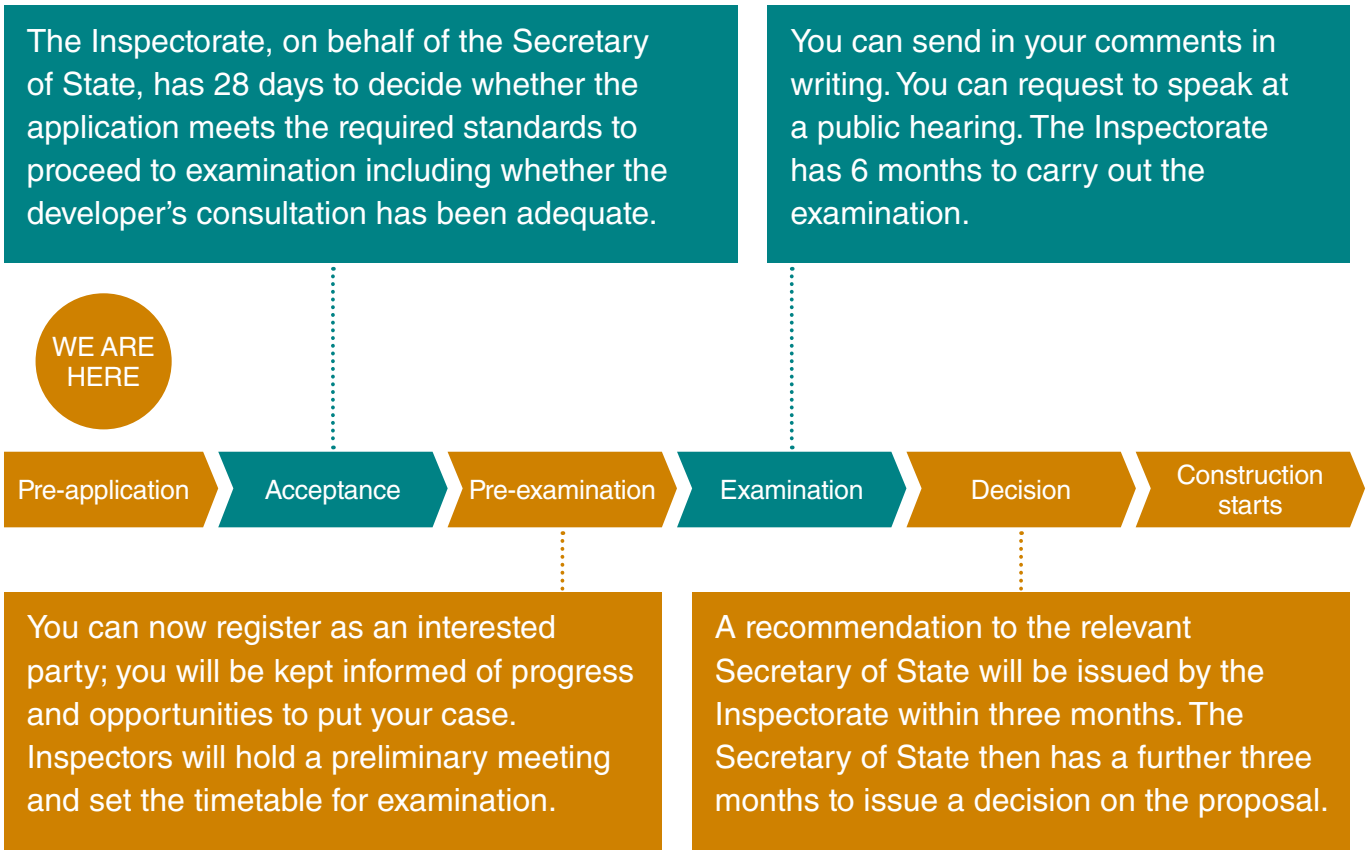
If our application is approved, work on the project is expected to start in 2024.

The application process



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- Right to data portability

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GLOBETROTTER
Chris Eley
SCANIA

4 Supplementary consultation – leaflets

national highways

A66 Northern Trans-Pennine project

M6 junction 40 to Kemplay Bank Supplementary consultation

Update on our plans in your area

The A66 Northern Trans-Pennine project is planning to dual the remaining single carriageway sections on the route between M6 junction 40 at Penrith and A1(M) at Scotch Corner.

Our proposals for M6 junction 40 to Kemplay Bank were set out in our consultation in autumn 2021. They include an underpass below Kemplay Bank roundabout for east/westbound traffic along the A66, allowing local and A6 traffic to utilise the roundabout. We also propose to widen the A66 between Kemplay Bank and the M6 to create three lanes in each direction and new slip roads at the roundabout.

We've been reviewing all your feedback from this consultation and using it to help us improve the final design. We've also been completing surveys to gain a better understanding of the local area, including the environment, ecology and heritage. We are also exploring ways to mitigate potential impacts such as noise, drainage and visual.

This work has led to a number of opportunities, in various locations, where we felt the design could be revised to improve aspects such as community connectivity, environmental and land impacts.

At Kemplay, the widening of the road means that the design in this area impacts on some space used by the public. We're keen to mitigate this and work with the local community on our proposals in this area.

We'll also be issuing a project update soon which will cover environmental mitigation measures, compound locations and landscaping as well as other changes along the rest of the route. Some of these changes will impact on landowners and we will be consulting with them separately to get their feedback.

How to find out more

Your views are really important to us, so we'll be consulting with you from 9am Friday 28 January to 11.59pm on Sunday 27 February. This will provide you with the opportunity to find out more about our proposed changes and have your say about them.

We're planning on hosting a drop-in session* at Penrith Cricket Club on **Wednesday 9 February** 8am to 2pm. There will be further details of the plans and members of the project team will be on hand to answer your questions. You can also provide your feedback or collect a form and freepost envelope to fill in at home.

The same information will be available on the consultation web page from 9am on Friday 28 January along with an online form to give us your comments.

If you can't make the drop-in session and don't have access to the internet, we'll leave hard copies of the brochure and feedback forms in local deposit points.

Copies of all the technical documents which supported our consultation in the autumn are available at our events, Penrith Library and on our website.

You can also call or email us to request a hard copy of the brochure. Copies will be available after the consultation launches on 28 January.

Area	Deposit points
Penrith	Penrith Library, St Andrew's Churchyard, Penrith CA11 7YA
Penrith	Esso Garage, Bridge Lane CA11 8JB

Please check opening times with the venue

*Drop-in session and deposit points are subject to the Government COVID restrictions and may have to be cancelled at short notice. Any such changes will be posted on the consultation web page and advertised at the venue. All materials will be available by post or on the consultation web page.

What happens next

We look forward to talking with you more about these changes and getting your feedback.

Following a review of all feedback received, we will finalise our design and plan to submit our application for a DCO in the spring. If our application is approved, this would give us the permission we need to build the project.

In the meantime, if you have any specific questions, you can contact us by email on A66NTP@highwaysengland.co.uk or call us on **0333 090 1192**.

Visit our consultation web page:
[redacted]

For more information on the A66 Northern Trans-Pennine project please;

Visit our website:
www.nationalhighways.co.uk/A66-NTP

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A66 Northern Trans-Pennine project

Temple Sowerby to Appleby Supplementary consultation

Update on our plans in your area

The A66 Northern Trans-Pennine project is planning on dualling the remaining single carriageway sections on the route between M6 junction 40 at Penrith and A1(M) at Scotch Corner.

Last autumn, we held a consultation about our plans. We've been really pleased by how local communities and stakeholders got involved, providing lots of feedback to help us improve the design before we submit the Development Consent Order (DCO). The DCO is the planning permission we need to build the project.

Since that consultation, we have been reviewing your feedback, working further on developing the design and completing surveys. This is to help us gain a better understanding of areas including environment, ecology, heritage and drainage.

We have now identified a number of opportunities in various locations where the design can be revised to improve aspects such as community connectivity, environmental and land impacts.

On the Temple Sowerby to Appleby section, we are looking to make changes to three key junctions – to the north of Kirkby Thore, at the Long Marton road junction with the new A66 and to the west of Appleby.

As these are considerable changes to the design that we presented in the autumn, we are carrying out a supplementary consultation. This consultation will give you the opportunity to tell us your thoughts about the three junctions specifically.

We'll also be issuing a project update soon which will cover environmental mitigation measures, compound locations and landscaping as well as other changes along the rest of the route.

Some of these changes will impact on landowners and we will be consulting with them separately to get their feedback.

How to find out more

Your views are really important to us, so we'll be consulting with you from 9am Friday 28 January to 10am on Friday 25 February. This will provide you with the opportunity to find out more about our proposed changes and have your say about them.

We're planning on hosting two drop-in sessions* at Kirkby Thore Memorial Hall on **Thursday 3 February** 3pm to 7pm and **Friday 4 February** 8am to 2pm. There will be further details of the plans and members of the project team will be on hand to answer your questions. You can also provide your feedback or collect a form and freepost envelope to fill in at home.

The same information will be available on the consultation web page from 9am on Friday 28 January along with an online form to give us your comments.

If you can't make the drop-in sessions and don't have access to the internet, we'll leave hard copies of the brochure and feedback forms in local deposit points.

Copies of all the technical documents which supported our consultation in the autumn are available at our events, Appleby Tourist Information and on our website.

You can also call or email us to request a hard copy of the brochure. Copies will be available after the consultation launches on 28 January.

Area	Deposit points
Kirkby Thore	St. Michael's, 2 Church Gate, Kirkby Thore CA10 1UR
Long Marton	The Masons Arms, Appleby-in-Westmorland CA16 6BN
Appleby	Appleby Tourist Information, Appleby-in-Westmorland CA16 6XE
Crackenthorpe and Bolton	The New Crown Inn, Bolton, Appleby-in-Westmorland CA16 6AU

Please check opening times with the venue

*Drop-in sessions and deposit points are subject to the Government COVID restrictions and may have to be cancelled at short notice. Any such changes will be posted on the consultation web page and advertised at the venue. All materials will be available by post or on the consultation web page.

What happens next

We look forward to talking with you more about these changes and getting your feedback.

Following a review of all feedback received, we will finalise our design and plan to submit our application for a DCO in the spring. If our application is approved, this would give us the permission we need to build the project.

In the meantime, if you have any specific questions, you can contact us by email on A66NTP@highwaysengland.co.uk or call us on **0333 090 1192**.

Visit our consultation web page:
[redacted]

For more information on the A66 Northern Trans-Pennine project please;

Visit our website:
www.nationalhighways.co.uk/A66-NTP

Follow our Twitter feed:
@A66NTP

Follow us on Facebook:
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A66 Northern Trans-Pennine project

Appleby to Brough Supplementary consultation

Update on our plans in your area

The A66 Northern Trans-Pennine project is planning on dualling the remaining single carriageway sections on the route between M6 junction 40 at Penrith and A1(M) at Scotch Corner.

Last autumn, we held a consultation about our plans. We've been really pleased by how local communities and stakeholders got involved, providing lots of feedback to help us improve the design before we submit the Development Consent Order (DCO). The DCO is the planning permission we need to build the project.

Since that consultation, we have been reviewing your feedback, working further on developing the design and completing surveys. This is to help us gain a better understanding of areas including environment, ecology, heritage and drainage.

We have now identified a number of opportunities in various locations where the design can be revised to improve aspects such as community connectivity, environmental and land impacts.

On the Appleby to Brough scheme, we are looking to make changes to two parts of the route – the western section of route local to Sandford junction and central section in the vicinity of Moor Beck.

As these are considerable changes to the design that we presented in the autumn, we are carrying out a supplementary consultation. This consultation will give you the opportunity to tell us your thoughts about these changes specifically. We'll also be issuing a project update covering environmental mitigation measures, compound locations and landscaping as well as other changes along the rest of the route.

How to find out more

Your views are really important to us, so we'll be consulting with you from 9am Friday 28 January to 10am on Friday 25 February. This will provide you with the opportunity to find out more about our proposals and have your say about them.

We're planning on hosting two drop-in sessions* at Warcop Village Hall on **Monday 7 February** from 3pm to 7pm and **Tuesday 8 February** 8am to 2pm. There will be further details of the plans and members of the project team will be on hand to answer your questions. You can also provide your feedback or collect a form and freepost envelope to fill in at home.

The same information will be available on the consultation web page from 9am on Friday 28 January along with an online form to give us your comments.

If you can't make the drop-in sessions and don't have access to the internet, we'll leave hard copies of the brochure and feedback forms in local deposit points.

Copies of all the technical documents which supported our consultation in the autumn are available at our events, Sandford Arms and on our website.

You can also call or email us to request a hard copy of the brochure. Copies will be available after the consultation launches on 28 January.

Area	Deposit points
Sandford	Sandford Arms, Appleby-in-Westmorland CA16 6NR
Brough	St. Michael's Church, Brough CA17 4EJ

Please check opening times with the venue

*Drop-in sessions and deposit points are subject to the Government COVID restrictions and may have to be cancelled at short notice. Any such changes will be posted on the consultation web page and advertised at the venue. All materials will be available by post or on the consultation web page.

What happens next

We look forward to talking with you more about these changes and getting your feedback.

In spring this year, we will be submitting our application for a DCO which is the planning permission we need to build the project.

In the meantime, if you have any specific questions, you can contact us by email on A66NTP@highwaysengland.co.uk or call us on **0333 090 1192**.

Visit our consultation web page:

[redacted]

For more information on the A66 Northern Trans-Pennine project please;

Visit our website:
www.nationalhighways.co.uk/A66-NTP

Follow our Twitter feed:
@A66NTP

Follow us on Facebook:
A66 Northern Trans-Pennine project

national highways

A66 Northern Trans-Pennine project

Brough Hill Fair replacement site
Supplementary consultation

Update on our plans in your area

The A66 Northern Trans-Pennine project is planning on dualling the remaining single carriageway sections on the route between M6 junction 40 at Penrith and A1(M) at Scotch Corner.

Last autumn, we held a consultation about our plans. We've been really pleased by how local communities and stakeholders got involved, providing lots of feedback to help us improve the design before we submit our application for the Development Consent Order (DCO). The DCO is the planning permission we need to build the project.

Since that consultation, we have been reviewing your feedback, working further on developing the design and completing surveys. This is to help us gain a better understanding of areas including environment, ecology, heritage and drainage.

We have now identified a number of opportunities in various locations where the design can be revised to improve aspects such as community connectivity, environmental and land impacts.

On the Appleby to Brough scheme, we are looking at our proposed replacement of the site for Gypsy community's Brough Hill Fair. At our consultation in autumn we proposed a central site (close to Warcop), on land belonging to the Ministry of Defence. We are now also considering an alternative location approximately 1.6 miles to the east which is closer to Brough. We would welcome views on the sites and their suitability for the annual Brough Hill Fair.

As these are potential changes to the design that we presented in the autumn, we are carrying out a supplementary consultation. This consultation will give you the opportunity to tell us your thoughts about these changes specifically.

In the coming weeks we will be issuing a project update covering environmental mitigation measures, compound locations and landscaping as well as other changes along the rest of the route.

How to find out more

Your views are really important to us, so we'll be consulting with you from Friday 11 March to 11.59pm on Sunday 3 April. This will provide you with the opportunity to find out more about our proposals and have your say about them.

We're planning on hosting two drop-in sessions:

- **At Warcop Village Hall on Wednesday 16 March from 3pm to 7pm**
- **At Brough Memorial Hall on Thursday 17 March from 3pm to 7pm**

There will be further details of the plans and members of the project team will be on hand to answer your questions. You can also provide your feedback or collect a form and freepost envelope to fill in at home.

The same information will be available on the consultation web page from Friday 11 March along with an online form to give us your comments.

If you can't make the drop-in sessions and don't have access to the internet, we'll leave hard copies of the brochure and feedback forms in local deposit points.

Copies of all the technical documents which supported our consultation in the autumn are available at our events, the Sandford Arms and via a link on our web page.

You can also call or email us now to request a hard copy of the brochure. Copies will be available for the consultation launch on 11 March.

Deposit points
St. Michael's Church, Brough CA17 4EJ
Sandford Arms, Appleby-in-Westmorland CA16 6NR

Please check opening times with the venue

What happens next

We look forward to talking with you more about these changes and getting your feedback.

In spring this year, we plan to submit our application for a DCO.

In the meantime, if you have any specific questions, you can contact us by email on A66NTP@nationalhighways.co.uk or call us on **0333 090 1192**.

Visit our consultation web page:
highwaysengland.citizenspace.com/he/a66-tp-design-consultation-brough-hill-fair

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@A66NTP

Follow us on Facebook:
A66 Northern Trans-Pennine project

5 Supplementary consultation – feedback forms

A66 Northern Trans-Pennine project

Supplementary consultation feedback form – replacement of public open space at Kemplay Bank

Share your views

We want your feedback on our plans for replacing and improving the public open space close to Kemplay Bank roundabout. This consultation is limited to this area.

There are other subjects where we will be seeking feedback from landowners and other stakeholders, we will contact you directly if you are impacted by those consultations.

Please share your views with us by completing this feedback form here or on the consultation web page at **https://highwaysengland.citizenspace.com/he/40d4915c**

The consultation period finishes at **11.59pm on Sunday 27 February 2022**. Please return your feedback before this deadline as responses received after will not be considered.

If you have any questions about the consultation or the project, please contact us:

Email: **A66NTP@highwaysengland.co.uk**
Call: **0333 090 1192** (local call rate)

Name:

Address:

Postcode:

Are you responding on your own behalf or on behalf of an organisation or group?

Providing my own response ☐

Providing a response on behalf of an organisation or group ◯

What is the name of the person or organisation you are representing?

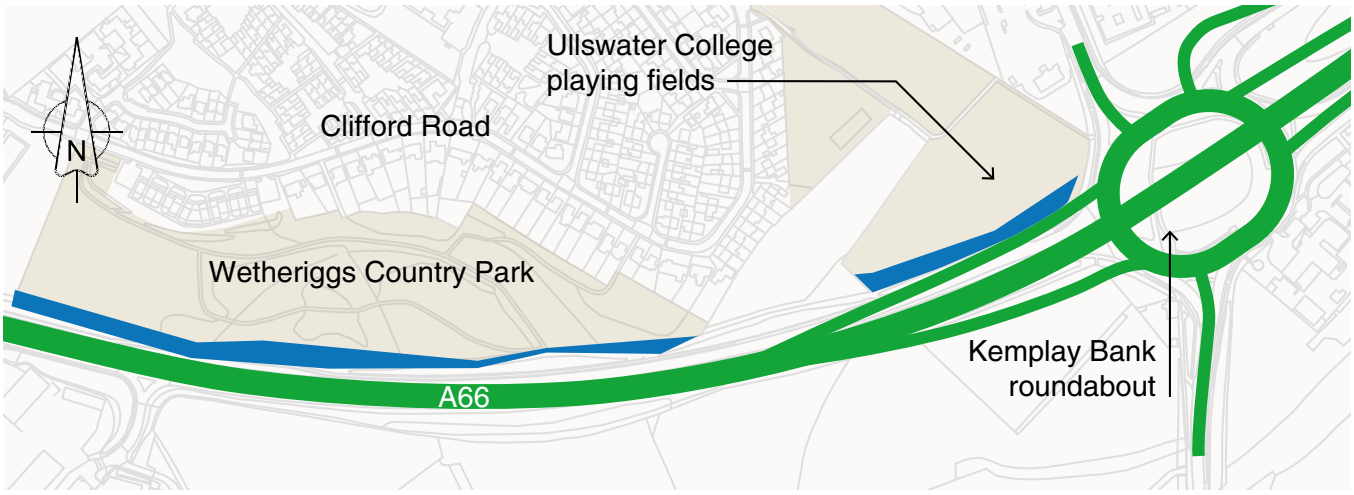
What method of transport do you use to travel on the A66?

Car ☐
HGV ☐
Walk ☐
Bicycle ☐
Public transport ☐
Other commercial vehicle ☐
Horse/horse-drawn vehicle ☐

Other

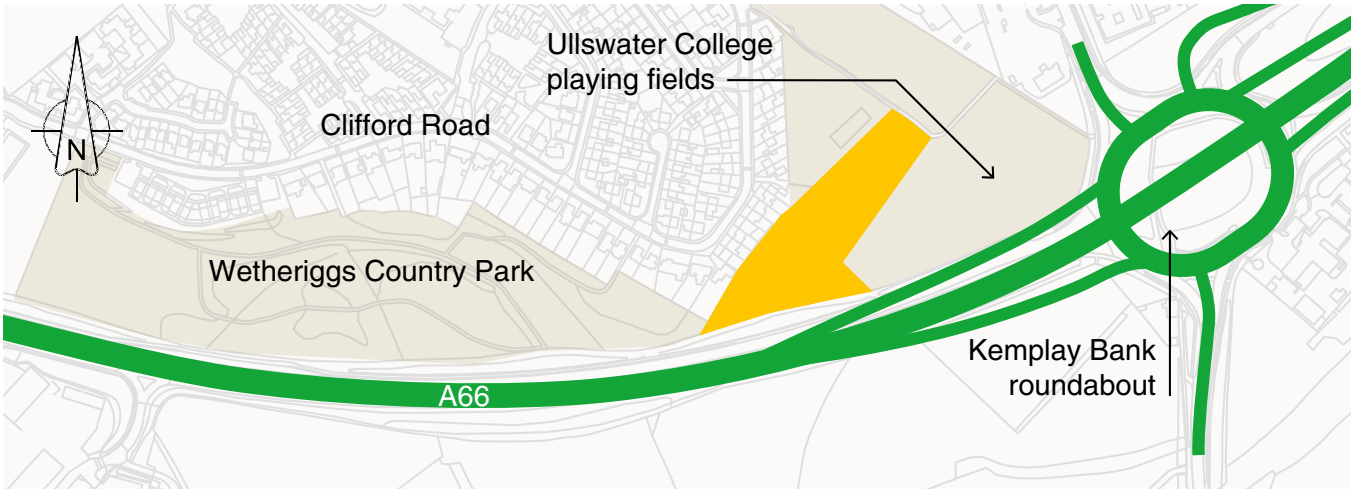
Have you received any letters or emails from our partner Ardent about the potential impact on your land or property?

Yes ☐ No ◯



Q1 How do you use the area above highlighted in blue (the edge of Wetheriggs Park and edge of playing fields at Ullswater College):

Walking / dog walking ☐
Exercise / formal sports ☐
Social / organised groups ☐
Meeting with friends / family ☐
Don't use it ☐
Other (please state)



Q2 We are planning on replacing the lost open space with the area highlighted in yellow above. How would you use this space?

Walking / dog walking ☐
Exercise / formal sports ☐
Social / organised groups ☐
Meeting with friends / family ☐
Wouldn't use it ☐
Other (please state)

Q3 Do you have any suggestions for how this new space (highlighted in yellow) could be improved?

Q4 Do you agree that the land highlighted yellow is suitable to replace the open space that would be lost?

Yes ☐ No ◯ No preference ◯

Please provide any information that supports your answer above.

Q5 How do you think our plans could improve the boundary between the park and the A66?

Additional space to provide your comments to the questions. Please state which question number you are responding to.

national highways

A66 Northern Trans-Pennine project

Supplementary consultation feedback form – changes to three junctions between Temple Sowerby and Appleby

Share your views

We want your feedback on our plans for the new junction proposals for Kirkby Thore, Long Marton and Appleby. This consultation is limited to these areas.

There are other subjects where we will be seeking feedback from landowners and other stakeholders, we will contact you directly if you are impacted by those consultations.

Please share your views with us by completing this feedback form here or on the consultation web page at **https://highwaysengland.citizenspace.com/he/5350e278**

The consultation period finishes at **11.59pm on Sunday 27 February 2022**. Please return your feedback before this deadline as responses received after will not be considered.

If you have any questions about the consultation or the project, please contact us:

Email: **A66NTP@highwaysengland.co.uk**
Call: **0333 090 1192** (local call rate)

Name:

Address:

Postcode:

Are you responding on your own behalf or on behalf of an organisation or group?

Providing my own response ◯

Providing a response on behalf of an organisation or group ◯

What is the name of the person or organisation you are representing?

What method of transport do you use to travel on the A66?

Car ☐
HGV ☐
Walk ☐
Bicycle ☐
Public transport ☐
Other commercial vehicle ☐
Horse/horse-drawn vehicle ☐

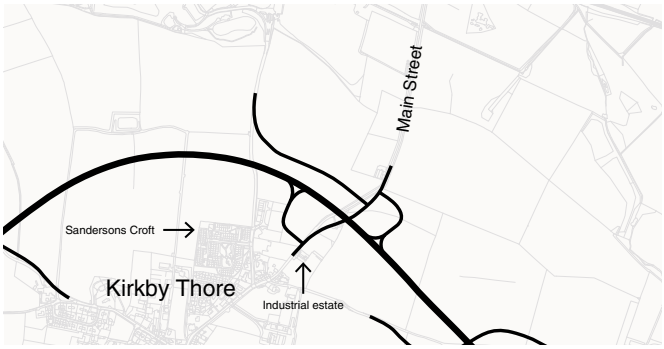
Other

Have you received any letters or emails from our partner Ardent about the potential impact on your land or property?

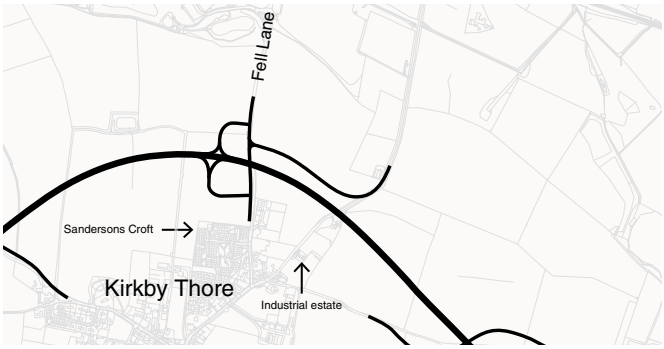
Yes ☐ No ☐

Please see brochure for your data rights

Kirkby Thore junction



Design as presented at our autumn consultation



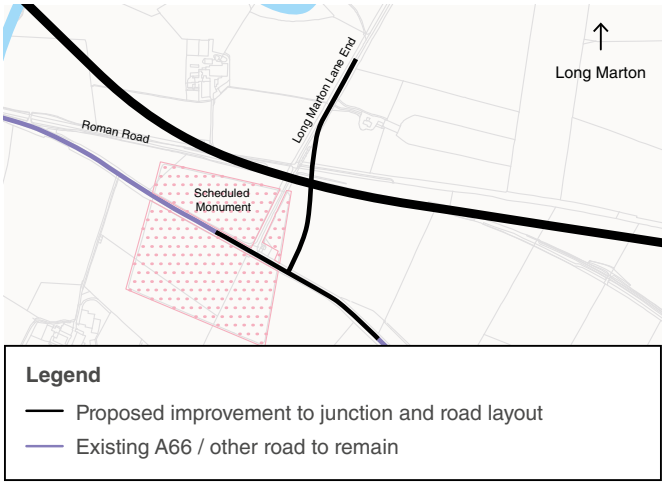
Our amended design

Q1 Do you agree with the proposed changes to the junction north-east of Kirkby Thore?

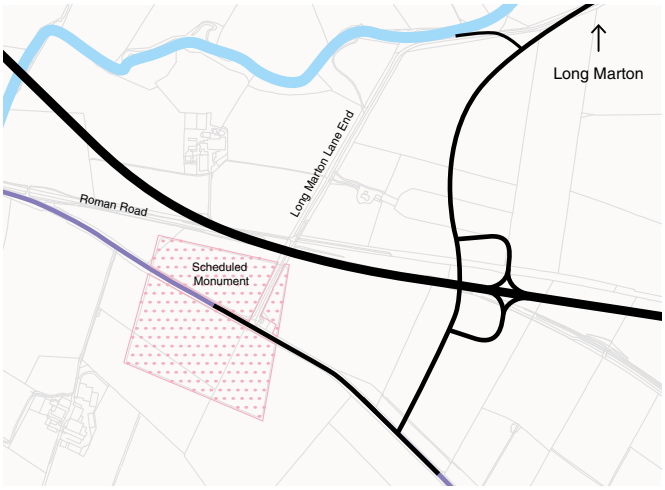
Yes ☐ No ◯ No preference ◯

Please provide any information that supports your answer above.

Long Marton Lane End junction



Design as presented at our autumn consultation



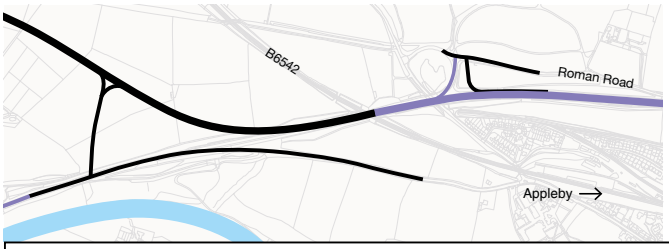
Our amended design

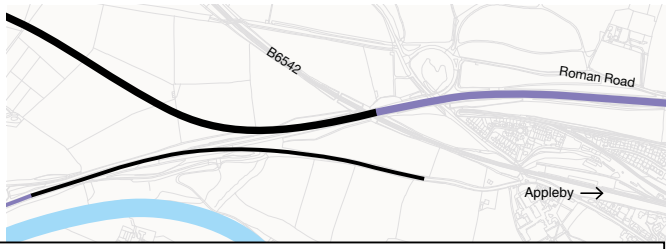
Q2 Do you agree with the proposed changes to the junction at Long Marton Lane End?

Yes ☐ No ◯ No preference ◯

Please provide any information that supports your answer above.

Appleby access arrangements





Legend

Proposed improvement to junction and road layout

Existing A66 / other road to remain

Q3 Do you agree with the proposed changes to the access arrangements at Appleby?

Yes ☐ No ◯ No preference ◯

Please provide any information that supports your answer above.

national highways

A66 Northern Trans-Pennine project

Supplementary consultation feedback form – changes to two sections between Appleby and Brough

Share your views

We want your feedback on our plans for the changes to the alignment at Warcop west and central sections. This consultation is limited to these areas.

There are other subjects where we will be seeking feedback from landowners and other stakeholders, we will contact you directly if you are impacted by those consultations.

Please share your views with us by completing this feedback form here or on the consultation web page at **https://highwaysengland.citizenspace.com/he/17498164**

The consultation period finishes at **11.59pm on Sunday 27 February 2022**. Please return your feedback before this deadline as responses received after will not be considered.

If you have any questions about the consultation or the project, please contact us:

Email: **A66NTP@highwaysengland.co.uk**
Call: **0333 090 1192** (local call rate)

Name:

Address:

Postcode:

Are you responding on your own behalf or on behalf of an organisation or group?

Providing my own response ☐

Providing a response on behalf of an organisation or group ☐

What is the name of the person or organisation you are representing?

What method of transport do you use to travel on the A66?

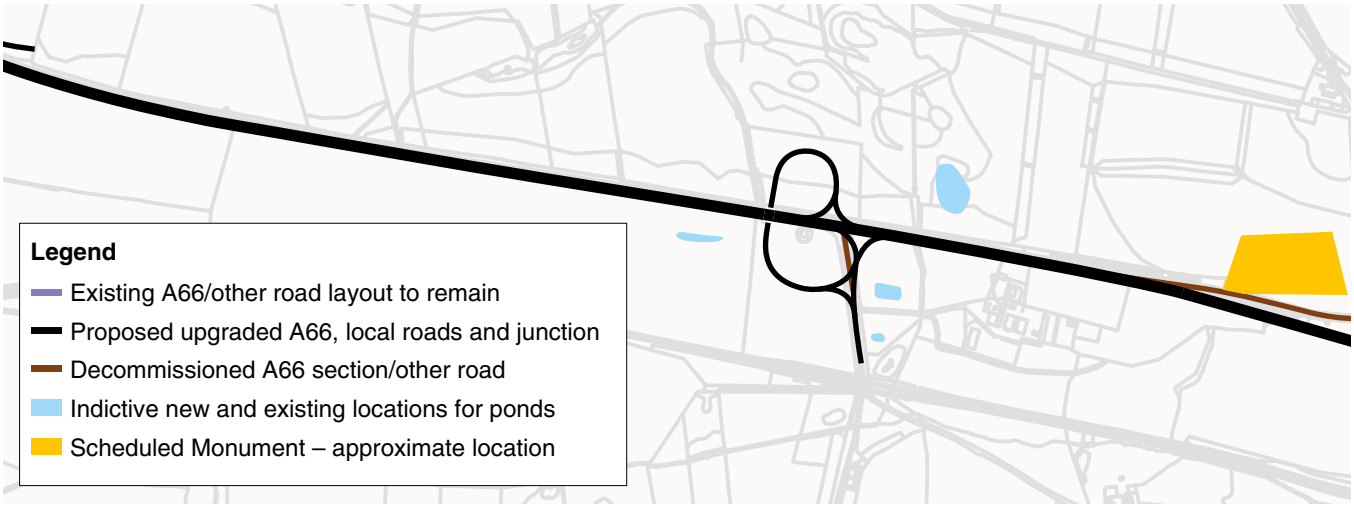
Car ☐
HGV ☐
Walk ☐
Bicycle ☐
Public transport ☐
Other commercial vehicle ☐
Horse/horse-drawn vehicle ☐

Other

Have you received any letters or emails from our partner Ardent about the potential impact on your land or property?

Yes ☐ No ☐

Warcop West

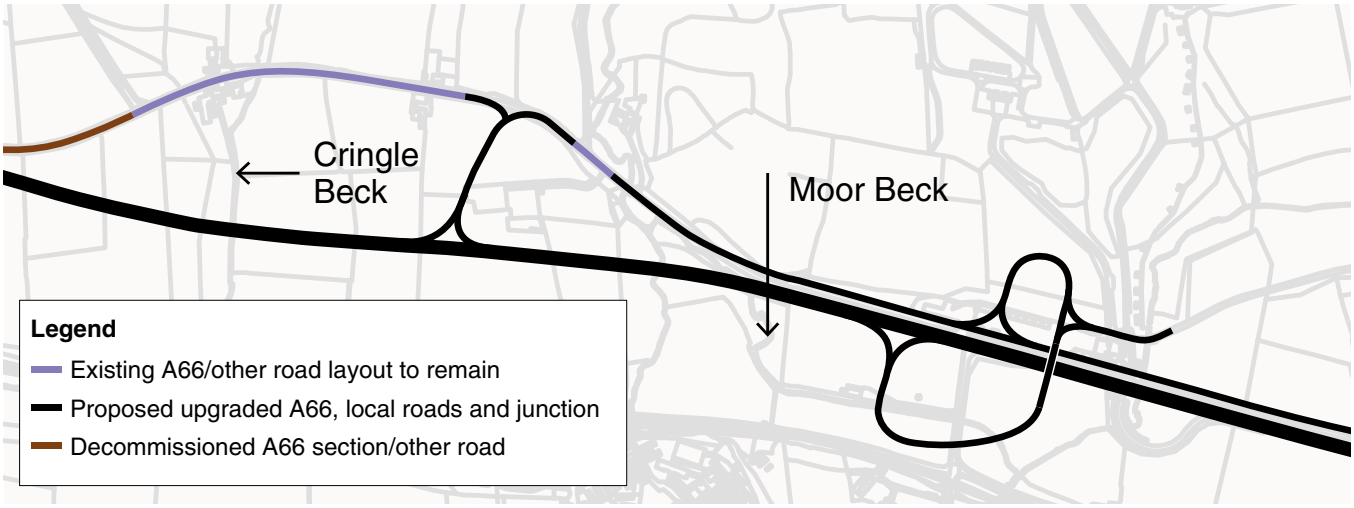


Q1 Do you agree with the proposed changes to the western section of route as it passes the Sandford junction?

Yes ◯ No ◯ No preference ◯

Please provide any information that supports your answer above.

Warcop Central



Q2 Do you agree with the proposed changes to the central section as it crosses Moor Beck?

Yes ◯ No ◯ No preference ◯

Please provide any information that supports your answer above.

Additional space to provide your comments to the questions.
Please state which question number you are responding to.

national highways

A66 Northern Trans-Pennine project

Share your views

We want your feedback on our plans for some changes we have made to the proposals for the A66. This relates to:

- Introduction of walking, cycling or horse-riding provision;
- Introduction of new landscaped bunds;
- Changes to compound locations.

This consultation is limited to these areas.

There may be other changes which we will be engaging with landowners on directly.

Please share your views with us by completing this feedback form here or on the consultation web page at **https://highwaysengland.citizenspace.com/he/a66ntp-wch-landform-compounds-design-consultation**

The consultation period finishes at 11.59pm on Sunday 13 March 2022. Please return your feedback before this deadline as responses received after will not be considered.

If you have any questions about the consultation or the project, please contact us:

Email: **A66NTP@nationalhighways.co.uk**
Call: **0333 090 1192** (local call rate)

Name:

Address:

Postcode:

Are you responding on your own behalf or on behalf of an organisation or group?

Providing my own response ◯

Providing a response on behalf of an organisation or group ◯

What is the name of the person or organisation you are representing?

What method of transport do you use to travel on the A66?

Car ☐
HGV ☐
Walk ☐
Bicycle ☐
Public transport ☐
Other commercial vehicle ☐
Horse/horse-drawn vehicle

Other

Have you received any letters or emails from our partner Ardent about the potential impact on your land or property?

Yes ◯ No ◯

Please see brochure for your data rights

Q1 Are you impacted by:

Please tick all that apply to your land interest:

- ◯ Introduction of new walking, cycling or horse-riding provision
  (**please go to question 2** to provide your feedback on this change)
- ◯ Changes to compounds
  (**please go to question 3** to provide feedback on this change)
- ◯ Introduction of landscaped bunds
  (**please go to question 4** to provide feedback on this change)

Q2 Introduction of walking, cycling or horse-riding provision

Do you agree with the proposed introduction of new walking, cycling or horse-riding provision (as shown on the accompanying plan)?

Yes ☐ No ◯ No preference ◯

Please provide any information that supports your answer above.

Q3 Introduction of landscaped bunds

Do you agree with the proposed introduction of landscaped bunds (as shown on the accompanying plan)?

Yes ☐ No ◯ No preference ◯

Please provide any information that supports your answer above.

Q4 Changes to location of compounds

Do you agree with the changes to the location of compounds (as shown on the accompanying plan)?

Yes ☐ No ◯ No preference ◯

Please provide any information that supports your answer above.

A66 Northern Trans-Pennine project

Supplementary consultation feedback form – Brough Hill Fair

Share your views

At our consultation in autumn, we proposed to move the site of Brough Hill Fair to the east of Warcop, on land belonging to the Ministry of Defence. We are now also considering an alternative site which is closer to Brough. We would welcome views on the sites and their suitability for the annual Brough Hill Fair.

Please share your views with us by completing this feedback form here or on the consultation web page at **https://highwaysengland.citizenspace.com/he/a66-tp-design-consultation-brough-hill-fair**

The consultation period finishes at **11.59pm on Sunday 3 April 2022**. Please return your feedback before this deadline as responses received after will not be considered.

If you have any questions about the consultation or the project, please contact us:

Email: **A66NTP@highwaysengland.co.uk**
Call: **0333 090 1192** (local call rate)

Name:

Address:

Postcode:

Are you responding on your own behalf or on behalf of an organisation or group?

Providing my own response ☐

Providing a response on behalf of an organisation or group ☐

What is the name of the person or organisation you are representing?

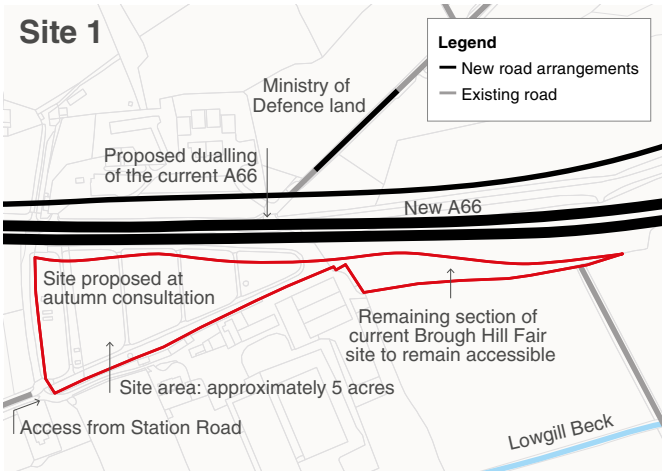
What method of transport do you use to travel on the A66?

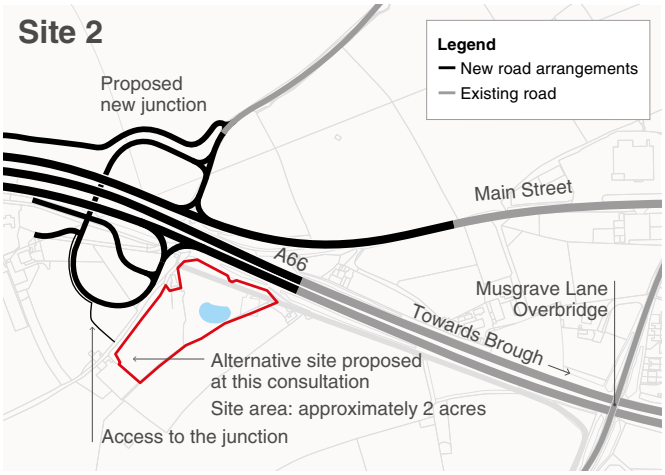
Car ☐
HGV ☐
Walk ☐
Bicycle ☐
Public transport ☐
Other commercial vehicle ☐
Horse/horse-drawn vehicle ☐

Other

Have you received any letters or emails from our partner Ardent about the potential impact on your land or property?

Yes ☐ No ☐ Not relevant ◯





Q1 Please give us your views on the central site (site 1) and its suitability for Brough Hill Fair. Please provide reasons for your views.

Q2 Please give us your views on the eastern site (site 2) and its suitability for Brough Hill Fair. Please provide reasons for your views.

A66 Northern Trans-Pennine project

Supplementary consultation feedback form – changes to the access to Hulands Quarry and access to Bowes Cross Farm, Bowes

Share your views

We want your feedback on our plans for changes to the access to Hulands Quarry and access to Bowes Cross Farm. This consultation is limited to these changes only.

There are other subjects where we will be seeking feedback from landowners and other stakeholders, we will contact you directly if you are impacted by those consultations.

Please share your views with us by completing this feedback form here or on the consultation web page at **https://highwaysengland.citizenspace.com/he/c7d97267**

The consultation period finishes at **11.59pm on Sunday 27 February 2022**. Please return your feedback before this deadline as responses received after will not be considered.

If you have any questions about the consultation or the project, please contact us:

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Address:

Postcode:

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Providing my own response ☐

Providing a response on behalf of an organisation or group ☐

What is the name of the person or organisation you are representing?

What method of transport do you use to travel on the A66?

Car ☐
HGV ☐
Walk ☐
Bicycle ☐
Public transport ☐
Other commercial vehicle ☐
Horse/horse-drawn vehicle ☐

Other

Have you received any letters or emails from our partner Ardent about the potential impact on your land or property?

Yes ☐ No ☐ Not relevant ◯

Q1 Do you agree with the changes made at the junction at Hulands Quarry?

Yes ◯ No ◯ No preference ◯

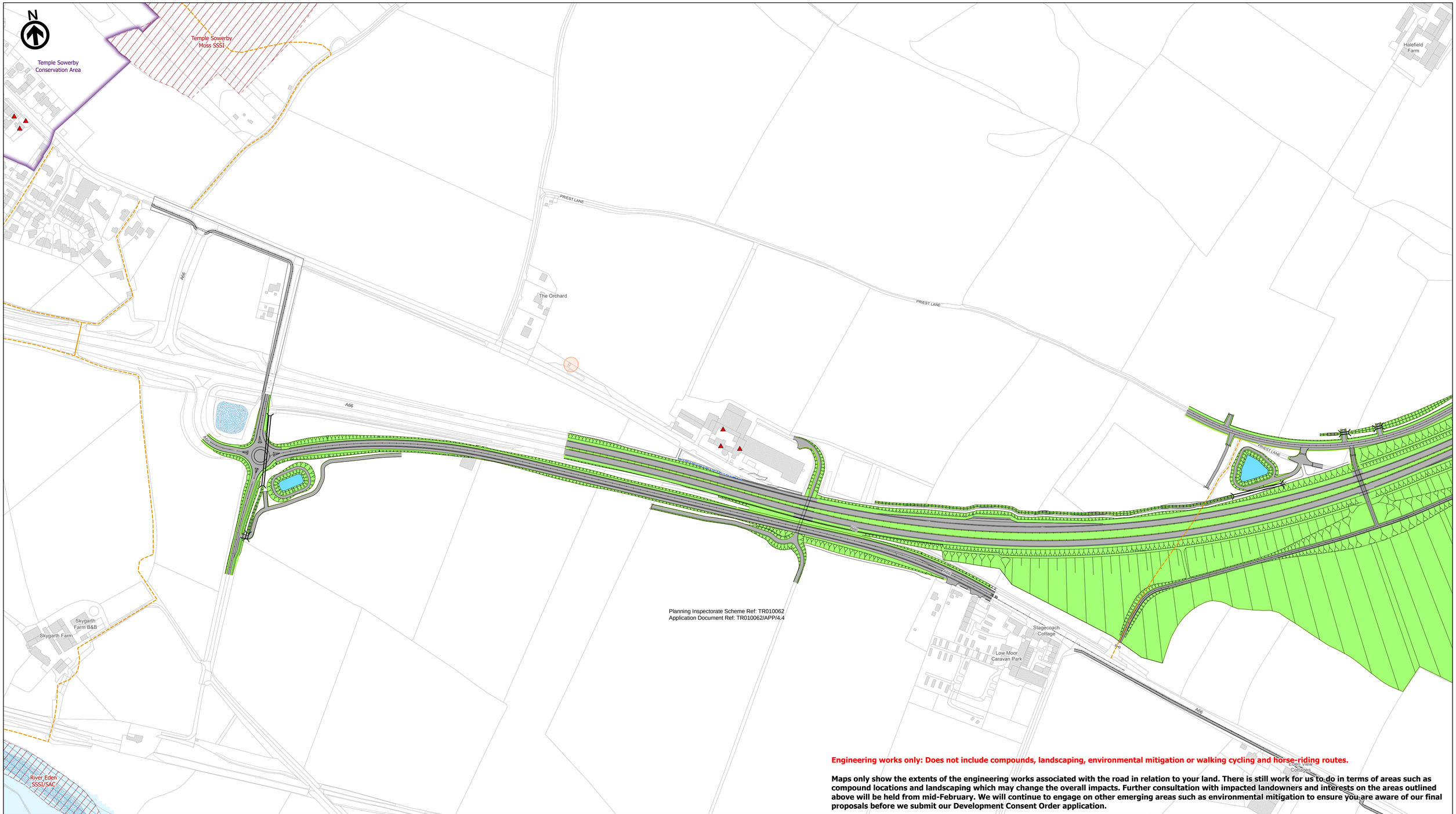
Please provide any information that supports your answer above.

Q2 Do you agree with the improvements made to the access to Bowes Cross Farm?

Yes ◯ No ◯ No preference ◯

Please provide any information that supports your answer above.

6 Supplementary consultation – maps



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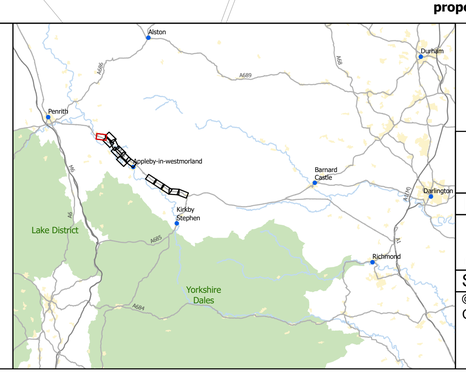

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A66 NTP Integrated Project Team

Revision	Created	Checked	Reviewed	Approved	Authorised
C01	First Issue				
	EFOS	LHAN	KWHA	PCAR	DBEA
	28/01/22	28/01/22	28/01/22	28/01/22	28/01/22

Kilometres
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Project Name
A66 Northern Trans-Pennine Project

Map Title
Supplementary consultation
Temple Sowerby to Appleby Sheet 1 of 9
Kirkby Thore, Long Marton and Appleby junction
Winter 2021/2022

Map Number

Project	Originator	Volume	Location	Type	Role	Number
HE565627	AMY	GEN	S00	MP	ZZ	500041

Suitability	Suitability Description	Revision
A3	APPROVED FOR STAGE COMPLETE	C01

British Gypsum

Hale House

MIDDLE WAY

Main St

Halefield Farm

Kirby Thore

Mount Pleasant Farmhouse

Cottage

Granary

Stone Cottage

Kirkby Thore Roman Fort

Cross St

PRIEST LANE

PIPER LANE

Kirkby Thore

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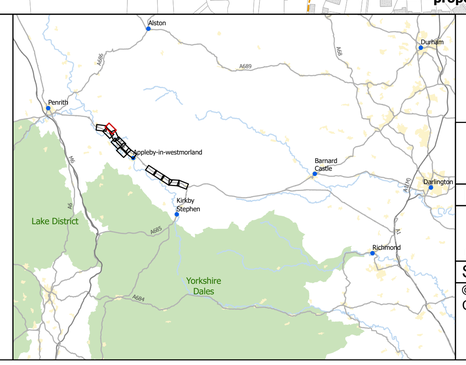

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A66 NTP Integrated Project Team

Revision	Created	Checked	Reviewed	Approved	Authorised
C01	First Issue				
	EFOS	LHAN	KWHA	PCAR	DBEA
	28/01/22	28/01/22	28/01/22	28/01/22	28/01/22

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Project Name

A66 Northern Trans-Pennine Project

Map Title

Supplementary consultation

Temple Sowerby to Appleby Sheet 2 of 9

Kirkby Thore, Long Marton and Appleby junction

Winter 2021/2022

Map Number

Project	Originator	Volume	Location	Type	Role	Number
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Suitability	Suitability Description	Revision
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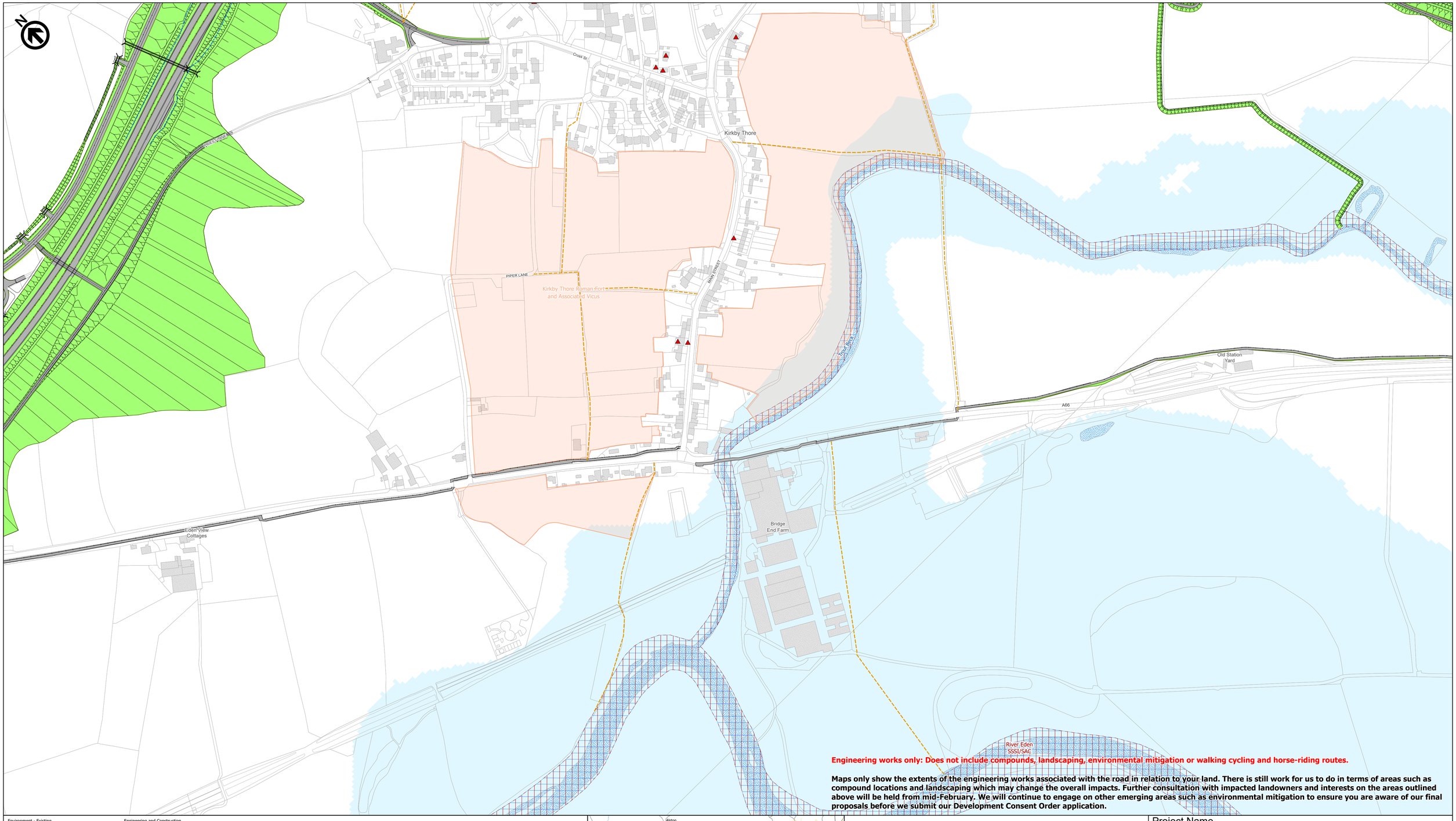

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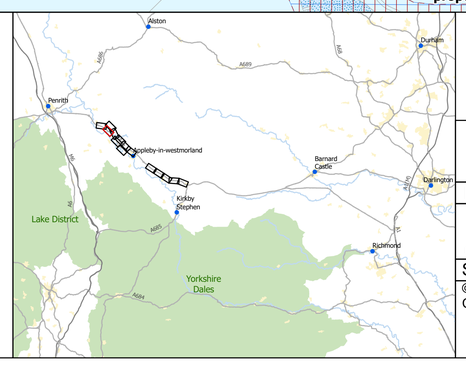

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A66 NTP Integrated Project Team

Revision	Created	Checked	Reviewed	Approved	Authorised
C01	First Issue				
	EFOS	LHAN	KWHA	PCAR	DBEA
	28/01/22	28/01/22	28/01/22	28/01/22	28/01/22

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Project Name
A66 Northern Trans-Pennine Project

Map Title
Supplementary consultation
Temple Sowerby to Appleby Sheet 3 of 9
Kirkby Thore, Long Marton and Appleby junction
Winter 2021/2022

Map Number

Project	Originator	Volume	Location	Type	Role	Number
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Suitability	Suitability Description	Revision
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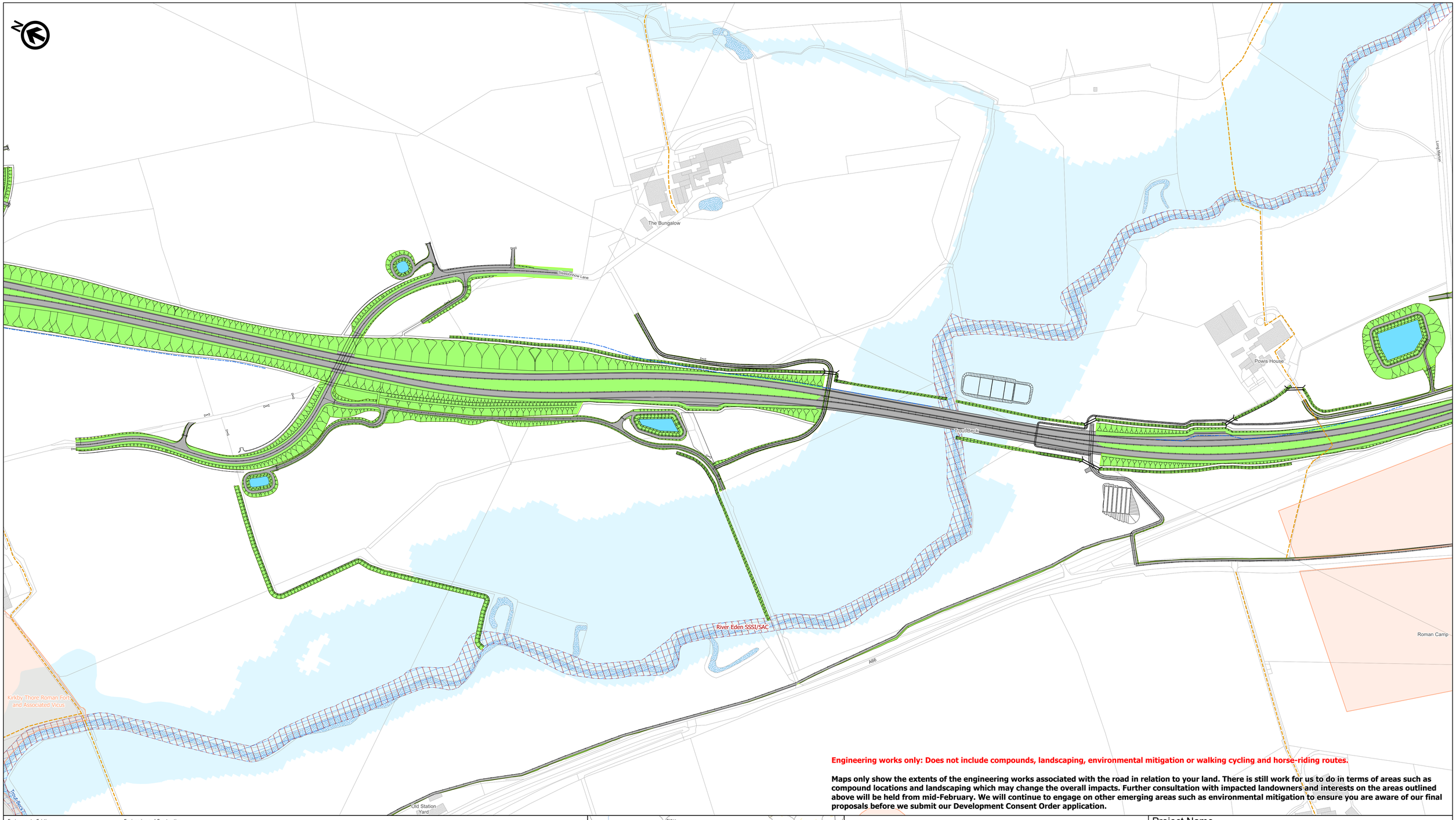

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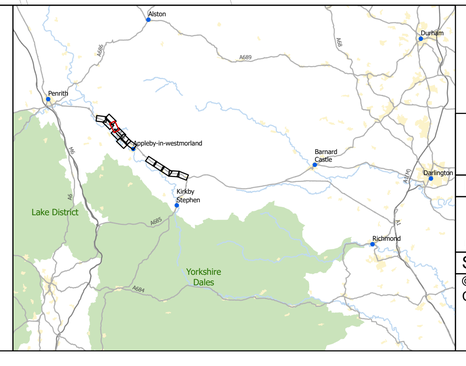

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A66 NTP Integrated Project Team

	First Issue				
C01	EFOS	LHAN	KWHA	PCAR	DBEA
	28/01/22	28/01/22	28/01/22	28/01/22	28/01/22
Revision	Created	Checked	Reviewed	Approved	Authorised

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Project Name
A66 Northern Trans-Pennine Project

Map Title
Supplementary consultation
Temple Sowerby to Appleby Sheet 4 of 9
Kirkby Thore, Long Marton and Appleby junction
Winter 2021/2022

Map Number

Project	Originator	Volume	Location	Type	Role	Number
HE565627	AMY	GEN	S00	MP	ZZ	500045

Suitability	Suitability Description	Revision
A3	APPROVED FOR STAGE COMPLETE	C01

Brandcrook Hill

River Eden SSSI/SAC

Long Marton

Roman Vale

Far Broom Lodge

Powis Cottages

Roman Camp

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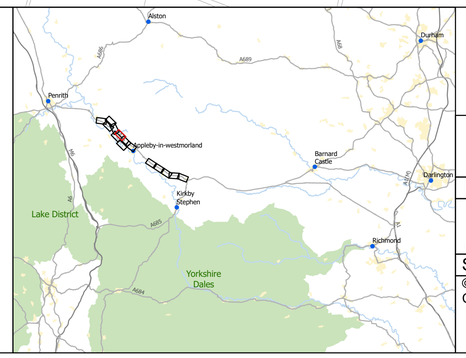

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A66 NTP Integrated Project Team

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C01	EFOS	LHAN	KWHA	PCAR	DBEA
	28/01/22	28/01/22	28/01/22	28/01/22	28/01/22
Revision	Created	Checked	Reviewed	Approved	Authorised

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Project Name
A66 Northern Trans-Pennine Project

Map Title
Supplementary consultation
Temple Sowerby to Appleby Sheet 5 of 9
Kirkby Thore, Long Marton and Appleby junction
Winter 2021/2022

Map Number

Project	Originator	Volume	Location	Type	Role	Number
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Suitability	Suitability Description	Revision
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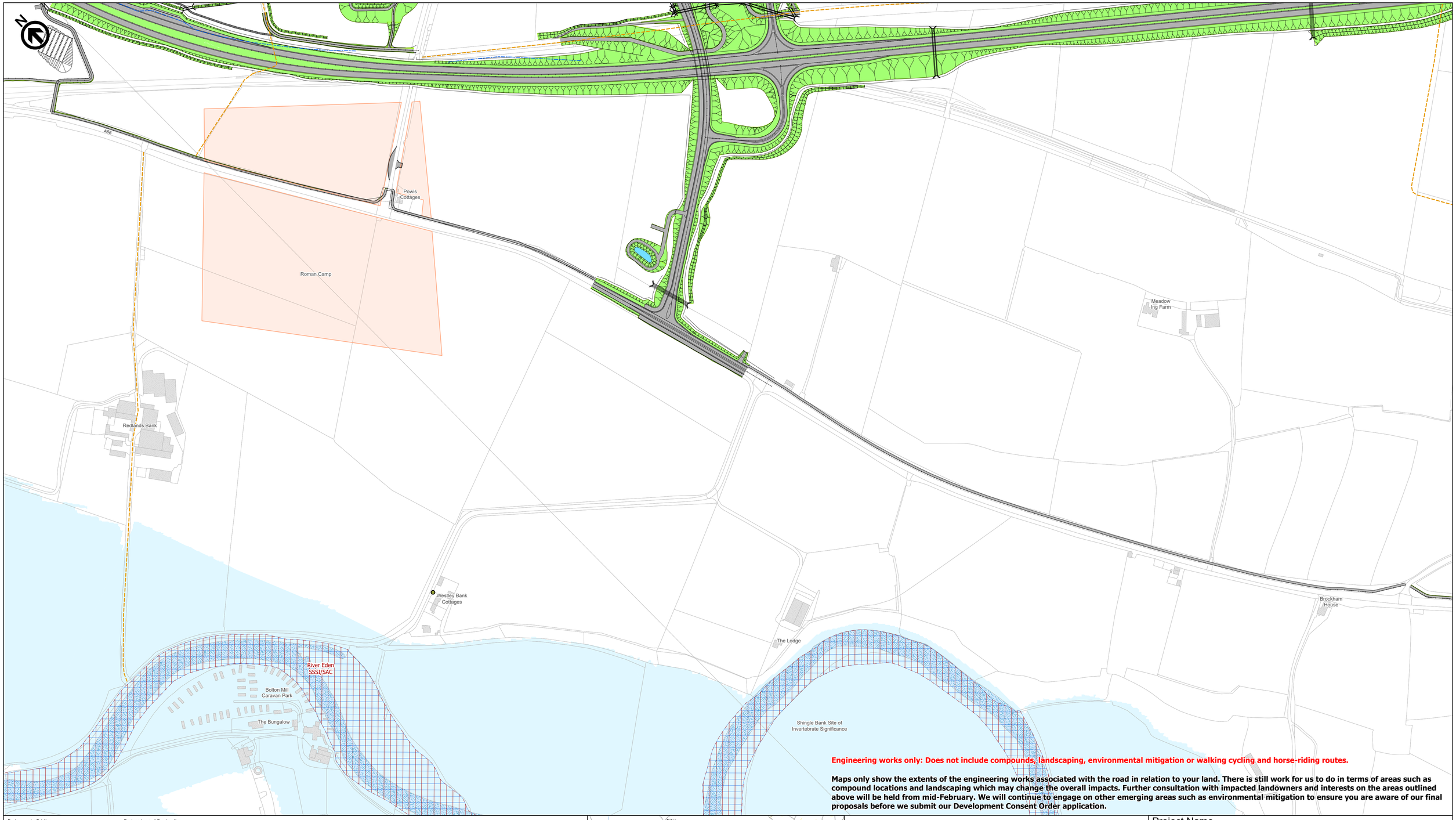

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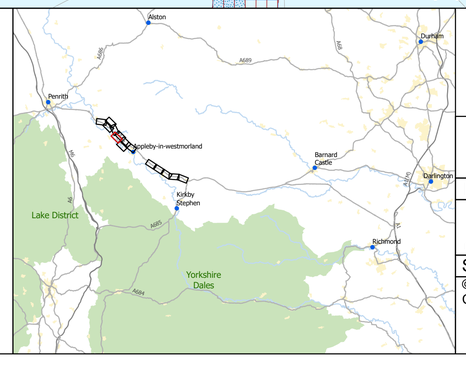

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A66 NTP Integrated Project Team

	First Issue				
C01	EFOS	LHAN	KWHA	PCAR	DBEA
	28/01/22	28/01/22	28/01/22	28/01/22	28/01/22
Revision	Created	Checked	Reviewed	Approved	Authorised

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Project Name
A66 Northern Trans-Pennine Project

Map Title
Supplementary consultation
Temple Sowerby to Appleby Sheet 6 of 9
Kirkby Thore, Long Marton and Appleby junction
Winter 2021/2022

Map Number

Project	Originator	Volume	
HE565627	AMY	GEN	
S00	MP	ZZ	500073
Location	Type	Role	Number

Suitability	Suitability Description	Revision
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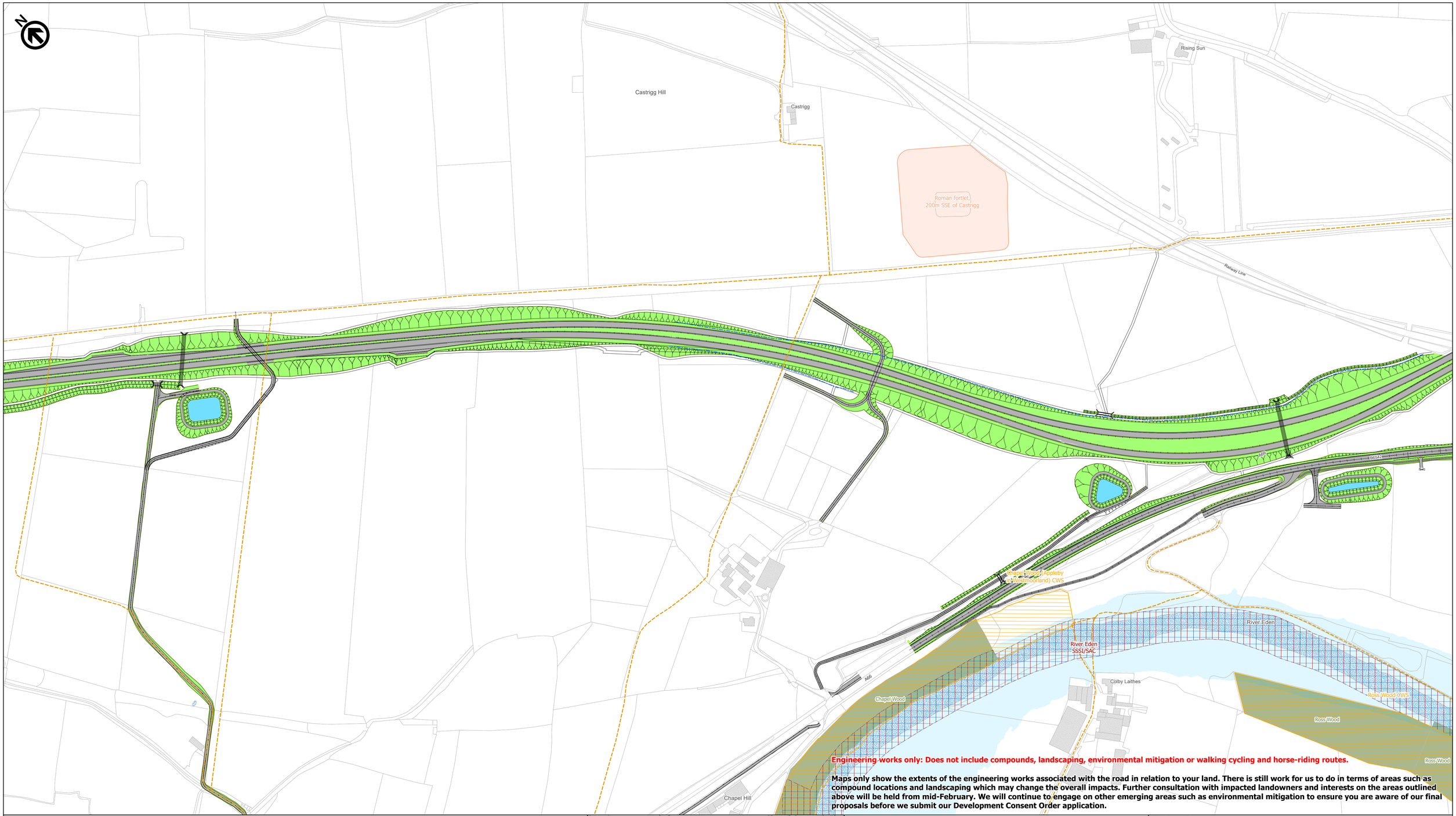

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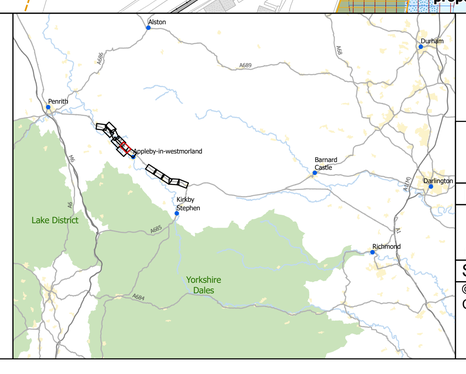

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A66 NTP Integrated Project Team

	First Issue				
C01	EFOS	LHAN	KWHA	PCAR	DBEA
	28/01/22	28/01/22	28/01/22	28/01/22	28/01/22
Revision	Created	Checked	Reviewed	Approved	Authorised

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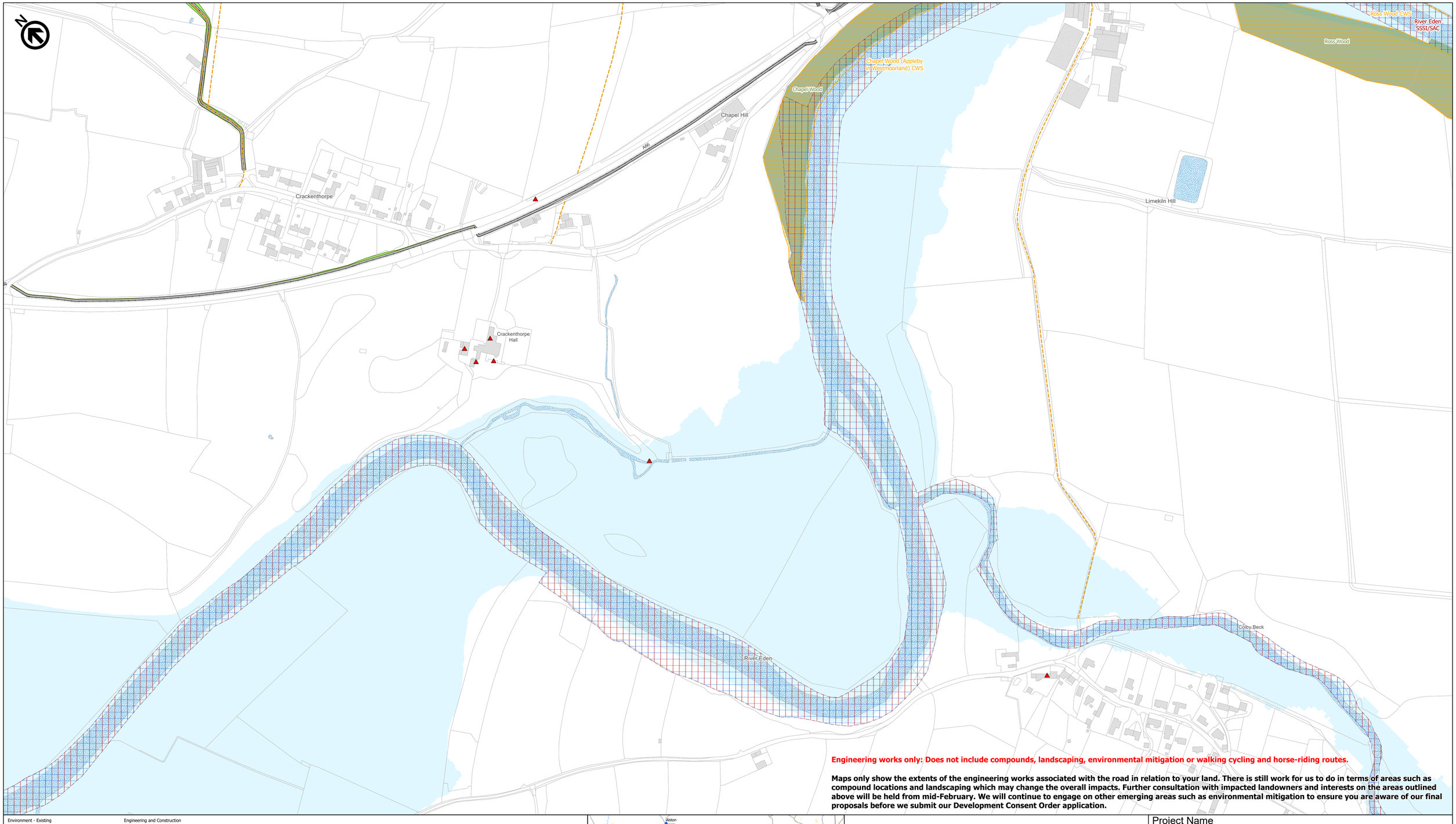
Project Name
A66 Northern Trans-Pennine Project

Map Title
Supplementary consultation
Temple Sowerby to Appleby Sheet 7 of 9
Kirkby Thore, Long Marton and Appleby junction
Winter 2021/2022

Map Number

Project	Originator	Volume	Location	Type	Role	Number
HE565627	AMY	GEN	S00	MP	ZZ	500048

Suitability	Suitability Description	Revision
A3	APPROVED FOR STAGE COMPLETE	C01



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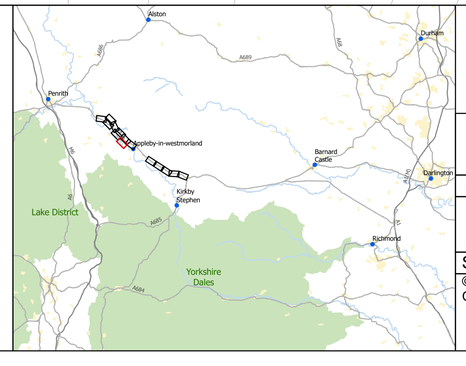

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A66 NTP Integrated Project Team

Revision	Created	Checked	Reviewed	Approved	Authorised
C01	First Issue				
	EFOS	LHAN	KWHA	PCAR	DBEA
	28/01/22	28/01/22	28/01/22	28/01/22	28/01/22

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Project Name
A66 Northern Trans-Pennine Project

Map Title
Supplementary consultation
Temple Sowerby to Appleby Sheet 8 of 9
Kirkby Thore, Long Marton and Appleby junction
Winter 2021/2022

Map Number

Project	Originator	Volume				
HE565627	AMY	GEN				
Location		Type	Role	Number		
S00	-	MP	ZZ	500049		

Suitability	Suitability Description	Revision
A3	APPROVED FOR STAGE COMPLETE	C01

Hangingshaw Hill
Rising Sun
Hangingshaw Farm
Gallows Hill
Fair Hill
Uptop
ROMAN ROAD
A66
STATION ROAD
Railway Line
A66
B6542
St Nicholas's Hill
Appleby Grammar School
River Eden
Colby Laithes
River Eden SSSI/SAC
Ross Wood CWS
Ross Wood
Appleby Conservation Area
APPLEBY-IN-WESTMORLAND
Appleby Castle

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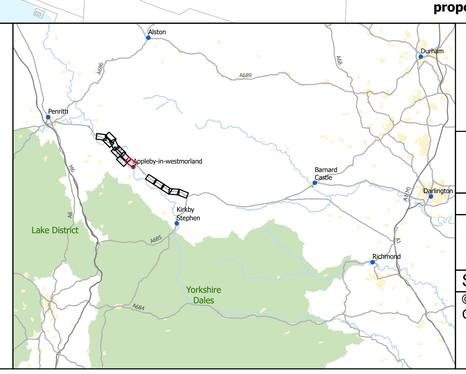

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A66 NTP Integrated Project Team

Revision	First Issue				
	EFOS	LHAN	KWHA	PCAR	DBEA
C01	28/01/22	28/01/22	28/01/22	28/01/22	28/01/22
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Kilometres
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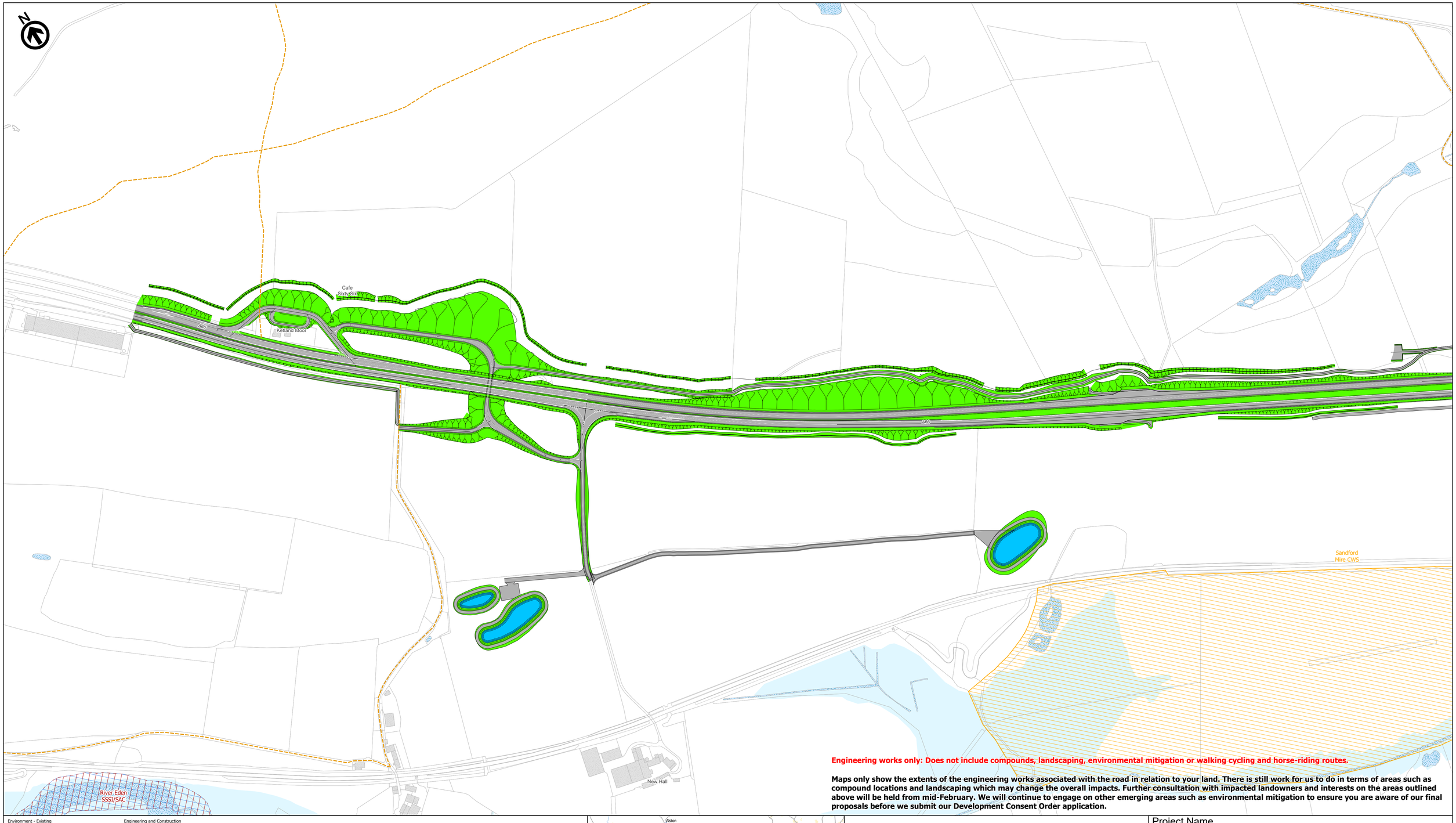
Project Name
A66 Northern Trans-Pennine Project

Map Title
Supplementary consultation
Temple Sowerby to Appleby Sheet 9 of 9
Kirkby Thore, Long Marton and Appleby junction
Winter 2021/2022

Map Number

Project	Originator	Volume	Location	Type	Role	Number
HE565627	AMY	GEN	S00	MP	ZZ	500076

Suitability	Suitability Description	Revision
A3	APPROVED FOR STAGE COMPLETE	C01



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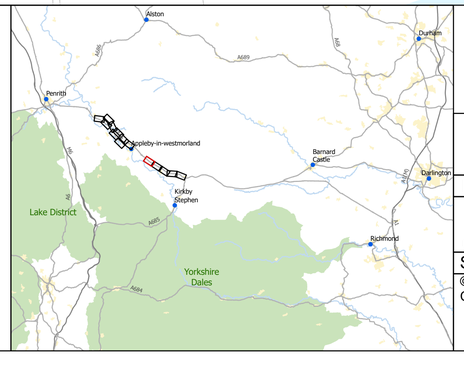

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A66 NTP Integrated Project Team

Revision	Created	Checked	Reviewed	Approved	Authorised
C01	First Issue				
	EFOS 28/01/22	LHAN 28/01/22	KWHA 28/01/22	PCAR 28/01/22	DBEA 28/01/22

Kilometres
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Project Name
A66 Northern Trans-Pennine Project

Map Title
Supplementary consultation
Appleby to Brough Sheet 1 of 5
Warcop West and Warcop Central
Winter 2021/2022

Map Number

Project	Originator	Volume	Location	Type	Role	Number
HE565627	AMY	GEN	S00	MP	ZZ	500051

Suitability	Suitability Description	Revision
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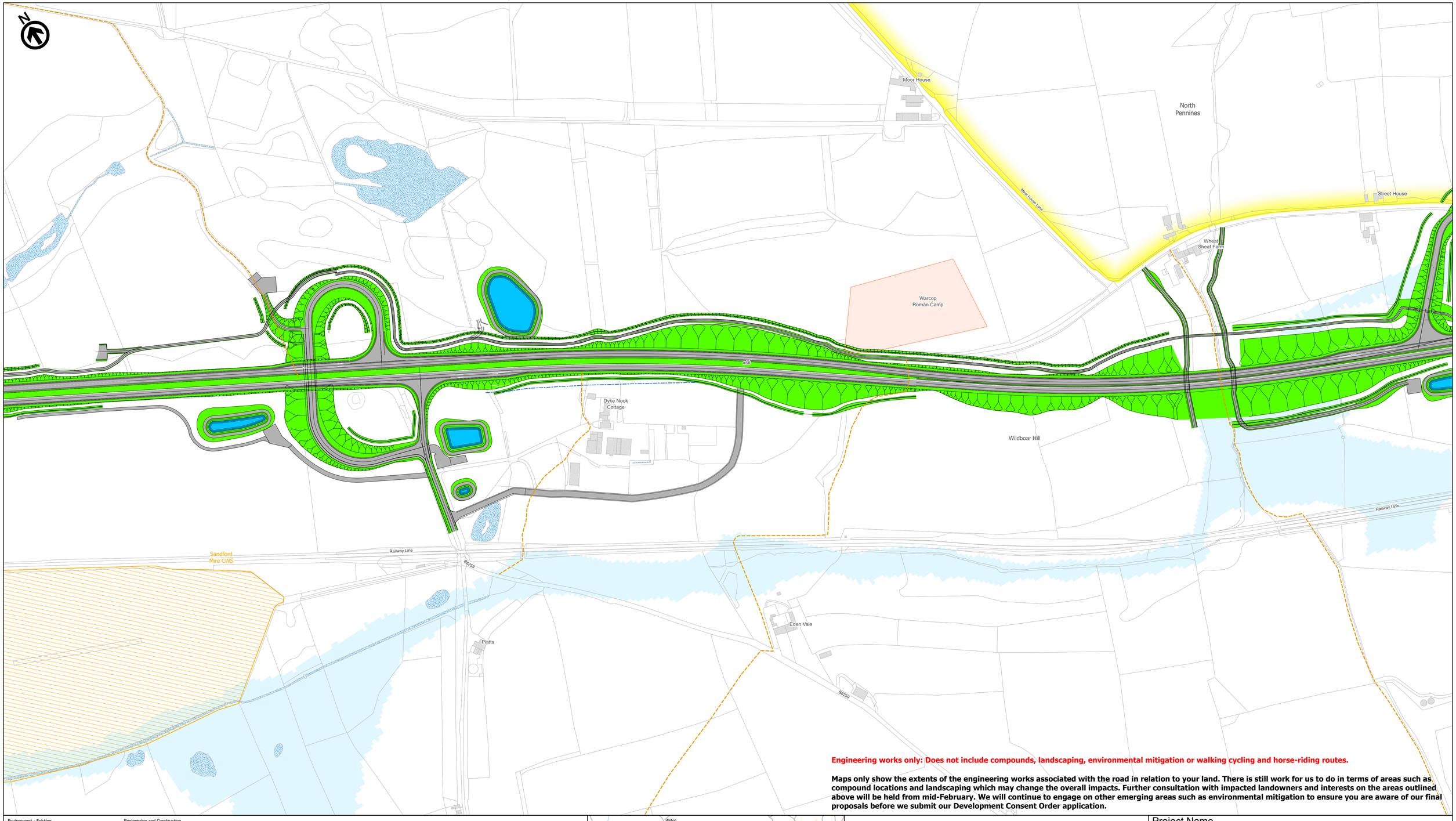

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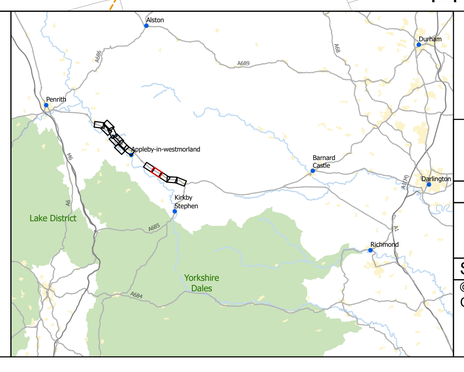

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A66 NTP Integrated Project Team

	First Issue				
C01	EFOS	LHAN	KWHA	PCAR	DBEA
	28/01/22	28/01/22	28/01/22	28/01/22	28/01/22
Revision	Created	Checked	Reviewed	Approved	Authorised

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Project Name

A66 Northern Trans-Pennine Project

Map Title

Supplementary consultation
Appleby to Brough Sheet 2 of 5
Warcop West and Warcop Central
Winter 2021/2022

Map Number

Project	Originator	Volume
HE565627 -	AMY -	GEN -

Location	Type	Role	Number
S00	MP	ZZ	500052

Suitability	Suitability Description	Revision
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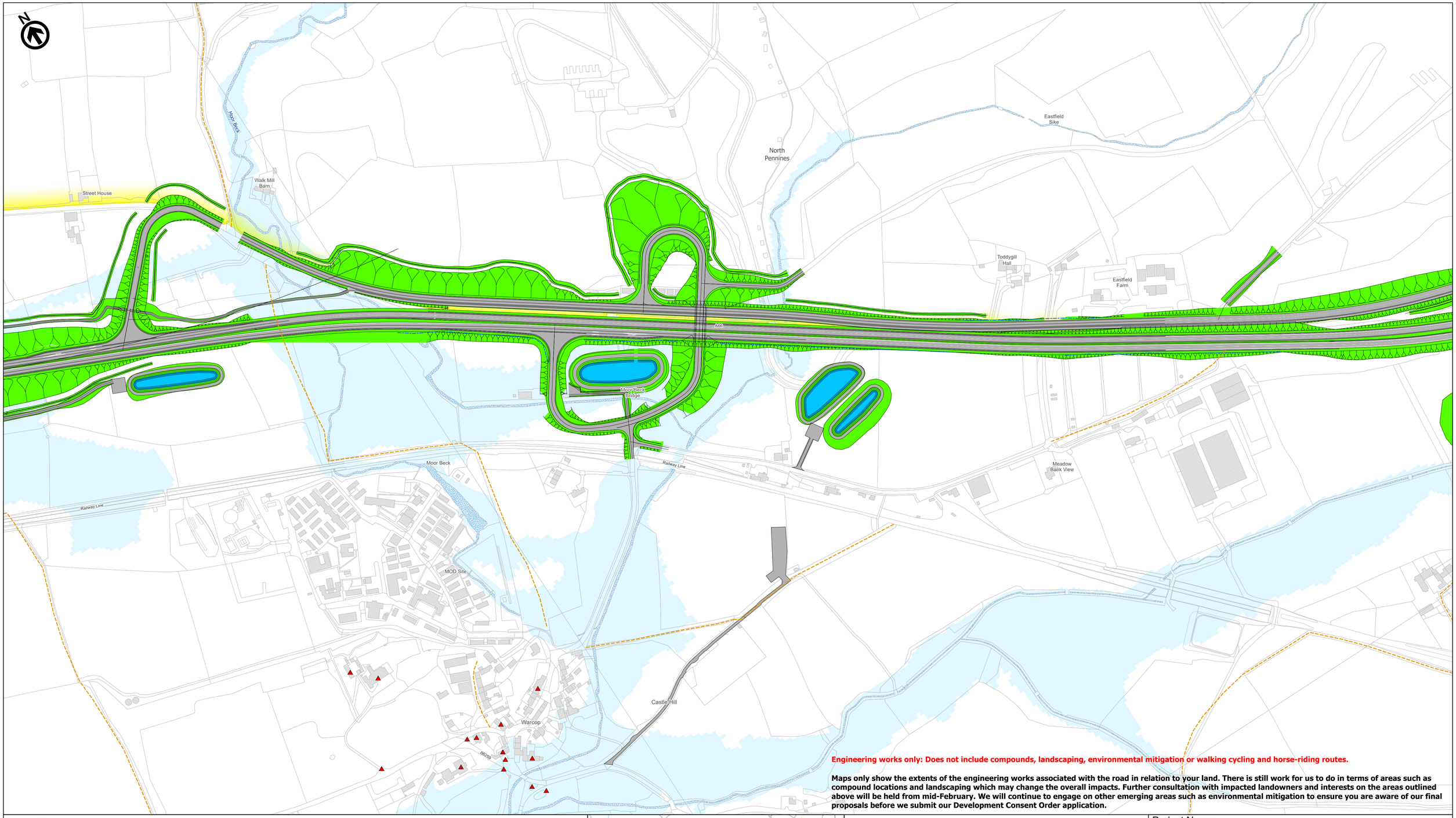

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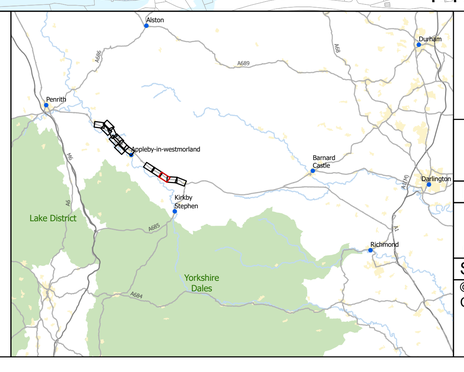

	First Issue				
C01	EFOS	LHAN	KWHA	PCAR	DBEA
	28/01/22	28/01/22	28/01/22	28/01/22	28/01/22
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Project Name
A66 Northern Trans-Pennine Project

Map Title
Supplementary consultation
Appleby to Brough Sheet 3 of 5
Warcop West and Warcop Central
Winter 2021/2022

Map Number

Project	Originator	Volume	Location	Type	Role	Number
HE565627	AMY	GEN	S00	MP	ZZ	500100

Suitability	Suitability Description	Revision
A3	APPROVED FOR STAGE COMPLETE	C01

N

Eastfield Siding

Brough Hill

Warcrop Training Centre

North Pennines

Bale Hill

Turks Head

The Gatehouse

A66

Low Broomrigg

Lowgill Beck

Lowgill Beck

Flitholme

Langrigg Hill

Lowgill Farm

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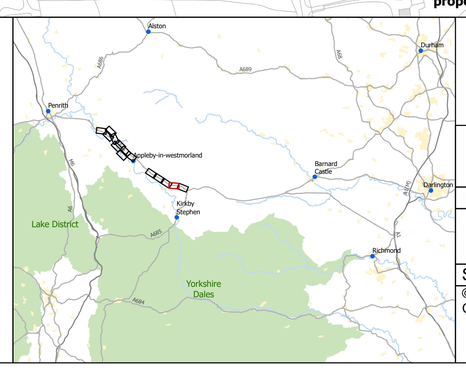

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Revision	Created	Checked	Reviewed	Approved	Authorised
C01	First Issue				
	EFOS	LHAN	KWHA	PCAR	DBEA
	28/01/22	28/01/22	28/01/22	28/01/22	28/01/22

Kilometres

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Project Name

A66 Northern Trans-Pennine Project

Map Title

Supplementary consultation
Appleby to Brough Sheet 4 of 5
Warcop West and Warcop Central
Winter 2021/2022

Map Number

Project	Originator	Volume	Location	Type	Role	Number
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Suitability	Suitability Description	Revision
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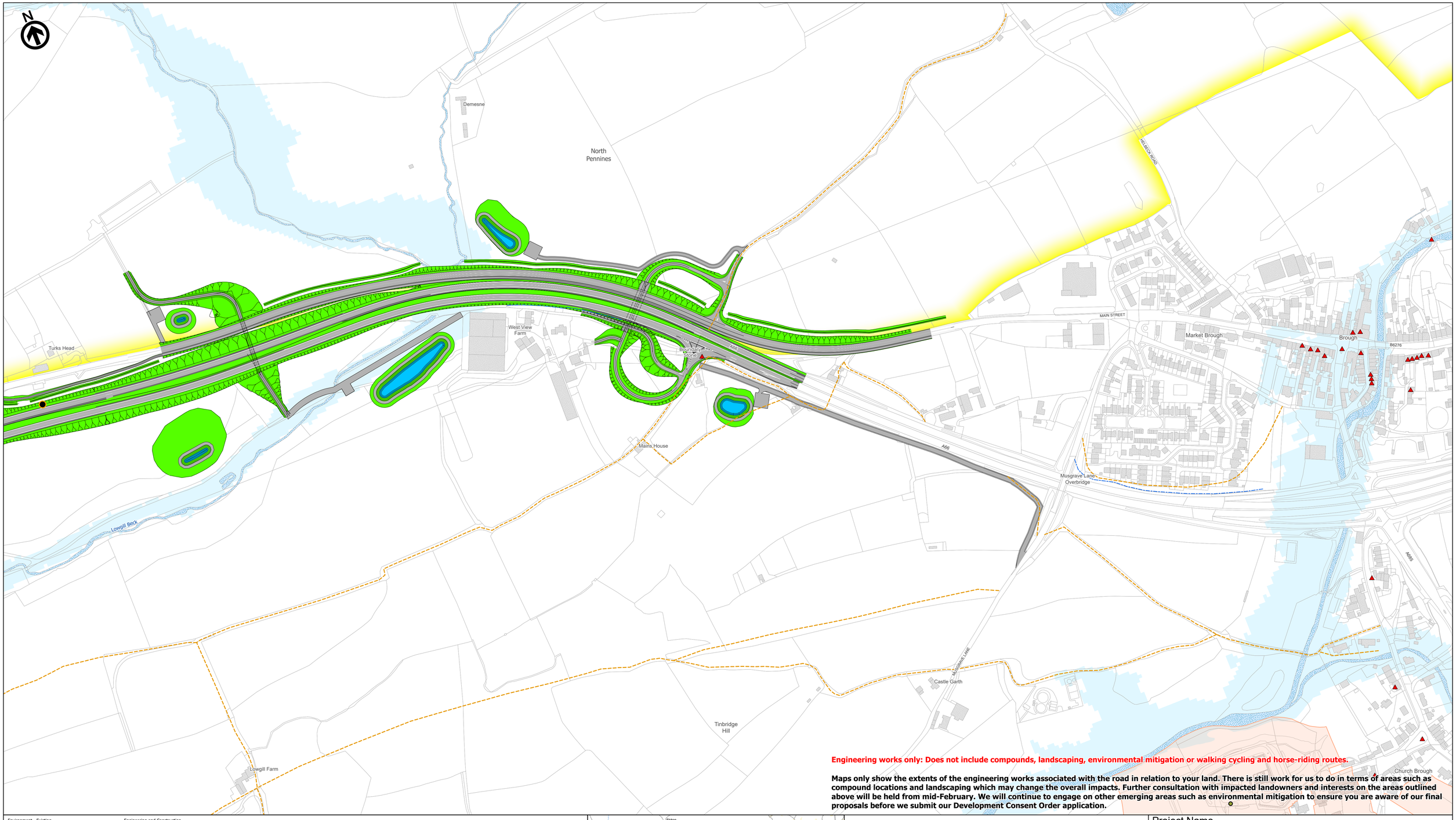

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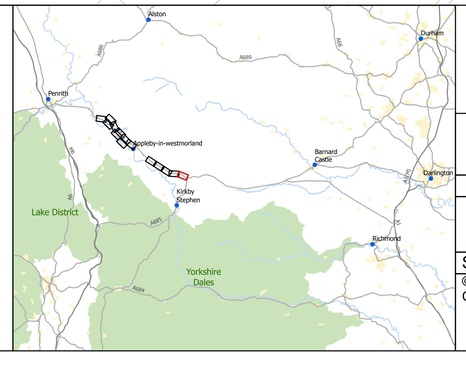

C01	First Issue					
	EFOS	LHAN	KWHA	PCAR	DBEA	
	28/01/22	28/01/22	28/01/22	28/01/22	28/01/22	
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Appleby to Brough Sheet 5 of 5
Warcop West and Warcop Central
Winter 2021/2022

Map Number

Project	Originator	Volume
HE565627 -	AMY -	GEN -

Location	Type	Role	Number
S00	- MP -	ZZ -	500102

Suitability	Suitability Description	Revision
A3	APPROVED FOR STAGE COMPLETE	C01