

**A66 Northern Trans-Pennine Project
TR010062**

**4.4 Consultation Report
Annex L: S47 Consultation Material
Part 1**

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 L: S47 CONSULTATION MATERIAL
PART 1**

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

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1 S47 notice

Notice of Consultation
A66 Northern Trans-Pennine Project
Proposed Application for a Development Consent Order
Section 47 Planning Act 2008
Notice Publicising a Statement of Community Consultation

Highways England proposes to make an application under section 37 of The Planning Act 2008 to the Secretary of State for a development consent order (the Application).

The main proposals in the Application are:

- Dualling the remaining single carriageway sections of the A66 between M6 junction 40 at Penrith and the A1(M) junction 53 Scotch Corner.
- Junction improvements at each end of the 50-mile stretch at M6 junction 40 and A1(M) junction 53 Scotch Corner.
- Improvements at key junctions along the route including:
 - Center Parcs junction;
 - Sowerby Bypass junction and Main Street junction;
 - Long Marton junction, Crackenthorpe junction and Appleby Bypass junction
 - Sandford (B6259) junction, Warcop junction and Langrigg junction;
 - A67 junction;
 - Cross Lanes junction and Rokeby junction; and
 - West Layton/Collier Lane junction, Moor Lane junction and Warrener Lane junction.

Highways England has a duty under section 47 of the Planning Act 2008 to consult the local community about the Application in accordance with its Statement of Community Consultation (SoCC). The SoCC sets out how we will consult the local community about our proposals. We must also make the SoCC available for inspection by the public and publish this notice stating where and when the statement can be inspected. We then must carry out consultation in accordance with the statement.

The scheme proposed in the Application is an Environmental Impact Assessment development as it falls within Schedule 1 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, which means a Preliminary Environmental Information Report (PEIR) has been produced (to describe the environmental effects of the scheme based on a preliminary assessment). It also means that an environmental statement will be produced and submitted with the application in due course.

Following the publication of this notice and the SoCC, Highways England will undertake a statutory period of consultation and invite comments on the project between **24 September 2021 to 6 November 2021** (inclusive).

This notice contains a summary of the consultation details. However, full details of the consultation can be found in the SoCC. This can be viewed free of charge along with our consultation materials, online at <https://highwaysengland.co.uk/our-work/north-west/a66-northern-trans-pennine/> or in hard copy at the following deposit locations from the start of our consultation period. **Please note:** Consultation materials will be available from the start of the consultation date on the website and deposit locations (subject to unforeseen circumstances or Covid-19 regulations), as detailed, not in advance.

You can also view the SoCC and our other consultation materials at a series of consultation events taking place throughout the consultation at the locations, days and times set out in the table below.

Highways England staff involved in the project will be available at each event to answer questions about the project and the consultation. Consultation events will be held at the venues listed in the table below during the consultation period.

Contact the Highways England team for further information or to request hard copies:

Email: A66NTP@highwaysengland.co.uk

Write: Freepost A66 NORTHERN TRANS-PENNINE PROJECT

Telephone: 0333 090 1192

(Monday to Friday 09.00 - 17.00)

Public Consultation Events

Location	Event times
The former Llama Karma Kafe Brougham CA10 2AB	Sunday 26 September, 2pm-6pm Thursday 30 September, 2pm-6pm
Haydock Centre 26 Drovers Lane, Penrith CA11 9EN	Monday 27 September, 3pm-8pm Tuesday 28 September, 10am-4pm Wednesday 29 September, 8am-2pm
Dalton and Gayles Village Hall Dalton DL11 7HS	Monday 27 September, 3pm-8pm Tuesday 28 September, 10am-4pm
Kirkby Thore Memorial Hall Kirkby Thore, Penrith CA10 1UE	Friday 1 October, Midday-8pm Saturday 2 October, 9am-4pm
Bowes Village Hall 2 The Wynd, Barnard Castle DL12 9HR	Friday 1 October, Midday-8pm Saturday 2 October, 9am-4pm
Warcop Parish Hall Warcop CA16 6NX	Monday 4 October, 3pm-8pm Tuesday 5 October, 10am-4pm Wednesday 6 October, 8am-2pm
Gilling West Village Hall 76 High Street, Gilling West DL10 5JJ	Monday 4 October, 3pm-8pm Tuesday 5 October, 10am-4pm
Appleby Hub Chapel Street, Appleby-in-Westmorland CA16 6QR	Saturday 9 October, 3pm-8pm Sunday 10 October, 10am-4pm Monday 11 October, 8am-2pm
The Witham 3 Horse Market, Barnard Castle DL12 8LY	Saturday 9 October, 3pm-8pm Sunday 10 October, 10am-4pm Monday 11 October, 8am-2pm
Kirkby Stephen Sports & Social Club Market Street, Kirkby Stephen CA17 4QN	Wednesday 13 October, 3pm-8pm Thursday 14 October, 10am-4pm

SoCC Deposit Locations

We advise those interested in viewing documents in person at a deposit point to phone the deposit point to confirm: it is open, materials are available prior to visiting and whether an appointment is required. All hours of operation were correct at time of writing.

Location	Phone number	Usual opening hours
Penrith Library St Andrews Churchyard, Penrith CA11 7YA	01768 812100	Monday to Friday 9.30am-12.30pm and 1.30pm-5pm
St Michaels Church 2 Church Gate, Kirkby Thore CA10 1UR	017683 61699	Monday to Sunday 10am-4pm
The former Llama Karma Kafe Brougham CA10 2AB	0333 090 1192	Mondays and Fridays 12pm-6pm and Thursdays 2pm-8pm
Appleby Library Low Wiend, Appleby-in-Westmorland CA16 6QP	017683 51170	Monday and Friday 10am-12.30pm and 1.30-5pm
Kirkby Stephen Library Vicarage Lane, Kirkby Stephen, CA17 4QX	017683 71775	Monday and Wednesday 10am-12pm and 1pm-3pm Saturday 10am-1pm
Brough Castle Ice Cream Parlour and Tea Room Brough Castle Farm, Kirkby Stephen CA17 4EJ	017683 41219	Monday to Sunday 10am-5pm
Barnard Castle Library Witham Building, 2 Hall Street, Barnard Castle DL12 8JB	0300 026 3409	Monday, Tuesday and Friday 9.30am-4.30pm Wednesday 9.30am-5.30pm, Saturday 9.30am-12.30pm
Cross Lanes Organic Farm Cross Lanes, Barnard Castle DL12 9RT	01833 630619	Monday, Wednesday and Thursday 9am-4.30pm Friday and Saturday 9am-5pm Sunday 10am-4pm
Mainsgill Farm Shop East Layton, DL11 7PN	01325 718860	Monday to Sunday 9am-5pm
Richmond Library 10A Queens Road, Richmond DL10 4AE	01609 534580	Monday to Friday 10am-1pm and 2pm-5pm Saturday 10am-1pm
Clayport Library 8 Millennium Place, Durham DH1 1WA	0300 026 5524	Monday, Thursday, Friday and Saturday 9.30am-4.30pm Tuesday and Wednesday 9.30am-5.30pm

Part 1

2 Copy of S47 notice in newspapers

LOCAL LISTINGS

PUBLIC NOTICES

Planning Notices | Traffic Notices | Legal Notices | Probate Notices | Other Notices | Church and Religious Notices | Tenders and Contracts | Goods Vehicle Operator Licences



NOTICE OF CONSULTATION A66 NORTHERN TRANS-PENNINE PROJECT PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER SECTION 47 PLANNING ACT 2008 NOTICE PUBLICISING A STATEMENT OF COMMUNITY CONSULTATION

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The main proposals in the Application are:

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To advertise telephone:
01228 612612 (option 2)

or email:
public.notices@nqyne.co.uk

THE COUNTY OF CUMBRIA (VARIOUS ROADS IN THE DISTRICT AND CITY OF CARLISLE) (TEMPORARY TRAFFIC REGULATION) (NO.4) ORDER 2021

NOTICE IS HEREBY GIVEN that to enable Cumbria Highways to carry out highways works ("the Works"), the County Council of Cumbria intends to make an Order the effect of which is to prohibit any vehicle from proceeding along the lengths of road specified in the attached Schedule.

Suitable diversion routes will be indicated on site by the display of relevant traffic signs as and when the temporary closures are in force.

Phased works will not necessarily be done in numerical order. Cumbria Highways will ensure that local residents and the general public are informed of which roads are to be closed and when, nearer the time.

A way for pedestrians and dismounted cyclists will be maintained at all times.

Nothing in the Order to which this notice relates shall:

1. Apply to emergency service vehicles, or vehicles being used by statutory undertakers in the performance of their duties; and
2. Apply to anything done with the permission or at the direction of a police constable in uniform; and
3. Have the effect of preventing at any time access for pedestrians to any premises situated on or adjacent to the roads, or to any other premises accessible for pedestrians from, and only from the roads; and
4. Apply to vehicles being used in connection with the Works.

Any queries to the Highways Hotline 0300 303 2992 or email TTRO.East@cumbria.gov.uk quoting the references as specified in the Schedule.

The Order will come into operation on 4 October 2021 and may continue in force for a maximum duration of eighteen months. However, please note that it is anticipated that the restrictions will only be required for 3 months and only as and when the relevant traffic signs are displayed.

Chief Legal Officer, Cumbria County Council, Cumbria House, 117 Botchergate, Carlisle CA1 1RD
Dated: 17 September 2021

SCHEDULE EXTENT OF RESTRICTIONS AND ALTERNATIVE ROUTES

1. U1029 Bailey Mill - From: 4 October 2021 Approx. duration 10 days (Ref: CACH434)
From its junction with the C1004 extending in a south easterly then north easterly direction for approx. 1.9km.
Alternative Route: via the C1004, B6318 and C1025.
2. Brunton Avenue, Carlisle - From: 25 October 2021 Approx. duration 5 days (Ref: CACH435)
From its junction with Warwick Road extending in a south easterly direction for approx. 205m.
Alternative Route: via Warwick Road and Greystone Road.
3. U1135 Buebank Road, Dalston - From: 1 November 2021 Approx. duration 10 days (Ref: CACH436)
From its junction with Townhead Road extending in a north easterly then easterly direction for approx. 925m.
Alternative Route: via the U1133 Barras Lane, B5299 Carlisle Road, and U1132 Townhead Road.
4. U1085 & U1081 Prior Rigg - From: 15 November 2021 Approx. duration 10 days (Ref: CACH437)
U1085: From its junction with the U1082 extending in a north easterly direction for approx. 2.5km.
U1081: From its junction with the U1082 in a north westerly direction for approx. 1.3km.
Alternative Route: via the U1082 and C1012.
5. Moorville Drive, Carlisle (east bound lane only) - From: 25 October 2021 Approx. Duration 2 weeks (Ref: CACH432)
From its junction with St Peter's Drive extending in an easterly direction for approx. 140m.
Alternative route for east bound traffic: via St Peter's Drive, Lowry Hill Road and Kingstown Road.

THE COUNTY OF CUMBRIA (PETTERIL BANK ROAD, CARLISLE) (TEMPORARY TRAFFIC REGULATION) ORDER 2021

NOTICE IS HEREBY GIVEN that to enable Cumbria Highways to carry out highway works ("the Works"), the County Council of Cumbria has made an Order the effect of which is to prohibit any vehicle from proceeding along that section of Petteril Bank Road, Carlisle from its junction with Welsh Road, extending in a south westerly direction for approx. 175m.

A way for pedestrians and dismounted cyclists will be maintained at all times and a suitable alternative route for vehicles will be signed and available via the unrestricted sections of Petteril Bank Road, St Ninians Road, Upperby Road, Boundary Road, Blackwell Road St Nicholas Street and London Road.

Nothing in the Order to which this notice relates shall:

1. Apply to emergency service vehicles, or vehicles being used by statutory undertakers in the performance of their duties; and
2. Apply to anything done with the permission or at the direction of a police constable in uniform; and
3. Have the effect of preventing at any time access for pedestrians to any premises situated on or adjacent to the road, or to any other premises accessible for pedestrians from, and only from the road; and
4. Apply to vehicles being used in connection with the Works.

Any queries to the Highways Hotline 0300 303 2992 or email TTRO.East@cumbria.gov.uk quoting the reference CACH411.

The Order will come into operation on 20 September 2021 and may continue in force for a maximum duration of eighteen months. However, please note that it is anticipated that the restriction will only be required for 5 days and only as and when the relevant traffic signs are displayed.

Chief Legal Officer, Cumbria County Council, Cumbria House, 117 Botchergate, Carlisle CA1 1RD
Dated: 17 September 2021

**Exchange
andMart**

LOCALIQ

Call to
advertise:
**01228
612721**

LETS CELEBRATE

Silver Wedding Anniversary CONGRATULATIONS



Dawn and Pyc on the 21st September. Love from all the family xx

HAPPY 18TH BIRTHDAY JACK GRAHAM with love from Grandad Mark, Joanne, Abby and Andy. xxxxxx

18th HAPPY Birthday Katelynn Love from Mam, Michael, Amy & Kai, Nana, Grandad and uncle Geoff xxx

CLASSIFIEDS FOR SALE

LOOKING FOR ELECTRICAL GOODS ONLINE? CHECK OUR OFFERS www.euronics.co.uk

PUBLIC NOTICES



This week Fri 17 - Thu 23 Sep in our CINEMA

NEW Shang-Chi and the Legend of the Ten Rings (12A)

The latest action packed film from Marvel studios.

Coming up...

NEW The Nest (15)

La Traviata

NEW Moonbound (PG)

From Sydney Harbour Thu 23 Sep

Still Showing...

Iceland is BEST (15)

RESPECT (12A)

+Q&A with director

Max Newsom | Sat 25 Sep

The Courier (12A)

James Bond:

No Time to Die (12A)

The Last Bus (12A)

Tickets on sale now!

Spirit Untamed (PG)

To book tickets in advance and view our full programme

Paw Patrol: The Movie (U)



Scan here

RHEGED.COM

AFFORDABLE beds: Double divan beds, £119 inc. mattress...

BRITISH motorcycle for winter restoration project, anything considered...

PETS

EDEN ANIMAL RESCUE'S Lottery. Please support our animals by taking part in our lottery...

TUITION

RAY'S SCHOOL OF MOTORING. Car and trailer tuition. Funding available for farmers...

AGISTMENTS

HOGG WINTERING wanted for polled or horned hogs...

WANTED: Grazing land for a small flock of sheep, long or short term considered...

LIVESTOCK

PEDIGREE stock bulls for hire. - John Elliott, Tel. 07836 298919...

BARK MULCH. SUBBASE. CHIPPINGS. SAND. FREE DELIVERY - TELEPHONE 07768 440813

BEREAVEMENT SALE - Too many items to mention: tools, carpenters tools, crockery, new tables, electrical goods...

FULL set of Arnold Plumer golf clubs, bag and trolley, all have been used for only half a round, £200 one. - Tel. (017683) 61677.

NEVER used Cavendish 1986/7, 24 volumes of The Knack, illustrated encyclopedia of home improvements including garden. Full of useful information, £20. - Tel. (017683) 62311.

TWO dark red recliner chairs, £100 the pair, for quick sale. - Tel. (017683) 72284.

DELIVERY DRIVERS A MAN WITH A VAN, local/nationwide and small removals. Fully insured, friendly and reliable service. - Tel. Kev, 07828 147305.

ITEMS WANTED

MANUAL or early electric typewriter, must be in good working order. - Tel. 017683 54016.

WANTED TO BUY Military items, jewellery, gold, silver and costume. Old vintage and antique items. Vinyl records etc. at Keswick Collectables 18 St John's Street 017687 74928 Mob: 07963 334925

IS THE HERALD AVAILABLE IN YOUR VILLAGE?

If not, why not sell them in your area Contact Steve on 01768 861208 for further information

ALHAMBRA Lonsdale Alhambra Cinema Middlegate, PENRITH. 01768 862400. For times and online advance bookings, please visit www.penrithcinema.co.uk

Programmes for Friday, September 17th - Thursday, September 23rd. LA TRAVIATA ON SYDNEY HARBOUR Tuesday, September 21st at 1.30pm & 7.30pm. Films Showing This Week... Marvel's SHANG-CHI AND THE LEGEND OF THE TEN RINGS (12A) COP SHOP (15) RESPECT (12A) MALIGNANT (18) PAW PATROL: THE MOVIE (U) (Sat/Sun) SPIRIT UNTAMED (U) (Sat/Sun) FREE BUY (12A) (Sat/Sun) SPACE JAM - A NEW LEGACY (U) (Sat/Sun) JUNGLE CRUISE (12A) (Sat/Sun) THE MANY SANTS OF NEWARK (15) (Wed/Thurs) THE ALPINIST (12A) (Thurs) The Spotlight Alternative - Sunday at 5.30pm. NIGHT OF THE KINGS (15) (French) Special Events: Book Now! The 1972 Concert Film ELVIS ON TOUR (U) Monday, September 27th at 8.00pm. SUMMER OF SOUL (12A) Tuesday, September 28th at 8.00pm. National Theatre: ROMEO AND JULIET - Tuesday, September 28th at 1.30pm & 7.45pm. JAZZ ON A SUMMER'S DAY (U) Wednesday, September 29th at 8.00pm. Exhibition On Screen: RAPHAEL REVEALED - Tuesday, October 12th at 3.00pm. The V&A Museum: ALICE, CURIOUSER AND CURIOUSER - Thursday, October 14th at 1.30pm & 5.00pm. OLUF RICHARD - THE GREAT 80 TOUR - Wednesday, October 27th at 7.45pm.

All Saints Church Renwick with Croglin FLOWER FESTIVAL 'The Glory of the Harvest' Friday 24th, Saturday 25th and Sunday 26th September 11am to 5pm Refreshments

THANK YOU

NORAH CURRAH would like to thank everyone for making her 100 year birthday a special day, given by her son Howard, a great success. Thanks to Katy and Sid at the Fox Inn for the wonderful food and to Philip for the birthday cake. Thanks also to all family, friends and neighbours for the cards from all over England. Donations of over £1,000 were received for the Great North Air Ambulance. God bless all.

SHEILA PARKIN would like to thank everyone who helped her after her recent fall in Appleby: David from Stephenson's, Dot, Jeanette, Thelma, Caroline, Ruth and Alan. Thanks also for many cards, messages, flowers and offers of help, all are very much appreciated.

LEGAL NOTICES

highways england NOTICE OF CONSULTATION A66 NORTHERN TRANS-PENINE PROJECT PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER SECTION 47 PLANNING ACT 2008 NOTICE PUBLICISING A STATEMENT OF COMMUNITY CONSULTATION

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Table with 3 columns: Location, Phone number, Usual opening hours. Lists various locations like Penrith Library, St Andrews Churchyard, St Michaels Church, Karma Cafe, etc. with their respective contact numbers and hours.

CLASSIFIEDS CALL NOW BY OWNER advertscw@wherald.com news@cwherald.com CONTACT 01768 862313

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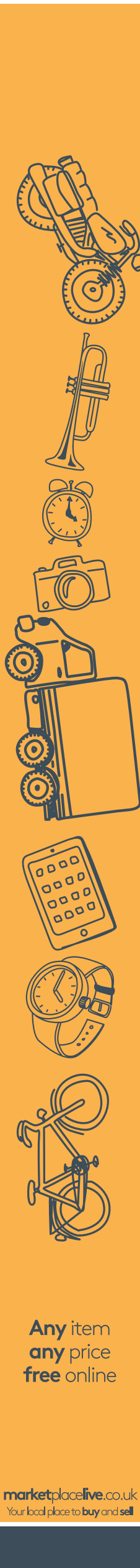
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Public Notices

Public Notices



NOTICE OF CONSULTATION
A66 NORTHERN TRANS-PENNINE PROJECT
PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER
SECTION 47 PLANNING ACT 2008
NOTICE PUBLICISING A STATEMENT OF COMMUNITY CONSULTATION

Highways England proposes to make an application under section 37 of The Planning Act 2008 to the Secretary of State for a development consent order (the Application).

The main proposals in the Application are:

- Dualling the remaining single carriageway sections of the A66 between M6 junction 40 at Penrith and the A1(M) junction 53 Scotch Corner.
- Junction improvements at each end of the 50-mile stretch at M6 junction 40 and A1(M) junction 53 Scotch Corner.
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 - Sandford (B6259) junction, Warcop junction and Langrigg junction;
 - A67 junction;
 - Cross Lanes junction and Rokeby junction; and
 - West Layton/Collier Lane junction, Moor Lane junction and Warrener Lane junction.

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Contact the Highways England team for further information or to request hard copies:
Email: A66NTP@highwaysengland.co.uk
Write: Freepost A66 NORTHERN TRANS-PENNINE PROJECT
Telephone: 0333 090 1192
 (Monday to Friday 09.00 - 17.00)

Public Consultation Events	
Location	Event times
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Haydock Centre 26 Drovers Lane, Penrith CA11 9EN	Monday 27 September, 3pm-8pm Tuesday 28 September, 10am-4pm Wednesday 29 September, 8am-2pm
Dalton and Gayles Village Hall Dalton DL11 7HS	Monday 27 September, 3pm-8pm Tuesday 28 September, 10am-4pm

Kirkby Thore Memorial Hall Kirkby Thore, Penrith CA10 1UE	Friday 1 October, Midday-8pm Saturday 2 October, 9am-4pm
Bowes Village Hall 2 The Wynd, Barnard Castle DL12 9HR	Friday 1 October, Midday-8pm Saturday 2 October, 9am-4pm
Warcop Parish Hall Warcop CA16 6NX	Monday 4 October, 3pm-8pm Tuesday 5 October, 10am-4pm Wednesday 6 October, 8am-2pm
Gilling West Village Hall 76 High Street, Gilling West DL10 5JJ	Monday 4 October, 3pm-8pm Tuesday 5 October, 10am-4pm
Appleby Hub Chapel Street, Appleby-in-Westmorland CA16 6QR	Saturday 9 October, 3pm-8pm Sunday 10 October, 10am-4pm Monday 11 October, 8am-2pm
The Witham 3 Horse Market, Barnard Castle DL12 8LY	Saturday 9 October, 3pm-8pm Sunday 10 October, 10am-4pm Monday 11 October, 8am-2pm
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St Michaels Church 2 Church Gate, Kirkby Thore CA10 1UR	017683 61699	Monday to Sunday 10am-4pm
The former Llama Karma Kafe Brougham CA10 2AB	0333 090 1192	Mondays and Fridays 12pm-6pm and Thursdays 2pm-8pm
Appleby Library Low Wiend, Appleby-in-Westmorland CA16 6QP	017683 51170	Monday and Friday 10am-12.30pm and 1.30-5pm
Kirkby Stephen Library Vicarage Lane, Kirkby Stephen, CA17 4QX	017683 71775	Monday and Wednesday 10am-12pm and 1pm-3pm Saturday 10am-1pm
Brough Castle Ice Cream Parlour and Tea Room Brough Castle Farm, Kirkby Stephen CA17 4EJ	017683 41219	Monday to Sunday 10am-5pm
Barnard Castle Library Witham Building, 2 Hall Street, Barnard Castle DL12 8JB	0300 026 3409	Monday, Tuesday and Friday 9.30am-4.30pm Wednesday 9.30am-5.30pm, Saturday 9.30am-12.30pm
Cross Lanes Organic Farm Cross Lanes, Barnard Castle DL12 9RT	01833 630619	Monday, Wednesday and Thursday 9am-4.30pm Friday and Saturday 9am-5pm Sunday 10am-4pm
Mainsgill Farm Shop East Layton, DL11 7PN	01325 718860	Monday to Sunday 9am-5pm
Richmond Library 10A Queens Road, Richmond DL10 4AE	01609 534580	Monday to Friday 10am-1pm and 2pm-5pm Saturday 10am-1pm
Clayport Library 8 Millennium Place, Durham DH1 1WA	0300 026 5524	Monday, Thursday, Friday and Saturday 9.30am-4.30pm Tuesday and Wednesday 9.30am-5.30pm

Any item any price free online



Pond Maintenance

Now is the time to prepare your pond for the hard months that inevitably lay ahead. With little activity in and around your pond at this time of the year, now is the time to clean out your pond. Channels are that plant debris has built up during the summer, which has been added to as autumn locked in. All this vegetable matter needs to be removed if you want to prevent your pond becoming a mud puddle. If you have fish in your pond make sure that you have a tank handy in which to place them when you drain the pond. Draining your pond is best done using a pump. As winter takes an icy grip there are a number of things you can do. The Royal Horticultural Society recommend the following:

- If the pond is stocked with fish and it does freeze over, melt the ice by placing a hot pan on the surface, or install a pond heater or water feature to prevent freezing occurring. Floating a ball of the water in cold weather can also delay freezing. Never smash the ice, as the shock waves can harm fish.
- Improving the oxygen levels of the water by circulating it with a pump benefits both amphibians and fish, particularly in deeper ponds where oxygen does not diffuse readily through the water. However, making a hole in the ice is not essential for ponds not stocked with fish.
- Expose plants of light gets to the pond by pruning back, overhanging branches and brushing off snow. This will allow submerged plants and algae to continue to photosynthesize and replenish oxygen levels in the water. Consider adding more oxygenating plants in the spring if there aren't many.

PROPERTY Maintenance

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Pair of matching conical box bushes, over 6ft high, \$150 for the pair. Buyer collects. 01325 483366.



NOTICE OF CONSULTATION AM NORTHERN TRANS-PENINE PROJECT PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER SECTION 47 PLANNING ACT 2008 NOTICE PUBLISING A STATEMENT OF COMMUNITY CONSULTATION

Highways England proposes to make an application under section 47 of the Planning Act 2008 to the Secretary of State for a Development Consent Order (the Application).

- The main proposals in the Application are:
- Dualing the remaining single carriageway sections of the A66 between M0 junction 40 at Pevith and the A166 junction 53 Scotch Corner.
 - Junction improvements at each end of the 50-mile stretch of M0 junction 40 and A166 junction 53 Scotch Corner.
 - Improvements at key junctions along the route including:
 - Center Parcs junction;
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 - Jang Marston junction, Crockettthorpe junction and Appleby Bypass junction;
 - Sandstone (B6256) junction, Wreop junction and Langing junction;
 - A67 junction;
 - Cross Lines junction and Rakeby junction; and
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Highways England has a duty under section 47 of the Planning Act 2008 to consult the local community about the Application in accordance with its Statement of Community Consultation (SoCC). The SoCC sets out how we will consult the local community about our proposals. We must also make the SoCC available for inspection by the public and publish the notice setting where and when the statement can be inspected. We must, carry out consultation in accordance with the statement.

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Email: AS6NTH@highwaysengland.co.uk
Writer: Freepost A66 NORTHERN TRANS-PENINE PROJECT
Telephone: 0333 090 1192
(Monday to Friday 09:00 - 17:00)

Location	Event times
The former Liam's Karma Cafe Brougham CA10 2AG	Sunday 26 September: 2pm-8pm Thursday 30 September: 2pm-8pm
Haydock Centre 56 Drivers Lane, Pevith CA11 9EN	Monday 27 September: 3pm-8pm Tuesday 28 September: 10am-4pm Wednesday 29 September: 8am-2pm
Dalton and Gayles Village Hall Dalton BL11 7HS	Monday 27 September: 2pm-8pm Tuesday 28 September: 10am-4pm

Kinky Thore Memorial Hall Kinky Thore, Pevith CA10 1UE	Friday 1 October: 10am-4pm Saturday 2 October: 9am-4pm
Bowes Village Hall 2 The Wynn, Barnard Castle DL12 9HT	Friday 1 October: 10am-4pm Saturday 2 October: 9am-4pm
Wensop Parish Hall Wensop CA15 6NX	Monday 4 October: 3pm-8pm Tuesday 5 October: 10am-4pm Wednesday 6 October: 9am-4pm
Gilling West Village Hall 70 High Street, Gilling West DL19 5JJ	Monday 4 October: 3pm-8pm Tuesday 5 October: 10am-4pm
Appleby Hub Chapel Street, Appleby-in-Wetherford CA15 6QH	Saturday 9 October: 2pm-8pm Sunday 10 October: 10am-4pm Monday 11 October: 9am-2pm
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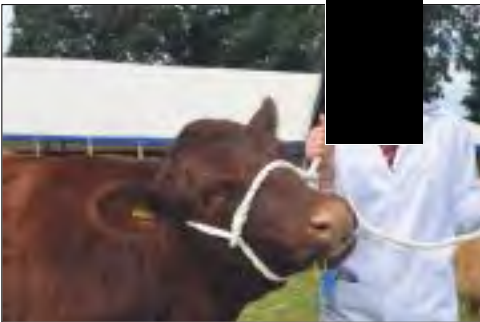
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St Michaels Church 2 Church Gate, Kinky Thore CA10 1UR	017683 81688	Monday to Sunday 10am-4pm
The former Liam's Karma Cafe Brougham CA10 2AG	0333 090 1192	Monday and Friday: 12pm-6pm and Thursday: 2pm-8pm
Appleby Library Low Wens, Appleby-in-Wetherford CA15 6QP	017683 51170	Monday and Friday 10am-12.30pm and 1.30-4pm
Kinky Stephen Library Village Lane, Kinky Stephen, CA17 3JX	017683 17175	Monday and Wednesday 10am-5pm and 1pm-3pm-Saturday 10am-1pm
Brough Castle Ice Cream Parlour and Tea Room Brough Castle Farm, Kinky Stephen CA17 4EJ	017683 41219	Monday to Sunday 10am-5pm
Barnard Castle Library Witham Building, 2 Hall Street, Barnard Castle DL12 6LR	01609 019 3409	Monday, Tuesday and Friday 9.30am-4.30pm Wednesday 9.30am-4.30pm, Saturday 9.30am-11.30pm
Cross Lines Organic Farm Cross Lines, Barnard Castle DL12 9HT	01633 659619	Monday, Wednesday and Thursday 8am-4.30pm Friday and Saturday 9am-4pm Sunday 10am-4pm
Mainsill Farm Shop East 15, A66, DL11 1PN	01629 718860	Monday to Sunday 10am-5pm
Richmond Library 10A Guisno Road, Richmond DL10 4AE	01699 504580	Monday to Friday 10am-1pm and 2pm-5pm Saturday 10am-5pm
Clayport Library 8 Millersum Place, Dunsen CH1 1RH	01609 009 5524	Monday, Thursday, Friday and Saturday 9.30am-4.30pm Tuesday and Wednesday 9.30am-5.30pm



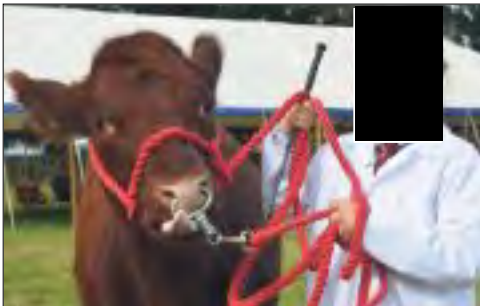
LOCAL CHAMPION: Caron Stokell and James Kettlewell won the best local heifer or steer in the beef cattle section with their cow Fletcher Hill Rosebud *TM pic*



EXCELLENT HANDLING: Tom Halford took top honours in the young cattle handler in the age group 11 to 16 *TM pic*



UP AND COMING: Megan Park was runner-up young handler age 11 to 16 *TM pic*



YOUNG CHAMP: Jessie Barker was the top young handler in the ten and under age group *TM pic*



LEARNING THE ROPES: Iona Park earned a prize in the young handler class *TM pic*



GOOD JOB: Jack Barker in action during the young handler class *TM pic*

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SECTION 47 PLANNING ACT 2008
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Kirkby Stephen Library Vicarage Lane, Kirkby Stephen, CA17 4QX	017683 71775	Monday and Wednesday 10am-12pm and 1pm-3pm Saturday 10am-1pm
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Part 1

3 Statutory public consultation leaflet/poster

A66 Northern Trans-Pennine project consultation

A date for your diary

We'll be launching our consultation on our proposals for the **A66 Northern Trans-Pennine project** on **Friday 24 September 2021**.

Consultation starts
9am on 24 September.

This will be your opportunity to learn more about our plans for dualling the A66 and to view our proposals in more detail.

Find out more:

All our consultation materials, including our consultation brochure, will be available online via our dedicated A66 Northern Trans-Pennine project website once consultation launches on 24 September 2021. In addition, we will be hosting a series of drop-in sessions. The table overleaf outlines when and where you can come along to speak to a member of the team.

If you can't make the events or don't have access to the internet you can call us on **0333 090 1192** to request a hard copy of our materials. **Please call by Friday 3 September** to make sure you receive them in time.

In addition, we will:

- Provide **hard copies** for viewing in public buildings along the A66 such as local libraries. Please refer to our website and press advertising for more information.
- Host an online **virtual consultation room**.
- Run **webinars** and a **telephone surgery**, enabling you to discuss your questions with a member of the team.

Please check our website for the latest information: [highwaysengland.co.uk/A66-NTP](https://www.highwaysengland.co.uk/A66-NTP)

Email or call us for more information:

Email: A66NTP@highwaysengland.co.uk

Phone: **0333 090 1192*** (Phone lines are open between Monday to Friday between 9am-5pm, or leave us a message and we'll call you back).

Follow us on **Twitter** to stay up-to-date with the latest news and project updates: **@A66NTP**

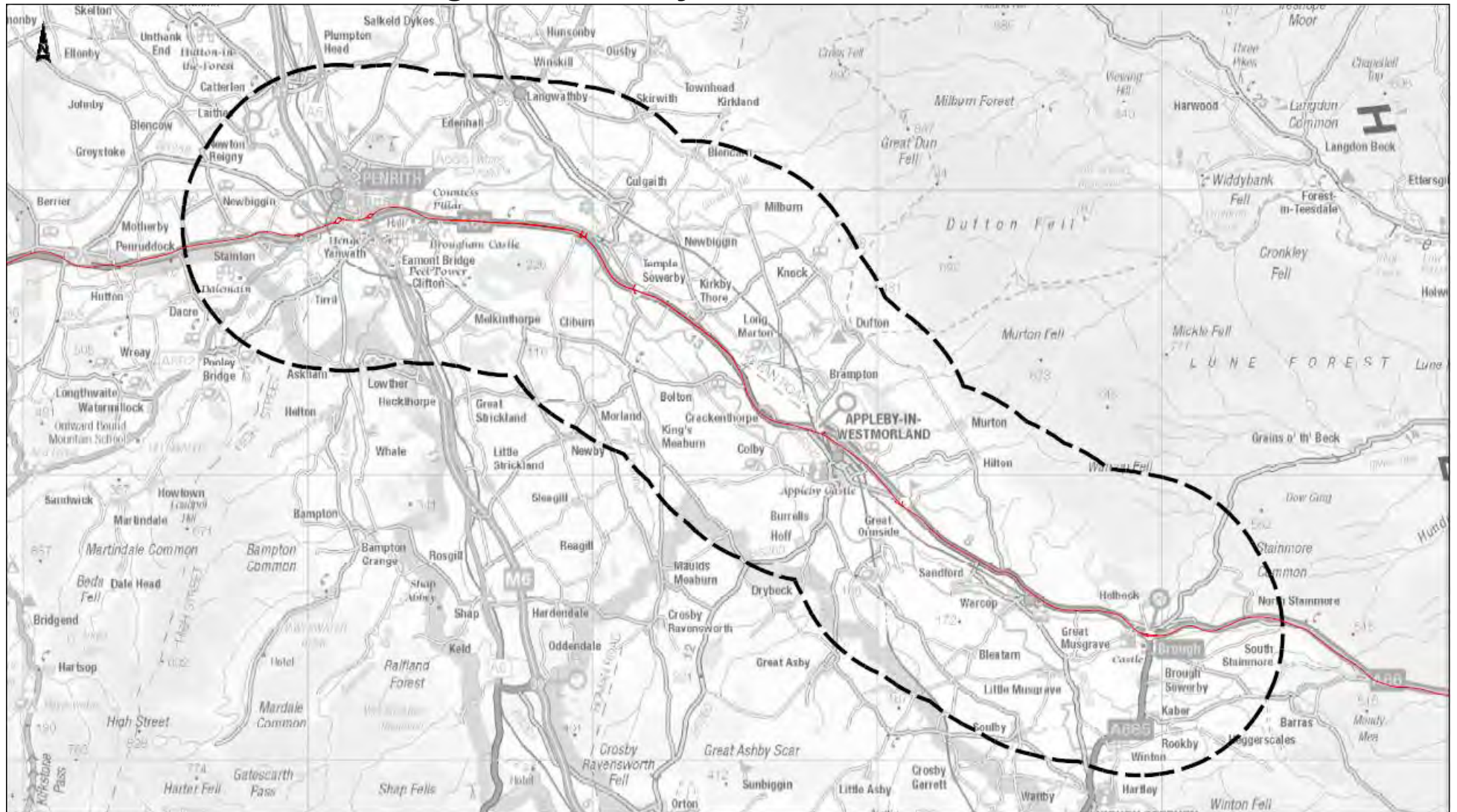
*Standard call rate applies.

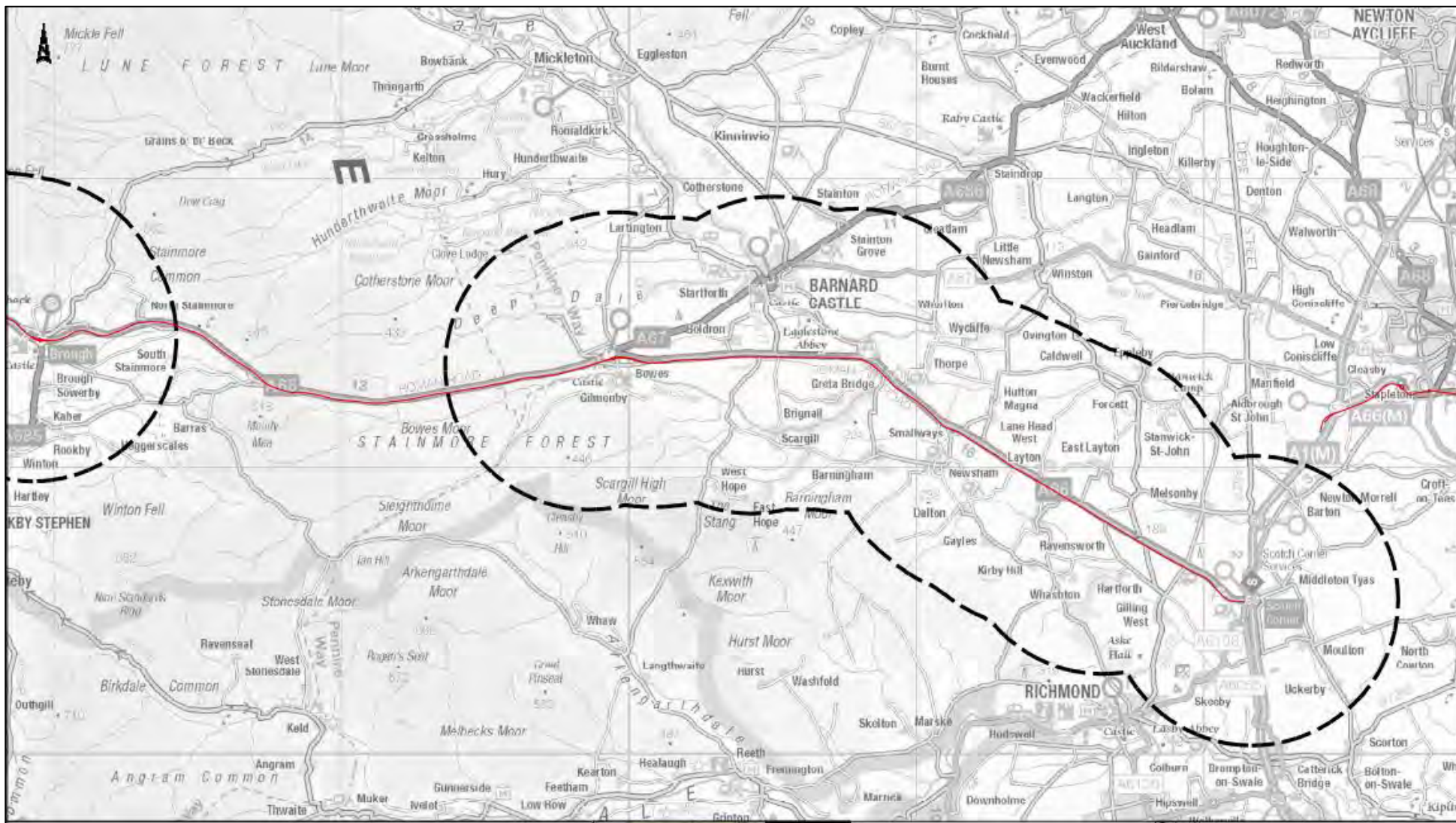
Dates	West	East
Sunday 26 September	The former Llama Karma Kafe, Brougham CA10 2AB 2pm-6pm	
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Monday 11 October	Appleby Hub, Chapel Street, Appleby-in-Westmorland CA16 6QR 8am-2pm	The Witham, 3 Horse Market, Barnard Castle DL12 8LY 8am-2pm
Wednesday 13 October	Kirkby Stephen Sports & Social Club, Market Street, Kirkby Stephen CA17 4QN 3pm-8pm	
Thursday 14 October	Kirkby Stephen Sports & Social Club, Market Street, Kirkby Stephen CA17 4QN 10am-4pm	

Part 1

4 Leaflet notification zone map

Appendix A – Consultation Target Area for flyer





Part 1

5 List of poster locations

Everything that follows are the locations where the posters were shared as stated in the final Statement of Community Consultation document.

Method	Detail
Poster and flyer locations	<p>Posters and flyers will be shared with local community facilities. Through further discussions with the host local authorities, we have added public buildings, relevant Parish Councils (as prescribed within S42(a)) and potential venues for awareness raising to the list for sharing posters and flyers. The places we plan to share posters and flyers includes (subject to their agreement and availability):</p> <p> Appleby Co-op, CA16 6XN Appleby Golf Club, CA16 6LP Appleby Leisure Centre, CA16 6QR Appleby Library, CA16 6QP Appleby Old Hall Veterinary Centre, CA16 6HX Appleby Sports Centre, CA16 6XU Appleby Tourist Information Centre, CA16 6XE Appleby Medical Practice, CA16 6QR Barnard Castle, Lowfield Gardens, DL12 8UW Barnard Castle Co-op, DL12 8HL Barnard Castle Doctors Surgery, DL12 8HT Barnard Castle Morrisons, DL12 8EJ Barnard Castle TCR Hub Community Centre, DL12 8TD Birbeck Medical Practice, CA11 8HW Boldron The Pinfold Club, DL12 9RF Brough Castle Ice Cream Parlour and Tearoom, CA17 4EJ Brough Community Primary School, CA17 4EY Brough One-Stop Shop, CA17 4BL Café Sixty-Six, CA16 6LN Center Parcs, CA10 2DW Cross Lanes Organic Farm, DL12 9RT Gilling West, The White Swan Pub, DL10 5JG Kirkby Stephen Co-op, CA17 4RL Kirkby Stephen Library, CA17 4QX Kirkby Stephen, Eden Cottage Nursery, CA17 4AP Kirkby Stephen, Upper Eden Visitor Centre, CA17 4QT Kirkby Thore Post Office, CA10 1UD Mainsgill Farm, DL11 7PN Melkinthorpe, Larch Cottage Nurseries, CA10 2DR Middleton Tyas Village Shop, DL10 6QY Middleton Tyas Lodge, DL10 5QY Penrith Booths, CA11 7JU Penrith B&M Store, CA11 8JB Penrith Cricket Sports and Social Club, CA11 8PE Penrith Hospital, CA11 8HX Penrith Library, CA11 7YA Penrith Morrisons, CA11 7JU Penrith Rugby Club, CA11 8RQ Penrith Sainsburys, CA11 7FG Penrith Tourist Information Centre, CA11 7PT Ravensworth, Bay Horse Inn, DL11 7ET Richmond (Yorks) Golf Club, DL10 5EX Richmond Co-op, S13 8LU Richmond Georgian Theatre Royal, DL10 4DW Richmond Library, DL10 4AE Richmond Lidl, DL10 4AJ Richmond Post Office, DL10 4QB </p>

Method	Detail
	<p>Richmond Town Hall, DL10 4QL Ravensworth Nurseries, DL11 7HA Rokeby Park, DL12 9RZ Scotch Corner Services, DL10 6PQ Stainmore Café, CA17 4EU Temple Sowerby Medical Practice, CA10 1RW The Lakes Medical Practice, CA11 8HW The Haybergill Centre, CA16 6NP Warcop C of E Primary School, CA16 6NX West Layton Nurseries, DL11 7PP</p> <p>In addition, venues where events are being held (subject to availability) will be sent a specific poster related to that venue:</p> <ul style="list-style-type: none"> • The former Llama Karma Cafe • Penrith Haydock Community Centre • Dalton & Gayles Village Hall • Kirkby Thore Memorial Hall • Bowes Village Hall • Warcop Parish Hall • Gilling West Village Hall • Appleby Hub • The Witham, Barnard Castle • Kirkby Stephen Sports & Social Club
Landowner engagement	Engagement is ongoing with impacted landowners. Landowners affected by the proposals will be sent notification of the statutory consultation as required by Section 42.
Community liaison group briefings	We will brief community representatives such as local authority Councillors and relevant Parish and Town Councils about the upcoming statutory consultation through the Community Liaison Groups where timing allows. All attendees will be encouraged to share information about the upcoming consultation within their wider communities. Attendees will be encouraged to submit their feedback via the formal channels set out in Section 8.
Stakeholder focus groups	We currently hold a number of focus group meetings online throughout the year. These groups are categorised and are listed in Appendix B. Where timing allows, we will meet these groups to promote the consultation. All attendees will be encouraged to submit their feedback via the formal channels set out in Section 8.
Seldom heard group engagement	<p>Through working with the host local authorities, we have identified a range of seldom heard groups and individuals, including representatives of local seldom heard groups. Examples include gypsy and traveller communities, the ageing population, the younger population, the disabled and tourists.</p> <p>To encourage these groups to get involved in the consultation, materials will be prepared to be accessible and clear. Our consultation will also include measures, so we communicate effectively with these groups and provide an opportunity for them to have their say. Some of our proposed methods include but are not limited to:</p> <ul style="list-style-type: none"> • Utilising a range of awareness-raising methods such as newspapers, social media, posters and flyers.

Part 1

6 Sample social media posts

Sample project Facebook posts arranged by date

September 2021



A66 Northern Trans-Pennine project

6 September · 🌐

Welcome to our new A66 Northern Trans-Pennine project Facebook page!



We'll keep you posted on all the latest news and how the project will help transform journeys in the north by dualling the remaining sections of the route. 🚗 🚚 🚛

From 24 September, we'll be consulting with you about our latest designs. We'll let you know how to get involved soon. 👍



highwaysengland.co.uk/A66-NTP





A66 Northern Trans-Pennine project

14 September · 🌐

We'll be launching the #A66NTP consultation on 24 Sept where you'll be able to have your say 🗣️ on our latest designs. You'll be able to get involved in a number of ways including our local drop in events. Here's a link to where dates 📅 times 🕒 & venues. <http://ow.ly/cNrr50G9x1n>



A66 Northern Trans-Pennine project

22 September · 🌐

It's just 2 days until we launch 🚀 our #A66NTP consultation. You can get involved in a number of ways, including our virtual engagement room 🖥️ webinars and public information events 🗣️👤 Keep an 👁️ on our website for the latest 🙌





A66 Northern Trans-Pennine project

24 September · 🌐

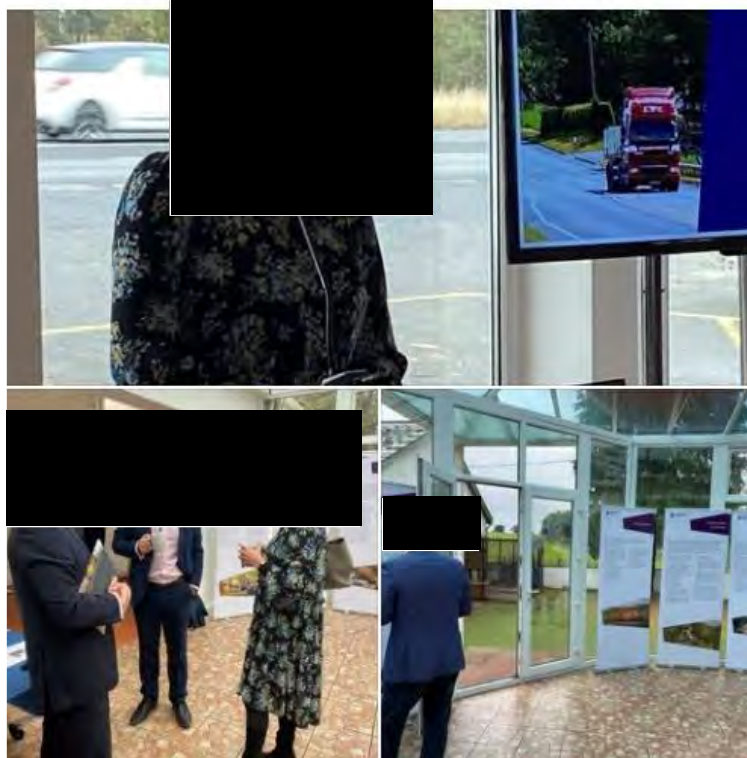
Consultation for the #A66NTP is now open. It's really important we get your views on our latest designs. You can talk to us in a variety of ways, whether it be on-line 🖥️ in person 🗣️👤 or over the phone 📞 Consultation will end on 6 November. <http://ow.ly/EEeXR50Gf8v7>



A66 Northern Trans-Pennine project

24 September · 🌐

We're delighted to have Roads Minister, Baroness Vere launch our #A66NTP consultation in Penrith today. From now until 6 Nov, you can have your say on our latest designs to upgrade this important route across the north. Visit 📍 ow.ly/G5b50GfVSW @CharlotteV @transportgovuk





A66 Northern Trans-Pennine project

27 September · 🌐

Unfortunately, the engagement van events we were due to have in the #KirkbyStephen, #EastLayton & #Ravensworth area today and tomorrow (Tuesday 28) have had to be cancelled. They will start from Wednesday (29) at 9am in #LongMarton. Apologies for any inconvenience.



A66 Northern Trans-Pennine project

28 September · 🌐

As well as consultation events, we will be taking the engagement van up and down the #A66 so you can ask us questions about our latest designs. Click the link [🔗](http://ow.ly/W8OF50GhFu5) to find out dates [📅](#) and locations [📍](#) we'll be in <http://ow.ly/W8OF50GhFu5> 🙌





A66 Northern Trans-Pennine project

29 September · 🌐

We're using variety of ways to let you know about our latest #A66NTP designs. As well as public events and the engagement van, you can also join our online 🗣️ Q&A sessions. Find out more on how to sign up ✍️ here 📌 <http://ow.ly/zpLx50Gisyh>



October 2021



A66 Northern Trans-Pennine project

1 October · 🌐

A week ago, Baroness Vere launched our consultation for the #A66NTP. You can still get involved and have your say in a number of ways, whether that be face to face 🗣️ 🗳️ or online 🗣️. Consultation ends 🗓️ 6 November. <http://ow.ly/higK50Gk0Pf>





A66 Northern Trans-Pennine project

4 October · 🌐

We're getting ready for another week ¹⁴ of events as our consultation continues. For a list of where we're holding our them, click the link <http://ow.ly/bzBZ50G191E>

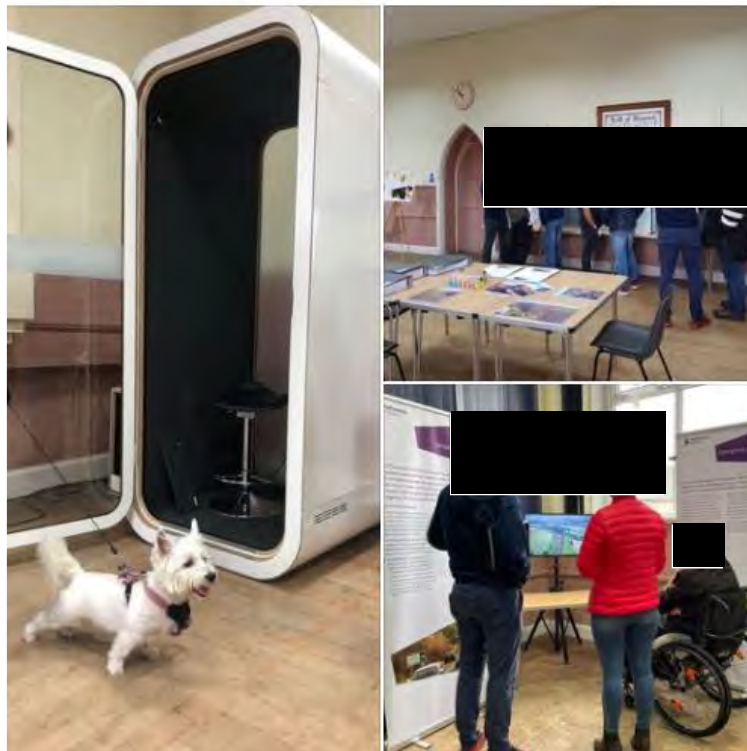
Our engagement van will be back out tomorrow at Sainsburys, Common Garden Square, Penrith 🙌



A66 Northern Trans-Pennine project

5 October · 🌐

Here are a few 📷 from our recent consultation events. You can talk to us about our latest designs and try out our Sound Lab. Come along (furry friends 🐾 optional) and you can have a 🍷, a 🍩 and a chat. You can also look at our virtual room as well <http://ow.ly/YzDk50G1V70>





A66 Northern Trans-Pennine project

6 October · 🌐

We understand people may still be nervous when it comes to public meetings. As well as face to face events, we'll hold 📺 online Q&A sessions on the different sections as part of our #A66NTP consultation. Click the link 🔗 to see how you register. <http://ow.ly/2oiR50GmXoW> 🙌



A66 Northern Trans-Pennine project

8 October · 🌐

We won't be able to make your journey 🚗 across the #A66 this quick ⚡ but we want to make it more safer and reliable. Have your 🗣️ on our latest #A66NTP designs. Consultation ends 📅 November. <https://youtu.be/3x0GWhHZoHM>



YOUTUBE.COM

A66 Northern Trans-Pennine - Route timelapse

IDVAUVNGAOCDA8UI



A66 Northern Trans-Pennine project

8 October · 🌐

As part of our #A66NTP consultation, you can hear 🎧 the sound 🗣️ of the road with and without the proposed improvements, such as special road surfaces and sound barriers. SoundLab technology will be at #ApplebyHub & #TheWitham tomorrow (3pm-8pm) **10** Oct (10am-4pm) 11 Oct (8am-2pm)



A66 Northern Trans-Pennine project

11 October · 🌐

Week **3** of consultation sees events at Appleby Hub, The Witham in Barnard Castle 🏰 and Kirkby Stephen Sports & Social 🏈🍷 Check here for 🕒 <http://ow.ly/gx2T50GoqNh>





A66 Northern Trans-Pennine project

12 October · 🌐

The first of our online 🗣️🌐 Q&A's takes place tomorrow. If you want to know more about our M6 junction 40 to Kemplay Bank, Penrith to Temple Sowerby and Temple Sowerby to Appleby – Kirkby Thore plans, you need to register now. Details can be found here <http://ow.ly/1ule50GorXP> 📄



A66 Northern Trans-Pennine project

12 October · 🌐

We have two more face-to-face consultation events left. Both will take place at Kirkby Stephen Sports & Social 🏟️🍷 club on Wednesday 13 Oct (3 pm- 8 pm) and Thursday 14 October (10am- 4 pm). You have until 6 Nov to let us know what you think of our latest designs #A66NTP





A66 Northern Trans-Pennine project

13 October · 🌐

Don't forget, the final two face-to-face consultation events are today (3pm-8pm) and tomorrow (10am-4pm) at Kirkby Stephen Sports & Social. Our online 🌐 🗣️ Q & A starts today as well. Click here for details ➡️ <http://ow.ly/kHff50GprZO>



A66 Northern Trans-Pennine project

14 October · 🌐

Our next online 🌐 🗣️ Q&A session is on Wed 20 Oct between 11.30am & 1pm. We'll be taking questions on the Temple Sowerby to Brough section. You need to sign up 24 hours before the session starts. Click the link 🔗 to find out more <http://ow.ly/s2qB50Grdge>

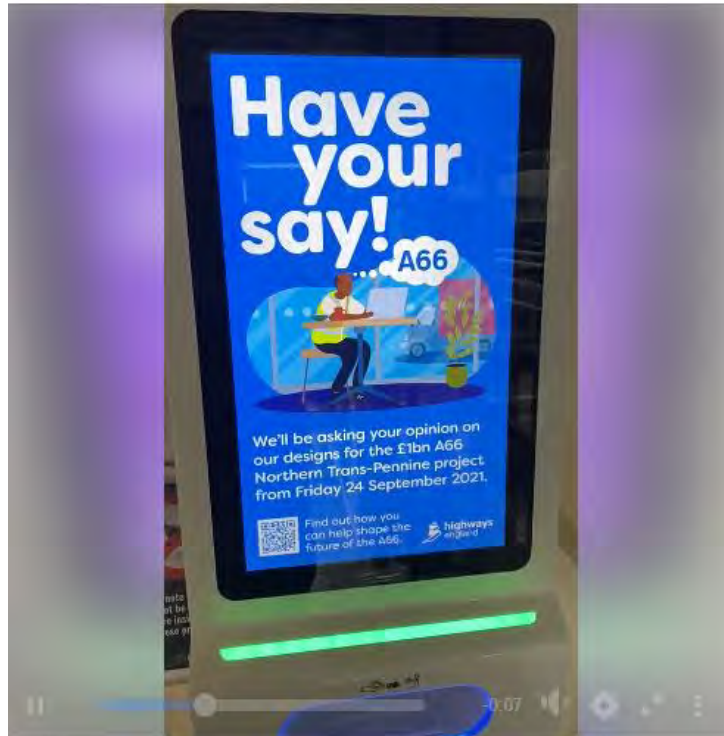




A66 Northern Trans-Pennine project

15 October · 🌐

We've been raising awareness of the #A66NTP consultation across the route 📺 This is an example of some of our material displayed at #ScotchCorner services. You can have your say 🗣️ on our plans until 6 November so please give us your feedback 🙌





A66 Northern Trans-Pennine project

15 October · 🌐

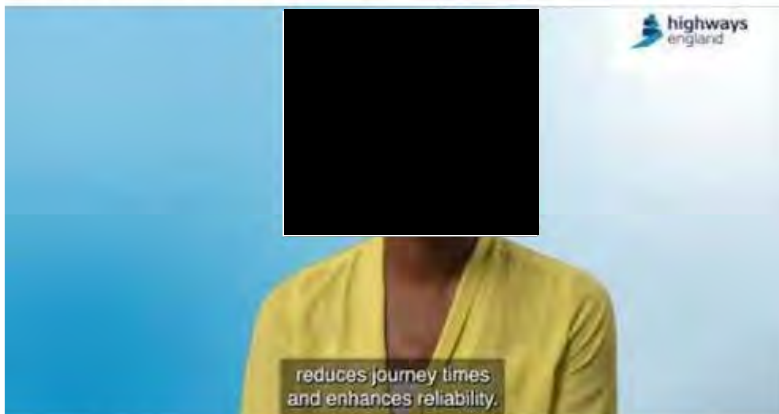
We've reached the half-way point in our #A66NTP consultation and the public drop-in-sessions have now finished. You have until **6** November to let us know what you think about our designs. Click the link to find out more on how to #HaveYourSay 🗣️; <http://ow.ly/qJ0X50Gs06F>



A66 Northern Trans-Pennine project

18 October at 01:26 · 🌐

On the #A66NTP consultation page, you can watch videos and find out all about the project, designs and environment. Here's Jacqui Allen talking about the benefits of the project. <https://youtu.be/zDSytdv7L5k>



YOUTUBE.COM

A66 Northern Trans-Pennine - Jacqui Allen - Welcome

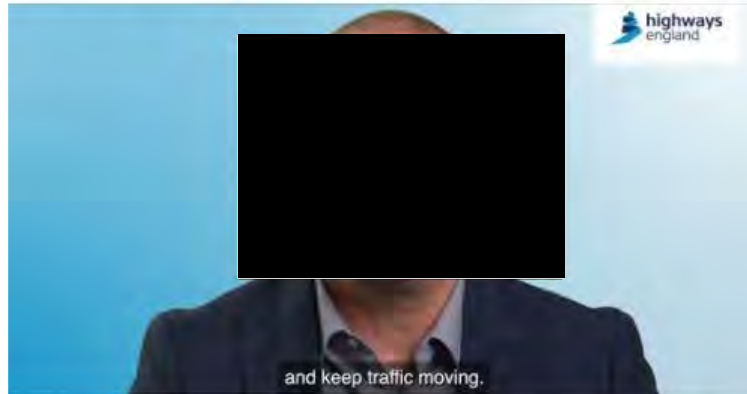
6XCWDHVJH03HHMCC



A66 Northern Trans-Pennine project

19 October at 01:00 · 🌐

Here's another of our #A66NTP vids 📺 which we will be posting throughout the week and you can access on our consultation page. 🗨️ Andy Johnson 🗣️ talks about our designs. <https://youtu.be/hvNM1FdEuZY>



YOUTUBE.COM

A66 Northern Trans-Pennine - Andy Johnson - Design

6XCWDHVJH03HHMCC



A66 Northern Trans-Pennine project

19 October at 03:10 · 🌐


We have another Q&A session tomorrow (20 Oct) from 11.30am, focusing on Temple Sowerby to Brough. You need to register by emailing 📧 your name and email address to A66NTP@highwaysengland.co.uk 24 hours before. Other sessions & locations can be found. 🌐 <http://ow.ly/F2J450GtaP3>





A66 Northern Trans-Pennine project

20 October at 01:00

It's our Q&A session at 11.30am today, focusing on Temple Sowerby to Brough section. There may be some spaces left so if you want to register, email  your name and email address to A66NTP@highwaysengland.co.uk. Other sessions & locations can be found here <http://ow.ly/KC8r50GtaDz>



A66 Northern Trans-Pennine project

20 October at 07:01

As part of our #A66NTP consultation, we're showing you our fly-throughs  of each section. 📺 First up is M6 junction 40 Kemplay bank. https://www.youtube.com/watch?v=m2oEqXRpz_A



YOUTUBE.COM

A66 Northern Trans-Pennine Project - M6 junction 40 and Kemplay bank



A66 Northern Trans-Pennine project

21 October at 01:00 · 🌐

We're showing you the fly-throughs of the sections of the #A66NTP we are looking to improve. You can access all the videos 📺 on our consultation page 📄. Here's Penrith to Temple Sowerby.
https://www.youtube.com/watch?v=ig-CNpa_02A



YOUTUBE.COM

A66 Northern Trans-Pennine Project - Penrith to Temple Sowerby



A66 Northern Trans-Pennine project

21 October at 02:10 · 🌐

Unfortunately, the deposit point at the former Llama Karma Kafe will be closed today. Apologies for any inconvenience. For all the information about the #A66NTP project, other deposit points along the route and how to have your say online 🗣️ click the link <http://ow.ly/fPpo50Gv6i4>



HIGHWAYS ENGLAND.CITIZENSPACE.COM

A66 Northern Trans-Pennine Design Consultation September 2021 - National Highways - Citizen Space



A66 Northern Trans-Pennine project

21 October at 07:01 · 🌐

Here's the fly-through of Appleby to Brough #HaveYourSay 🗣️, on our consultation. It closes 📅 November. <https://www.youtube.com/watch?v=oTF6Y-6DvTo>



YOUTUBE.COM

A66 Northern Trans-Pennine Project - Appleby to Brough



A66 Northern Trans-Pennine project

22 October at 01:00 · 🌐

We have a number of fly-throughs on our consultation page, detailing how we propose to improve the route. Here is what we want to do in Bowes ➡️ https://www.youtube.com/watch?v=OcR_fhXgy-s



YOUTUBE.COM

A66 Northern Trans-Pennine Project - Bowes Bypass



A66 Northern Trans-Pennine project

23 October at 01:00 · 🌐

Here's a bird's eye 🦅 👁️ view of what we are proposing to do between Cross Lanes to Rokeby. #HaveYourSay 🗣️ on our #A66NTP consultation. It ends 6 November. <https://www.youtube.com/watch?v=q2Nigblqpf8>



YOUTUBE.COM

A66 Northern Trans-Pennine Project - Cross Lanes to Rokeby



A66 Northern Trans-Pennine project

24 October at 01:00 · 🌐

We've been showing you our designs for the many sections of the #A66NTP. This time it's the turn of Stephen Bank to Carkin Moor <https://www.youtube.com/watch?v=ZQubd9eFMUY>



YOUTUBE.COM

A66 Northern Trans-Pennine Project - Stephen Bank to Carkin Moor



A66 Northern Trans-Pennine project

25 October at 01:00 · 🌐

Temple Sowerby to Appleby video 📺 can be found here
<https://www.youtube.com/watch?v=bs-LBCsJj6w> Don't forget, all our fly-throughs of the route can be found on our #A66NTP consultation page.



YOUTUBE.COM

A66 Northern Trans-Pennine Project - Temple Sowerby to Appleby



A66 Northern Trans-Pennine project

26 October at 01:00 · 🌐

Although our face-to-face 🗣️👤 consultation events have come to end, you can still take a look at our proposals and get involved by looking at our #A66NTP virtual engagement room 🖥️🌐 Have a nosey 👉 here
<https://a66ntp.virtual-engage.com/>



A66NTP.VIRTUAL-ENGAGE.COM

A66 Northern Trans-Pennine Consultation

Welcome to our online exhibition where you can find out more about the A...



A66 Northern Trans-Pennine project

26 October at 05:01 · 🌐

Our next online Q&A 🌐 is being held tomorrow (27 Oct) at 11.30am. We'll be touching on the #BowesBypass to #ScotchCorner. Register your interest by emailing us on A66NTP@highwaysengland.co.uk



A66 Northern Trans-Pennine project

27 October at 01:00 · 🌐

Our next online Q&A 🌐 is in a couple of hours at 11.30am. We'll be answering your questions on #BowesBypass to #ScotchCorner. Register your interest asap by emailing us on A66NTP@highwaysengland.co.uk



#



A66 Northern Trans-Pennine project

27 October at 07:54 · 🌐

Unfortunately, the deposit point at the former Llama Karma Kafe will be closed tomorrow (28 Oct) & Friday 29 Oct, but will reopen on Monday 1 Nov. For information on the #A66NTP project, other deposit points and how to have your say 🗨️ click the link <http://ow.ly/bfe550GznLE>



HIGHWAYS ENGLAND.CITIZENSPACE.COM

A66 Northern Trans-Pennine Design Consultation September 2021 - National Highways - Citizen Space



A66 Northern Trans-Pennine project

28 October at 03:02 · 🌐

Our consultation has just over a week 📅 to go until it closes. It's really important you have your say 🗨️ on our plans. @molyneuxpeter1 from @Transport4North explains why he thinks the upgrade to the #A66 is so important. 📌



THE A66 TRANS-PENNINE PROJECT IS REALLY IMPORTANT FOR THE NORTH



A66 Northern Trans-Pennine project

29 October at 01:00 · 🌐

Our final online Q&A session 🗓️🌐 is on 3 Nov from 6pm. We'll be answering your questions about the #A66NTP project. Register your interest asap by emailing us your name and email address on A66NTP@highwaysengland.co.uk



A66 Northern Trans-Pennine project

29 October at 03:00 · 🌐

Unfortunately, the deposit point at the former Llama Karma Kafe will be closed today (29 Oct), but will reopen on Monday 1 Nov. For information on the #A66NTP project, other deposit points and how to have your say 🗓️ click the link <http://ow.ly/bfe550GznLE>



HIGHWAYS ENGLAND.CITIZENSPACE.COM

A66 Northern Trans-Pennine Design Consultation September 2021 - National Highways - Citizen Space



A66 Northern Trans-Pennine project

31 October at 02:00 · 🌐

Did you know that there is a stone carving depicting #Loki the Norse God of Mischief in #KirkbyStephen Parish Church? Whatever your plans, stay safe and have a happy #Halloween. 🍊

November 2021

 **A66 Northern Trans-Pennine project**
1 November at 02:00 · 🌐

👉 This is the last week of our #A66NTP consultation! Please make sure you have your say as it will close on **6** November. Here's the link to our consultation page <http://ow.ly/5hIW50GtXHf>



 **A66 Northern Trans-Pennine project**
2 November at 04:00 · 🌐

We have our final online Q&A session 🌐 tomorrow (3 Nov) from 6pm. We'll be answering your questions about the #A66NTP project. Register your interest asap by emailing us on A66NTP@highwaysengland.co.uk





A66 Northern Trans-Pennine project

3 November at 04:31 · 🌐

There's only a few days left until our #A66NTP consultation ends. You have until 11.59pm on Saturday 6 November to get involved and #HaveYourSay 🗣️ on our designs 🙌 <http://ow.ly/iMxv50GF55J>



A66 Northern Trans-Pennine project

4 November at 01:30 · 🌐

There are 2 days until our #A66NTP consultation closes. Don't worry, there's still time to #HaveYourSay. Click on the link <https://highwaysengland.citizenspace.com/.../a66-northern-tr.../> and tell us what you think on our ideas for this critical route 🗣️





A66 Northern Trans-Pennine project

5 November at 03:00 · 🌐

🕒 Remember, remember.....to #HaveYourSay on our plans for the #A66NTP. Our consultation ends tomorrow at 11.59pm 🕒
<http://ow.ly/sKQS50GF5Oo>



A66 Northern Trans-Pennine project

5 November at 04:00 · 🌐

We're committed to enabling #stress free 😊 journeys as part of our Customer Service Strategy. Check out our #roadsafety tips:
<http://ow.ly/AQIR50GEYv4> #InternationalStressAwarenessWeek 😞 😞





A66 Northern Trans-Pennine project

5 November at 08:01 · 🌐

"Remember, remember the fifth of November
Gunpowder, treason and plot. 🇨🇪🇨🇪🇨🇪🇨🇪

But please also remember smoke from #BonfireNight celebrations can affect
visibility 🌫️👁️. ... See more



A66 Northern Trans-Pennine project

6 November at 02:00 · 🌐

🎉 Happy Saturday! 🙏 If you have a few spare minutes 🕒 today, click on
our consultation link and tell us your thoughts on our plans to improve your
journey on one of the most important roads in the country 🚗👍
<http://ow.ly/vvPy50GF65T>





A66 Northern Trans-Pennine project

6 November at 13:00 · 🌐

Just **4** hours to go! ⏰🕒 You have until 11.59pm to let us know what you think of our proposals to upgrade the #A66. Please use this opportunity to #HaveYourSay 🗣️: <https://highwaysengland.citizenspace.com/he/a66-northern-trans-pennine-design-consultation/>



A66 Northern Trans-Pennine project

7 November at 01:00 · 🌐

Our #A66NTP consultation is now over. Thank you so much for getting involved and telling us what you thought of our proposals. We now need to look at all the feedback we received and will provide an update as soon as we can.

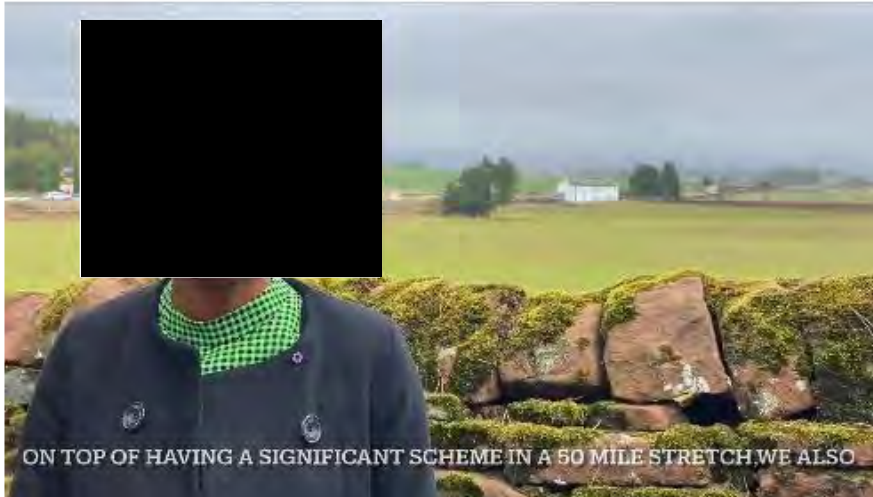




A66 Northern Trans-Pennine project

10 November at 04:18 · 🌐

Our consultation has now ended and we'll be going through your feedback before we publish a consultation summary in the coming months. Jacqui Allen explains (on a windy 🌪️ day!) how the project falls part of the Government's Project Speed 🎥



Sample project Titter posts arranged by date

May 2021

← Tweet



A66 Northern Trans-Pennine
@A66NTP



Welcome to the new [#A66NTP](#) page! 🚚🌱 We've been doing things a little differently this past year due to COVID-19. Watch this video to find out how we'll be engaging with you throughout our consultation in the coming months 📺💻



10:00 AM · May 10, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



For work or leisure, commuters and communities, the [#A66](#) is a vital national link. 🚚🔗 Find out about the benefits the [#A66NTP](#) will bring at Highwaysengland.co.uk/A66-NTP 🌐



10:15 AM · May 11, 2021 · Hootsuite Inc.

June 2021

← Tweet



A66 Northern Trans-Pennine
@A66NTP



It's literally 'lift off!' for our £1bn project to complete the dualling of the route between Penrith and Scotch Corner. Drones are taking to the sky in one of the biggest ever surveys of its kind as we work to refine the designs for the improvements: ow.ly/zJmp50EZJDC



10:09 AM · Jun 1, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



We're carrying out water course surveys in #Warcop at the moment. This will help us understand any flooding issues in the area before any proposed construction work in the future. We'll be asking you for your views on the #A66NTP designs later in the year. 🙋👤👍



3:46 PM - Jun 10, 2021 - Hootsuite Inc.

← Tweet

 A66 Northern Trans-Pennine @A66NTP

An example of some fantastic work taking place on the [#A66](#) to help our insect population. [#InsectWeek21](#)

 National Highways: North-West @HighwaysNWEST · Jun 24


We're celebrating [#InsectWeek21](#) this week. To help our 🐝 and 🦋 population, we've been working closely with Cumbria Wildlife Trust & partners, planting 🌱 🌸 along the [#A595](#) and [#A66](#). Over 39 hectares has been improved and we're confident it will help them thrive. ❤️ 🙌




10:05 AM · Jun 24, 2021 · Hootsuite Inc.

July 2021

← Tweet

 A66 Northern Trans-Pennine @A66NTP

We've been demonstrating how the new sections of the [#A66NTP](#) could sound to residents in the [#KirkbyThore](#) area. Using SoundLab, we can show how much noise traffic will generate and how it will sound by installing sound barriers. 🧑 🧑 🎧 🖥️



0:15 2.4K views

2:00 PM · Jul 15, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

...

We'll be at Warcop Parish Hall for a drop-in-session on Thursday 22 July (7pm to 9pm) & Friday 23 July (10am to 3pm) to talk about our emerging #A66NTP designs. If you want to experience SoundLab, you'll need to make an appointment on 0333 090 1192



A66 Northern Trans-Pennine @A66NTP · Jul 15

We've been demonstrating how the new sections of the #A66NTP could sound to residents in the #KirkbyThore area. Using SoundLab, we can show how much noise traffic will generate and how it will sound by installing sound barriers. 🎧



0:26 2.4K views

2:01 PM · Jul 21, 2021 · Hootsuite Inc.

August 2021

← Tweet

 A66 Northern Trans-Pennine
@A66NTP

Over the coming weeks, we'll be launching our consultation as we develop our designs for the [#A66NTP](#). We'll be upgrading one of the north's  key routes, improving east/west   connections and links with the rest of the country. [@Transport4North](#)

Dualling the A66 will have significant benefits for motorists and freight, and enhance safety for pedestrians, cyclists and horse riders.

Peter Molyneux
Major Roads Director
Transport for the North










11:24 AM · Aug 13, 2021 · Hootsuite Inc.


September 2021

← Tweet

 A66 Northern Trans-Pennine
@A66NTP

We're launching our consultation on the latest [#A66NTP](#) designs on 24 Sept  17





This will be your chance to help shape the future of the [#A66](#). We'll be holding events & info will be online . To receive a hard copy  of the info in time, call 0333 090 1192 by Fri 3 Sept 




0:30 780 views




5:09 PM · Sep 2, 2021 · Hootsuite Inc.


1 Retweet 1 Quote Tweet 3 Likes

← Tweet

 A66 Northern Trans-Pennine
@A66NTP

We'll be launching the [#A66NTP](#) consultation on 24 Sept where you'll be able to have your say  on our latest designs. You'll be able to get involved in a number of ways including our local drop in events. Here's a link to where dates  times  & venues. ow.ly/KL9U50G9x1o



12:12 PM · Sep 14, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

It's just **2** days until we launch 🚀 our #A66NTP consultation. You can get involved in a number of ways, including our virtual engagement room 🖥️ webinars and public information events 🗣️👤 Keep an 👁️ on our website for the latest 👍



10:25 AM · Sep 22, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

Consultation for the #A66NTP is now open. It's really important we get your views on our latest designs. You can talk to us in a variety of ways, whether it be on-line 🖥️ in person 🗣️👤 or over the phone 📞. Consultation will end on **6** November. ow.ly/8pZW50Gf8v6



9:30 AM · Sep 24, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



We're delighted to have Roads Minister, Baroness Vere launch our [#A66NTP](#) consultation in Penrith today. From now until 6 Nov, you can have your say on our latest designs to upgrade this important route across the north. Visit [ow.ly/yG5b50GfVSW](#) @CharlotteV @transportgovuk



3:00 PM · Sep 24, 2021 · Hootsuite Inc.



A66 Northern Trans-Pennine
@A66NTP



Unfortunately, the engagement van events we were due to have in the [#KirkbyStephen](#), [#EastLayton](#) & [#Ravensworth](#) area today and tomorrow (Tuesday 28) have had to be cancelled. They will start from Wednesday (29) at 9am in [#LongMarton](#). Apologies for any inconvenience.



9:00 AM · Sep 27, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



As well as consultation events, we will be taking the engagement van up and down the #A66 so you can ask us questions about our latest designs. Click the link to find out dates ^{15.09}17 and locations 📍 we'll be in ow.ly/Hxy350GhFu4 👍



9:23 AM · Sep 28, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



We're using variety of ways to let you know about our latest #A66NTP designs. As well as public events and the engagement van, you can also join our online Q&A sessions. Find out more on how to sign up here 👉 ow.ly/oW7i50Gisyj



10:17 AM · Sep 29, 2021 · Hootsuite Inc.

October 2021

← Tweet



A66 Northern Trans-Pennine
@A66NTP

A week ago, @CharlotteV launched our consultation for the #A66NTP. You can still get involved and have your say in a number of ways, whether that be face to face 🗣️👤 or online 🖥️. Consultation ends **6** November. ow.ly/6XKa50Gk0zU



10:44 AM · Oct 1, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

We're getting ready for another week ¹⁴₁₇ of events as our consultation continues. For a list of where we're holding our them, click the link ow.ly/kb7O50GI9IF. Our engagement van will be back out tomorrow at Sainsburys, Common Garden Square, Penrith 👍



9:38 AM · Oct 4, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

...

Here are a few 📷 from our recent consultation events. You can talk to us about our latest designs and try out our Sound Lab. Come along (furry friends 🐕 optional) and you can have a 🍷, a 🍪 and a chat. You can also look at our virtual room as well ow.ly/C5E950GIV6Z



9:41 AM · Oct 5, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

...

We understand people may still be nervous when it comes to public meetings. As well as face to face events, we'll hold 🖥️ online Q&A sessions on the different sections as part of our [#A66NTP](https://ow.ly/fIsZ50GmXoX) consultation. Click the link 🗄️ to see how you register. ow.ly/fIsZ50GmXoX 👍



3:32 PM · Oct 6, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



We won't be able to make your journey 🚗 across the #A66 this quick ⚡ but we want to make it more safer and reliable. Have your 🗣️ on our latest #A66NTP designs. Consultation ends 6 November.



youtube.com
A66 Northern Trans-Pennine - Route timelapse
IDVAUVNGAOCDA8UI

10:30 AM · Oct 8, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



As part of our #A66NTP consultation, you can hear 🗣️ the sound 🗣️ of the road with and without the proposed improvements, such as special road surfaces and sound barriers. SoundLab technology will be at #ApplebyHub & #TheWitham tomorrow (3pm-8pm) 10 Oct (10am-4pm) 11 Oct (8am-2pm)



2:45 PM · Oct 8, 2021 · Hootsuite Inc.



A66 Northern Trans-Pennine
@A66NTP



Week **3** of consultation sees events at Appleby Hub, The Witham in Barnard Castle 🏰 and Kirkby Stephen Sports & Social ⚽️🍷 Check here for 🕒 ow.ly/EMKu50GoqNi



9:00 AM · Oct 11, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



The first of our online 🖥️🌐 Q&A's takes place tomorrow. If you want to know more about our M6 junction 40 to Kemplay Bank, Penrith to Temple Sowerby and Temple Sowerby to Appleby – Kirkby Thore plans, you need to register now. Details can be found here ow.ly/T51c50GorXQ ➡️





9:00 AM · Oct 12, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



We have two more face-to-face consultation events left. Both will take place at Kirkby Stephen Sports & Social   club on Wednesday 13 Oct (3 pm-8 pm) and Thursday 14 October (10am-4 pm). You have until 6 Nov to let us know what you think of our latest designs #A66NTP



2:00 PM - Oct 12, 2021 - Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

Don't forget, the final two face-to-face consultation events are today (3pm-8pm) and tomorrow (10am-4pm) at Kirkby Stephen Sports & Social. Our online Q & A starts today as well. Click here for details
[ow.ly/hrXB50GprZm](https://www.ow.ly/hrXB50GprZm)



10:00 AM · Oct 13, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

Our next online Q&A session is on Wed 20 Oct between 11.30am & 1pm. We'll be taking questions on the Temple Sowerby to Brough section. You need to sign up 24 hours before the session starts. Click the link to find out more [ow.ly/skDx50Grd9f](https://www.ow.ly/skDx50Grd9f)



9:21 AM · Oct 14, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



We've been raising awareness of the #A66NTP consultation across the route 🗺️ This is an example of some of our material displayed at #ScotchCorner services. You can have your say 🗣️ on our plans until 6 November so please give us your feedback 👍



10:00 AM · Oct 15, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



We've reached the half-way point in our #A66NTP consultation and the public drop-in-sessions have now finished. You have until 6 November to let us know what you think about our designs. Click the link to find out more on how to #HaveYourSay 🗣️ [ow.ly/gccd50Gs06E](https://www.gov.uk/government/consultations/a66-northern-trans-pennine)



1:12 PM · Oct 15, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

On the [#A66NTP](#) consultation page, you can watch videos and find out all about the project, designs and environment. Here's Jacqui Allen talking about the benefits of the project.



youtube.com
A66 Northern Trans-Pennine - Jacqui Allen - Welcome
6XCWDHVJH03HHMCC

9:26 AM · Oct 18, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

Here's another of our [#A66NTP](#) vids 🎥 which we will be posting throughout the week and you can access on our consultation page. 💡 Andy Johnson 🗣️ talks about our designs. youtu.be/hvNM1FdEuZY




9:00 AM · Oct 19, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

We have another Q&A session tomorrow (20 Oct) from 11.30am, focusing on Temple Sowerby to Brough. You need to register by emailing  your name and email address to A66NTP@highwaysengland.co.uk **24** hours before. Other sessions & locations can be found here ow.ly/GQAI50Gtjq5



11:10 AM · Oct 19, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

It's our Q&A session at 11.30am today, focusing on Temple Sowerby to Brough section. There may be some spaces left so if you want to register, email  your name and email address to A66NTP@highwaysengland.co.uk. Other sessions & locations can be found here ow.ly/KC8r50GtaDz



9:00 AM · Oct 20, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

We're showing you the fly-throughs of the sections of the #A66NTP we are looking to improve. You can access all the videos 📺 on our consultation page 📄. Here's Penrith to Temple Sowerby.
youtube.com/watch?v=ig-CNp...



9:00 AM · Oct 21, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

As part of our #A66NTP consultation, we're showing you our fly-throughs 📺 of each section. 📍 First up is M6 junction 40 Kemplay bank.
youtube.com/watch?v=m2oEqX...



3:01 PM · Oct 20, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

Unfortunately, the deposit point at the former Llama Karma Kafe will be closed today. Apologies for any inconvenience. For all the information about the #A66NTP project, other deposit points along the route and how to have your say online 📄 click the link ow.ly/yEeU50Gv6ig



10:10 AM · Oct 21, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



Here's the fly-through of Appleby to Brough
[#HaveYourSay](#) 🗣️ on our consultation. It closes **6**
November. [youtube.com/watch?v=oTF6Y-...](https://www.youtube.com/watch?v=oTF6Y-...)



3:01 PM · Oct 21, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



We have a number of fly-throughs on our consultation page, detailing how we propose to improve the route. Here is what we want to do in Bowes 🙌
[youtube.com/watch?v=OcR_fh...](https://www.youtube.com/watch?v=OcR_fh...)



9:00 AM · Oct 22, 2021 · Hootsuite Inc.

← Tweet

 A66 Northern Trans-Pennine
@A66NTP

Here's a bird's eye 🦅👁️ view of what we are proposing to do between Cross Lanes to Rokeby. #HaveYourSay 🗣️ on our #A66NTP consultation. It ends 6 November. [youtube.com/watch?v=q2Nigb...](https://www.youtube.com/watch?v=q2Nigb...)



9:00 AM · Oct 23, 2021 · Hootsuite Inc.

← Tweet

 A66 Northern Trans-Pennine
@A66NTP

We've been showing you our designs for the many sections of the #A66NTP. This time it's the turn of Stephen Bank to Carkin Moor [youtube.com/watch?v=ZQubd9...](https://www.youtube.com/watch?v=ZQubd9...)



9:00 AM · Oct 24, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



Temple Sowerby to Appleby video 🎥 can be found here [youtube.com/watch?v=bs-LBC...](https://www.youtube.com/watch?v=bs-LBC...) Don't forget, all our fly-throughs of the route can be found on our [#A66NTP](#) consultation page.



9:00 AM · Oct 25, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



Although our face-to-face 🗣️👤 consultation events have come to end, you can still take a look at our proposals and get involved by looking at our [#A66NTP](#) virtual engagement room 🖥️🌐 Have a nosey 📌 here a66ntp.virtual-engage.com



9:00 AM · Oct 26, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

...

Our next online Q&A 🌐 is being held tomorrow (**27** Oct) at 11.30am. We'll be touching on the [#BowesBypass](#) to [#ScotchCorner](#). Register your interest by emailing us on A66NTP@highwaysengland.co.uk



1:01 PM · Oct 26, 2021 · Hootsuite Inc.



A66 Northern Trans-Pennine
@A66NTP

...

Our next online Q&A 🌐 is in a couple of hours at 11.30am. We'll be answering your questions on [#BowesBypass](#) to [#ScotchCorner](#). Register your interest asap by emailing us on A66NTP@highwaysengland.co.uk




9:00 AM · Oct 27, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

...

Unfortunately, the deposit point at the former Llama Karma Kafe will be closed tomorrow (28 Oct) & Friday 29 Oct, but will reopen on Monday 1 Nov. For information on the [#A66NTP](#) project, other deposit points and how to have your say  click the link ow.ly/zZEz50GznLC



3:54 PM · Oct 27, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

...

Our consultation has just over a week  to go until it closes. It's really important you have your say  on our plans. [@molyneuxpeter1](#) from [@Transport4North](#) explains why he thinks the upgrade to the [#A66](#) is so important. 



11:00 AM · Oct 28, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



Our final online Q&A session 🌐 is on 3 Nov from 6pm. We'll be answering your questions about the [#A66NTP](#) project. Register your interest asap by emailing us your name and email address on A66NTP@highwaysengland.co.uk



9:00 AM · Oct 29, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



Unfortunately, the deposit point at the former Llama Karma Kafe will be closed today (29 Oct), but will reopen on Monday 1 Nov. For information on the [#A66NTP](#) project, other deposit points and how to have your say 🗣️ click the link ow.ly/bfe550GznLE



11:00 AM · Oct 29, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

...

Did you know that there is a stone carving depicting [#Loki](#) the Norse God of Mischief in [#KirkbyStephen](#) Parish Church? Whatever your plans, stay safe and have a happy [#Halloween](#). 🎃

9:00 AM · Oct 31, 2021 · Hootsuite Inc.

November 2021

← Tweet



A66 Northern Trans-Pennine
@A66NTP

...

📣 This is the last week of our [#A66NTP](#) consultation! Please make sure you have your say as it will close on [6](#) November. Here's the link to our consultation page ow.ly/kKmX50GtXHe



9:00 AM · Nov 1, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



There's only a few days left until our [#A66NTP](#) consultation ends. You have until 11.59pm on Saturday **6** November to get involved and [#HaveYourSay](#) 🗣️ on our designs 👍 ow.ly/A0Og50GF55K



11:31 AM · Nov 3, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



We have our final online Q&A session 🗣️🌐 tomorrow (3 Nov) from 6pm. We'll be answering your questions about the [#A66NTP](#) project. Register your interest asap by emailing us on A66NTP@highwaysengland.co.uk




11:00 AM · Nov 2, 2021 · Hootsuite Inc.

← Thread



A66 Northern Trans-Pennine
@A66NTP



There are **2** days until our [#A66NTP](#) consultation closes. Don't worry, there's still time to [#HaveYourSay](#). Click on the link  and tell us what you think on our ideas for this critical route 





8:30 AM · Nov 4, 2021 · Hootsuite Inc.



A66 Northern Trans-Pennine
@A66NTP



 Remember, remember.....to [#HaveYourSay](#) on our plans for the [#A66NTP](#). Our consultation ends tomorrow at 11.59pm  ow.ly/auLV50GF5Op



10:00 AM · Nov 5, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

...

"Remember, remember the fifth of November
Gunpowder, treason and plot. 🇬🇧🇬🇧🇬🇧🇬🇬🇧

But please also remember smoke from #BonfireNight
celebrations can affect visibility 🇬🇧🇬🇧.

If you're driving 🚗 on the #A66, please take extra care
and stay safe."



3:01 PM · Nov 5, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP

...

Just 4 hours to go! ⏳🕒 You have until 11.59pm to
let us know what you think of our proposals to upgrade
the #A66. Please use this opportunity to
#HaveYourSay 🗣️
highwaysengland.citizenspace.com/he/a66-norther...



8:00 PM · Nov 6, 2021 · Hootsuite Inc.

← Tweet



A66 Northern Trans-Pennine
@A66NTP



Our [#A66NTP](#) consultation is now over. Thank you so much for getting involved and telling us what you thought of our proposals. We now need to look at all the feedback we received and will provide an update as soon as we can.



8:00 AM · Nov 7, 2021 · Hootsuite Inc.

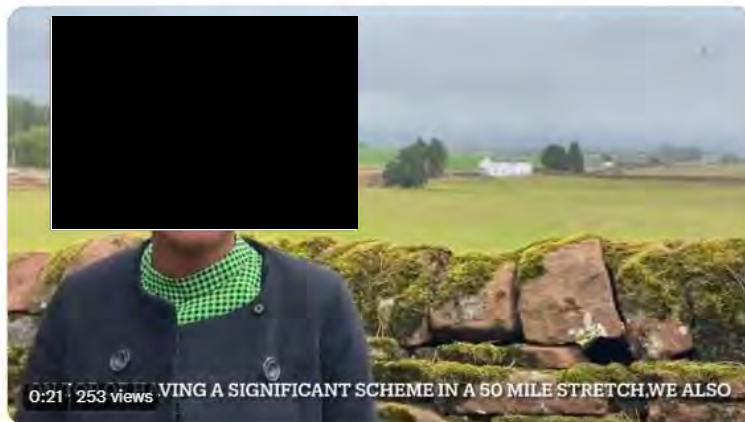
← Tweet



A66 Northern Trans-Pennine
@A66NTP



Our consultation has now ended and we'll be going through your feedback before we publish a consultation summary in the coming months. Jacqui Allen explains (on a windy 🌪️ day!) how the project falls part of the Government's Project Speed [▶▶](#)



12:18 PM · Nov 10, 2021 · Hootsuite Inc.

← Tweet

↻ A66 Northern Trans-Pennine Retweeted



National Highways: North-West
@HighwaysNWEST



We will remember them.

Let us observe a period of silence at 11am, and remember those who made the ultimate sacrifice for us all.

[#RemembranceDay](#) [#LestWeForget](#)
[#Wewillrememberthem](#)



8:40 AM · Nov 11, 2021 · Hootsuite Inc.

Part 1

7 Statutory public consultation press releases

From: [REDACTED]
Sent: 08 October 2021 10:02
To: [REDACTED]
Subject: World-first use of cutting edge technology in £1bn A66 dualling consultation



News release
highwaysengland.co.uk

World first use of cutting edge technology in £1bn A66 dualling consultation

Innovative technology allowing the public to hear anticipated traffic noise levels is being pioneered at the ongoing consultation events on plans to transform the A66.

National Highways (formerly Highways England) is proposing the biggest investment on the north's road network for a generation and is three weeks into the six-week consultation on the latest designs for the £1bn project.

The public has until 6 November to voice opinion on the plan to improve the A66 between the M6 at Penrith and A1 at Scotch Corner, by dualling the remaining section of the route and improving a number of key junctions.

Some communities will benefit from noise reduction and, in a world first for a scheme consultation, National Highways has introduced design company Arup's innovative SoundLab technology, giving people a unique opportunity to listen to the expected noise levels and hear the sound of the road with and without the proposed improvements, such as special road surfaces and sound barriers.

Now the two companies hope the demonstration will be nominated for a prestigious accolade in the John Connell Awards, run by the Noise Abatement Society and known as the 'Noise Oscars'.

Monica Corro Griffiths, National Highways' Head of Design & DCO for the A66 Northern Tran Pennine project, said:

"I had the pleasure of hearing the SoundLab in action at the recent public engagement events at Kirkby Thore and Warcop. It helps people understand the potential impact of the scheme options and what can be done to mitigate it.

"I am delighted that we are now rolling out this ground-breaking kit during the statutory consultation period and I urge the public to check it out."

Transport Minister Barone Verre, who was given a demonstration of the SoundLab during last month's consultation launch event, said:

"I'm pleased to see National Highways working so closely together with Arup on this cutting-edge technology. The A66 is set to have a transformational impact on the region and I

encourage anyone with an interest to get involved with this important consultation.”



Transport Minister Baroness Vere testing out the SoundLab. Image source: www.bryanfarrell.co.uk

Martin Butterfield, Arup’s Noise & Vibration Topic Delivery Deputy, said:

“SoundLab offers people objective information in an easy, accessible format so they can make up their own minds about what they hear. In a world-first for a project consultation, this technology has provided National Highways with a range of sound demos representing all the

areas across the A66 scheme without needing to measure sound and record audio and video footage in a large number of different environments.

“The sound demonstrations bring to life the noise modelling results included in the Preliminary Environmental Information Report – which is one of the consultation materials available – and, in another first, are available [online](#).”

The statutory consultation period runs until 11.59pm on Saturday 6 November and will help National Highways put together its application for a Development Consent Order which, if successful, would pave the way for the scheme to go ahead.

People can learn more about the project and share their views at upcoming events, on the scheme’s new Facebook page, on Twitter and via the website.

All the consultation materials, including the brochure, are available on the [dedicated project webpage](#). Hard copies will also be provided for viewing in public buildings along the A66, such as local libraries. There will be drop-in sessions where you can speak to a member of the team, as well as webinars, a telephone surgery and an online virtual consultation room.

For more information visit the website, email A66NTP@highway-england.co.uk, or call 0333 090 1192. Phone lines are open between Monday and Friday, 9am to 5pm, or you can leave a message and the team will return your call.

You can also follow the Twitter account [@A66NTP](#).

**As of 20 August 2021, Highways England changed its name to National Highways. This A66 consultation has continued under the under the Highways England branding to avoid confusion and will be rebranded following the conclusion of the consultation process.*

List of drop in events (those with SoundLab demonstration in blue)

Saturday 9 October

[Appleby Hub, Chapel Street, Appleby-in-Westmorland, CA16 6QR – 3pm to 8pm](#)

[The Witham, 3 Horse Market, Barnard Castle, D12 8LY – 3pm to 8pm](#)

Sunday 10 October

[Appleby Hub, Chapel Street, Appleby-in-Westmorland, CA16 6QR – 10am to 4pm](#)

[The Witham, 3 Horse Market, Barnard Castle, D12 8LY – 10am to 4pm](#)

Monday 11 October

[Appleby Hub, Chapel Street, Appleby-in-Westmorland, CA16 6QR – 8am to 2pm](#)

[The Witham, 3 Horse Market, Barnard Castle, D12 8LY – 8am to 2pm](#)

Wednesday 13 October

[Kirkby Stephen Sports & Social Club, Market Street, Kirkby Stephen, CA17 4QN – 3pm to 8pm](#)

Thursday 14 October

Kirkby Stephen Sports & Social Club, Market Street, Kirkby Stephen, CA17 4QN – 10am to 4pm

Ends

NOTES TO EDITORS

National Highways is the wholly government-owned company responsible for modernising, maintaining and operating England's motorways and major A roads.

Real-time traffic information for England's motorways and major A roads is available via its website ([REDACTED]), local and national radio travel bulletins, electronic road signs and mobile apps. Local Twitter services are also available at [REDACTED]

For further information please contact the press office (24hrs) on 0844 693 1448 and select the most appropriate option below:

- Option 1 **National enquiries** (9am to 5 30pm) & **out of hours for urgent enquiries**
- Option 2 **North West** (between 9am & 5 30pm)
- Option 3 **Yorkshire, Humber and North East** (between 9am & 5 30pm)
- Option 4 **West Midlands** (between 9am & 5 30pm)
- Option 5 **East Midlands** (between 9am & 5 30pm)
- Option 6 **East** (between 9am & 5 30pm)
- Option 7 **South East** (between 9am & 5 30pm)
- Option 8 **South West** (between 9am & 5 30pm)

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

[Unsubscribe from this list](#)

From: [REDACTED]
Sent: 29 November 2021 12:43
To: [REDACTED]
Subject: Digging for Roman riches on trans-Pennine route



News release
nationalhighways.co.uk

Digging for Roman riches on trans-Pennine route

A team of more than 40 archaeologists are working at sites along the A66 hoping to understand more about the route's rich Roman history.

Since the start of November, they have been making their way through over 1,250 trial trenches as part of extensive surveys which are being carried out to analyse the archaeology along this northern trans-Pennine stretch.

The excavation is part of National Highways' proposal for the biggest investment on the north's road network for a generation, with £1bn plans to improve the A66 between M6 junction 40 and A1 at Scotch Corner by dualling the remaining sections of the route and improving key junctions.



A team of over 40 archaeologists have started 'trial trenching'

The A66 follows an old Roman road, which lends added significance to gaining an understanding of the archaeology along the proposed route.

And the work has already begun to pay dividends, with the discovery of a potential Neolithic axe, Roman road remains and ditches, pottery, a flagstone area and post-medieval findings.

National Highways project director Lee Hillyard said:

“A good, early understanding of the unique relationship between our project and the surrounding historical environment will help us avoid any unexpected surprises and unnecessary delays once construction begins.”



This discovery is potentially the head of a Neolithic axe

Roads Minister Baroness Vere said:

“Upgrading the A66 is a project at the heart of our plans to build back better and will transform travel across the northern Pennines.

“It’s great to see that Government investment is not only improving our roads and bringing economic benefits, but also helping us to understand more about our fascinating history.”

Trial trenching is a method of archaeological evaluation used to characterise and determine the archaeological potential of a site. The results of the trial trenching are used to inform any future stage of work, mitigation and further areas of excavation.

The trenches are 30m in length and 2m wide. The machine excavation goes to a depth of 300mm to 600mm with hand excavation reaching 1.2m below existing ground level.



The team take a closer look at what could be a Roman road

The evidence will be combined to produce a report, which will provide site-by-site information and ultimately inform the next stages of archaeological work. These later stages may involve bespoke, large-scale excavation ahead of the construction work, or archaeological monitoring during it.

Members of the public will also see teams carrying out environmental surveys along the route. The surveys will help National Highways to understand how its proposals could affect the environment on land in and around the project.

In [this video](#) you can hear from one of the archaeologists involved in the trial trenching.

Ends

NOTES TO EDITORS

National Highways is the wholly government-owned company responsible for modernising, maintaining and operating England's motorways and major A roads.

Real-time traffic information for England's motorways and major A roads is available via its website ([REDACTED]), local and national radio travel bulletins, electronic road signs and mobile apps. Local Twitter services are also available at [REDACTED]

For further information please contact National Highways' press office (24hrs) on 0844 693 1448 and select the most appropriate option below:

- Option 1: **National enquiries** (9am to 5.30pm) & **out of hours for urgent enquiries**
- Option 2: **North West** (between 9am & 5.30pm)
- Option 3: **Yorkshire, Humber and North East** (between 9am & 5.30pm)
- Option 4: **West Midlands** (between 9am & 5.30pm)
- Option 5: **East Midlands** (between 9am & 5.30pm)
- Option 6: **East** (between 9am & 5.30pm)
- Option 7: **South East** (between 9am & 5.30pm)
- Option 8: **South West** (between 9am & 5.30pm)

From: [REDACTED]
Sent: 15 October 2021 09:46
To: [REDACTED]
Subject: Get involved: £1bn A66 dualling consultation reaches halfway point



News release
highwaysengland.co.uk

Get involved: £1bn A66 dualling consultation reaches halfway point

The A66 £1 billion dualling consultation has reached the halfway point in its six-week run to gain the views of the communities, drivers and businesses who use this important Trans-Pennine route.

A series of drop-in events giving the public a chance to have a say on plans to transform the A66 have come to an end – but people are still being urged to voice their opinions through other channels over the next three weeks.

National Highways is proposing the biggest investment on the north's road network for a generation and is midway through the consultation on the latest designs for the project.

The public has until 6 November to feed back on the plans to improve the A66 between M6 junction 40 and A1 at Scotch Corner, by dualling the remaining sections of the route and improving a number of key junctions.

Members of the project team ran 24 drop-in sessions to answer any questions on the proposals and encourage attendees to provide their feedback. In a world-first, some of the events included the use of SoundLab, a pioneering piece of equipment provided by Arup, creating the unique opportunity to listen to the expected noise levels and understand the improvements which mitigation methods such as special road surfaces and sound barriers will provide.

Lee Hillyard, National Highways' A66 Northern Trans-Pennine Project Director, said:

“We are delighted with the way the sessions were received and I want to thank everyone who took the time to come along and learn more about our plans. The good news is, there is still plenty of time left for those who have not yet participated to get involved and give us their thoughts.

“The reason we extended the consultation period from the planned four weeks to six was to give people every opportunity to engage with us, including our upcoming webinars, on the [dedicated project webpage](#) and on social media.”



Members of the public learning about the A66 proposal at one of the drop-in sessions arranged by National Highways

The statutory consultation period runs until 11.59pm on Saturday 6 November and will help National Highways put together its application for a Development Consent Order which, if successful, would pave the way for the scheme to go ahead.

The webinar sessions are as follows:

- Q&A session for Temple Sowerby to Appleby – Crackenthorpe, Appleby to Brough: **Wednesday 20 October, 11:30am – 1pm**
- Q&A session for Bowes Bypass, Cross Lanes to Rokeby, Stephen Bank to Carkin Moor, A1(M) junction 53 Scotch Corner: **Wednesday 27 October, 11:30am – 1pm**
- General Q&A session: **Wednesday 3 November, 6pm – 7:30pm**

To book a place, please send the following details to the National Highways inbox at A66NTP@highway_england.co.uk 24 hours in advance of each session

- Your full name
- Your email address
- Which session you'd like to book

A link will be sent to you 24 hours in advance of your session

All the consultation materials, including the brochure, are available on the website. Hard copies will also be provided for viewing in public buildings along the A66, such as local libraries.

For more information visit the website, email A66NTP@highwaysengland.co.uk, or call 0333 090 1192. Phone lines are open between Monday and Friday, 9am to 5pm, or you can leave a message and the team will return your call.

You can also follow the Twitter account [@A66NTP](https://twitter.com/A66NTP)

Ends

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- Option 7: **South East** (between 9am & 5.30pm)
- Option 8: **South West** (between 9am & 5.30pm)

From: [REDACTED]
Sent: 23 September 2021 13:35
To: [REDACTED]
Subject: News release issued: EMBARGOED - Have your say on £1bn A66 dualling proposal

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



News release
highwaysengland.co

EMBARGOED:

NOT FOR PUBLICATION OR BROADCAST BEFORE 12 NOON ON FRIDAY 24 SEPTEMBER 2021

Have your say on £1bn A66 dualling proposal

Plans to transform the A66 with the biggest investment on the north's road network for a generation go under the microscope today as the public is urged to project

National Highways (formerly Highways England*) welcomed Baroness Vere, Minister for Roads, Buses and Places, to the launch of its consultation on the proposed A66 dualling project between Penrith and A1 at Scotch Corner by dualling the remaining sections of the route and improving a number of key junctions.

The planned upgrade would shape the future of a critical link in the nation's road infrastructure and redefine local connectivity. It comes as the country builds with the Government investing billions of pounds to improve infrastructure, boost connections and level up regions across the country.

Baroness Vere visited the consultation hub on the site of the former Llama Karma Kafe, where she was joined by Neil Hudson MP (Penrith & The Border) along with

National Highways chief executive Nick Harris said:

We look forward to hearing people's thoughts on our vision to bring far-reaching benefits to those who use and live near the route. By creating better links, essential services and new opportunities



Caption: The £1 billion proposal would dual the remaining sections of A66 and improve a number of key junctions

Roads Minister Baroness Vere said:

“Upgrading the A66 is a project at the heart of our plans to build back better and level up the North by improving infrastructure and boosting connections across the region.
“Whether you’re commuting, visiting the area on holiday, or transporting freight, this upgrade will bring huge benefits to the area by cutting congestion and improving journey times.
“This consultation is a great opportunity for people and businesses to help shape the future of this project so it works for everyone.”

The statutory consultation period has been extended from four weeks to six to give people every opportunity to express their views. It runs until 11 59pm on 11 October. A Government-owned company put together its application for a Development Consent Order which, if successful, would pave the way for the scheme to go ahead.

Peter Molyneux, Major Roads Director at Transport for the North, said:

“The A66 Trans-Pennine route is an incredibly important east-west route for the northern part of our region and a crucial part of building a New North, yet it is often congested and slow. This project will improve the route and bring huge benefits to the region by cutting congestion and improving journey times.”

“Once finished, the full dualling of the A66 will have significant benefits for its many thousands of users.

“We’re pleased to see this project progressing at pace, and continue to work with National Highways and our local Members and partners to help ensure our sustainable, multimodal transport network.”

People can learn more about the project and share their views at upcoming events, on the scheme’s new Facebook page, on Twitter and via the website.

All the consultation materials, including the brochure, are available on the [dedicated project webpage](#). Hard copies will also be provided for viewing in public libraries. There will be drop-in sessions where you can speak to a member of the team, as well as webinars, a telephone surgery and an online virtual consult

For more information visit the website [ema | A66NTP@highwaysengland.co.uk](mailto:A66NTP@highwaysengland.co.uk) or call 0333 090 1192. Phone lines are open between Monday and Friday 9am-5pm. The team will return your call.

You can also follow the Twitter account @A66NTP

*As of 20 August 2021, Highways England changed its name to National Highways. This A66 consultation has continued under the name of National Highways following the conclusion of the consultation process.

List of drop in events

Dates	West	East
Sunday 26 September	Llama Karma Cafe, Brougham CA10 2AB 2pm-6pm	
Monday 27 September	Haydock Centre, 26 Drovers Lane, Penrith CA11 9EN 3pm-8pm	Dalton and Gayles Village Hall, Dalton DL11 7HS 3pm-8pm
Tuesday 28 September	Haydock Centre, 26 Drovers Lane, Penrith CA11 9EN 10am-4pm	Dalton and Gayles Village Hall, Dalton DL11 7HS 10am-4pm
Wednesday 29 September	Haydock Centre, 26 Drovers Lane, Penrith CA11 9EN 8am-2pm	
Thursday 30 September	Llama Karma Cafe, Brougham CA10 2AB 2pm-6pm	
Friday 1 October	Kirkby Thoro Memorial Hall, Kirkby Thoro, Penrith CA10 1UE Midday-6pm	Bowes Village Hall, 2 The Wynd, Bowes, Barnard Castle DL12 9HR Midday-6pm
Saturday 2 October	Kirkby Thoro Memorial Hall, Kirkby Thoro, Penrith CA10 1UE 9am-4pm	Bowes Village Hall, 2 The Wynd, Bowes, Barnard Castle DL12 9HR 9am-4pm
Monday 4 October	Warcop Parish Hall, Warcop CA16 6NX 3pm-6pm	Gilling West Village Hall, 76 High Street, Gilling West DL10 5JW 3pm-8pm
Tuesday 5 October	Warcop Parish Hall, Warcop CA16 6NX 10am-4pm	Gilling West Village Hall, 76 High Street, Gilling West DL10 5JW 10am-4pm
Wednesday 6 October	Warcop Parish Hall, Warcop CA16 6NX 8am-2pm	
Saturday 9 October	Appleby Hub, Chapel Street, Appleby-in-Westmorland CA16 6QR 3pm-8pm	The Witham, 3 Horse Market, Barnard Castle DL12 8LY 3pm-8pm
Sunday 10 October	Appleby Hub, Chapel Street, Appleby-in-Westmorland CA16 6QR 10am-4pm	The Witham, 3 Horse Market, Barnard Castle DL12 8LY 10am-4pm
Monday 11 October	Appleby Hub, Chapel Street, Appleby-in-Westmorland CA16 6QR 8am-2pm	The Witham, 3 Horse Market, Barnard Castle DL12 8LY 8am-2pm
Wednesday 13 October	Kirkby Stephen Sports & Social Club, Market Street, Kirkby Stephen CA17 4QN 3pm-8pm	
Thursday 14 October	Kirkby Stephen Sports & Social Club, Market Street, Kirkby Stephen CA17 4QN 10am-4pm	

Ends

NOTES TO EDITORS

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Real time traffic information for England's motorways and major A roads is available via its website ([www.nationalhighways.gov.uk](#)), local and national radio travel bulletins, electronic road signs and mobile apps. Local services are also available at [https://www.nationalhighways.gov.uk](#)

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- Option 6: **East** (between 9am & 5.30pm)
- Option 7: **South East** (between 9am & 5.30pm)
- Option 8: **South West** (between 9am & 5.30pm)



From:



Subject:

Public thanked as £1bn A66 dualling consultation draws to a close

Date:

12 November 2021 10:31:44

Public thanked as £1bn A66 dualling consultation draws to a close

The consultation for the £1 billion dualling of the A66 has reached its conclusion after six weeks of listening to the communities, drivers and businesses who use this vital Trans-Pennine route.

The public had their say on plans to transform the A66 by attending a series of drop-in events, joining webinars and having a say via social media or the dedicated web page.

National Highways is proposing the biggest investment on the north's road network for a generation and has thanked everyone who voiced their opinions on the latest designs for the project.

The consultation offered the chance to feed back on plans to improve the A66 between M6 junction 40 and A1 at Scotch Corner, by dualling the remaining single carriageway sections of the route and improving key junctions.

Lee Hillyard, National Highways' A66 Northern Trans-Pennine Project Director, said:

"I would like to thank everyone who has engaged with us during this important process, which provided us with a golden opportunity to hear views on our plans for the A66.

"We extended the consultation period from the planned four weeks to six to keep the door open for as long as possible and listen to as many opinions as possible. We are delighted with the way the sessions were received and the level of feedback."

National Highways project director Lee Hillyard. Photograph by Bryan Farrell

Members of the project team ran 24 drop-in sessions to answer questions on the proposals and encourage attendees to share their thoughts.

The events were followed by Q & A sessions in four webinars to wrap up the consultation period, which will help National Highways put together its application for a Development Consent Order. If that is successful, it would pave the way for the scheme to go ahead.

For more information visit the website, email A66NTP@highwaysengland.co.uk <<mailto:A66NTP@highwaysengland.co.uk>>, or call 0333 090 1192. Phone lines are open between Monday and Friday, 9am to 5pm, or you can leave a message and the team will return your call.

You can also follow the Twitter account @A66NTP and the Facebook page 'A66 Northern Trans-Pennine Project'.

Ends

NOTES TO EDITORS

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- Option 8: South West (between 9am & 5.30pm)

[REDACTED]

Unsubscribe from this list

^ [REDACTED]

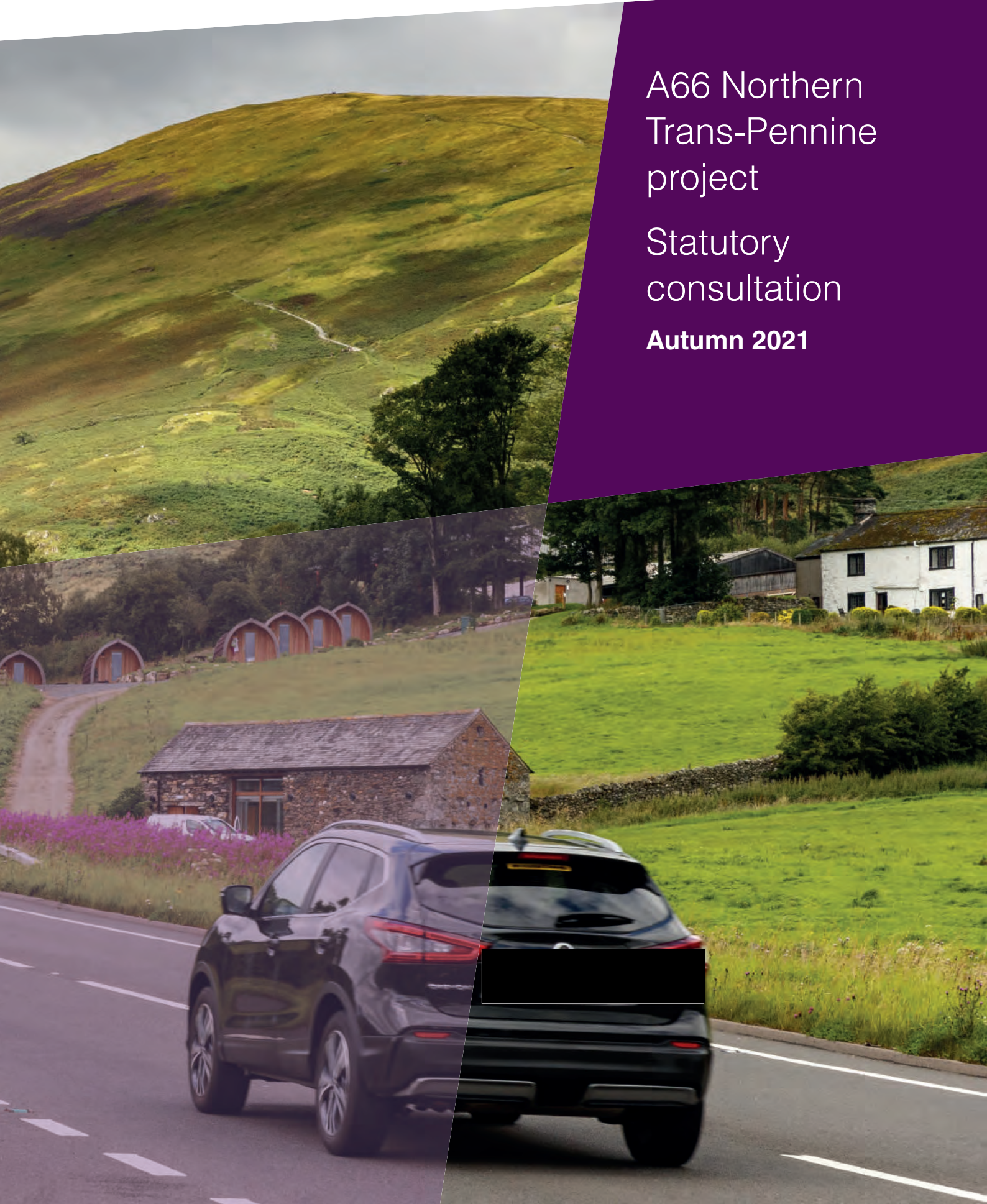
Part 1

8 Statutory public consultation brochure

A66 Northern
Trans-Pennine
project

Statutory
consultation

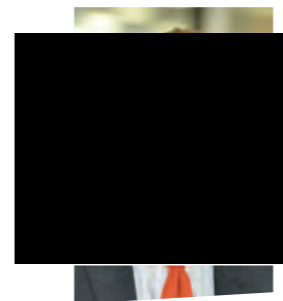
Autumn 2021



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Foreword



The planned improvement of the A66 plays a major part in our £27.4bn Roads Investment Strategy (RIS). It is the biggest investment in the north's road network for a generation and is key to the Government's Build

Back Better and Northern Powerhouse plans, helping support local and regional growth. This huge investment will help level up the regional economic differences across parts of the UK.

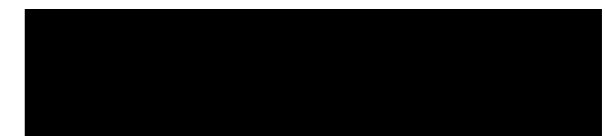
The work we will deliver through this project will bring far-reaching benefits to those that use and live near the route. It will provide improved connections between Cumbria, Tees Valley and Tyne and Wear, but also routes between Scotland and the major towns and cities across the north. Critical national freight journeys will also be made more reliable.

By providing better links, we will unlock access to tourism, jobs, essential services and new opportunities.

There are important choices to be made before the plans are submitted to the Planning Inspectorate in the form of an application for a Development Consent Order and a decision is reached by the Secretary of State for Transport. It is vital we listen to feedback from the people that live and work in the area and incorporate this into further design work.

Since the Preferred Route was announced in May 2020, we have continued to work with local communities to provide as much information as possible before launching this statutory consultation.

This is your chance to shape the future of the route. Let us know what you think about our latest designs and help us improve your journey.



Lee Hillyard
Project Director

Your voice matters, so we want to hear from you. It is important that you submit your response by 11.59pm on 6 November 2021. Responses received after this time may not be considered.

Your participation

Improving safety, journey times, reliability and resilience on the A66 between the M6 and the A1(M).

We are proposing to invest around one billion pounds to improve the remaining single carriageway sections of the A66 to dual carriageway between M6 junction 40 and the A1(M) at Scotch Corner.

This consultation will run for six weeks from 9am on Friday 24 September to 11.59pm on Saturday 6 November 2021.

In summer 2019, we consulted on our proposed routes for improving the route. In spring 2020, we announced our Preferred Route based on your feedback and our development work at that time.

Since then, we have been carrying out a range of environmental and geological surveys including drilling approximately 300 bore holes

and digging approximately 200 trial pits, to discover more about the land, plants, wildlife and cultural heritage in the area. This has given us new insight into how we can improve our initial design for the A66.

Following this work and your feedback, we have made several changes to the proposed Preferred Route design. We want to hear from you, using our feedback form, on this new design of the A66.

The consultation material, as well as some background information and guidance, can be accessed on this link: www.highwaysengland.co.uk/A66-NTP

Visit us

Please refer to the opposite table for dates, times and locations of our consultation events where you can view the consultation materials and meet our project team.

We will also make all our materials available at deposit points along the route. Please see page 106 for a full list of deposit points. Please remember to call the deposit points before you go to make sure they are open.

Get involved

All our consultation materials are available in our virtual consultation room which you can access by visiting our website www.highwaysengland.co.uk/A66-NTP

If you do not have access to the internet or if you prefer a hard copy of the materials, you can call us on **0333 090 1192** or email **A66NTP@highwaysengland.co.uk** or write to us marking your envelope **FREEPOST A66NTP** to request a copy.

Consultation events

Dates	West	East
Sunday 26 September	The former Llama Karma Kafe, 2pm-6pm	
Monday 27 September	Haydock Centre, Penrith, 3pm-8pm	Dalton and Gayles Village Hall, 3pm-8pm
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Wednesday 29 September	Haydock Centre, Penrith, 8am-2pm	
Thursday 30 September	The former Llama Karma Kafe, 2pm-6pm	
Friday 1 October	Kirkby Thore Memorial Hall, Midday-8pm	Bowes Village Hall, Midday-8pm
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Monday 11 October	Appleby Hub, 8am-2pm	The Witham, Barnard Castle, 8am-2pm
Wednesday 13 October	Kirkby Stephen Sports & Social Club, 3pm-8pm	
Thursday 14 October	Kirkby Stephen Sports & Social Club, 10am-4pm	

About Highways England in the north

We operate, maintain and improve England's motorways and major A-roads and our network totals around 4,300 miles. While this represents only 2% of all roads in England by length, these roads carry a third of all traffic by mileage and two-thirds of all heavy goods traffic.

Our road network forms the economic backbone of the country, is open 24 hours a day, seven days a week and is relied on by communities and businesses to get from A to B.

Our 1,200-mile network across the north of England stretches from big cities like Manchester and Newcastle to the rural, single carriageways of Cumbria and Northumberland. It is one of the most diverse areas of motorways and major A-roads in the country to maintain and keep moving, so that we all get home safely.

We also support local tourism, connecting the millions of holidaymakers who travel across the country to visit hotspots like the Lake District and Yorkshire Dales every year.



The route is **50 miles** between Penrith and Scotch Corner

What we are proposing

This project represents one of the largest and most important highways investments in the north of England in a generation. The A66 Northern Trans-Pennine project is classified as a Nationally Significant Infrastructure Project, or NSIP, by the UK Government under the Planning Act 2008. As such, Highways England are required to make an application for a Development Consent Order to obtain permission to construct and operate the new A66.

The project is also what is called an Environmental Information Assessment (EIA) development which means an environmental statement will be submitted with our application for a Development Consent Order, which is the planning permission for a major project such as this. As part of this consultation, we have therefore prepared a Preliminary Environmental Information Report (PEIR) setting out our preliminary assessments to help you understand the likely significant environmental effects of our proposals.

Alongside this environmental statement we will also be submitting a draft Environmental Management Plan (EMP) detailing how the project will minimise or avoid impacts on the environment. We have prepared an outline EMP as part of this consultation which forms part of the PEIR.

Consultation is an essential part of the Development Consent Order process. Your feedback has helped – and will continue to help – shape our proposals for the A66.

We are proposing eight individual schemes along the 50 miles of the A66:

- M6 junction 40 to Kemplay Bank
- Penrith to Temple Sowerby
- Temple Sowerby to Appleby
- Appleby to Brough
- Bowes Bypass
- Cross Lanes to Rokeby
- Stephen Bank to Carkin Moor
- A1(M) junction 53 Scotch Corner



Full project map



The maps on the following pages are not to scale unless a scale rule is present.

Environmental surveys

To help inform the design and build of the new schemes on the A66, we have carried out different types of environmental surveys to understand how our proposals could affect the environment on land within and around the project. This is important given the unique landscape that surrounds the A66. The route is surrounded by the North Pennines Area of Outstanding Natural Beauty, the Lake District National Park and the Yorkshire Dales National Park.

As part of our surveys, we have looked at a broad range of elements, including the existing noise environment, potential for changes to the visual landscape, the type of soils present and the impact on biodiversity. We have also carried out archaeology work owing to the route's rich history as a Roman road.

We have completed and are continuing to undertake a range of environmental surveys including:

- geophysical surveys and analysis of aerial photography to identify unknown archaeology
- initial land and river habitat surveys to identify the plants and animals that might be using them
- several detailed ecology surveys such as birds, bats, invertebrates and mammal surveys



Trial trenching

We are also carrying out trial trenching, which involves carefully digging an area of land for evidence of archaeology. This allows us to study the findings, avoid damaging them during construction and design appropriate mitigation where required. Once we have finished our surveys, we will backfill the trenches to leave the land as we found it.

Geophysical surveys

Geophysical surveys let us look beneath the earth's surface without disturbing the ground. The surveys show us where the ground might have previously been disturbed, allowing us to target further surveys (trial trenching). This is important given the historically rich land local to the A66.

Habitat and ecology surveys (birds, invertebrates and mammals)

Understanding the location and type of plants, animals and their habitats is vital to helping us keep any impact to a minimum. Our ecologists use different methods to survey the area including, for example, looking for hair traces and badger footprints along field boundaries and breeding locations for birds.

Flood and geomorphology modelling

We have assessed our design in areas of potential flooding, whether that is from groundwater, river water, surface water or from sewer sources. Local people have helped guide our flood modelling by providing their insight into flooding hotspots. We have mapped all these sources in the surrounding area and identified flood issues our design might cause.

We have also surveyed environmentally-designated watercourses that will be crossed to understand their structure and the processes that happen within them (known as geomorphology). This initial assessment is important for us to understand the habitats and species that use them and to inform our design process to avoid or reduce risks. A flood risk assessment will be provided as part of our Development Consent Order application.

Where can I find out more?

You can read more about our environmental surveys, along with initial measures to avoid, prevent or reduce impacts on the environment, in our Preliminary Environmental Information Report (PEIR) and its Non-Technical Summary (NTS). You can find these in our virtual consultation room which you can access via our website: www.highwaysengland.co.uk/A66-NTP or at our events and deposit points.

What else we have considered?

The following are key topics that form part of our environmental assessments.

Ecology

The A66 provides access to some of England's richest ecological sites such as Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). These include the River Eden SAC and the North Pennines Moors SPA, Sites of Special Scientific Interest (SSSI) and the North Pennines Area of Outstanding Natural Beauty (AONB). We have designed the road with a particular focus on minimising and mitigating potential impacts on these ecological sites.

Landscape

The route is close to, or within, the North Pennines Area of Outstanding Natural Beauty, the Lake District National Park and the Yorkshire Dales National Park. We aim to preserve the landscape around the project by designing the road to minimise the impact on the natural environment. Our Draft Project Design Report sets out how we consider the local area and incorporate this into the design.



197 accidents between 2013 and 2017, averaging nearly 40 a year



Geology and soils

Throughout construction, we will monitor specially protected geological zones, such as the North Pennines Area of Outstanding Natural Beauty Global Geopark, by monitoring our impact on geology and soils while we carry out our work. Where there are historic and existing uses of the land, we need to continually monitor the risk of site contamination. We will continue to assess this to ensure there is no risk to human or environmental health while we build the road.

Noise

The improved junctions and dual carriageways will significantly reduce congestion on the A66 and surrounding villages. As a result of the improvements, some communities along the improved A66 will benefit from reduced noise levels. We are carrying out noise modelling to understand where noise might increase as a result of the newly-dualled A66. We are considering appropriate mitigation measures, including low noise surfacing and other screening measures to minimise impacts. Modelling will be reported within the Environmental Statement which will be included in our application for a Development Consent Order.

What else we have considered?

Cultural heritage

Our proposed route has been designed with care and sensitivity, especially in relation to the rich history of the area. We are working closely with local people and organisations such as Historic England to understand potential impacts on cultural sites and aim to preserve the unique character and artefacts in the area. Appropriate design will seek to reduce the impact of the A66 near local archaeological sites and historic buildings. These include the Countess Pillar, the Roman Camp in Kirkby Thore, the settlement at Carkin Moor, the Greta Bridge Roman Fort and St Mary's Church.

Air quality

We are looking at the potential effect of the road on local air quality once it is open to traffic. Existing air quality along the A66 is generally good and we are considering and assessing how the improved road could change the local air quality. While there may be an increase in the volume of traffic using the A66 following our planned improvements, the local road network can expect to see lower levels of air pollution.

During construction, we will have plans in place to prevent dust affecting local communities and businesses.

Waste management

We will minimise waste, re-use as much material as we can on site and, where possible, source sustainable materials during construction. We are gathering information about local waste and recycling centres to understand their capacity to manage any waste we produce. A Site Waste Management Plan will be developed including procedures for monitoring, measuring and reporting hazardous and non-hazardous material produced during our work.

Climate

Highways England is committed to playing its part in reducing carbon emissions. We have recently published our Net Zero Highways Plan to rapidly cut carbon in line with the UK's commitment to be a net zero economy by 2050 and achieve the 1.5°C reduction goal of the Paris Agreement. This plan – which you can read here <https://highwaysengland.co.uk/netzerohighways> – sets out Highways England's ambitious programme as roads play a pivotal role in delivering a net zero carbon connected country.

We are supporting the Government's plan to cut out environmentally damaging emissions and we are taking action in three key areas:

- Net zero for our operations by 2030
- Net zero for maintenance and construction activities by 2040
- Supporting the rapid shift to zero carbon travel on roads by 2050

During construction we will ensure that, where possible, we source materials and resources in a sustainable manner to protect the environment and limit the carbon footprint of the project.

Population and health

We are committed to working closely with local people and businesses to understand how the improved road will affect them. We are also considering the health effects associated with noise, air and light emissions and how a safer, better aligned and less congested old A66 could lead to health improvements for the local community.

Drainage and flooding

We need to consider how we will deal with water on the road when it rains. We must ensure the road drains quickly to be safe for drivers and that the water is stored safely and released slowly so that it doesn't flood local watercourses. To achieve this, storage ponds along the route will collect and allow water to be gradually released into ditches and drains.

The proposed route has been designed to avoid the active floodplain where possible, although in some places this is unavoidable, especially where the road comes near to watercourses. In floodplains, the level of the road will be lifted and we will include alternative flood storage to replace any that is lost due to the increased footprint of the road.

Walking, cycling and horse riding

We are committed to working closely with local communities to provide safe crossing points for walkers, cyclists and horse riders. Where the new A66 impacts an existing walking, cycling or horse riding rights of way, these will be diverted to the nearest safe crossing point. This may be a new junction, underpass or standalone bridge.

We are working with local partners to identify places where we could improve connections to an existing public rights of way that fall outside of our scope of work by considering use of the old A66 where it remains or utilising local authority highway land (within the extents of the improvements). We are exploring route

alternatives to support ambitions for an enhanced and more extensive network for the area, including improved facilities for walkers, cyclists and horse riders and would welcome input. We are particularly keen to understand user journeys and issues faced when using rights of way around the A66.

We will continue to engage with stakeholders to identify opportunities to improve provision for walkers, cyclists and horse riders and, where these are outside the scope of the project, we will explore alternative ways to support these objectives.

Lighting

In this rural area, it is important to maintain dark skies as many animals rely on darkness to navigate and forage for food. This means we are only considering lighting at some junctions and roundabouts for visibility and safety where vehicles are joining and leaving the route. Where we need to do this, we will aim to maintain current lighting levels in surrounding woodland and nearby homes and businesses with screening where appropriate.



Designing a safer A66

On some single carriageway sections, 40mph and 50mph speed limits have been adopted as a result of safety concerns. With the high percentage of HGVs, this changing speed limit, together with the variation in road standards and dimensions along the route, results in slow-moving traffic, longer journey times and unreliable journeys.

The rural surroundings of the A66 also mean there are many smaller communities, businesses and isolated properties that currently have direct access onto the A66. This results in more accidents as vehicles slow down to access exit points and can be dangerous when drivers join the route. We will remove these potentially hazardous turnings as part of the project, providing new links – via the local road network – to safe junctions to provide safer journeys on the newly-dualled sections of the A66.

To reduce risk, we have designed the improvements so there are no gaps in the central reservation, removing right turns. We have included junctions, connected to the

local road network, that enable drivers to safely join and leave the route in the direction of travel only. To enable drivers to travel in both directions, we will provide slip roads that connect to a bridge or underpass that crosses the dual carriageway and ties into the local road network.

These junctions also encourage vehicles to travel more slowly, making them safer for everyone. Every junction has been tailored to meet the individual needs of local communities.

Impact of dualling the A66 on traffic

We have carried out a traffic modelling exercise to inform the design and the environmental impact of the project.

The model is a representation of the road network in the area and of where people travelled to and from in an average month. It uses an industry-recognised method of predicting future traffic flows and conditions, both with and without the A66 project.



The transport model shows the number of people choosing to travel by road and identifies the route they use now and the route they are forecast to use. This enables us to predict how many vehicles will be using each part of the road network in the future and how long it will take to complete a journey.

The model considers these forecasts over a range of years, including the year of assessment, year of opening and 15 and 20 years after opening. The results demonstrate journey time savings between M6 junction 40

and A1(M) Scotch Corner once construction is complete, of between 11 and 13 minutes (20-23%).

While traffic numbers will increase on the A66 with or without the project, our work will make the road more reliable and therefore attractive options for road users. We have looked at the potential traffic numbers on the A66 in future years and further information about this is available in our Local Traffic Report which you can find online or reference copies can be viewed at deposit points or our events.

Designing a safer A66

The increase in traffic flow reflects people benefiting from the opportunity that the dualling offers. The connectivity which the route provides between England, Scotland and Northern Ireland is critical to connecting the country.

The increased flow also reflects more tourists benefiting from improved links to areas such as the Lake District and the North Pennines Area of Outstanding Natural Beauty (AONB), thereby improving the economies within this area.

Accidents on the A66

The A66 has a higher than average accident rate on some sections of the route, with accidents occurring in single carriageway sections and where the dualled and single carriageway sections merge.

The mixture of single and dual carriageway sections leads to difficulties with overtaking, poor forward visibility and difficulties at junctions as a result of short merges and diverges and right-turning traffic both off and onto the A66. Between 2013 and 2017 there were 109 accidents on the single carriageway lengths.

By dualling the remaining single carriageway sections we will reduce the number of accidents and resulting casualties predicted to happen on the route. For more information, please refer to the Local Traffic Report.



You said, we did

Since 2017, we have been working hard to deliver a safer, more connected A66 for local people, businesses, tourists and other road users between Penrith and Scotch Corner. Feedback from individuals and organisations has helped us to deliver on this ambition.

Throughout recent months we have listened to feedback and amended our designs where feasible, so they work better for you. We have been changing the details of our designs to help meet the needs of local landowners and other stakeholders. For example, we have moved accommodation structures such as underpasses or bridges to help farmers maximise their usable land and worked with landowners and local authorities to redirect public rights of way to make them safer for all users.

This process is ongoing and more recently, we have received additional feedback and suggestions to help us further improve the project. This feedback has not been reflected in the designs we are bringing forward in this brochure and the accompanying map books but will be considered as part of the feedback we get during consultation.

We have advised all of our stakeholders to make these suggestions through the formal feedback routes.



How we got to statutory consultation



1970s – 2007

Sections of the A66 have been upgraded in several stages since the 1970s, with the most recent section, the Temple Sowerby Bypass, being widened to a dual carriageway in 2007. However, more than 18 miles of single carriageway remain, making the route accident-prone and unreliable.

2014

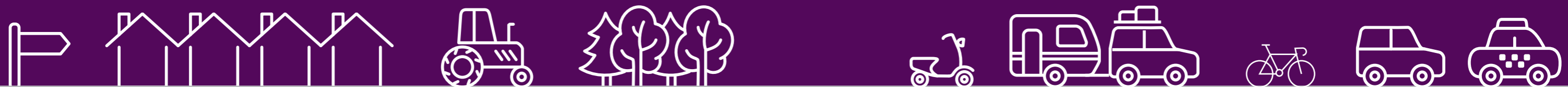
In 2014, the Government announced that it intended to examine the case for dualling one of the routes across the Pennines to improve east-west connectivity in the north of England.

2017

In 2017, the Government announced that the A66 presented the strongest case for an upgrade and that plans for full dualling between the M6 junction 40 and the A1(M) at Scotch Corner would be developed for the next Road Investment Strategy (RIS).

2019: May – July

In May – July 2019, we held a public consultation to understand views towards the proposed dualled routes. The public consultation ran from 16 May to 11 July 2019. A total of 2,333 people attended the 21 consultation events we delivered for local people to explain the routes. In total, we received 854 consultation responses. We would like to thank everyone who attended and shared their thoughts with us.



2019 – 2020

Based on your feedback, we carefully considered several criteria before we arrived at the proposed route including the impact on major towns and villages, and the impact that our proposals would have on local people and businesses.

The ownership of land means that we have designed the new route line for this project to avoid impacting local landowners, having regard to environmental and engineering considerations where possible.

With the A66 passing through the Trans-Pennine environment, we have carefully considered what impact our proposed changes to the route would have on natural features such as the River Eamont.

Through a careful assessment of the water ways, Areas of Outstanding Natural Beauty, National Parks, and other environmental impacts, we are proposing a project across the A66 which responds sensitively to the environment and seeks to minimise impacts on it.

2020: May

We announced our Preferred Route in May 2020. We proposed upgrades to seven sections of single carriageway of the A66. Our preferred route covered 18 miles of the current A66.

Autumn 2021

This consultation is your opportunity to have your say on our proposed upgrades to:

- M6 junction 40 to Kemplay Bank
- Penrith to Temple Sowerby
- Temple Sowerby to Appleby
- Appleby to Brough
- Bowes Bypass
- Cross Lanes to Rokeby
- Stephen Bank to Carkin Moor
- A1(M) junction 53 Scotch Corner

Environmental scheme assessments

The potential environmental effects of the project have been assessed and the findings of the preliminary assessment are available in the PEIR and the Non-Technical Summary (NTS). Some topics consider the potential effects route-wide at this stage because of the nature of the information available, others consider each specific scheme and further information is provided for each scheme below. Route-wide and scheme-specific assessments for every topic will be presented in the Environmental Statement.

We acknowledge the importance of this project and we want you to understand its potential impacts on the local environment. This brochure includes technical information on the environmental assessment of the project to inform your response to our consultation. If you want further detail or explanation on any of the technical environmental information, please visit us at one of our events, call us on 0333 090 1192 or email A66NTP@highwaysengland.co.uk

During construction there is potential for air quality effects to people from construction-related activities, including dust and traffic emissions. Significant effects to people are not anticipated during operation, however there are 15 designated ecological sites and 35 veteran and ancient trees throughout the route that could be affected by changes to nutrient nitrogen deposition. The ongoing assessment will consider appropriate mitigation to address these effects, which might include things like a dust management plan to control dust emissions during construction.

At both construction and after completion, the preliminary climate assessment finds that the volume of Greenhouse Gases (GHGs) that the project is expected to create is not considered to be significant and would not have a material impact on the ability of the government to meet its carbon targets. Minimising GHG emissions through design is a core principle of Highways England's standards. This includes delivering measures such as material recovery and using recycled materials; reducing construction traffic; and using renewable energy – and these measures will be set out in the Environmental Management Plan (EMP) for the project. The project will continue to measure, monitor and reduce GHG emissions throughout construction and operation. The assessment also considers how resilient the road will be to future changes to the climate. The design has considered the climatic changes that are predicted ensuring that the road is resilient to more extreme weather events. For example, the drainage design includes allowances for increased future rainfall.

The project will consume large quantities of materials, increasing demand on the existing UK supply chain, with a likely effect identified on aggregates imported to site. Materials will be reused on the project as much as possible, for example a key principle of the design is to allow material removed at one location to be used elsewhere. Measures will be implemented through the EMP to reduce the amount of waste produced, with targets for recycling.

Cumbria County Council, Durham County Council and North Yorkshire County Council have all established different types of Mineral Safeguarded Areas close to the project. The assessment identifies that a number of these would be affected by the project and a likely significant effect is anticipated in relation to the sterilisation of Mineral Safeguarding Sites.

There is the potential for likely effects from construction on walkers, cyclists and horse riders (WCH) due to severance of Public Rights of Way (PRoWs) and other WCH provisions due to the construction of the project. There is also anticipated to be significant effects on agricultural land holdings, through loss of land or damage to other aspects of agricultural holdings which may impact on viability. Nuisance and disruption to access caused by construction has the potential for significant effects to private property and housing.

During operation, there is also the potential for positive effects such as improved connectivity for local businesses and the potential to attract businesses to the area as well as enabling development. Improved connectivity may also be a significant effect for agricultural land holdings and improved screening and vegetation may enhance the attractiveness and usability of community land and assets.

For operation, there is also the potential for beneficial effects on WCHs if additional formal crossing points are introduced across the A66, although there is the potential for adverse effects from increased journey times depending on the final scheme design. There may be both negative and positive health impacts during construction and operation due to change in environmental conditions, such as from noise.

The scheme is being designed to minimise the land take required temporarily and permanently. Consultation with landowners is ongoing to manage and reduce the impact on landowners where possible and the right to compensation and methods for assessing appropriate levels of compensation will be in

line with the Compensation Code (see section later in this brochure on land acquisition).

The development of the project design will continue to consider and explore opportunities to enhance the walking, cycling and horse riding network, as well as to enhance accessibility for local farmers where appropriate. The EMP will set out measures to reduce impacts from noise, dust, lighting and construction traffic as far as reasonably practicable, along with temporary diversions and signage will be put in place to minimise disruption to WCH.

Our landscape and visual assessment considers impacts on landscape character, important landscape designations such as AONB and views from PRoW or residential areas. For the assessment of operational effects, the assessment considers both the opening year, but also 15 years into operation when mitigation planting to screen views is expected to have matured.

Our landscape architects are developing an Environmental Masterplan which will consider and mitigate the visual impacts of the new A66 by identifying planting areas and appropriate species to screen intrusive views. The replacement of habitats and new habitats for protected species are also included in this design. The ongoing assessment and design will seek ways to reduce any predicted increases in noise, for example with noise barriers or low-noise surfacing. An initial draft of the environmental mitigation design, including preliminary landscape, ecology and noise mitigation can be found in the map books.

M6 junction 40 to Kemplay Bank

As the main point of access to Penrith, M6 junction 40 experiences high volumes of traffic from the M6 and the A66 to the west. M6 junction 40 is also prone to bottlenecks caused by high levels of congestion at the Kemplay Bank roundabout, which affects the flow of traffic along the A66 and for north and southbound traffic using the A6.

Although the road between M6 junction 40 and the Kemplay Bank roundabout is a dual carriageway, vehicles slowing down as they approach Kemplay Bank can cause safety issues and create problems for both east/westbound and north/southbound traffic as it passes through the roundabout.

Facilitating free flowing traffic along the A66 by introducing an underpass at this location will deliver major benefits for local people,

including pedestrians and cyclists. Removing east/west A66 traffic from the roundabout means we would reduce around 55% of the total traffic flow at this point. Easier access through the junction, especially at peak times, will improve access to Penrith and other facilities around the junction.

In addition, we have sought to understand the needs of the emergency services in this area and how access would need to be maintained for the Cumbria Constabulary and Penrith Community Fire and Ambulance Station. We have listened to their concerns and updated the design in this area since our Preferred Route Announcement in May 2020.



We are proposing to:

- Widen each of the roads approaching M6 junction 40 (M6 North, M6 South, A66 East, A66 West and A592) to provide additional lanes and a dedicated left turn; each arm would be controlled using traffic signals
- Widen the existing dual carriageway between M6 junction 40 and Kemplay Bank to three lanes in each direction
- Construct a new dual-carriageway underpass below the existing Kemplay Bank roundabout – enabling free-flowing traffic along the A66 and improving access to Penrith and the A6
- Create new slip roads to the A6 and A686 at Kemplay Bank roundabout, allowing drivers to safely join and leave the A66 in both directions. This will also serve the local road network with links to Penrith, Eamont Bridge and other local areas
- Re-route cycleways and footways around the Kemplay Bank roundabout
- Reduce the speed limit to 50mph (both directions) between Kemplay Bank and M6 junction 40 to create a safer driving experience for all road users
- The installation and upgrading of the traffic signals at M6 junction 40 and Kemplay Bank to control traffic movements and to create safer crossing points for pedestrians and cyclists

Environmental considerations

Land to the east, south and west of this scheme is largely rural with several commercial and residential properties located near the A66. Most people that could be affected are located to the north, within the town of Penrith, with the closest residential properties located near to Clifford Road. During construction there is potential for significant air quality effects to people from construction-related traffic along transport routes around Penrith, including within the currently proposed Castlegate Air Quality Management Area (AQMA) or other locations close to these routes that are approaching Air Quality Objective Levels.

During construction, our preliminary noise assessment has identified the potential for temporary and localised significant effects across the scheme, though this will be assessed further when more information is available about how the construction will be carried out. During operation, noise is anticipated to significantly increase for 117 homes.

There may be effects during construction on the Skirsgill planned development, Kingdom Hall of Jehovah's Witnesses, Wetheriggs Country Park, Skirsgill Park and Happy Hooves Riding Centre due to partial or total loss of those sites. People living close to the route may experience air quality and noise effects during construction along with the visual impact of vegetation clearance and construction activities and, due to night-time

construction, lighting and noise. There is the potential during construction for temporary traffic delays at Kemplay Bank Roundabout to affect journeys to Penrith Hospital and emergency vehicles exiting the Community Fire and Ambulance Station. We will work with emergency services to mitigate impacts on these essential services during construction. There may also be temporary disruption to access by car/bus to community facilities in Penrith and pedestrian access to Carleton Hall Park via the Carleton Avenue underpass. However, during operation, residents to the south of Penrith may experience positive effects through improved access to community facilities due to improved traffic flows around Kemplay Bank Roundabout.

There are a number of important biodiversity sites close to this scheme. During construction there may be impacts on the River Eamont and temporary disturbance to land within Skirsgill Wood. During operation there may be some air quality impacts and some habitats – mostly grassland, but some woodland – will be lost that may affect protected species. There is a potential for fragmentation to habitats including those supporting red squirrel, otter, bats and badger, as well as effects to barn owl, wintering and breeding birds and common toad. Proposed mitigation includes the construction of an underpass, which would reduce the likelihood of significant effects for several species.

While there are a number of heritage sites close to this scheme, the preliminary assessment has found that no likely significant effects on cultural heritage resources are anticipated during construction or operation for this scheme.

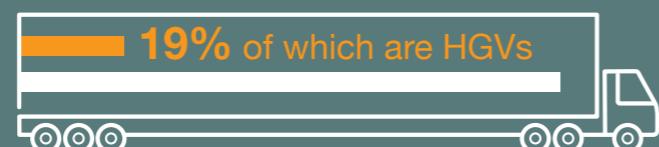
We have identified a number of potentially contaminated areas of land such as railway lines, a disused quarry, a historical landfill, industrial sites and farms that could be affected. There is a risk that groundwater and watercourses such as Thacka Beck and the River Eamont and protected ecological sites such as the River Eden SAC and the SSSI could be affected. Risk assessments will be carried out and method statements developed to ensure that any contamination present does not get released into the environment.

Through careful management of the construction site and good drainage design, no significant effects are anticipated on the water environment during construction or operation. During construction there is likely to be some loss of high value agricultural land and some effects on soils supporting important ecology. This will be minimised as much as possible as the design progresses.

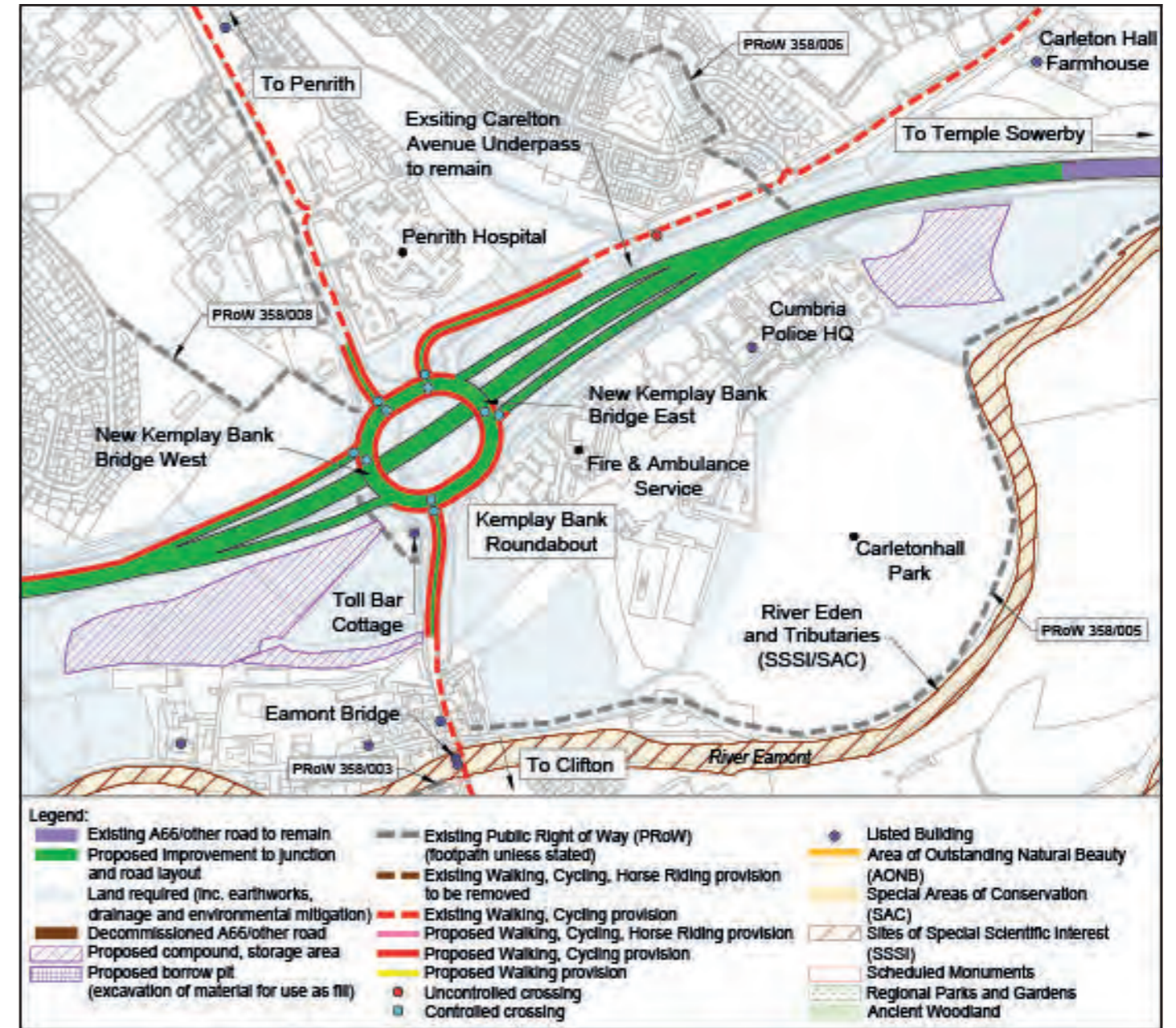
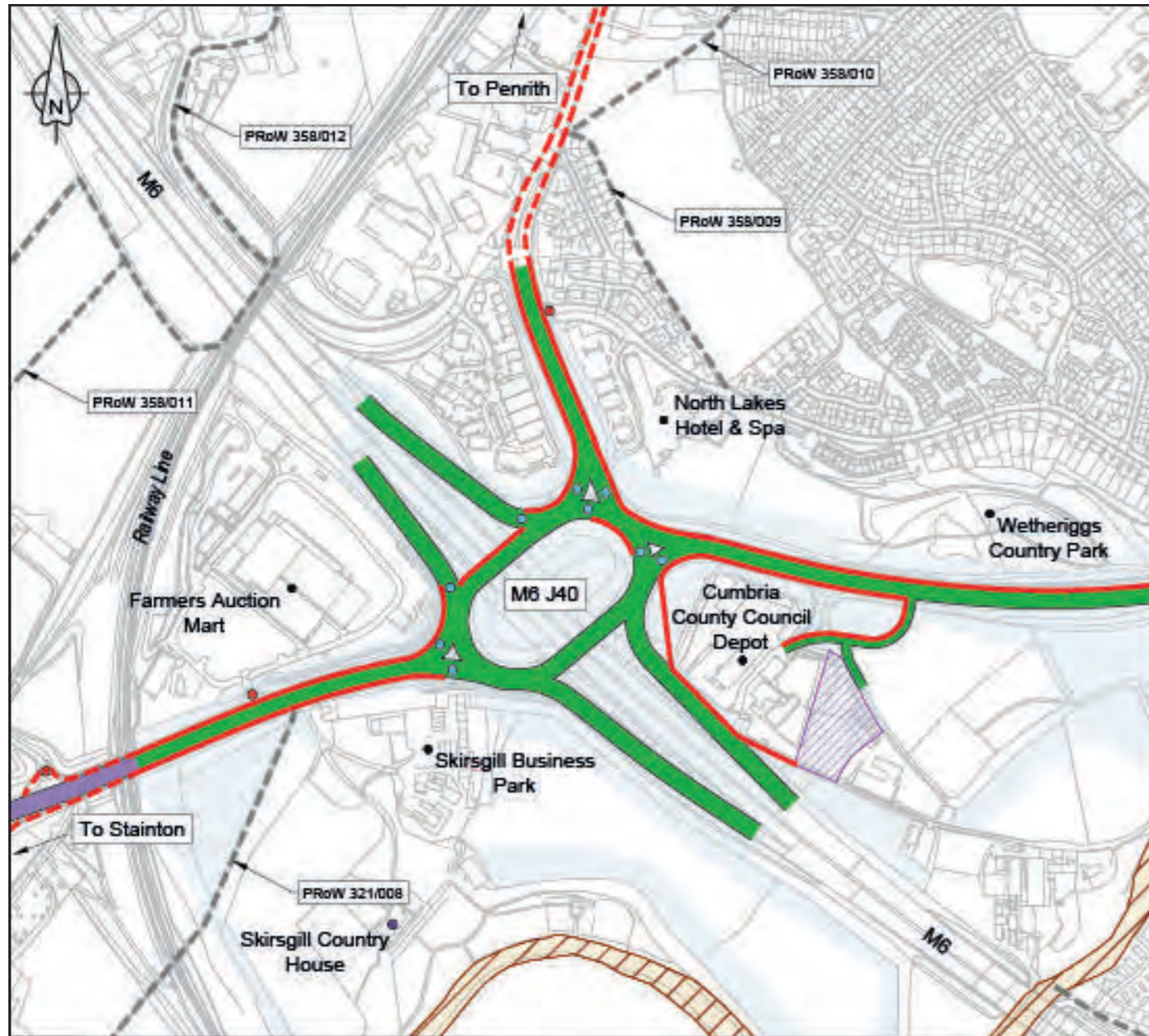
Our landscape and visual assessment identified likely significant temporary effects from construction activities on the local landscape and on the views for residents of Clifton Road, users of Wetheriggs Country Park, visitors to Mayburgh Henge and users of PRow to the south of the scheme. No likely significant effects are predicted for once mitigation planting has matured.



This section carries approximately
30,200 vehicles per day



M6 junction 40 to Kemplay Bank



Penrith to Temple Sowerby

The A66 between Penrith and Temple Sowerby is a single carriageway section which varies in width. Along this section there are several private access points, including one for Center Parcs. These can be difficult and unsafe for drivers to manoeuvre when turning right onto and off the existing A66.

To reduce overall land take and improve local access, we have worked closely with landowners and associated businesses and tenants at High Barn to discuss purchasing the properties for demolition. We have since reached an agreement which enables us to move the new A66 slightly further north, creating a design better suited to the community.

The dual carriageway will closely follow the line of the old A66.

We are proposing to:

- Widen the route to dual carriageway between Penrith and Temple Sowerby on this section, providing more capacity. The scheme predominantly follows the old route. It would involve widening the old A66 to form one side of the new dual carriageway. The second carriageway would be constructed to the north of the existing route
- Provide a new all-movement junction to connect the new A66 route with Center Parcs, providing access to the holiday park and local roads. The junction will cater for all movements on and off the new A66 making it easier for users to join the main highway and prevent tailbacks at peak times. This two-level junction will provide left-in, left-out access and allow access to a length of the old A66 which is being converted to a local road
- Improve access to St Ninian's Church on the Winderwath estate with a new left-in, left-out junction and relocation of the existing car park
- Provide access to the local road network with the introduction of a new left-in, left-out junction at the B6262

Environmental considerations

During construction, noise and vibration and air quality could affect residential, commercial and community buildings located throughout the scheme. Effects will be temporary and localised, depending on the specific activity and construction stage and measures to reduce the effect will be included in the EMP. Our preliminary assessment predicts that, during operation, there will be noise impacts on 12 homes and one non-residential building.

There may also be effects during construction at Center Parcs Whinell Forest due to disruption to the local road network, which may impact visitors accessing the facility. However, during operation improved access from the provision of a new junction is expected to benefit Center Parcs.

Our biodiversity assessment has identified that the construction of proposed new discharges to the River Eamont have the potential to adversely impact water quality in the River Eden SAC/SSSI and habitat loss may occur affecting Whinell Forest County Wildlife Site, designated for red squirrel. There is also expected to be loss of grassland, woodland and linear habitats. Bat roosts and crossing points have been identified in this scheme, which are likely to suffer impacts. Other potential impacts during operation include the temporary loss of key foraging resources for bats until habitat replanting schemes are completed and matured and adverse impacts to otter, badger and water vole habitats. Likely significant effects are predicted for species including brown hare and polecat, as well as reptiles and amphibians due to habitat loss and fragmentation.

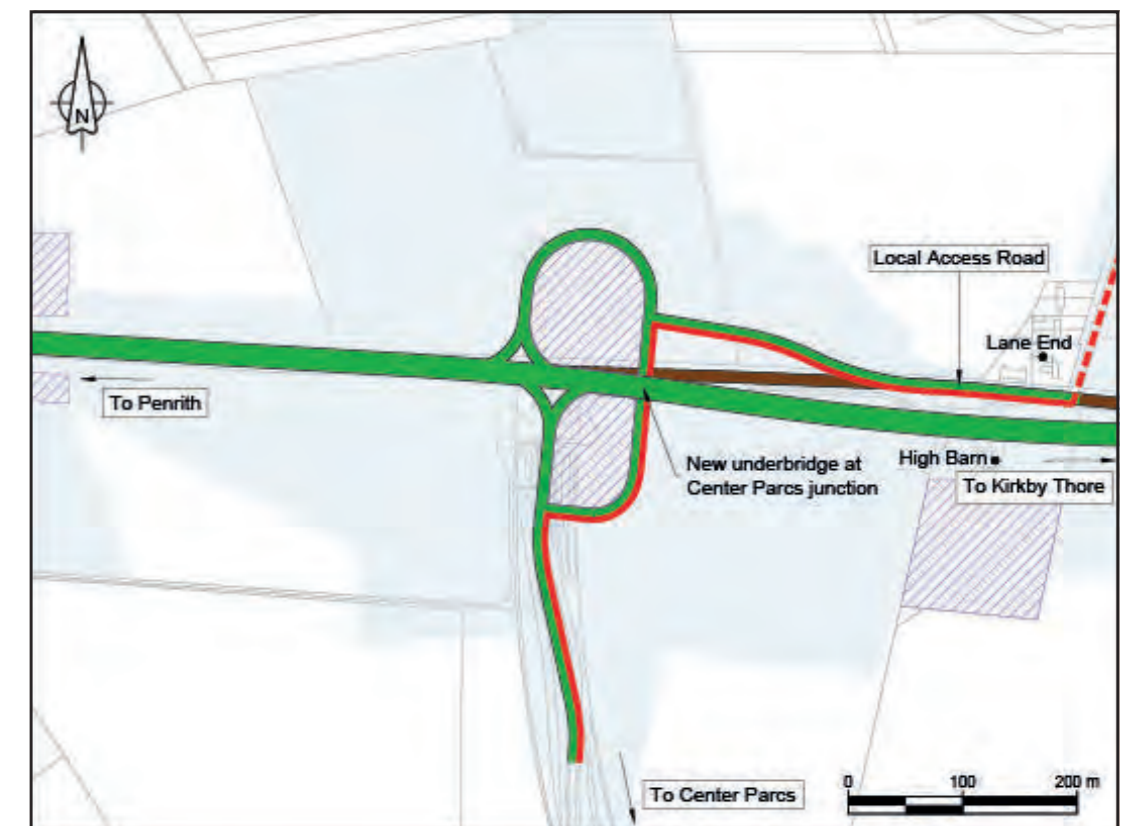
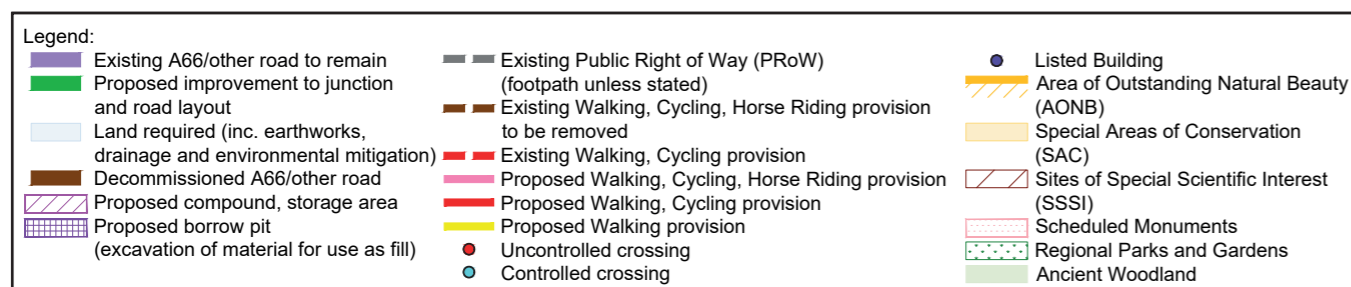
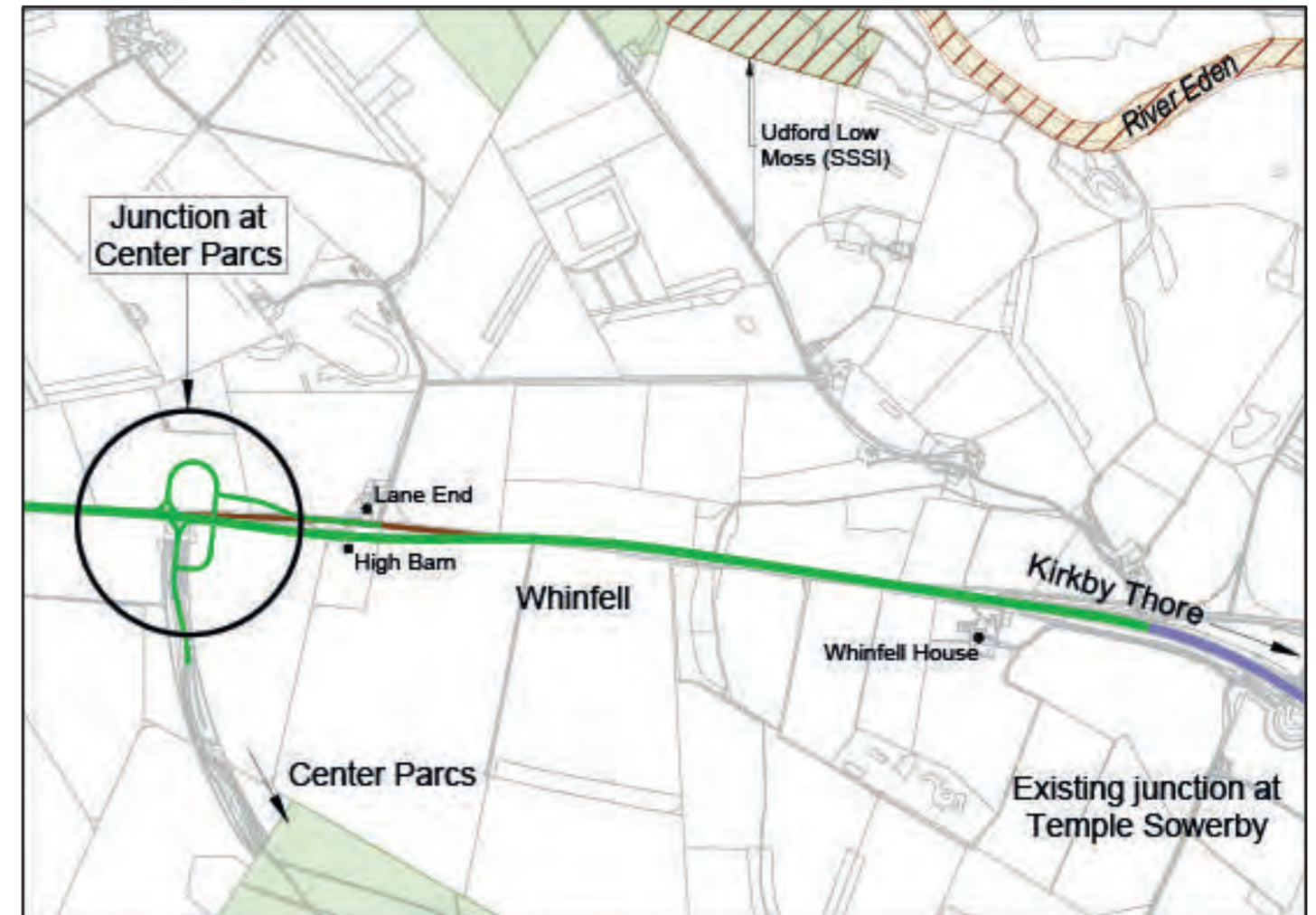
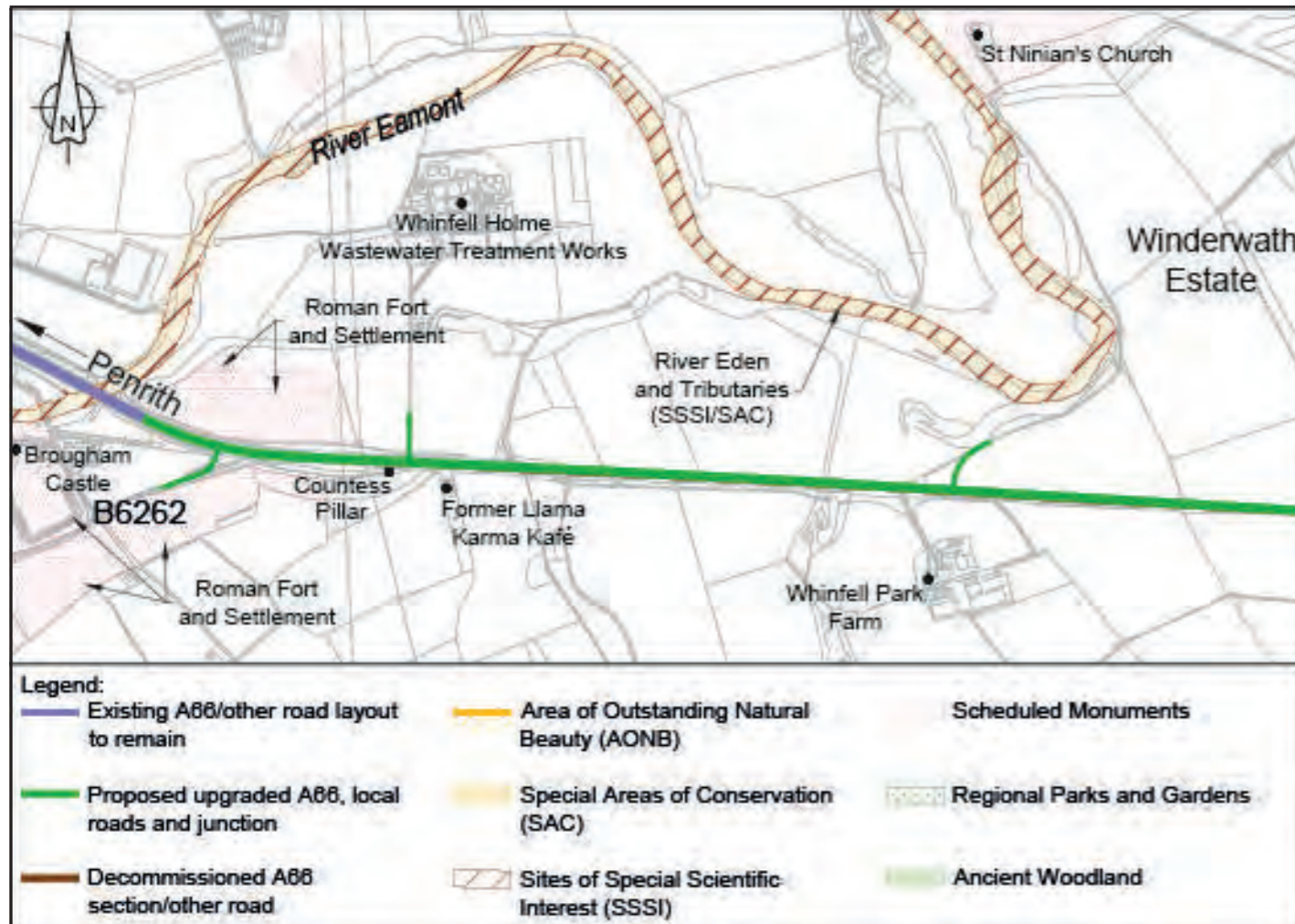
Our preliminary Cultural Heritage Assessment identified that there is the potential for effects at the scheduled monuments – Ring ditches at Brougham, as well as the site of the Hartshorn Tree and associated cropmarks. We will minimise these effects through design and remaining impacts will be mitigated to some extent by what is called 'preservation by record'. This is where we investigate the archaeological remains prior to construction, analyse the artefacts and publish the results of what is found.

We have identified potential contamination sites such as historical tank and sewage works. Risk assessments and method statements will aim to protect residential properties, the principal aquifer and watercourses such as the River Lowther and the River Eamont. There is permanent land take and loss of high value agricultural land. Pollution prevention and drainage design will ensure that important features of the water environment such as the River Eamont and Light Water do not experience significant effects.

Construction activities associated with this scheme are anticipated to have temporary significant effects on the landscape, as well as visual effects on nearby residents as well as users of PRow and visitors to Center Parcs holiday village. Opportunities for further mitigation and landscape integration are being considered for this scheme.



Penrith to Temple Sowerby



Temple Sowerby to Appleby

The Temple Sowerby to Appleby stretch of the A66 passes close to the villages of Kirkby Thore and Crackenthorpe.

For just over two miles a single carriageway, varying in width, skirts the village of Kirkby Thore with local roads directly connected by several junctions and private access points. This includes an existing access route through the village of Kirkby Thore, which HGVs use to gain access to businesses to the north of the village.

Continuing eastwards there is a single carriageway for 2.5 miles which runs alongside the village of Crackenthorpe. The current A66 has narrow verges and poor alignment which presents significant visibility issues, particularly at junctions.

The route between Temple Sowerby and Appleby suffers from a high accident rate (approximately seven per year) and although speed limits were reduced from 60 mph to

40 mph in 2016 to reduce the risk of collisions, the high rate of accidents remains.

When we announced our Preferred Route back in 2020, we proposed a northern bypass to skirt around the top of Kirkby Thore, while keeping the existing route as a local road for residents to access the village. At Crackenthorpe, we selected the northern bypass route which would have run furthest away from the village.

Since that time, we have undertaken further survey work in the local area and continued engagement, particularly with local authorities and statutory bodies such as Natural England and the Environment Agency. This has given us more insight into alternative designs which reduce the impact on the surrounding environment, particularly at Trout Beck, which is part of an internationally designated site of ecological importance, the River Eden and a Special Area of Conservation (SAC).

While the solution may have been feasible, the full Preferred Route announced in May 2020 is no longer under consideration. This route crossed the Trout Beck and its floodplain at one of its widest points and would have required a substantial structure of around 800m in span.

The work we have undertaken since the Preferred Route Announcement in May 2020 has led us to the conclusion that the potential impact on Trout Beck and on the habitats and species it supports, is too substantial to continue with this route and that there are other alternative routes which would have less impact. Natural England and the Environment Agency both expressed reservations and concerns in regard to the impact on the internationally designated SAC.

We therefore developed alternatives to consider whether there is a route with a lower impact on the Trout Beck and River Eden while also taking account of impacts on people, local businesses and other special features in the area such as the scheduled ancient monuments. Following an initial sifting

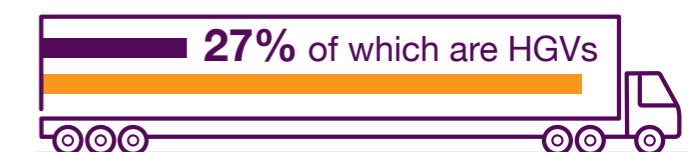
process three routes were progressed in more detail. Following a final sifting process we determined a new preferred alignment based on a reasoned consideration of the impacts of each. These alternative routes only vary along the Kirkby Thore stretch of the scheme, east of Long Marton because as the route heads towards Crackenthorpe, the scheme is broadly the same in all routes under consideration.

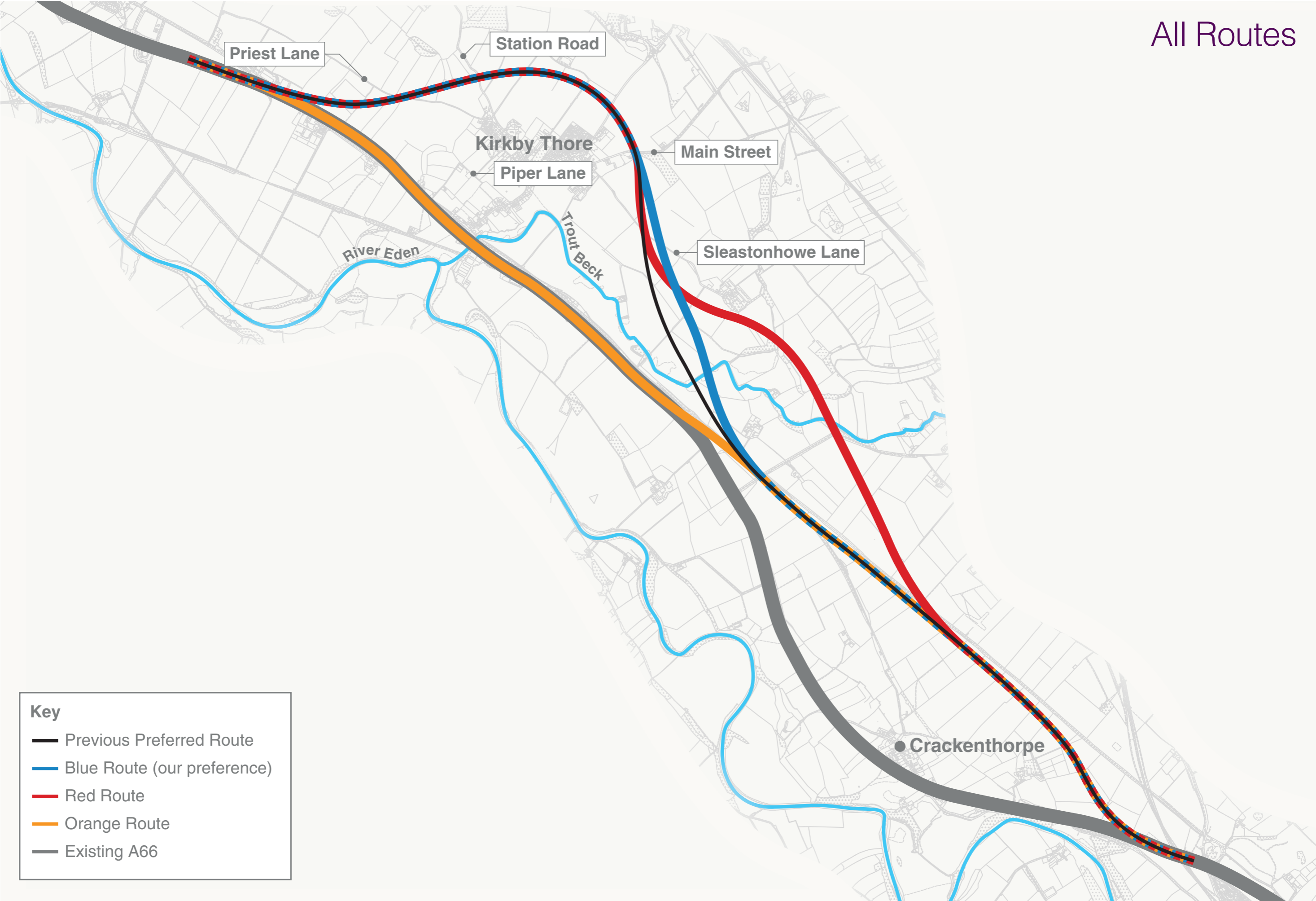
The three alternative routes we considered are colour-coded for ease of reference: Blue, Orange and Red. The Blue Route is the route we are recommending be taken forward for the reasons outlined in more detail below.

If you require further information about the sifting process undertaken to determine the Blue Route as the preference, please refer to the Route Development Report and the Preliminary Environmental Information Report (PEIR) both of which can be found online via the A66 webpage or in deposit points and at event locations. Further details on events and deposit points can be found in this brochure.



This section carries approximately **16,500** vehicles per day





Key

- Previous Preferred Route
- Blue Route (our preference)
- Red Route
- Orange Route
- Existing A66

Blue Route (Our preference)

Our preference, the Blue Route, is largely an evolution of the route that was shared during our Preferred Route Announcement in May 2020. The proposed Blue Route would comprise a new offline bypass around the north of Kirkby Thore and a bypass to the north of Crackenthorpe.

Following the line of the previously announced Preferred Route, the Blue Route would travel in a north-easterly direction from the end of Temple Sowerby Bypass, crossing over Priest Lane and under Station Road before turning south after passing north of the village.

Heading south, the route will pass under Main Street (where a new junction would be provided) and under Sleastonhowe Lane. Here and as far as the Long Marton road, the route would deviate from the previously announced Preferred Route, with the alignment around 100m further east (at its most distance) to allow a shorter crossing of Trout Beck and its floodplain.

East of Long Marton Road the Blue Route will then follow the line of the previous Preferred Route as it turns in a south-easterly direction to follow the line of the Roman Road towards Appleby. This bypass would be connected back into the old A66 at the eastern end of the scheme with access to Crackenthorpe and Appleby being provided via connections to the existing road network.

The preferred Blue Route is similar to the previous Preferred Route from May 2020 insomuch as it will include:

- A new junction at Main Street to the north-east of Kirkby Thore. Main Street will pass over the proposed A66 alignment on a bridge structure. This junction will maintain the key local connection onto the A66 and has the additional benefit of providing access to businesses and hauliers to the north of the village. This will contribute to a reduction in the number of HGV movements through Kirkby Thore
- New bridge structures for both Station Road and Sleastonhowe Lane to enable access over the A66; a diversion would lead from Priest Lane to Station Road to maintain local traffic access
- A crossing over Trout Beck and its associated flood plain (see below)
- A new junction at Crackenthorpe on the westbound carriageway of the new A66 to provide left-in, left-out access. The junction would link to the old A66 and the B6542 and provide access to both Crackenthorpe and Appleby
- A new left-in junction to the eastbound carriageway at the existing Appleby bypass junction
- A small impact on land allocated for housing at Townhead
- Impacts on farms and associated land and requires the demolition of two residential properties (Winthorn House and Dunelm). We are in ongoing discussions with all affected landowners
- Allowance for local traffic to use the old A66 between Appleby and Temple Sowerby as part of the local road network

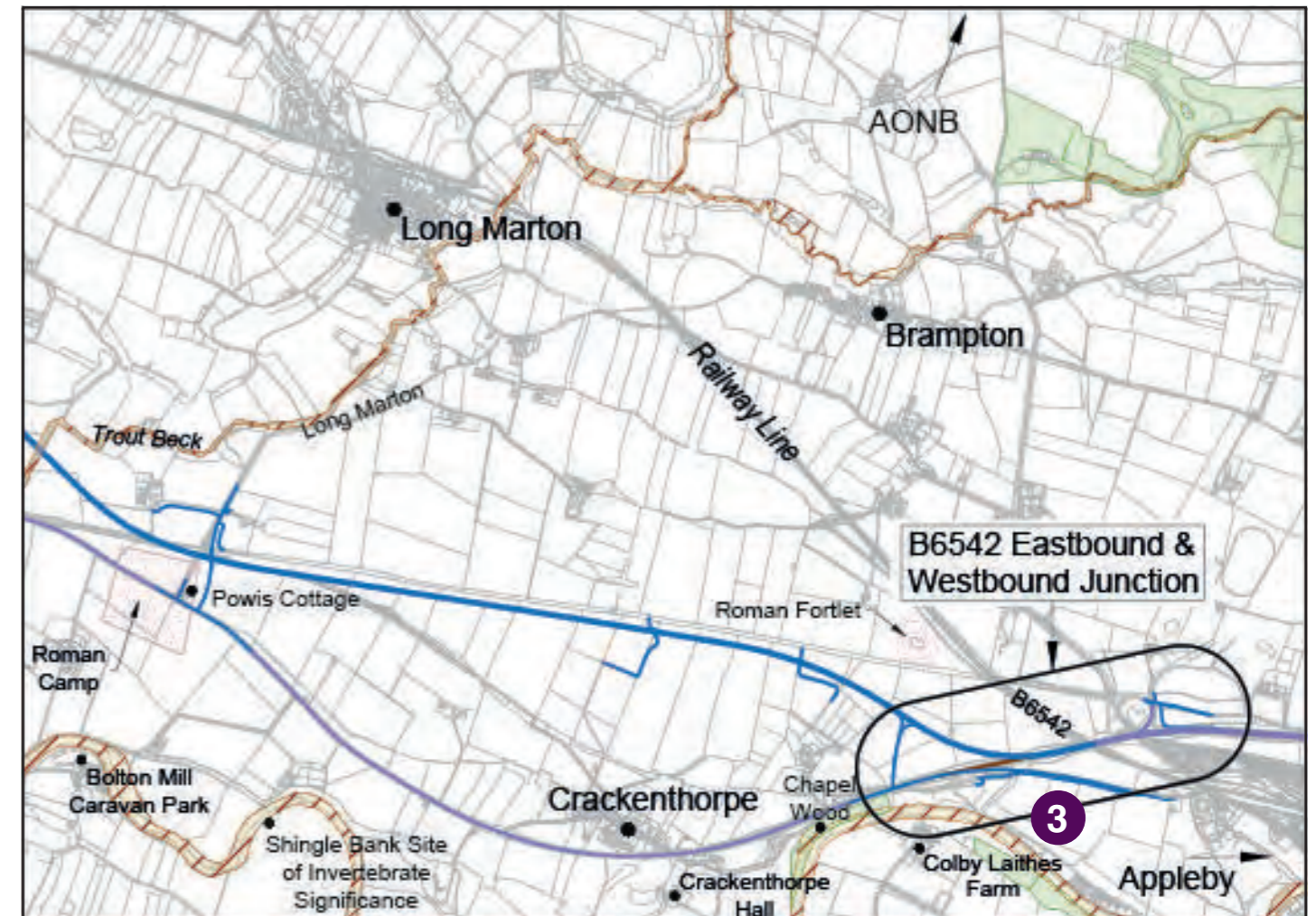
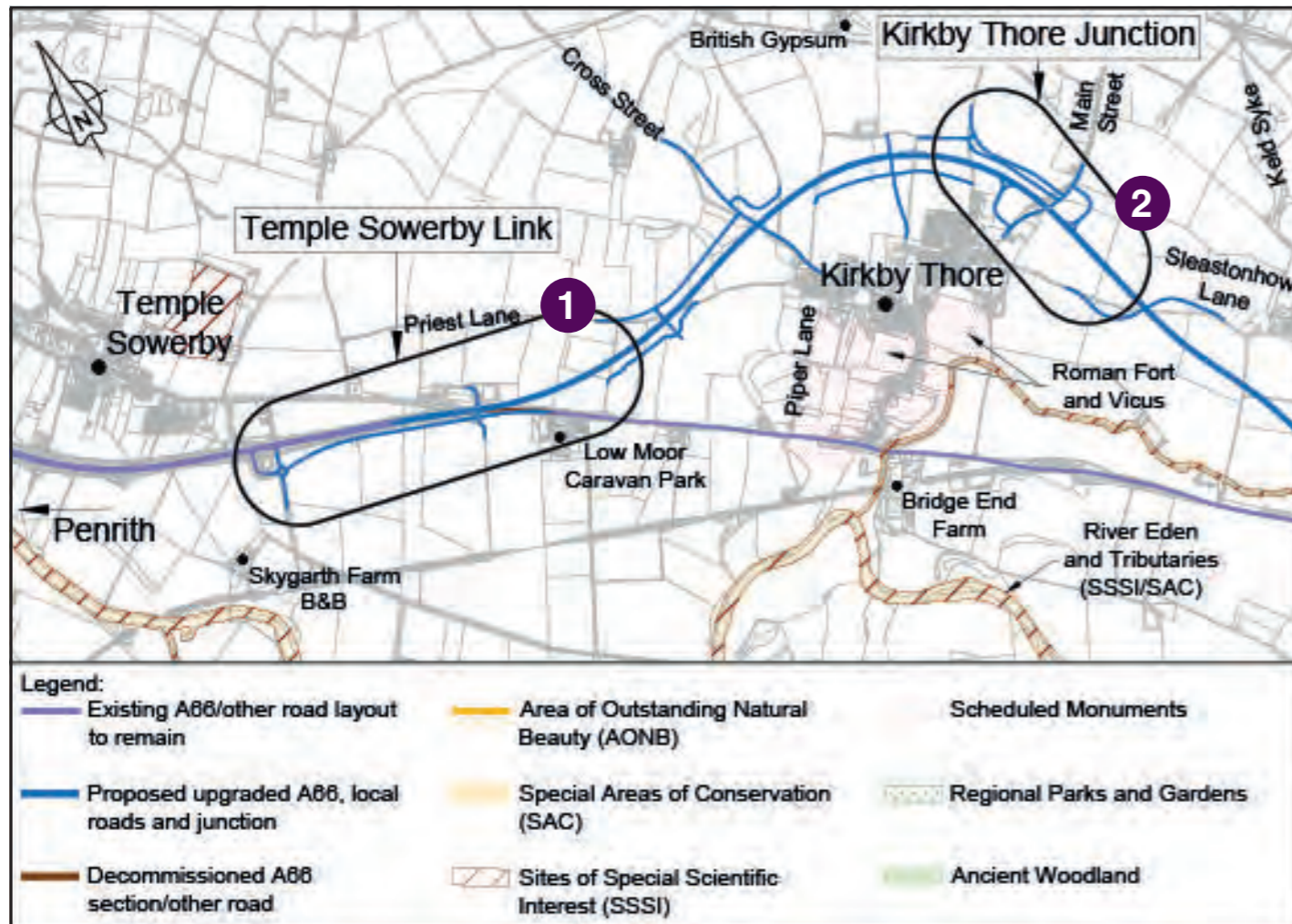
The Blue Route differs from the previous Preferred Route insomuch as it will:

- Improve connections between the old A66 and the local road network with a short section of road from the Temple Sowerby Bypass junction, allowing access for local traffic and other road users
- Reduce the length of the crossing over Trout Beck and its associated floodplain from 800m to approximately 400m. The multi-span crossing will be perpendicular to the watercourse rather than run alongside it therefore thus reducing the impact on the flood and river structure. Modelling has shown that there will only be minor impacts on the Trout Beck
- Reduce the cost of the structure at this location to less than the previous Preferred Route
- Shorten the structure in the floodplain meaning that the construction risk associated with Blue Route is less than the previous Preferred Route

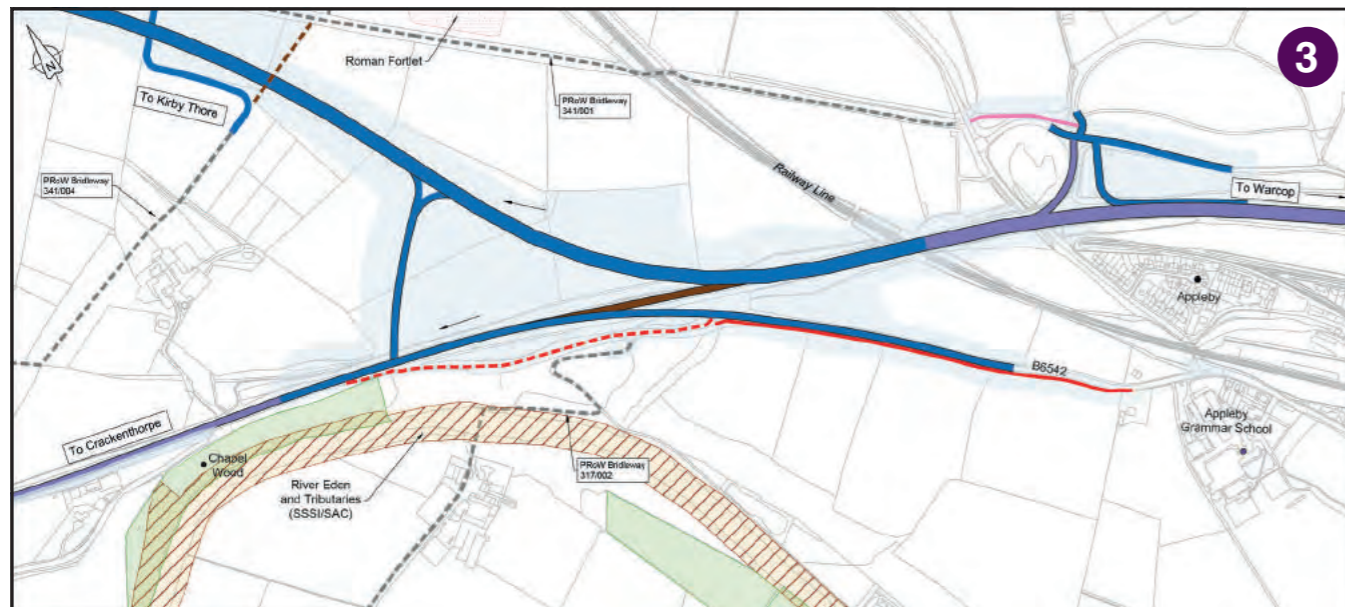
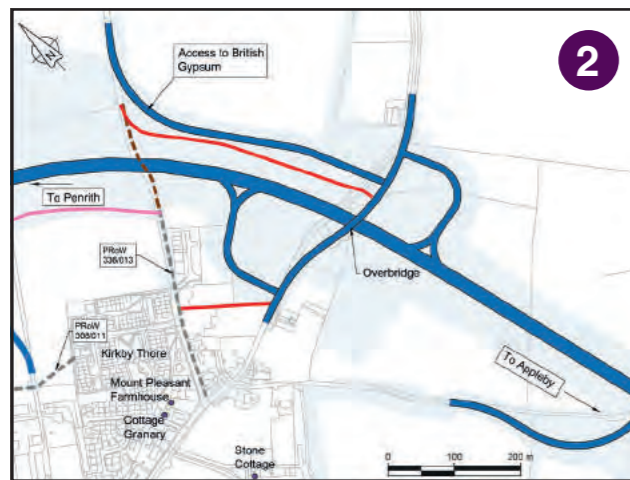
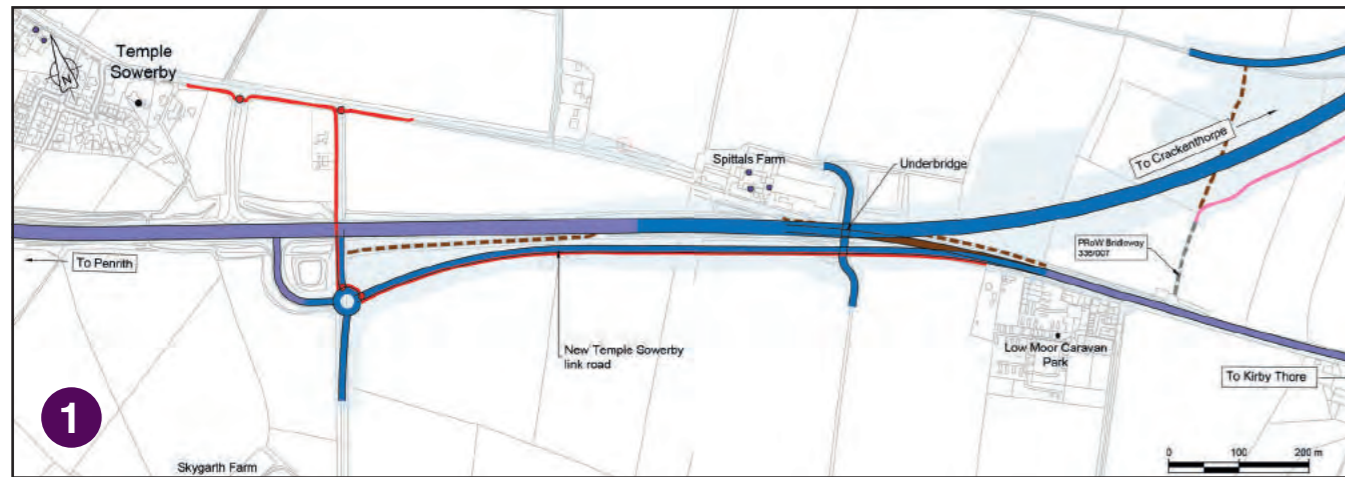
- Have a lesser impact on the Eden Rivers Trust project to re-naturalise this length of the Trout Beck when compared to the previous Preferred Route
- Move closer to and increase land required from Sleastonhowe Farm
- Include a bridge over the new A66 at the Long Marton road close to Powis House. This will maintain connectivity between Bowdon and Long Marton and will also allow traffic to access the existing A66 to travel east or west – where traffic levels will be considerably reduced – leading to a safer junction. The previous Preferred Route included a junction at this location however this has been discounted based on traffic assessment, design implications and impacts on the Roman Camp Scheduled Ancient Monument



Blue Route (Our preference)



Blue Route junction arrangements



Legend:		
Existing A66/other road to remain	Existing Public Right of Way (PRoW) (footpath unless stated)	Listed Building
Proposed improvement to junction and road layout	Existing Walking, Cycling, Horse Riding provision to be removed	Area of Outstanding Natural Beauty (AONB)
Land required (inc. earthworks, drainage and environmental mitigation)	Existing Walking, Cycling provision	Special Areas of Conservation (SAC)
Decommissioned A66/other road	Proposed Walking, Cycling, Horse Riding provision	Sites of Special Scientific Interest (SSSI)
Proposed compound, storage area	Proposed Walking, Cycling provision	Scheduled Monuments
Proposed borrow pit (excavation of material for use as fill)	Proposed Walking provision	Regional Parks and Gardens
	Uncontrolled crossing	Ancient Woodland
	Controlled crossing	

Environmental considerations (Blue Route)

During construction there is potential for significant but temporary noise and air quality impacts on residents located close to the route, including residents at the north of Kirkby Thore and Appleby. During operation, the preliminary assessment predicts significant adverse noise effects to 256 homes and four non-residential buildings and significant beneficial effects to 124 homes and eight non-residential buildings.

For the Blue Route, there is potential for a significant effect during construction on the local population and on Common Moss through loss of land for construction. During operation, there will be additional noise impacts on homes in central and north Kirkby Thore and Appleby, however some householders would experience positive health effects through reduced traffic and noise, particularly to the south of Kirkby Thore.

During construction, the building of the proposed new river crossing has the potential to adversely impact water quality in the River Eden SAC/SSSI, which would affect the biodiversity of the watercourse. The blue alternative has the potential to lead to loss of ancient woodland, Priority Habitats, hedgerows and soils. Design development is ongoing to avoid as many of these impacts as possible. As this alternative is offline, there is potential for previously undisturbed habitats to become permanently fragmented, affecting various animal species and potential bat crossing points could be affected. During operation, air quality changes may affect some designated ecological sites.

The cultural heritage assessment has identified potential permanent significant adverse effects on the Roman Camp, 350m east of Redlands Bank. The project team is working with Historic

England to consider appropriate avoidance and mitigation strategies as part of the ongoing design process, which will be reported in the environmental statement we submit as part of our Development Consent Order.

The preliminary geology and soils assessment has identified potential likely significant effects at construction due to the permanent land take and loss of high value agricultural land and likely significant effects on soils supporting SAC or SSSI. The key water environment for this scheme is Trout Beck which is a tributary of the River Eden and part of the SAC. The assessment has considered impacts to Trout Beck in relation to how the beck is able to move around its flood plain during operation. Using flood and geomorphology modelling it has demonstrated that it will be possible to construct the crossing of Trout Beck without a significant effect on the watercourse and how it functions. No significant water environment effects on Trout Beck or other groundwater or watercourses are anticipated.

Temporary construction activities will impact on the landscape, including the North Pennines AONB, as well as visual effects for residents of Kirkby Thore and Appleby. The new offline section of road to the east of Kirkby Thore in particular, including the crossing of Trout Beck, would be expected to be a dominant feature in the landscape, though some features of the landscape in this area, such as hedgerows are degraded and there may be potential to enhance these key features through the landscape design. Landscape mitigation design is ongoing for this scheme.

Orange Route (Online alternative)

The Orange Route was developed as an alternative which crossed Trout Beck at a point where it was already constrained by the existing A66 bridge at Bridge End. This constraint means it may have had a lesser effect overall on the River Eden SAC.

The Orange Route principally followed the route of the existing A66 along the southern edge of Kirkby Thore, before bypassing Crackenthorpe to the north similar to our preference, the Blue Route and the Red Route.

From the end of Temple Sowerby Bypass the Orange Route initially ran to the north of the existing A66 before crossing to the south, close to Piper Lane. It would then have run parallel to the A66, to the rear of a row of six houses, before crossing Trout Beck at Bridge End. At this location the beck is already constrained by the existing A66 bridge and other buildings around Kirkby Thore. Kirkby Thore would have been accessible via the existing junction at Temple Sowerby and the old A66 which would have been connected via a series of improvements to the local road network in the Priest Lane area.

East of Trout Beck, the route would have passed through Bridge End Farm, requiring the demolition of some farm buildings and behind the petrol filling station, running parallel to the existing A66.

East of Long Marton Road the Orange Route would then have followed the line of the previous Preferred Route as it turns in a south-easterly direction to follow the line of the Roman Road towards Appleby. This bypass would have been connected back into the old A66 at the eastern end of the scheme with access to Crackenthorpe and Appleby being provided via connections to the existing road network.

The Orange Route is similar to the previous Preferred Route inasmuch as it would have included:

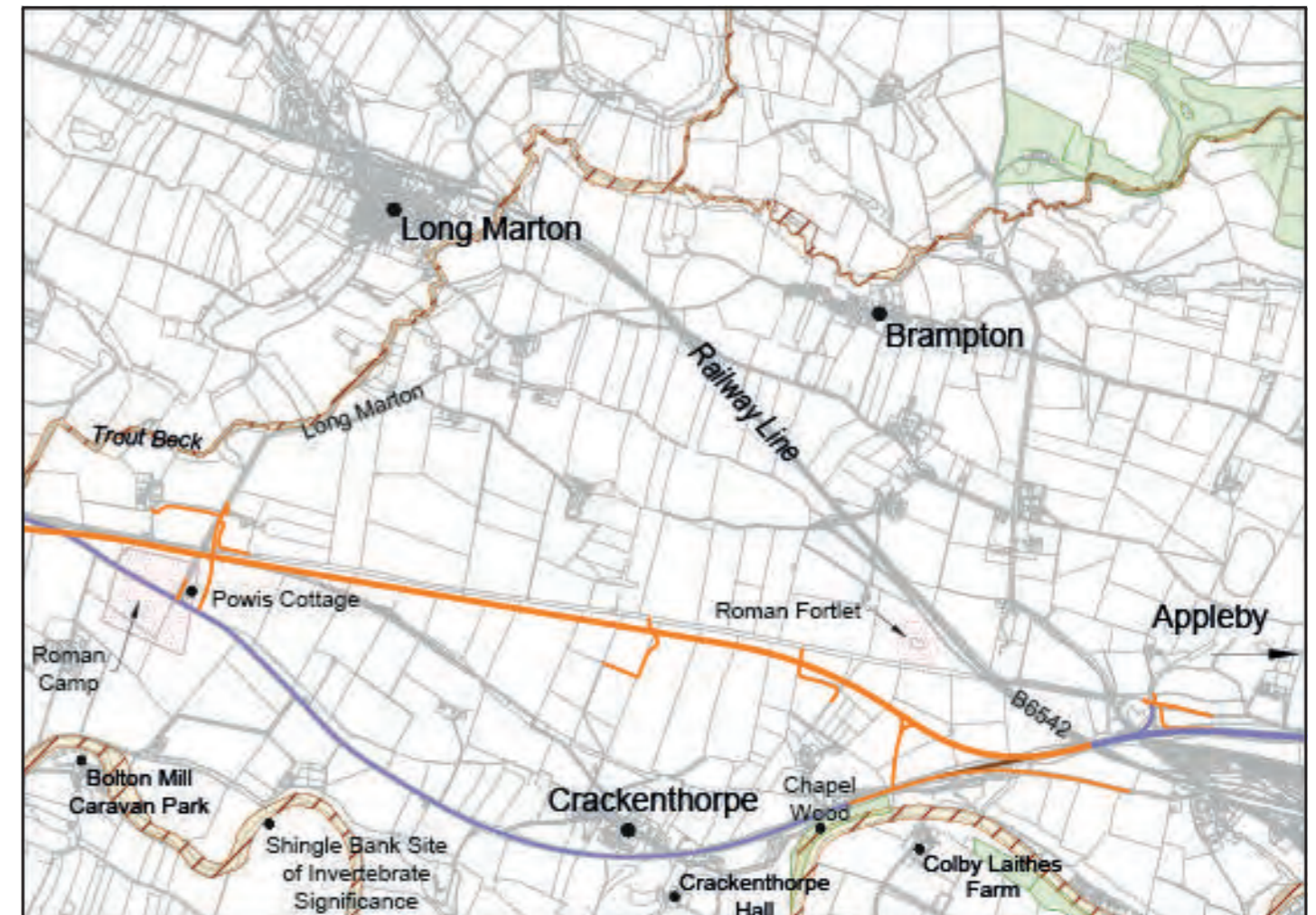
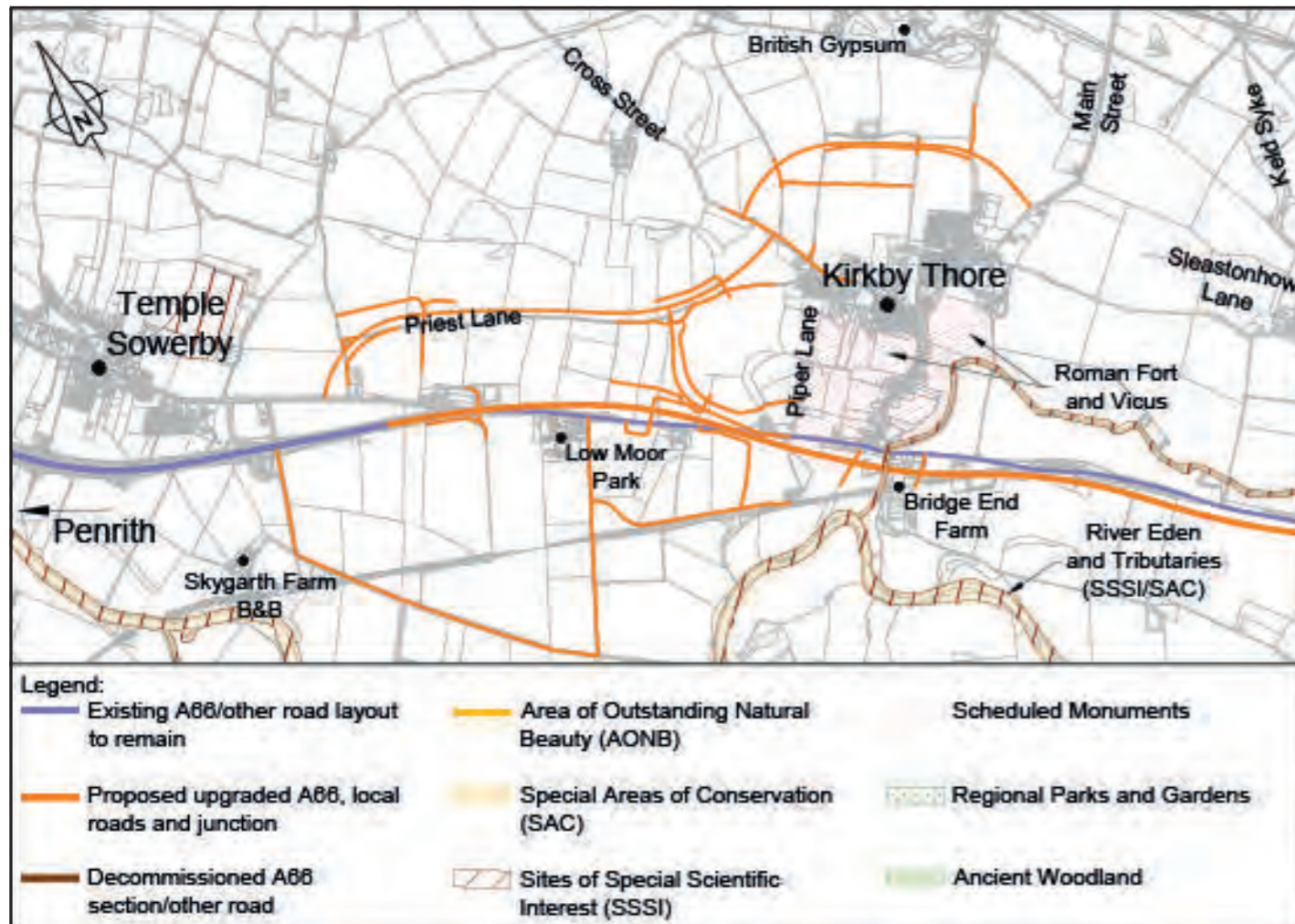
- A crossing over Trout Beck and its associated flood plain (see below)
- A new junction at Crackenthorpe on the westbound carriageway of the new A66 to provide left-in, left-out access. The junction would link to the old A66 and the B6542 and provide access to both Crackenthorpe and Appleby
- A new left-in junction to the eastbound carriageway at the existing Appleby bypass junction
- Allowance for local traffic to use the old A66 between Appleby and Temple Sowerby as part of the local road network



The Orange Route differs from the Preferred Route announced in May 2020 as it would have:

- Retained the road infrastructure within the existing road corridor
- Resulted in a shorter A66 by approximately 700m when compared to the previous Preferred Route
- Reduced the length of the crossing over Trout Beck and its associated floodplain from 800m to approximately 300m. The multi-span crossing will be perpendicular to the watercourse rather than run alongside thus reducing the impact on the flood and geomorphological regime. It would be located adjacent to the existing Bridge End Structure. Modelling has shown that there will only be minor impacts on the Trout Beck and River Eden at this point. The structure will need to be raised above the existing road levels to enable flood water to pass underneath it (see below)
- Had no impact on the Eden Rivers Trust project to re-naturalise the Trout Beck when compared to the previous Preferred Route
- Reduced the cost of the structure at this location is therefore less than the Preferred Route
- Reduced the cost of the structure at this location is therefore less than the previous Preferred Route
- Shortened the structure in the floodplain meaning that the construction risk associated with Trout Beck for the Orange Route would have been less than the previous Preferred Route, however the proximity to the River Eden would have increased construction risk
- Required a bridge over the new A66 at Long Marton Road close to Powis House. This would have maintained connectivity between Bowdon and Long Marton and would also have allowed traffic to access the existing A66 to travel east or west where traffic levels would have been considerably reduced leading to a safer junction. The previous Preferred Route included a junction at this location however this has been discounted based traffic assessment, design implications and impacts on the Roman Camp Scheduled Ancient Monument
- Created new local roads to the west and northwest of Kirkby Thore to allow access to and from the village but would also have helped reduce the number of HGVs travelling through the centre of Kirkby Thore. This would have introduced a more substantial road network to the west of Kirkby Thore increasing journey times and distances for traffic heading to the north of Kirkby Thore
- Removed any impacts on Station Road and Sleastonhowe Lane
- Removed the small impact on land allocated for housing at Townhead
- Impacted on farms and associated land, particularly Bridge End Farm which would have needed to be demolished at least in part. We are in ongoing discussions with all affected landowners
- Not required the demolition of two residential properties (Winthorn House and Dunelm)
- Resulted in significantly higher land acquisition costs when compared to the previous Preferred Route resulted in approximately 30% of an area of land allocated for housing (land adjacent to primary school allocation)

Orange Route (Online alternative)



Environmental considerations (Orange Route)

During construction there is potential for significant but temporary effects, including noise and air quality, to residents located close to the route especially those at the south of Kirkby Thore. Our preliminary assessment predicts that during operation there will be significant adverse noise effects to some residential and non-residential buildings but also beneficial effects on others.

There will be some disruption throughout construction on land adjacent to the primary school, Acorn Bank (National Trust), Common Moss and Piper Lane Recreational ground through loss of land for construction.

The construction and operational effects on biodiversity would be similar to the Blue Route as above. There would be effects on the River Eden SAC during construction due to the crossing of Trout Beck being closer to where it joins the main river, though this would be managed through measures in the EMP.

Our cultural heritage assessment has identified that, at construction stage, permanent significant adverse effects are anticipated at the Kirkby Thore Roman fort and associated Vicus and the Roman Camp east of Redlands Bank. Through further design work we aim to minimise or avoid these impacts on the Roman Camp, but effects on the Kirkby Thore Roman Fort and associated Vicus are unavoidable due to the location (and height required for flood flows) of the Trout Beck crossing. We would recover and record all historical findings at these locations.

We're paying attention to certain sites to manage any potential soil contamination. These sites include farms, infilled ground, a sewage works, the garage/haulage yard, petrol filling station and railway. Risk assessments and method statements would be required to prevent contamination from affecting properties, public open spaces, a principal aquifer and surface waterbodies including Trout Beck.

There will be some permanent land take and loss of high value agricultural land.

For the Orange Route alternative, visual effects are expected for residents of Kirkby Thore and Appleby. Landscape effects would be similar to the Blue Route, though the alignment close to the existing A66 does keep the road closer to its existing corridor and minimises impacts.



Red Route (Offline Alternative)

As with the Blue Route, the Red Route alternative was developed following analysis of the Environment Agency's flood maps for the area around Trout Beck. It sought to reduce impact on the SAC by crossing Trout Beck and its floodplain further upstream at a narrower point than either the previous Preferred Route or the Blue Route.

The proposed Red Route would comprise a new offline bypass around the north of Kirkby Thore and a bypass to the north of Crackenthorpe.

Following the line of the previous Preferred Route, the Red Route would travel in a north-easterly direction from the end of Temple Sowerby Bypass, crossing over Priest Lane and under Station Road before turning south after passing north of the village.

Heading south, the route would pass under Main Street (where a new junction would be provided) and under Sleastonhowe Lane. Here the Red Route would deviate from the previous Preferred Route, with the alignment initially around 100m further east before running parallel to Sleastonhowe Lane heading generally in the direction of Long Marton.

The road would then cross over Keld Syke followed by Trout Beck and its associated floodplain as it turns south. This would be approximately 500m further east than the previous Preferred Route but allows Trout Beck to be crossed at one of its narrowest points.

After crossing Trout Beck, the Red Route would head southeast to rejoin the line of the previous Preferred Route (near Crackenthorpe) as it follows the line of the Roman road towards Appleby. We would connect this bypass into the old A66 at the eastern end of the scheme with access to Crackenthorpe and Appleby being provided via connections to the existing road network.

The Red Route is similar to the Preferred Route as it will include:

- A new junction at Main Street to the north-east of Kirkby Thore. Main Street will pass over the proposed A66 alignment on a bridge structure. This junction will maintain the key local connection onto the A66 and has the additional benefit of providing access to businesses to the north of the village. This will contribute to a reduction in the number of HGV movements through Kirkby Thore
- A new bridge structures for both Station Road and Sleastonhowe Lane to enable access over the A66; a diversion would lead from Priest Lane to Station Road to maintain local traffic access
- A crossing over Trout Beck and its associated flood plain
- A new junction at Crackenthorpe on the westbound carriageway of the new A66 to provide left-in, left-out access. The junction would link to the old A66 and the B6542 and provide access to both Crackenthorpe and Appleby
- A new left-out junction to the eastbound carriageway at the existing Appleby bypass junction
- A small impact on land allocated for housing at Townhead
- Impacts on farms and associated land and requires the demolition of two residential properties (Winthorn House and Dunelm)
- Allowance for local traffic to use the old A66 between Appleby and Temple Sowerby as part of the local road network

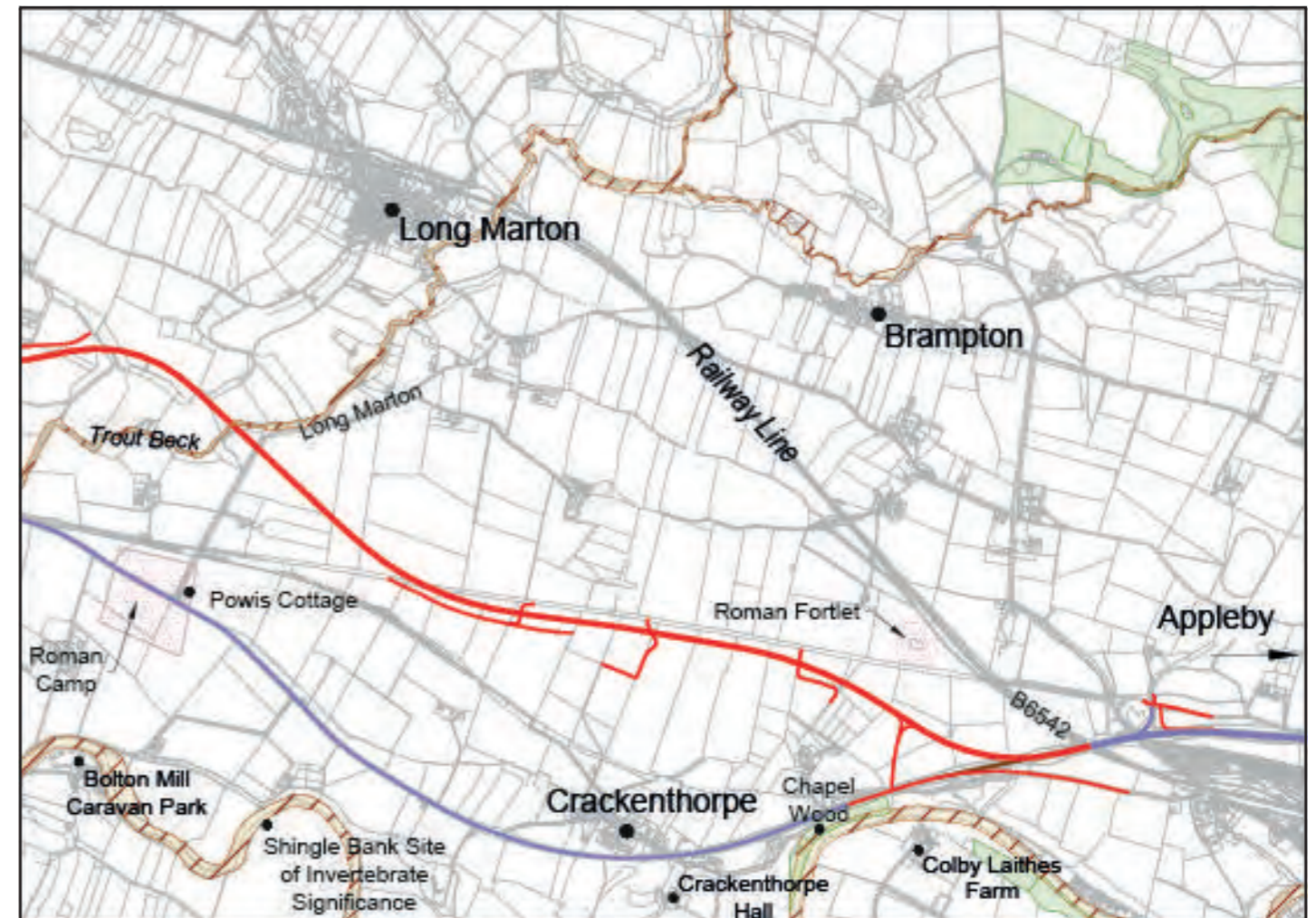
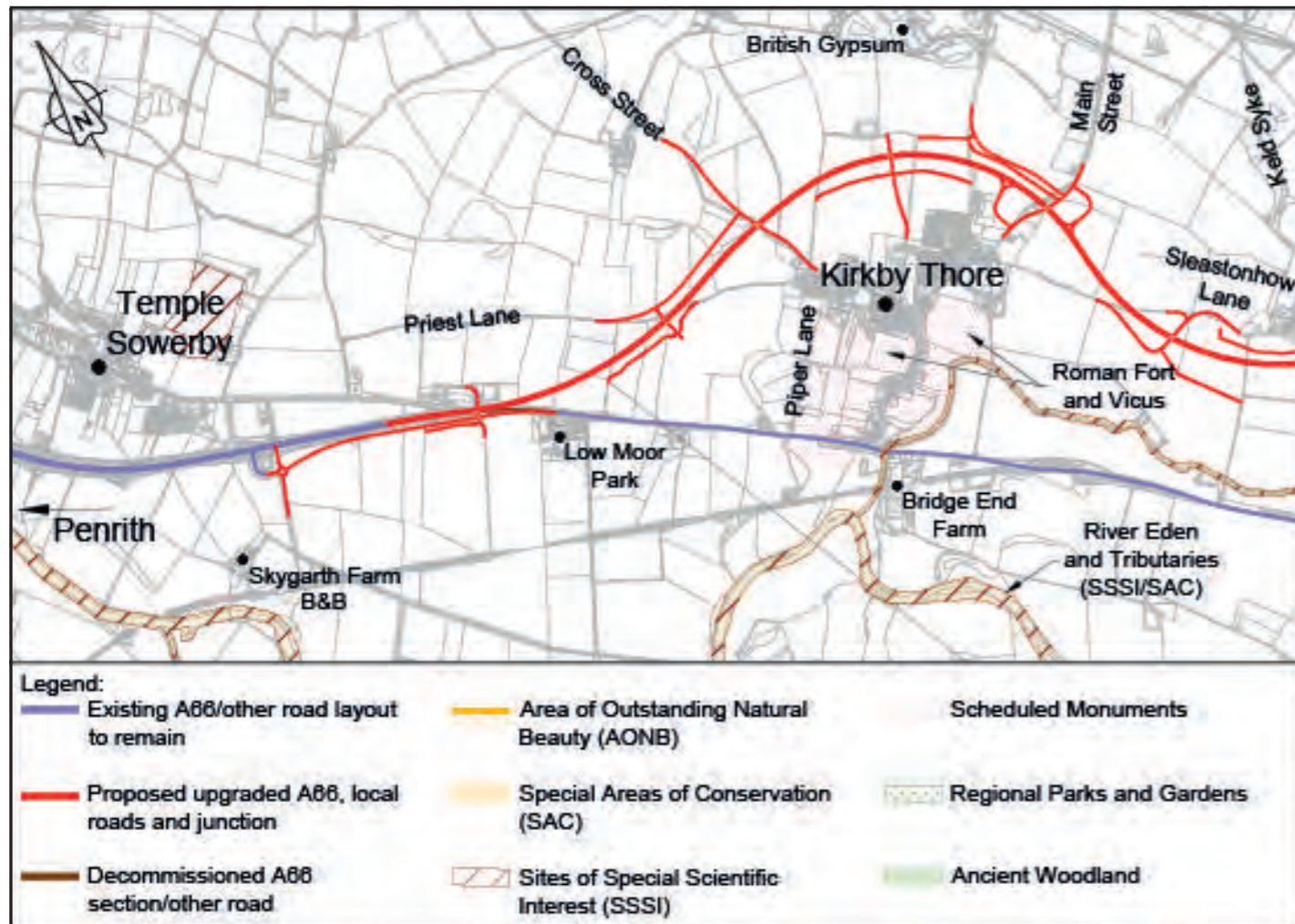
The Red Route differs from the previous Preferred Route as it would have:

- Improved connections between the old A66 and the local road network with a short section of road from the Temple Sowerby Bypass junction, allowing access for local traffic and other road users
- The road would have a lot of rise and fall due to the terrain
- Reduced the length of the crossing over Trout Beck and its associated floodplain from 800m to approximately 300m. The multi-span crossing will be perpendicular to the watercourse rather than run alongside thus reducing the impact on the flood and geomorphological regime. Modelling has shown that there will only be minor impacts on the Trout Beck
- Required the structure be approximately 18 metres above existing ground levels leading to a visually intrusive scheme as it crosses the natural valley

- Had a lesser impact on the Eden Rivers Trust project to re-naturalise this length of the Trout Beck when compared to the Preferred Route Announcement
- Crossed over Long Marton Road due to the elevation of the structure This will maintain connectivity between Bowdon and Long Marton and will also allow traffic to access the existing A66 to travel east or west where traffic levels will be considerably reduced leading to a safer junction
- Moved considerably closer to and increase land required from Sleastonhowe Farm. The Red Route bisects the farm
- Moved considerably closer to Long Marton
- Crossed the geological fault line from Penrith Sandstone to Eden Shales (the formation associated with the British Gypsum extractions, which introduces a higher potential for sinkholes along the route and the risk of dissolution)
- Required a crossing of a further watercourse, the Keld Syke, a tributary of the River Eden



Red Route (Offline alternative)



Environmental considerations (Red Route)

During construction the air quality and noise effects would be similar to that for the Blue Route alternative, but the route also runs closer to residents of Long Marton. Our preliminary assessment predicts that during operation, there will be adverse noise effects on 260 residential and nine non-residential buildings and significant beneficial effects on 120 residential and three non-residential buildings. In addition, for the Red Route, there's the potential for a significant effect during construction on local population, land at Common Moss and town housing allocation sites through loss of land for construction.

Many of the potential biodiversity impacts are similar to the Blue Route alternative, with some differing scales of impact experienced at ancient woodland sites. The scheme contains potential bat crossing points that will be affected by construction and operation. The crossing of the River Eden SAC (Trout Beck) would be a shorter crossing than for Blue or Orange, with potential for slightly less shading effects. It is anticipated that the crossing can be constructed without a significant effect on the integrity of the SAC. No likely significant cultural heritage effects are expected for the red alternative.

The crossing at Trout Beck would be slightly shorter for the Red Route. Modelling has shown that it can be constructed without affecting flood flows or the geomorphology of the watercourse.

The key difference in landscape and visual terms of the red alternative is that the crossing of Trout Beck would need to be at a height of 18 metres to allow clearance of the watercourse and the adjacent local road, due to the landform at this location. In terms of impacts on the AONB, the Trout Beck crossing will be slightly closer to the edge of the AONB and larger, therefore will impact more on views of the AONB from the bridleway that runs along the Roman road to the west of Powis House. This will be a more dominant feature in the landscape and it is unlikely that it could be possible to mitigate this impact through planting.

Impacts on Appleby Fair

All routes currently have an impact on part of the Fair Hill site at Appleby which is the field used for the annual Appleby Fair. While this is a relatively small land take, designed to facilitate a safer junction arrangement, we are aware of the impacts this might have. We are working hard to redesign this junction, prior to the submission of our Development Consent Order, to remove this impact and we will work with the Gypsy, Roma and Traveller communities as well as local people and local authorities to keep them updated.

Summary of Route preference for Temple Sowerby to Appleby

We carried out a sifting exercise to compare the alternative routes for Temple Sowerby to Appleby. We compared alternatives regarding engineering, environmental, traffic, economic and stakeholders as well as policy compliance. Our three imperatives of Safety, Customer Service and Delivery were crucial to assessing these options.

An initial sift between the Blue and Red Route was undertaken to determine a preferred northern bypass to then compare against the online Orange Route.

While the Red Route reduces the cultural heritage impacts it is also longer, has worse highway alignment and includes a much higher bridge above the valley leading to visual impacts on the AONB and wider landscape. It would also mean increased noise for the residents of Long Marton and would cross a second tributary of the River Eden (the Keld Syke). Due to the height of the structure on the Red Route it will be unlikely that mitigation measures can reduce these impacts.

Therefore the Blue Route was taken forward as the northern bypass alternative to be compared with the online Orange Route.

While the flood and geomorphology assessments demonstrated that both the Blue and Orange Routes were viable, the Orange Route was discounted primarily due to the unavoidable impact on the Roman Fort and Vicus Scheduled Ancient Monument south of Kirkby Thore. It was considered that, as there were viable alternative routes, the substantial harm caused to the site could not be justified and would conflict with national planning policy and so would not gain planning consent. Whilst the Blue and the Orange Routes both pass through the Roman Camp at Long Marton, the Orange Route impacted the Roman Fort and Vicus, the Blue Route does not. This was our primary consideration in promoting the Blue Route.

As the Orange Route is south of the village the number of homes that experience an increase in noise and air quality is less than the Blue Route. However the increase in noise and visual impact due to the elevation of structure means that mitigating the Orange Route will be difficult to implement compared to the less physically constrained Blue Route. Whilst the Blue Route will introduce a road into open countryside, impacting both people and the environment, it is considered that the Blue Route affords greater opportunity for appropriate mitigation such as planting and screening.

The Orange Route is shorter than the Blue Route and offers improved journey times and reduced construction costs. However, the additional costs associated with the acquisition of Bridge End Farm together with the extent of the side road network to provide access to the village, would offset any potential cost savings. The Blue Route provides the opportunity to locate a junction north of the village enabling direct access for villagers and businesses to the north therefore resolving a long-standing traffic issue in the village of Kirkby Thore.

While the Blue and the Orange Routes both pass through the Roman Camp at Long Marton, the Orange Route impacted the Roman Fort and Vicus, the Blue Route does not.

On the balance of impacts it is our conclusion that the Blue Route is our preference. More information is set out in the Route Development Report.

Appleby to Brough

The A66 between Appleby and Brough includes a five-mile section of single carriageway with local access junctions. The seven junctions along this section of the route vary in layout and can present safety issues to drivers, with vehicles attempting to join the main A66 carriageway which operates at a much higher speed than the local side roads which join it.

The junctions at Sandford and Warcop comprise ghost islands – islands that use only road markings with no raised curbs or other physical obstructions – and there are no specific facilities provided at Moor House, Hayber Lane, Toddygill, Flitholme and Langrigg junctions. Drivers can also find themselves in a vulnerable position when attempting to slow and leave the A66, especially when turning right.

The existing A66 runs to the south of the North Pennines Area of Outstanding Natural Beauty in the Warcop area. This makes our work challenging as constructing and developing infrastructure in an AONB is subject to national planning policy. In order to develop anything in an AONB we have to demonstrate 'exceptional circumstances' and that developing in the AONB is in the public interest. The Preferred Route we announced in May 2020 (Black Route) marginally encroaches into the AONB at its eastern end.

We have been actively looking at how such marginal encroachment into the AONB can be balanced against the impacts that alternative routes outside of the AONB might have on the local environment, property and communities.



We have met with Natural England, the AONB Partnership, the Ministry of Defence (MoD) and parish councils to discuss the issues and seek their views on how our proposals may affect them and how to best address any concerns that they may have with our proposals. As a result, we have looked at several alternative routes in the central and eastern sections.

At the western end, we did not consider that there was a need to look at additional alternatives as the route in this location (outside the AONB) was acceptable in terms of its environmental impact and compliance with national policy. The alternatives in the central and eastern sections are explained below.

We have listened to the local community in Warcop and are aware that some local people support a route through the North Pennines AONB. However, based on the available evidence, we consider that a route that cuts through the AONB and severs the MoD range would conflict with national planning policy and so would not gain planning consent.

We consider that this alternative route would result in more harm to the AONB and would have greater environmental impact than our own proposal and that the planning policy test of 'exceptional circumstances' would not outweigh this harm. Should evidence emerge which would satisfy the requirements of national planning policy tests for this alternative route during consultation then we will consider this and decide whether we should make a change to our proposed design.

Alternative Routes

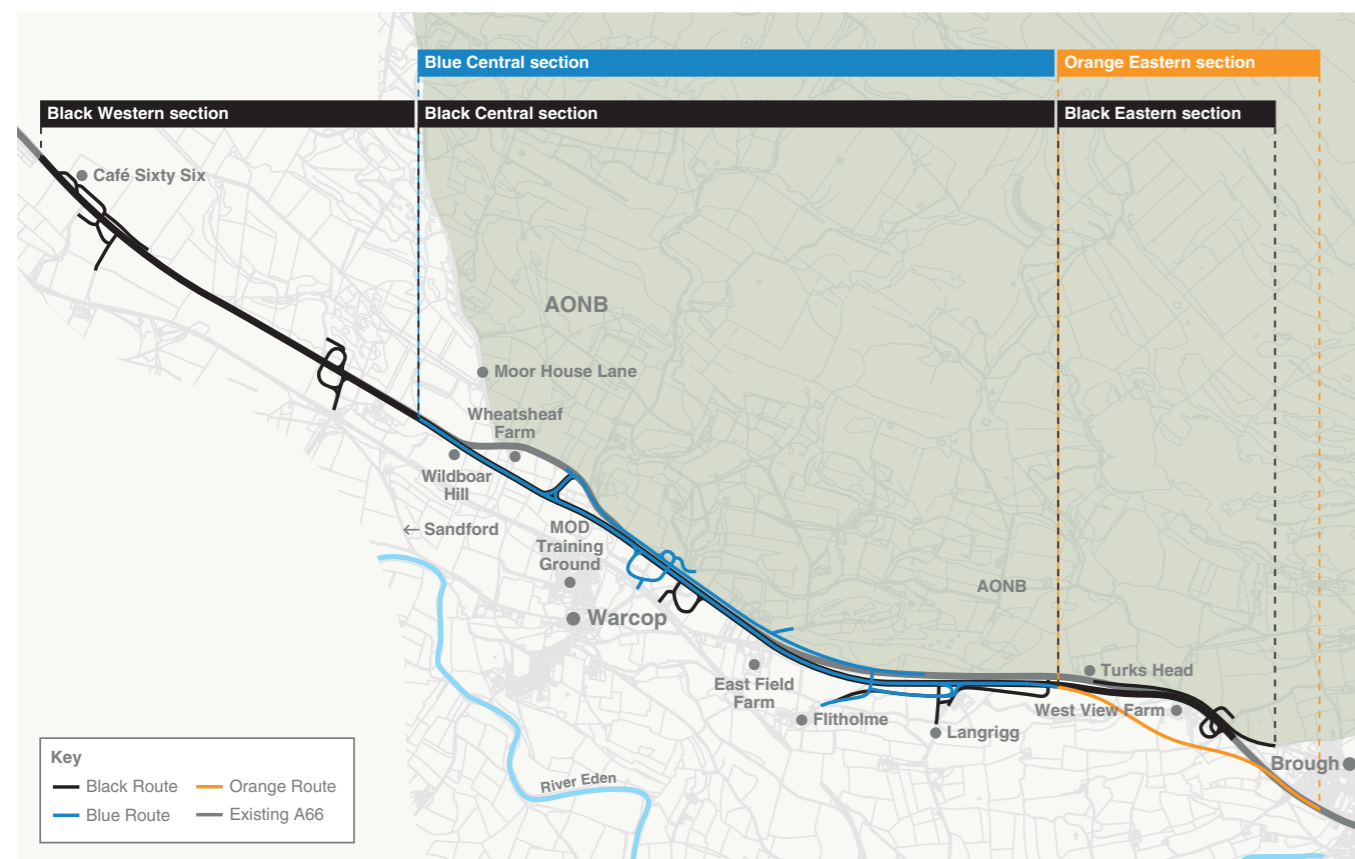
We have considered a number of different route combinations to explore these impacts and associated advantages. These were presented at a public engagement session in Warcop Parish Hall which was also attended by affected landowners, parish councillors and other interested members of the community in summer 2021. These route combinations are shown below:

The end to end route combinations are:

	Western Section	Central Section	Eastern Section
Route One	Black	Black	Black
Route Two	Black	Blue	Black
Route Three	Black	Black	Orange
Route Four	Black	Blue	Orange

Four end-to-end routes were formed through the combination of three component sections. These components are referred to as the Western, Central and Eastern sections. The end-to-end route combinations are as in the table below.

Following from the work we have undertaken in recent weeks and months and our engagement with stakeholders including the AONB Partnership and Natural England, our preference in this location is Route Two: Black in the Western Section – Blue in the Central Section – Black in the Eastern Section. This is a new scheme that differs to that first announced in May 2020. The reasons for this preference are outlined overleaf.



The Western section (Café Sixty Six to Wheatsheaf Farm)

For the Western Section, we only have the Black Route. This route follows the line of the Preferred Route announced which was announced in May 2020. We have made some minor changes to the access arrangements around Café Sixty Six and Far Bank End to better serve the properties in this area.

Starting from Coupland Beck, this comprises 2.6km of online widening. The eastbound carriageway will utilise the existing A66 in this section with a new westbound carriageway built to the south of the existing carriageway.

An eastbound access lane will be provided at Café Sixty Six and a replacement underpass will serve both New Hall Farm and Far Bank End, with a left-in, left-out junction on the westbound carriageway. Access tracks will link the underpass with each carriageway, providing access to the A66 in all directions for farms, properties and land at this location.

Following stakeholder feedback, a new grade-separated junction is proposed to be provided at Sandford with a bridge under the new A66 to connect to the B6259 providing access to MoD and agricultural land in the north. It also seeks to improve connectivity between local footpaths and bridleways by providing a route under the new A66. This would have the added benefit of improving the link between Great Ormside, Sandford and the North Pennines AONB.

No alternatives have been proposed to the alignment for this section of the route as it does not affect the AONB and has been through the routes development process during the earlier phases of the project. We recognise however that there has been some feedback from members of the local community about these proposals which queries why we have widened to the south of the existing A66 rather than the north. Engagement around this issue is ongoing and stakeholders have been encouraged to participate in the statutory consultation and make their comments formally where they will be reviewed and responded to.

Central section (Wheatsheaf Farm to Turks Head)

In the central section we have looked at two possible route alternatives. The Black Route which is the same as the previous Preferred Route announced in May 2020 and the Blue Route which is an alternative we have developed which takes the route slightly further north. This results in a minor encroachment into the AONB and the need to carry out works to the MoD infrastructure in this area. This alternative Blue Route has been developed for this section of the route to reduce the impact the Black Route has on both people and communities (the main village of Warcop on East Field Farm) and on the local environment.

Black Route description

From Sandford this route will generally follow an alignment to the south of the existing A66 diverting south from the line of the old A66 at Wilboar Hill. An underpass will be provided to allow access to agricultural land and drainage ponds at Wheatsheaf Farm. We will provide a new structure crossing Moor Beck, which will also be used to convey an existing footpath under the new A66.

New junctions will be provided at Warcop on the westbound and eastbound carriageways to facilitate access to the A66 in both directions and providing access to the village of Warcop and the de-trunked A66. These junctions will maintain access to the village of Warcop, MoD facilities, side roads, properties and land to the north and south of the A66 via a new underbridge located to the east of Moor Beck bridge.

From East Field Farm, the route continues to the south of the existing A66. A new junction will be provided at Langrigg, close to its current location. Movements will be limited by providing a left-only junction with appropriate diverge and merge tapers on the westbound carriageway only.

A new local road to the south of the new A66 alignment will link the village of Flitholme with Langrigg, providing access to the westbound A66 and the local road network. This local road is linked to Langrigg by a staggered cross roads. This junction also links to a new local road to the south of the A66 heading east to a new overbridge provided opposite The Gatehouse and connecting to the existing A66 near Turks Head.

Blue Route description

The Blue Route would move the new A66 further away from the community of Warcop compared to the Black Route. However, it is recognised that some residents and businesses previously unaffected by the previous Preferred Route may now be impacted by these proposals.

It is proposed that between Wildboar Hill and Flitholme, the route will follow the line of the existing A66, by using the old A66 as the new eastbound carriageway and building the new westbound carriageway to the south. It is also proposed that a new road for local journeys will be constructed to the north of the new A66. Part of this new local road will result in minor encroachment into the boundary of the AONB.

It is proposed to lower the new A66 to be on a smaller embankment closer to existing ground levels around Warcop, with access to the MoD training camp and local road to the north crossing over the top of the new road. Constructing this route closer to existing ground level will significantly reduce the visual impact of the route. The route will be moved further north away from Warcop village, but the new local road will encroach further in to the AONB and will require the demolition and relocation of some MoD facilities.

A new local road is also proposed to provide connection between Flitholme and Langrigg, with a westbound-only junction at Langrigg. Another new local road is proposed at Turks Head to connect Langrigg to the old A66 via a new overbridge.

Black and Blue Route comparison

The Blue Route is similar to the Black Route (previous Preferred Route) as it will include:

- A new junction at Warcop providing full access to and from the new A66 for the village and the MoD facilities
- A new local road connection between Flitholme and Langrigg with a new westbound junction providing left on/left off access to the new A66
- Local road will be provided to local access for residents, farm traffic and walkers, cyclist and horse riders users
- Underpasses provided at Wheatsheaf Farm for local access
- Underbridge provided at Moor Beck for local access
- Both routes join the eastern section of the scheme to the east of Langrigg

The Blue Route differs from the Black Route (previous Preferred Route) as it will:

- Move the route to north away from the village of Warcop and existing properties to the south of the A66
- Result in a minor encroachment into the AONB of around 30m over a length of around 1.1km
- Have a direct effect on MoD operations resulting in the need to combine two existing compounds into one
- Result in a route which is much lower than the previous Preferred Route proposals leading benefits in terms of noise and visual intrusion
- By extending the local road, on the alternative Blue Route, into the AONB and MoD training camp on the north side of the old A66 further to the east, an opportunity to provide an underpass at Flitholme has been presented. This full height underpass would allow Flitholme residents access to the local road network. It is proposed that this underpass and road from Flitholme would be connected to Langrigg via a new local road, allowing residents to access the local road network

Eastern section (Turks Head to Brough)

Black Route description

The Black Route is an evolution of the previous Preferred Route that was presented in May 2020 for this section. To the north of the new dual carriageway, the old A66 will be used for access to the local road network, west to Warcop or east to Brough. A new local road will be provided to the north from Turks Head into Brough; this will encroach into the AONB.

An overbridge is proposed at Gate House, following which the route continues to the south of the existing A66 before tying into Brough Bypass near West View Farm.

A new farm accommodation underpass will be provided to the west of West View Farm for agricultural vehicle and livestock use only. This will be constructed under the new A66 and local road.

An overbridge will also be provided for agricultural use, walkers, cyclists and horse riders to the east of West View Farm, providing access to land on the north side of the A66 and maintaining footpath and bridleway connectivity. This will encroach slightly into the AONB.

A left-only junction with appropriate diverge and merge tapers on the westbound carriageway is proposed to provide access to properties, farm and land on the south side of the new dual carriageway. Eastbound local movements to Brough will be via the accommodation bridge to join with the local road into Brough.

It is proposed that the sections of the old A66 will maintain access into the AONB for walkers, cyclists and horse riders.

Orange Route description

The Orange Route has been developed for the eastern section of the route to demonstrate how the AONB can be avoided entirely.

For the Orange Route, the new A66 dual carriageway would head in a south-easterly direction from a point near to Turks Head on an alternative alignment to the south of West View Dairy Farm and connect back into the old A66 dual carriageway near to Musgrave Lane Overbridge further east than the current Preferred Route.

This option would require the acquisition of one residential property and will impact West View Dairy Farm considerably.

A new underpass would be required to provide access to land on the south side of the new A66 and to maintain footpath and bridleway connectivity.

As the Orange Route would run to the south of the existing A66, the existing A66 would be used for local journeys. We would not therefore need to build a new local access road to allow the existing north and south movements from properties on the south side of the old A66 to be maintained. The Orange Route would avoid an incursion into the AONB at the Brough end of the scheme.

Black and Orange Route comparison

The Orange Route shares no similarities with the Black Route (Preferred Route).

The Orange Route differs from the Black Route as it will:

- Move the route around 300m south of the existing A66
- Require no encroachment into the AONB
- Create a completely new stretch of road which would have a detrimental effects on the setting of the AONB
- Enable the existing A66 to remain as a local access road and remove the need for underpasses or overbridges to provide access across the new A66 in this section
- Require the demolition of a residential property and have significant impacts on the operation of West View Dairy Farm
- Require an additional length of around 500m of dual carriageway in order to tie into the existing A66 at Brough



Environmental considerations (all route alternatives)

This section considers the effects of the different route combinations on the local area.

During construction, noise and vibration and air quality could affect residential, commercial and community buildings. These effects will be temporary and localised, depending on the specific activity and construction stage. Measures to reduce the effect will be included in the EMP. Our preliminary assessment predicts that, during operation, there could be potential significant noise impacts on:

- **Black-Black-Black Route** – 58 homes and five non-residential buildings with significant beneficial effects on five homes
- **Black-Blue-Black Route** – 42 homes and two non-residential buildings, and significant beneficial effects on five residential buildings
- **Black-Black-Orange Route** – 75 homes and five non-residential buildings, with significant beneficial effects on nine homes and one non-residential building
- **Black-Blue-Orange Route** – 42 homes and two non-residential buildings, and significant beneficial effects on nine homes and one non-residential building

The MoD may be impacted by the potential loss of use or access to land while the scheme is being built. There is also potential for additional effects on the MoD and on Rowan House Housing due to land needed during construction.

There is also the possibility of a bridleway being severed although this applies to both alternatives in the central section.

The potential biodiversity impacts are expected to be similar for all routes, however the Orange Route crosses an additional watercourse and, as it is a new stretch of road, it has the potential to cause fragmentation and loss of habitat.

All routes in this location may result in potential permanent adverse biodiversity impact on the River Eden SAC/SSSI and the North Pennine Moors SAC/Special Protection Area through potential air quality impacts. Habitats utilised by species such as otter, water vole, badger, bats, reptiles and barn owls are likely to experience significant effects and there is potential for disturbance during construction for breeding and wintering birds. Potential bat crossing points will be affected by construction and operation activities. The ongoing assessment and design will seek ways to reduce any predicted impact of the scheme.

We have undertaken a Cultural Heritage Assessment which shows that for all routes there are potential permanent significant adverse effects impacts on Warcop Roman Camp and Roman Road, southwest of Moor House. In addition the Boundary Stone to the north of Bullistone Cottage, to avoid a significant adverse effect, would need to be temporarily removed during construction works and then reinstated at, or close to, its original location after the construction of the new route.

The geology and soils assessment has identified the possibility of significant effects from construction impacts for all route alternatives due to the potential permanent land take and loss of high and medium value agricultural land.

We have identified an opportunity to enhance the UNESCO Global Geopark if we can permanently expose geology of scientific interest. During construction, we will provide alternative routes where footpaths or bridleways have been affected to allow access to continue into the Geopark so people can still enjoy the area during construction.

We have considered the impact on water courses locally including the River Eden and the borehole at West View Brough. Our assessments have shown there is likely effects either during construction or operation for any of the alternative routes for this scheme.

Our assessment of the Black-Black-Black route suggests impacts on the landscape, the North Pennines AONB with some visual effects for local villages, users of the PRoWs locally and visitors to Eden Valley Railway and Brough Castle. The same areas are expected to experience the same effects from all other route alternatives, however routes ending in the orange alternative will have a greater impact on Brough Castle.

In terms of impact on the AONB, the Black-Blue-Black route has similar effects to the Black-Black-Black alternative to the west of Wheat Sheaf Farm. Between Wheat Sheaf Farm and Eastfield Farm the Black-Black-Black alternative has a high embankment of 8 metres height. The Black-Blue-Black route is retained in a smaller corridor, leading to less of an influence on landscape character and setting of the AONB, although there is larger direct impacts on the AONB due to the construction of a new local access road within the AONB boundary.

To the east of Flitholme the land around Lowgill Beck will be altered and vegetation will be lost in field boundaries and lanes although the effects will be slightly less than those for the Black-Black-Black route. East of Broom Rigg the effects will be similar to those for the Black-Black-Black alternative.

The Orange Route will only differ to the Black Route at the eastern end of the scheme where the new road would be built to the south of West View Farm. The offline section will cross Lowgill Beck and another tributary to the east. There will be loss of vegetation in field boundaries and alteration of field pattern and severance of a PRoW, all of which will result in impacts on the setting of the AONB in a limited area during construction. The effects of the Black-Black-Orange alternative on the AONB will be similar to those of the Black-Black-Black alternative although the structure crossing Lowgill Beck will be noticeable in views towards the AONB, and there will not be physical effects on the AONB at the eastern end of the scheme. The orange alternative does, however, avoid the direct physical impact on the AONB.

In all cases the effects on the AONB will be mitigated with the passing of time as planting becomes established which will soften the appearance of earthworks and integrate them into the surrounding landscape.

Summary of route preference for Appleby to Brough

A sifting exercise was carried out to compare the alternative routes for the central and eastern sections of Appleby to Brough. We have compared the alternatives in relation to engineering, environmental, traffic, economic and stakeholder principles as well as planning policy compliance. Our three imperatives of Safety, Customer Service and Delivery were considered crucial to assessing the alternatives.

For the Western Section the route being promoted is based on the Preferred Route announced in May 2020.

For the Central Section a comparison was undertaken between the Black and the Blue Routes incorporating the relevant parts of the full route environmental assessments.

Within the Central Section, the Blue Route has a slight incursion into the AONB where there is no incursion with the Black Route. The Blue Route is predominantly at ground level compared to the 8 metres high embankment on the Black Route and the road infrastructure is retained in a smaller corridor, leading to less of an influence on landscape character and setting of the AONB. There is an incursion into the AONB due to the construction of a new local access road, although considering both the direct incursion and the indirect setting impacts the overall impact on the AONB, is considered to be lower for the Blue Route.

The Blue Route is also further away from the community of Warcop and East Field Farm therefore reduces the noise, air quality, safety and biosecurity impact at this location compared to the Black Route. We do however recognise that the route will be closer to a small number of residential properties.

The alternative Blue Route junction at Warcop would be predominantly sited on land previously used by the MoD. An area of the MoD tank storage and filling station compound would be lost with the new local road provision so an existing MoD compound area to the east will be upgraded and extended to ensure no loss of facilities for the MoD. The exact size of the extended combined compound area is being developed. We are working with the MOD to fully understand their requirements and will provide replacement facilities on a like-for-like basis. We will be looking to minimise the area of encroachment into the AONB as much as possible.

For these reasons we believe there is an exceptional circumstances case that can be made for an incursion into the AONB for our preference of the Blue Route. We have engaged with Natural England, AONB Partnership and MoD to discuss the principles of both the Black and Blue Route in coming to this conclusion.

For the Eastern Section a comparison was undertaken between the Black and the Orange Routes incorporating the relevant parts of the full route environmental assessments.

The Orange Route has been discounted for a number of reasons. The Orange Route has a greater impact on local people as it passes close to commercial and farming operations and requires demolition of a residential property. The Orange Route is considered to have a detrimental effect on the setting of the AONB and it would also have a greater effect on a number of watercourses in this section including the requirement for a significant structure to be constructed over Low Gill Beck.

It also requires additional land take and severs a substantial farm operation.

While the Black Route encroaches into the AONB through the construction of a local road and farm access, the overall impacts on the AONB are expected to be lower than for the Orange Route which has a greater impact on setting. Therefore, given the additional impacts

that the Orange Route would have due to the creation of a new length of road in open countryside, it is our preference to take the Black Route forward.

As a complete route this results in a combination of Black-Blue-Black being taken forward as our preference.

Brough Hill Fair

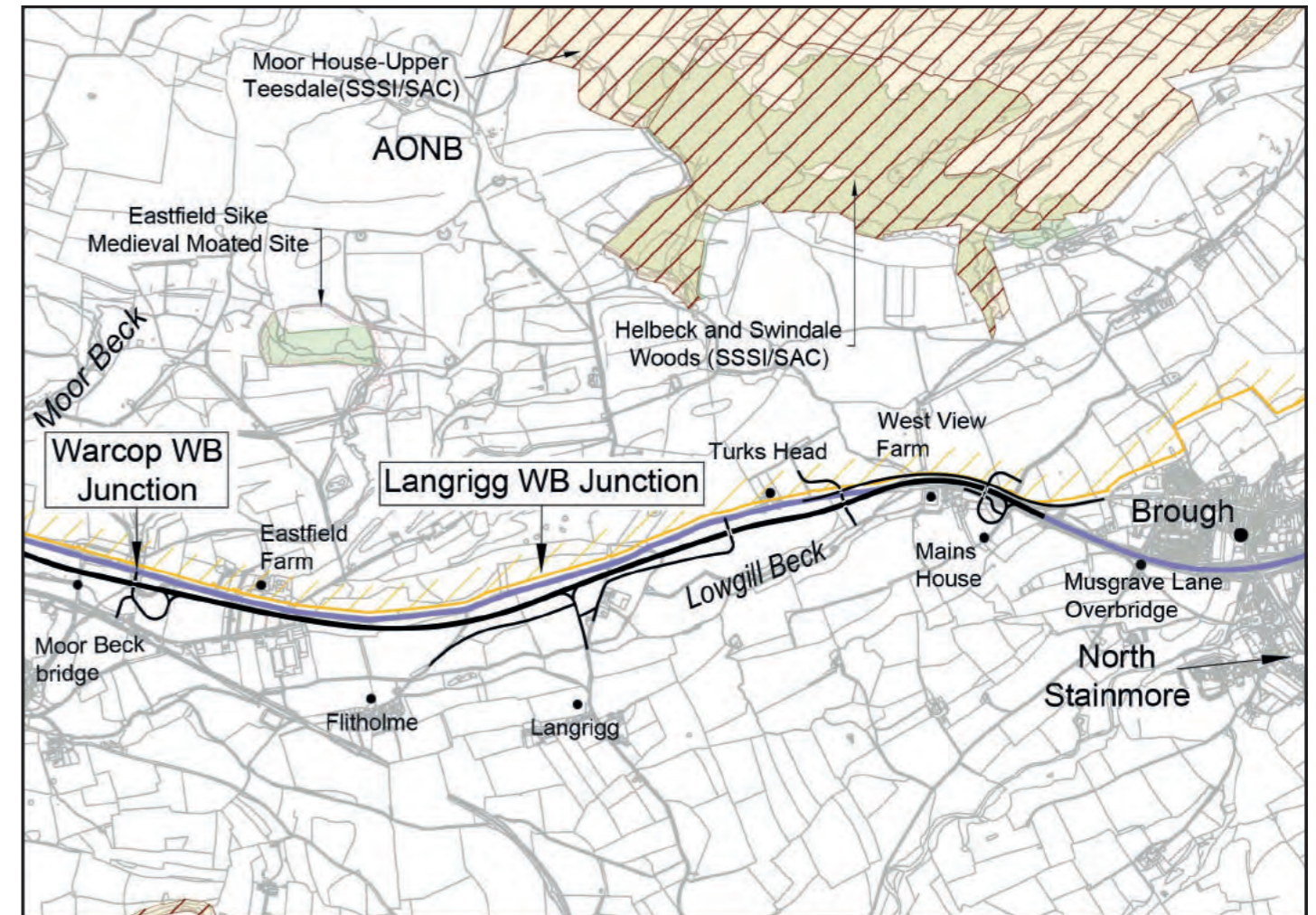
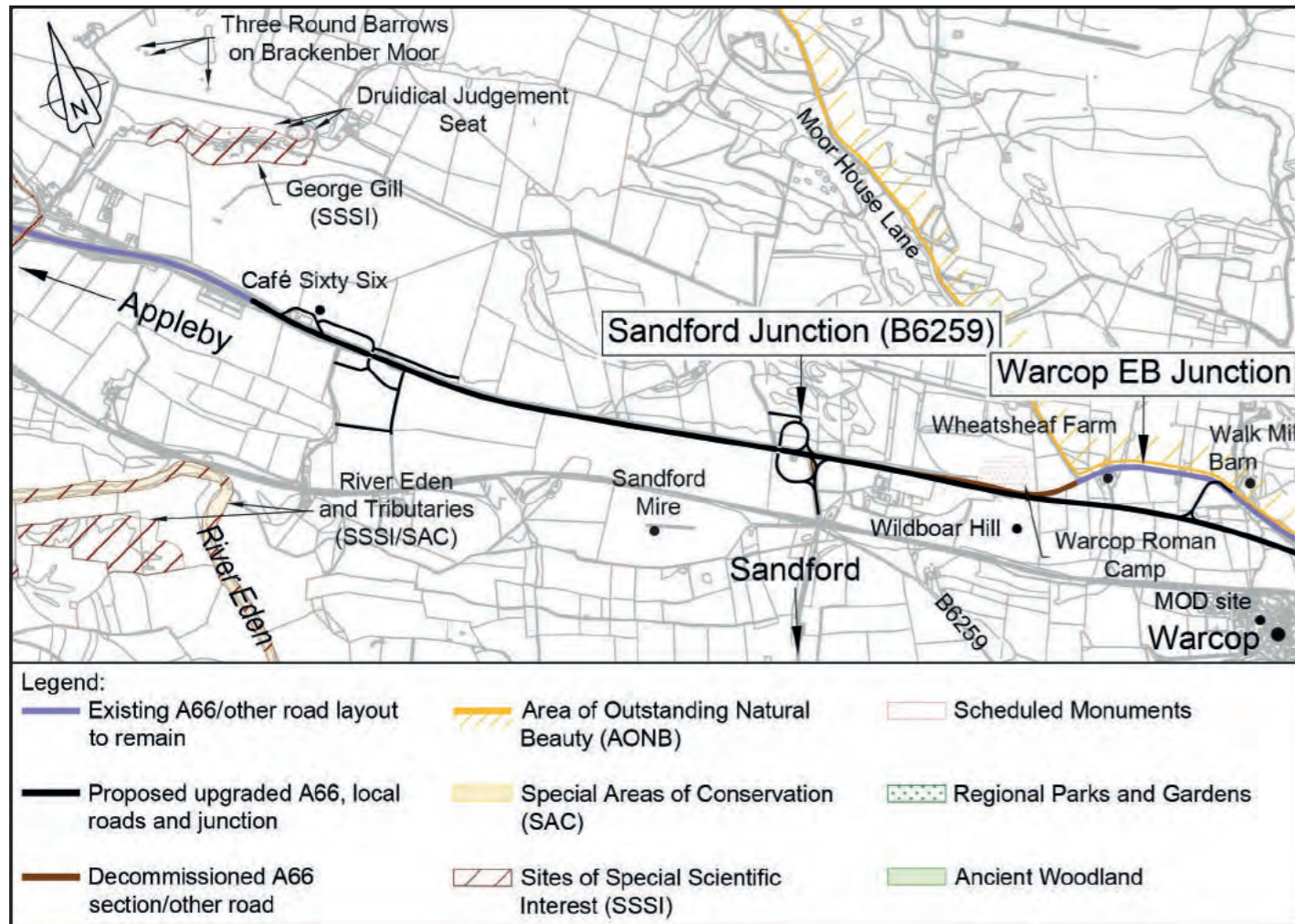
The Brough Hill Fair has been a fixture of the Gypsy community's calendar for centuries. The event was once held on Brough Hill but was relocated around 70 years ago to a field adjacent to the A66, to the north of Lowgill Beck. While attendance at the Fair has dwindled in recent years it is culturally very important to the Gypsy community.

All of the route alignment alternatives on this section of the A66 would require the Brough Hill Fair to be moved to a nearby

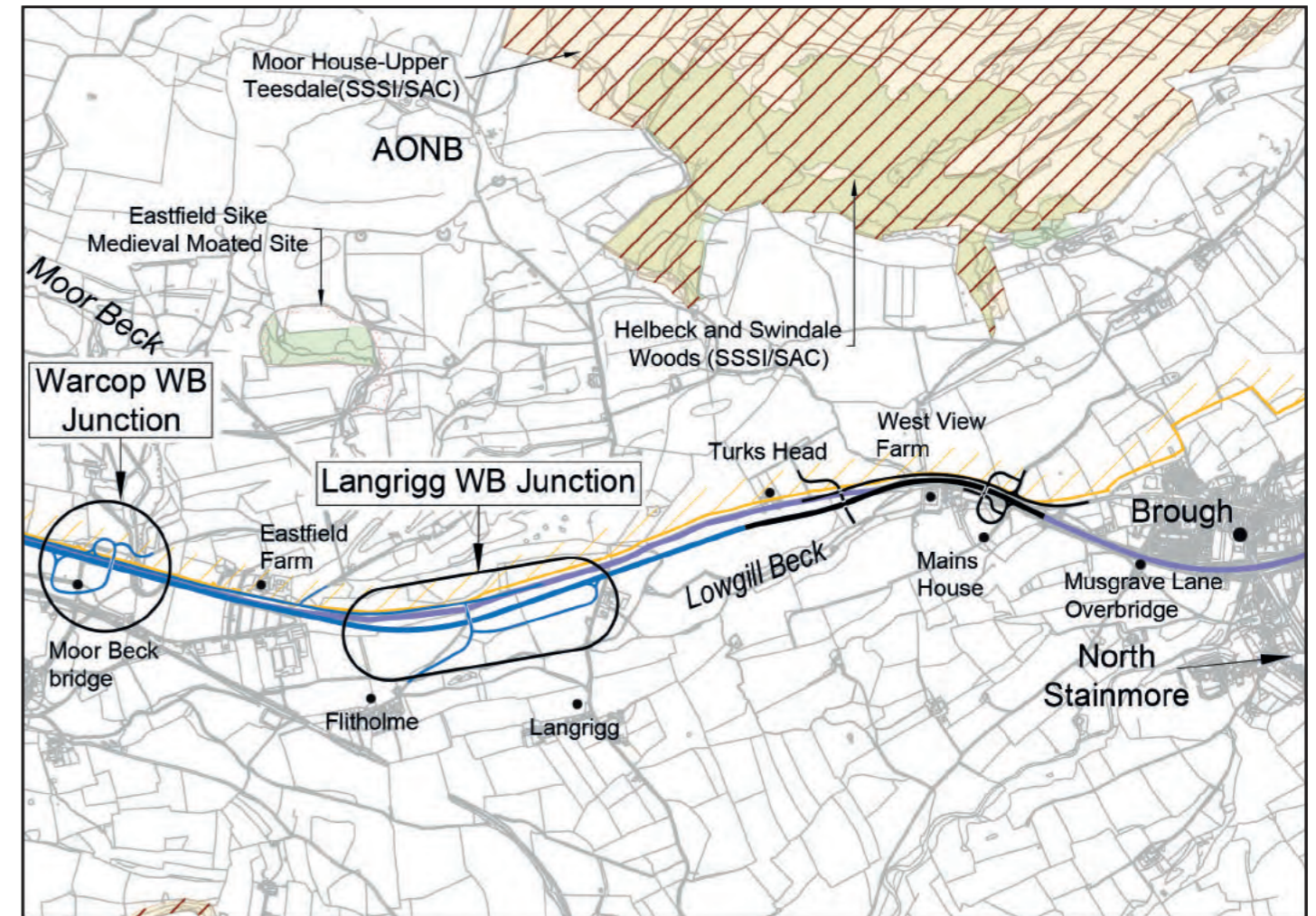
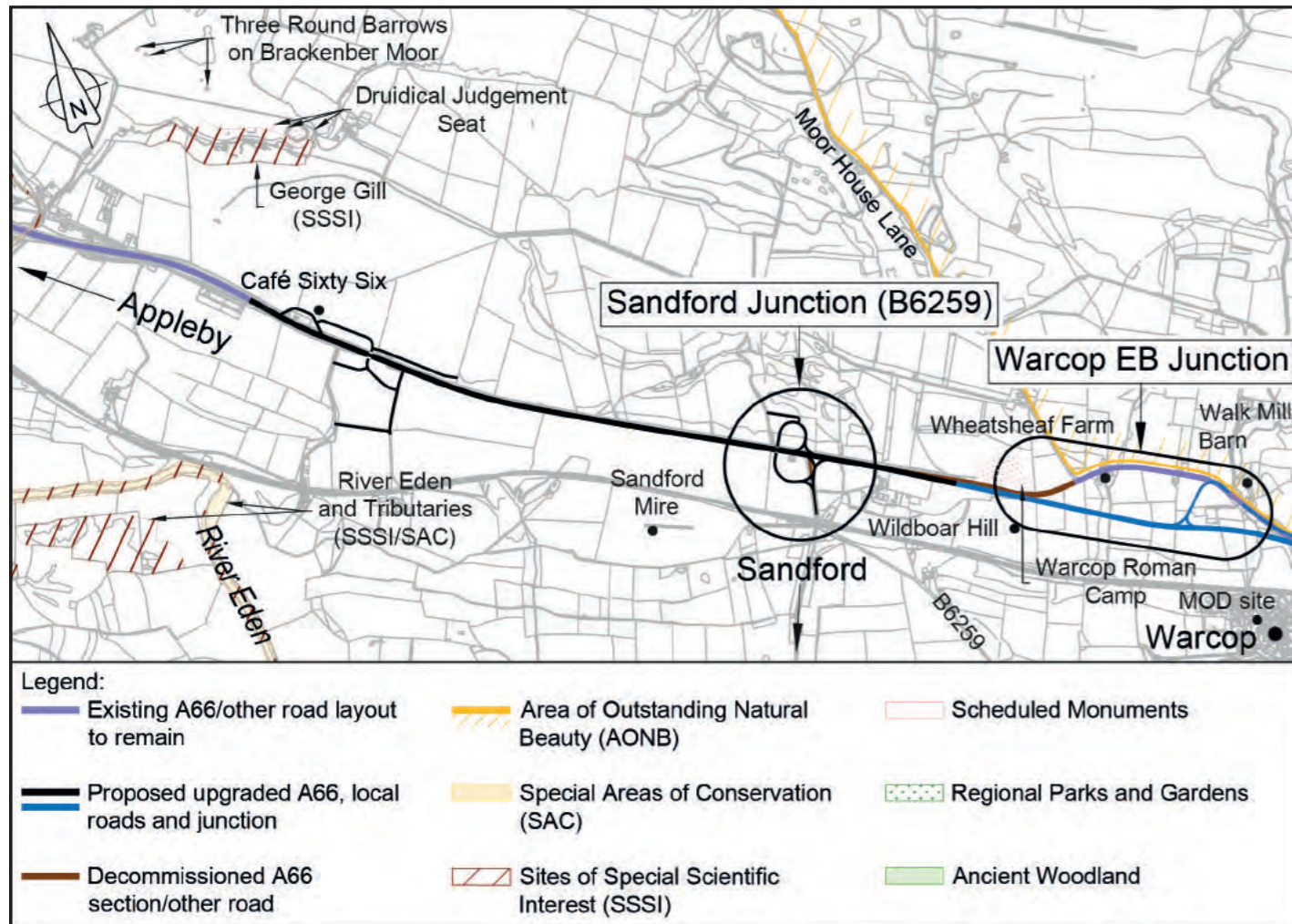
site. Highways England recognises the cultural significance of such an event in this location and we are working hard with landowners, local authorities, event organisers and attendees to find an appropriate site. Working collaboratively, we believe we have identified a suitable alternative site which is as close as possible to the existing location and will provide better access and facilities for the Gypsy community in attendance at the Fair.



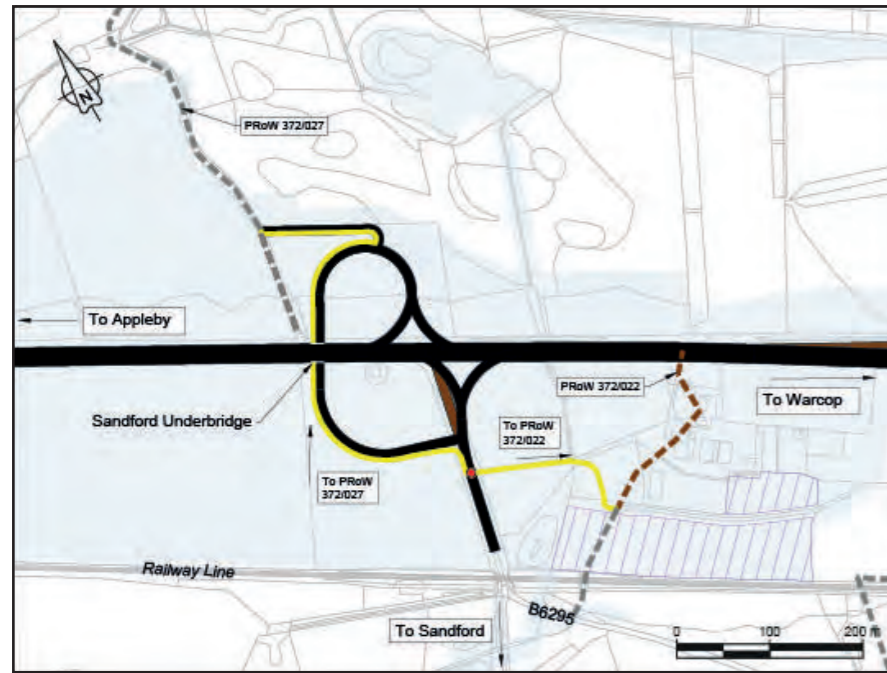
Black-Black-Black Route



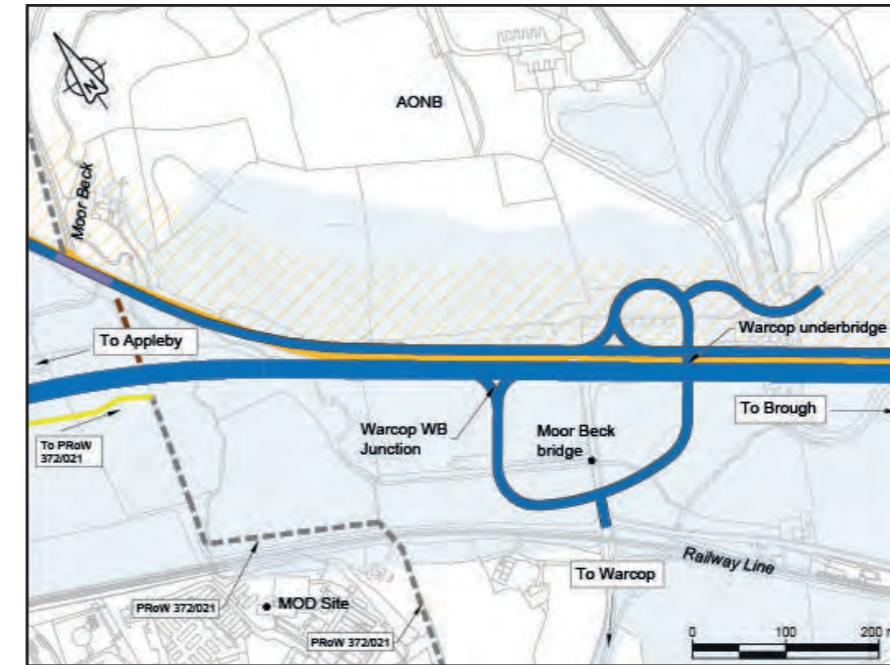
Black-Blue-Black Route (our preference)



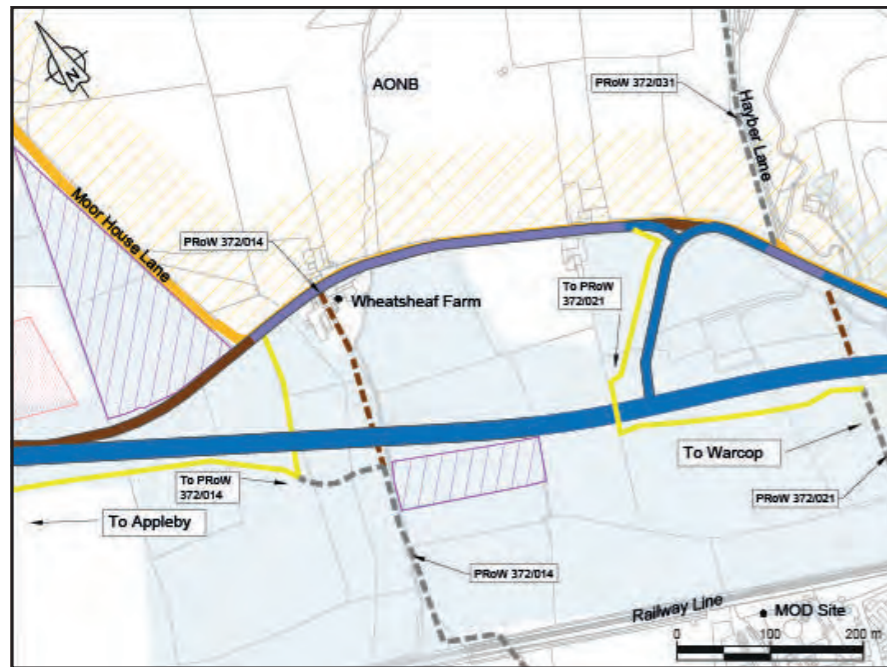
Black-Blue-Black junctions arrangements



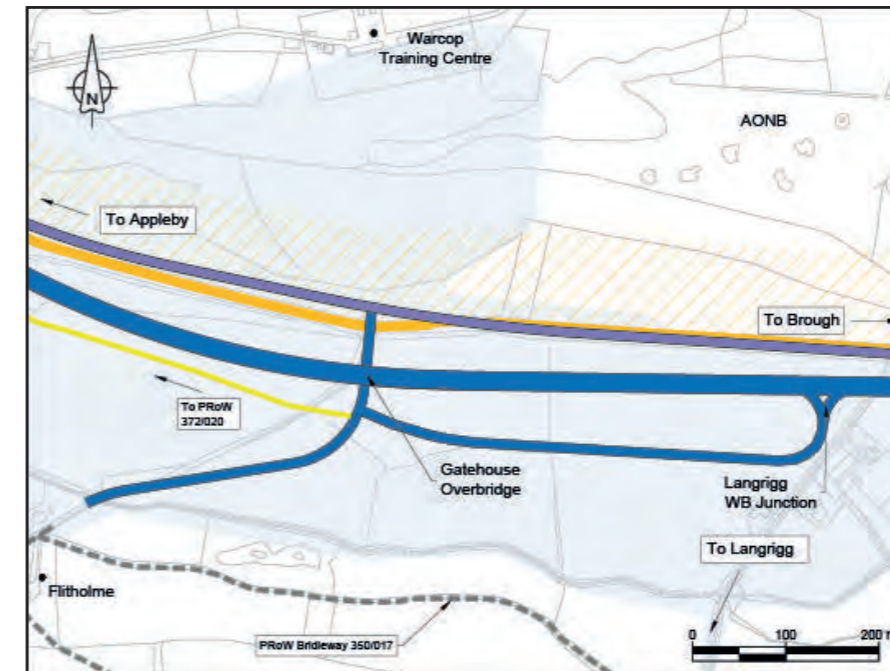
Sandford junction



Warcop westbound



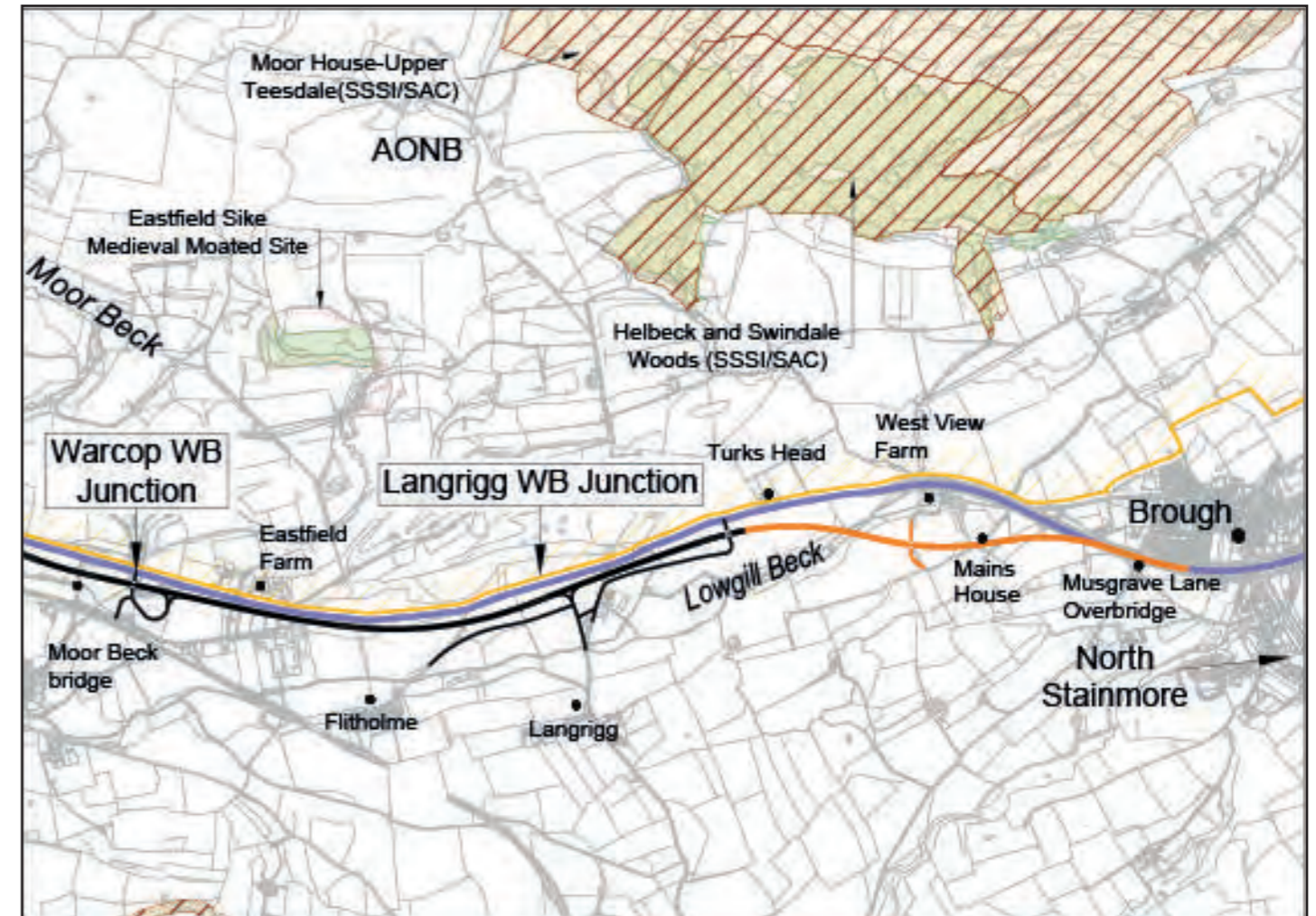
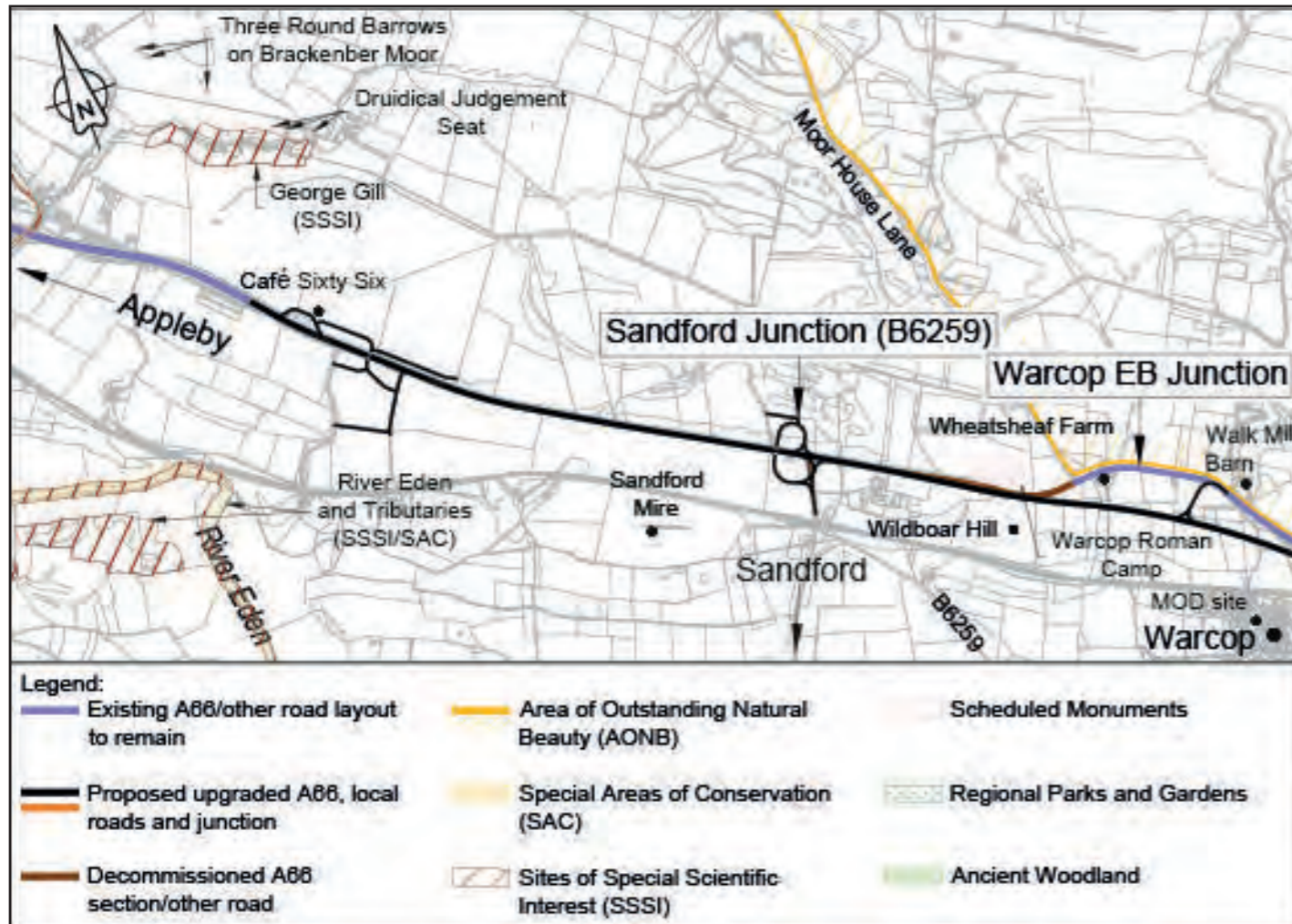
Warcop eastbound



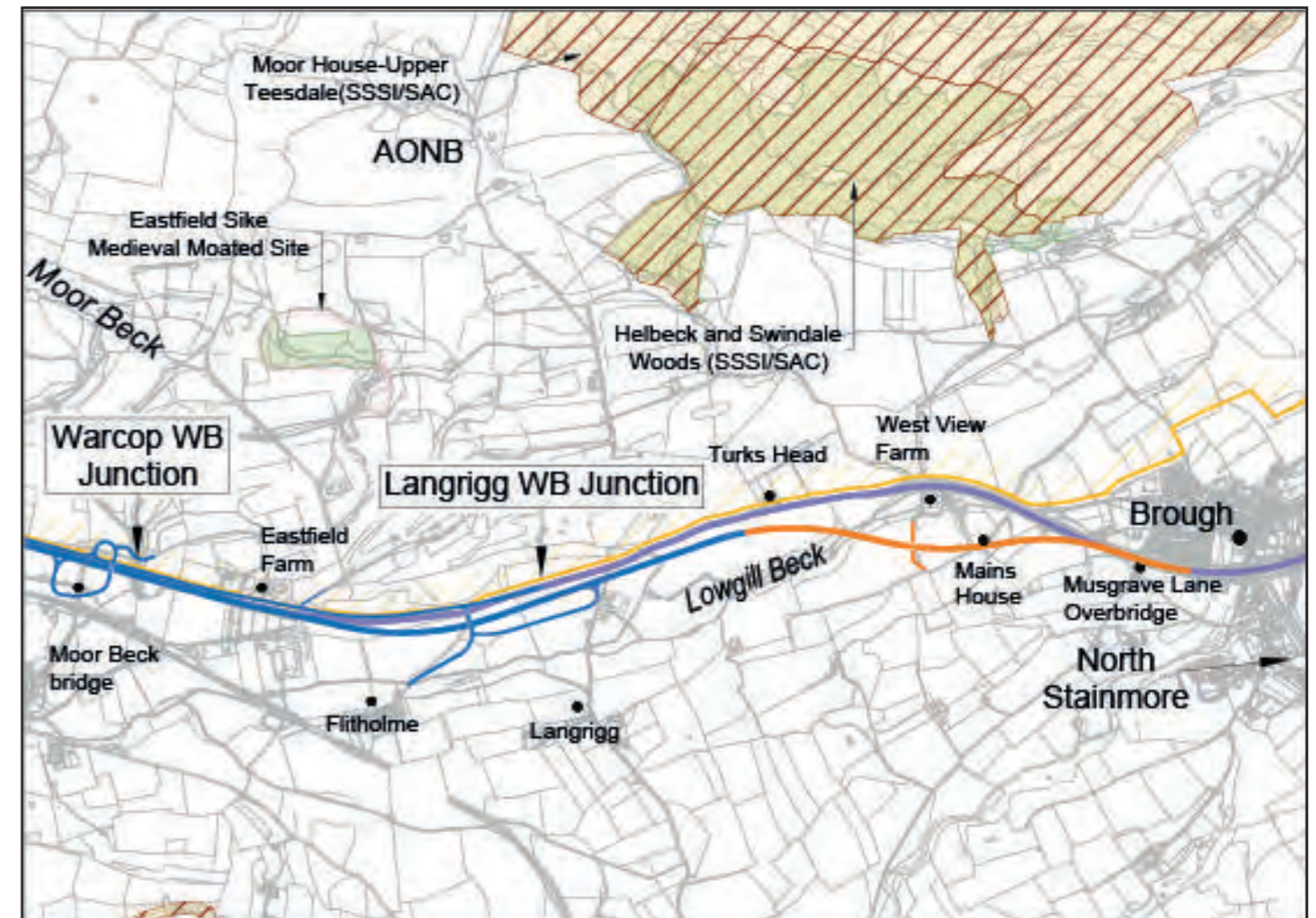
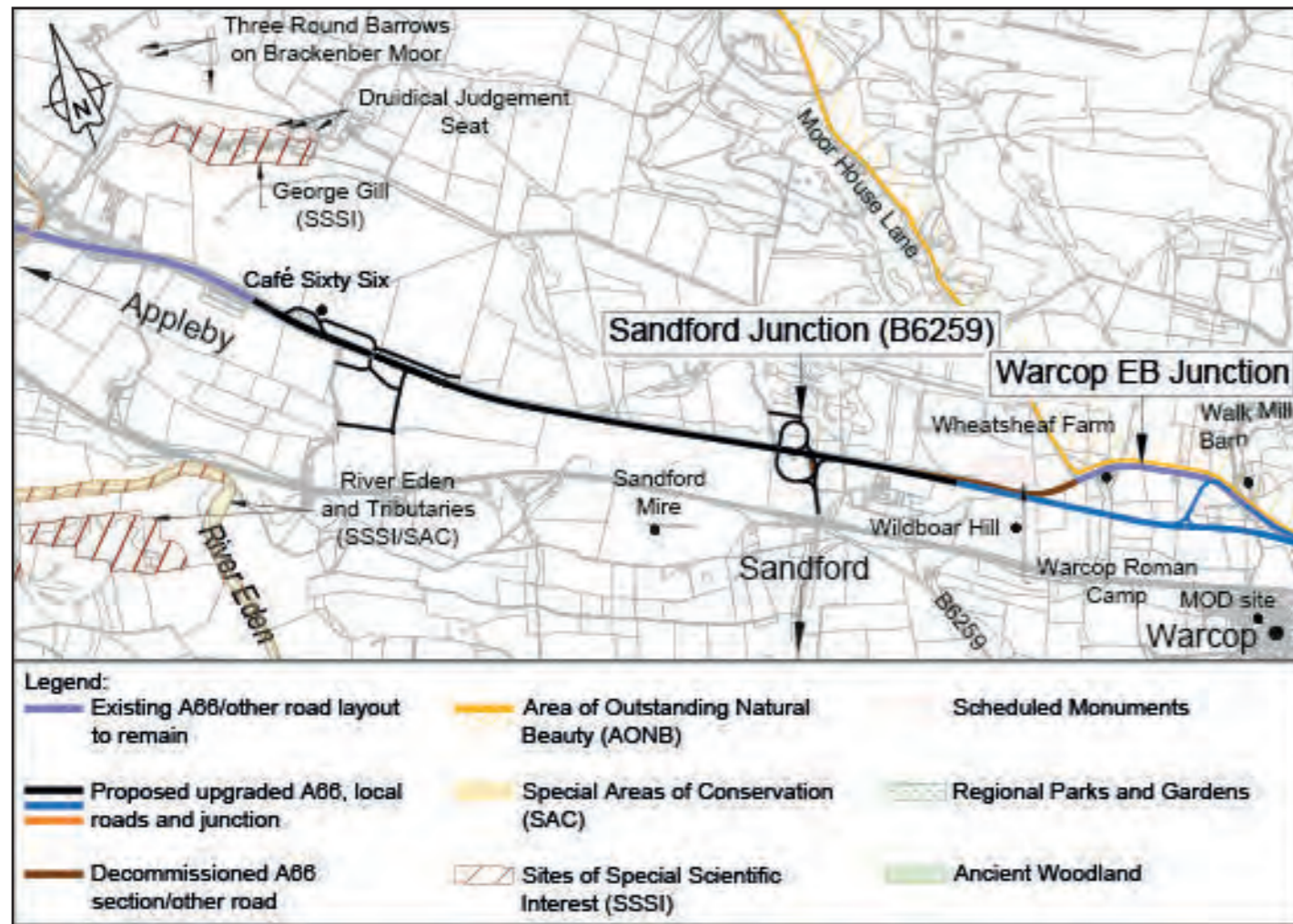
Langrigg westbound

Legend:		
Existing A66/other road to remain	Existing Public Right of Way (PRoW) (footpath unless stated)	Listed Building
Proposed improvement to junction and road layout	Existing Walking, Cycling, Horse Riding provision to be removed	Area of Outstanding Natural Beauty (AONB)
Land required (inc. earthworks, drainage and environmental mitigation)	Existing Walking, Cycling provision	Special Areas of Conservation (SAC)
Decommissioned A66/other road	Proposed Walking, Cycling, Horse Riding provision	Sites of Special Scientific Interest (SSSI)
Proposed compound, storage area	Proposed Walking, Cycling provision	Scheduled Monuments
Proposed borrow pit (excavation of material for use as fill)	Proposed Walking provision	Regional Parks and Gardens
	Uncontrolled crossing	Ancient Woodland
	Controlled crossing	

Black-Black-Orange Route



Black-Blue-Orange Route



Bowes Bypass

This is a 1.9-mile single carriageway section which is sandwiched between existing dual carriageway sections to the east and west. A key feature of this route is the current junction with the A67 which is currently only accessible to traffic to and from the west.

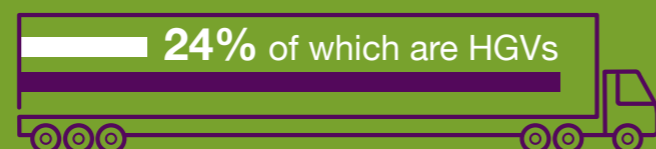
Eastbound traffic approaching may not be aware that one lane at this junction is used for the A67 which reduces capacity and leads to last minute lane changes and slowing traffic on the A66 that present safety issues.

We are proposing that:

- At the junction with the A67, an underpass would carry the new eastbound carriageway with two new slip roads accommodating traffic travelling to and from the east. These new slip roads would provide access to and from the A67 and Bowes
- The route would closely follow the existing road alignment to the north of Bowes Village, with a new eastbound carriageway to the north; the new carriageway would begin to the east of the Clint Lane Overbridge. The old A66 would be converted to carry westbound traffic

- Further design work is required to be undertaken on the Clint Lane Bridge structure in order to retain the existing structure in-situ. The design team are currently progressing this and will potentially need to consider alternatives following statutory consultation
- To the east of the A67 junction, we will need to demolish some derelict buildings to accommodate the proposed eastbound junction slip road. In addition, we will demolish the house at Low Broats Farm and associated farm buildings. We are in ongoing dialogue with all affected landowners
- The Roman road, known as The Street, will be closed and access between Bowes Village and the A66 provided by the improved Bowes junction instead, making access to the A66 safer for local traffic

This section carries approximately **16,300** vehicles per day



Environmental considerations

During construction noise and vibration and air quality could affect residential, commercial and community buildings located throughout the scheme. Effects will be temporary and localised, depending on the specific activity and construction stage and measures to reduce the effect will be included in the EMP. Our preliminary assessment predicts significant adverse noise effects to nine homes and one non-residential building.

We will need to acquire one business property and two areas of Bowes Moor may not be accessible during construction. There is also the potential for loss of access to the community allotment during construction.

During operation, through improved connectivity, we will improve access to community facilities and other services for rural communities, leading to a range of benefits on wellbeing.

Our biodiversity assessment has identified potential impacts through air pollution on sensitive Priority Habitats and some habitat loss and fragmentation which could significantly affect various animal species at construction and operation. Our preliminary assessment identified no likely significant cultural heritage effects at construction or operation for this scheme.

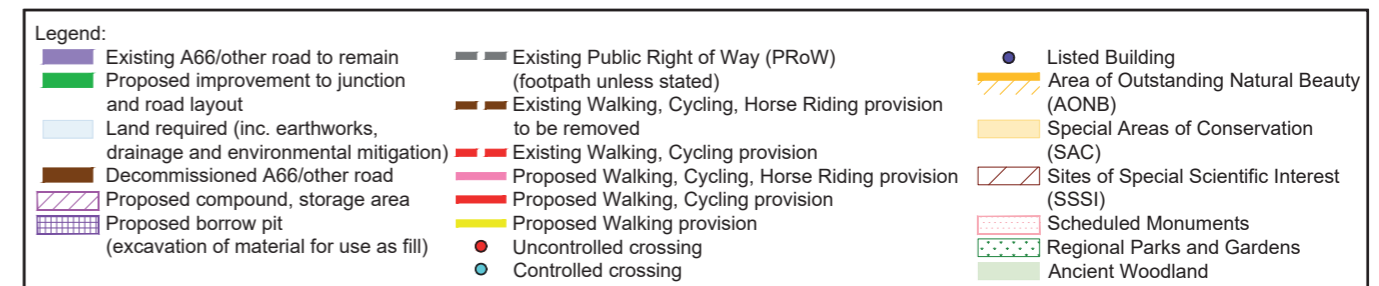
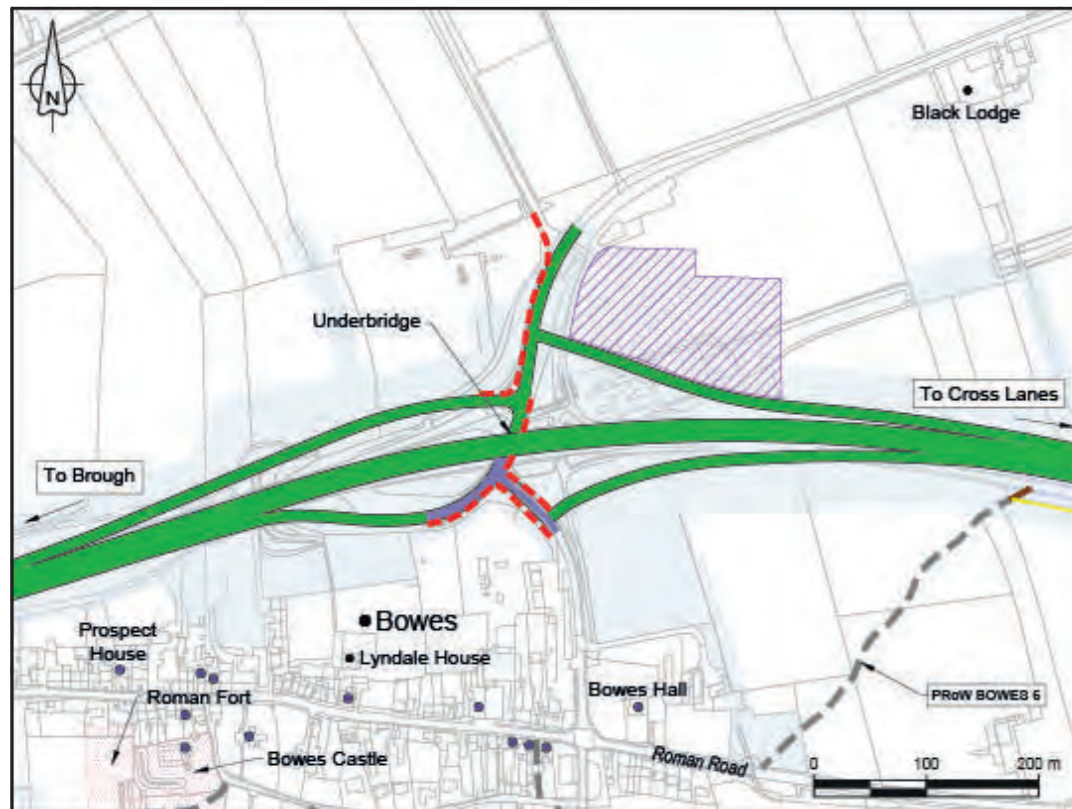
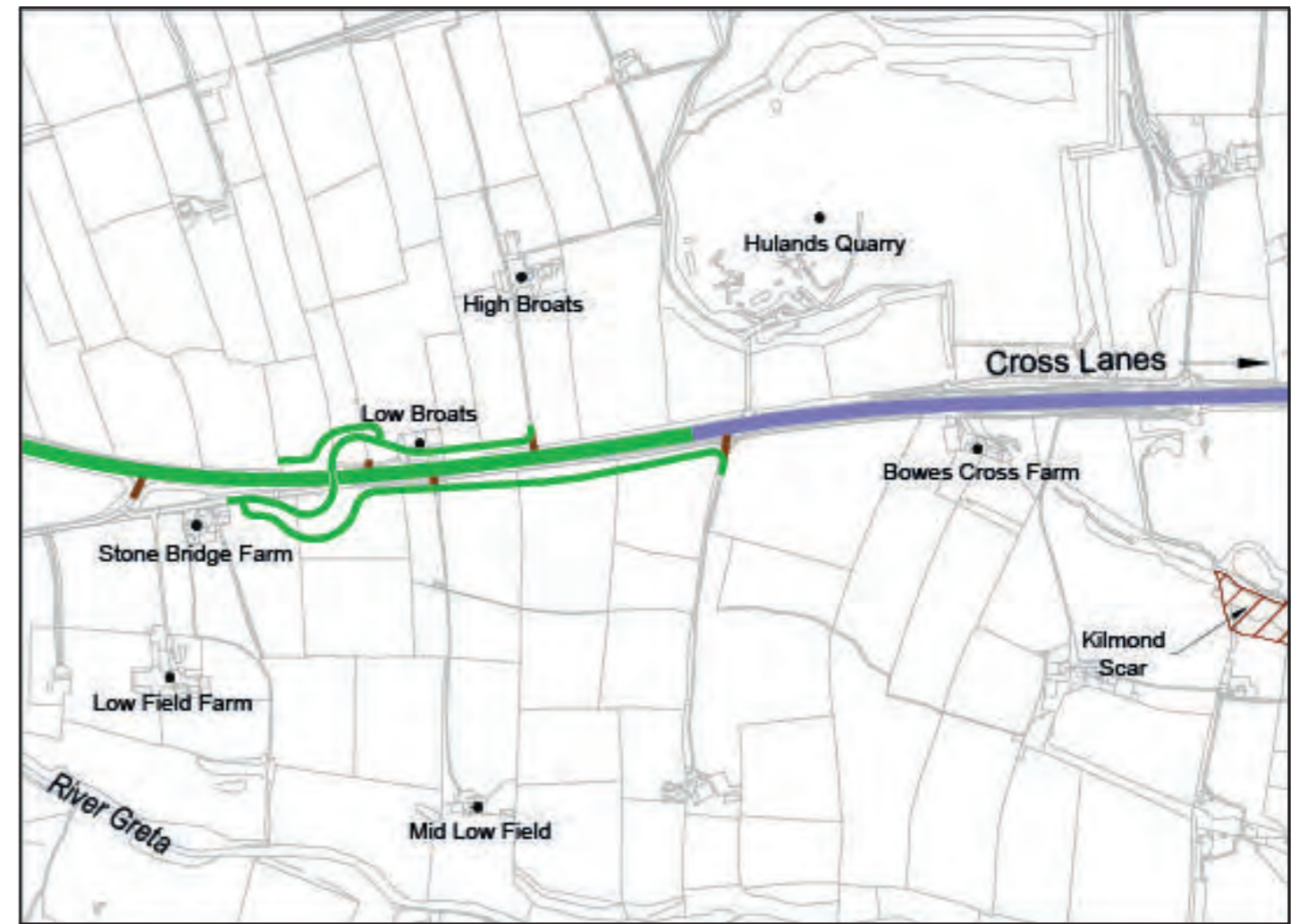
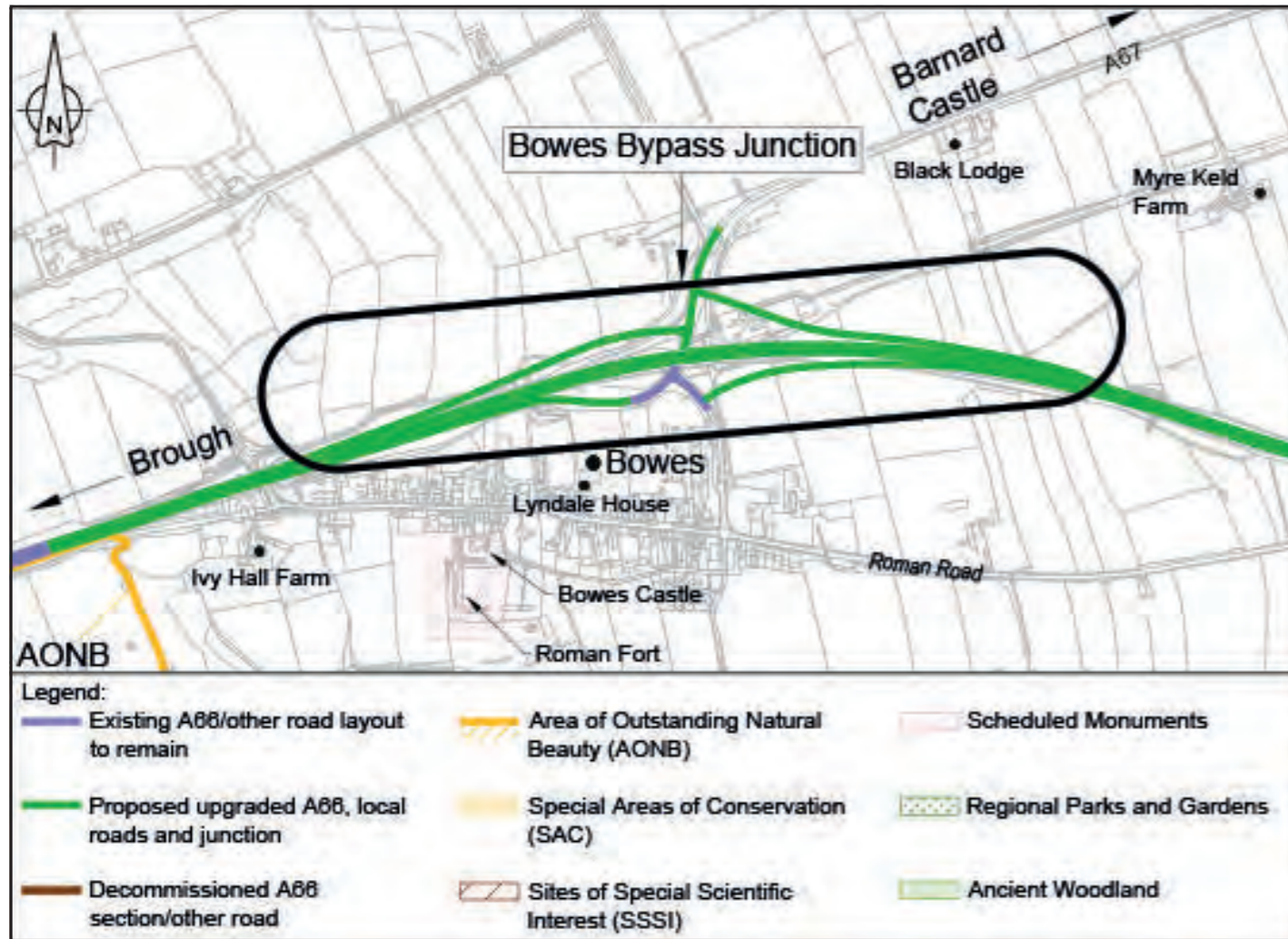
A number of potentially contaminated sites have been identified including a disused quarry, cemetery, railway land, farms and a landfill site. Risk assessments and method statements will be developed to prevent any release of contamination affecting allotments, a primary school, secondary aquifers and numerous surface watercourses.

There is some permanent land take and loss of high value agricultural land. We have identified an opportunity to enhance the UNESCO Global Geopark if we can permanently expose geology of scientific interest. There are no likely significant effects on the water environment, including tributaries of the River Greta, at this scheme.

Construction will have temporary visual effects for some residents of Bowes as well as significant effects on the landscape. Users of PRowS around Bowes and in the North Pennines AONB and a short section of the Pennine Way National Trail may also be impacted. We are developing mitigation for this scheme with planting and dry-stone walling on field boundaries planned.



Bowes Bypass



Cross Lanes to Rokeby

This is a 1.8 mile stretch of single carriageway, sandwiched between existing dual carriageways to the east and west. There are two major junctions at each end of this section and five private farms which access the A66 directly, as well as other private access points.

These private access points pose a considerable safety risk due to fast and slow-moving vehicles meeting on this busy section of the A66. By improving the Cross Lanes to Rokeby section of the A66 to dual carriageway, we can create a consistent road standard that helps minimise the risks to all road users.

When we announced our Preferred Route back in 2020, we proposed junctions in principle at Cross Lanes and Rokeby to mirror the level of existing provision. Those junctions were presented in more detail at the Winter 2020 update and in the engagement sessions in summer 2021.

We have continued to carry out environmental and ecological studies and traffic modelling and have held regular meetings with landowners, members of the local community, local authorities and strategic environmental bodies to help inform the design and approach to construction of this part of the project.

The alignment of the A66 is fundamentally unchanged since the Preferred Route Announcement from May 2020 and as part of this work, we are still proposing two new junctions: one at Cross Lanes and another at Rokeby. However, our transport models have shown that the interaction between

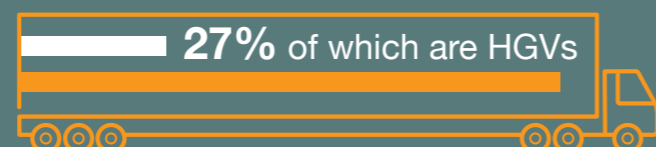
the junctions is such that they need to be considered together because the location of the junctions can affect how traffic uses the local roads. In all alternatives the route for HGVs to Barnard Castle, along the C165 Barnard Castle Road, will not change.

We have identified two junction alternatives at Cross Lanes (west and east of the existing junction) and two alternatives at Rokeby (west and east of St Mary's Church) to serve the local area. Traffic modelling determined that where the junctions were closest together (Cross Lanes East and Rokeby West) the transfer of traffic between the junctions was too great. Therefore this combination of junctions was not considered to be viable and was not taken forward.

This has resulted in three end-to-end alternatives, depending on the combination of junctions. These have been colour coded for ease of reference and are summarised in the table below:

Cross Lanes	Rokeby	Route colour
West	West	Black
West	East	Blue
East	East	Red

This section carries approximately **16,900** vehicles per day



These alternatives are the same as those presented as part of the engagement sessions in summer 2021.

A sifting exercise has been carried out to compare these junction alternatives and how they work together in relation to impacts on people, the environmental and traffic as well as considering engineering challenges and policy compliance. We are recommending the Black Route, Cross Lanes West and Rokeby West be taken forward for the reasons outlined in more detail below.

Whilst we recognise the significant support for the Blue Route we could only take the Blue Route forward if there is evidence that there is sufficient public benefit in the route to outweigh harm on the heritage interests and it complies with national policy and hence would be supported by Historic England. This is presented in greater detail below.

If you require further information about the sifting process undertaken to determine the Black Route as the preference, please refer to the Route Development Report and the Preliminary Environmental Information Report (PEIR) both of which can be found online via the A66 webpage or in deposit points and at event locations. Further details on events and deposit points can be found in this brochure.

Cross Lanes junction alternatives

At Cross Lanes there are two junction proposals. The Preferred Route alignment at Cross Lanes is the western junction which forms part of the Black Route.

Cross Lanes west

The western junction alternative provides for a more direct link between Rutherford Lane and the B6277 Moorhouse Lane. An all movement junction, west of the existing Cross Lanes junction with a structure over the A66 will serve this busy local route. This removes an existing right-left stagger across the A66 for local traffic.

The Western alternative will provide access to the B6277 (Moorhouse Lane) for Barnard Castle, Cross Lanes Organic Farm Shop and Café, the Grade II listed Cross Lanes Farmhouse and other local farms and residential properties via connecting roads from the junction.

Cross Lanes east

The eastern junction at this location is an all-movement junction which would be provided east of the existing Cross Lanes junction.

The B6277 Moorhouse Lane would be realigned to connect to the junction overbridge. This will help to maintain and improve access to the B6277 (Moorhouse Lane) for Barnard Castle, Cross Lanes Organic Farm Shop and Café, the Grade II listed Cross Lanes Farmhouse and other local farms and residential properties.

Rokeby junction alternatives

At Rokeby there are two junction proposals. The Preferred Route alignment at Rokeby is the western junction which forms part of the Black Route.

Rokeby west

The western junction at Rokeby is an all movement junction to the west of St Mary's Church and the Old Rectory. This avoids any direct impact on the Registered Park and Garden and The Old Rectory. The junction would be an underpass arrangement, providing access to Barnard Castle Road for all westbound traffic and diverging eastbound traffic via the old A66, which would form part of the local road network. Eastbound merging traffic will join the new A66 via a slip road at the existing Rokeby junction with the C165 Barnard Castle Road.

Rokeby east

An all movement junction is proposed to the east of St. Mary's Church and west of the existing Rokeby junction. The compact connector road directly impacts the Registered Park and Garden, crossing at its narrowest point. The junction would be an underpass arrangement beneath the proposed alignment of the A66, the de-trunked A66 and the Registered Park and Garden and underpass.

Westbound movements are via the underpass enabling access to and from the new A66.

Eastbound merging traffic will join the new A66 via a slip road at the existing Rokeby junction with the C165 Barnard Castle Road. Diverging eastbound traffic will connect to the existing A66 local St Mary's Church continuing to the existing Barnard Castle Road junction.

Environmental considerations

During construction noise and vibration and air quality could affect residential, commercial and community buildings located throughout the scheme. Effects will be temporary and localised and measures to reduce the effect will be included in the EMP. Our preliminary assessment predicts that, during operation, there will be potential significant noise impacts on:

- **Black Route** – 195 homes and eight non-residential buildings with significant beneficial effects on 219 homes and 65 non-residential buildings as a result of the change in traffic movements local to Barnard Castle
- **Red Route** – 14 homes and one non-residential building with significant beneficial effects on 39 homes and four non-residential buildings
- **Blue Route** – 16 homes and one non-residential building with significant beneficial effects on 32 homes and four non-residential buildings

There may be impacts during construction to Cross Lanes Organic Farm Shop due to permanent loss of land (for all junction alternatives). There may be both negative and positive health impacts during construction and operation from the change in environmental conditions (such as noise), which would be the case for all alternatives.

Our biodiversity assessment has identified potential for indirect air quality impacts on a number of protected sites and direct loss of mature tree habitats for Rokeby Park and Mortham Wood Local Wildlife Site. New discharges to Tutta Beck have the potential to adversely affect watercourse habitats.

There are the potential impacts on a number of species relating to habitat loss and severance. These effects apply to all junction alternatives, although the Blue Route would affect additional potential bat crossings and additional potential otter habitat loss.

For both the Black Route and Blue Route, permanent significant adverse cultural heritage effects are anticipated to affect the Ring Ditch, 120 metres north-east of Poundergill. Mitigation is proposed in the form of archaeological investigation prior to construction. For both the Red Route and Blue Route we envisage effects at construction, a permanent significant adverse effect is anticipated to affect the Grade II* Registered Park and Garden (RPG) at Rokeby Park due to the partial loss and fragmentation of the RPG, and ongoing setting impacts. Some key views could be mitigated through careful landform design and reinstatement.

Some contaminated sites have been identified including potential fly tipping, a poultry house, discharge consents, farms and potential scrapyard. Risk assessments and method statements will be developed to prevent any release of contamination affecting properties.

There is permanent land take and loss of high value agricultural land. These effects apply to all alternatives. There no likely significant effects on the water environment, including tributaries of the River Tees, at this scheme.

For the Black Route, during construction we would expect some effects on landscape, and visual effects for some residents at nearby farms to the west of Tutta Beck Farm, east of Tutta Beck Farm, and on PRow users west of Cross Lanes, to the north of the A66 and to the south of the A66, as well as on visitors to the Church of St. Mary and Cross Lanes Organic Farm.

The Blue Route has the potential for significant effects on similar receptors to the Black Route (with the exception of the Church of St Mary and some different PRowWs). For the Red Route, there is the potential for significant effects compared to the other alternatives, although no effects are anticipated for visitors to the Church of St. Mary and Cross Lanes Organic Farm. Some effects are predicted for visitors to Rokeby Park Registered Park and Garden during construction and early operation.



Comparison of Cross Lanes junction Routes

The junction to the west of Cross Lanes provides a more direct link between Rutherford Lane and the B6277 Moorhouse Lane, which is a busier local route, in comparison to the eastern. The western junction removes an existing at-grade right-left stagger across the A66 which is the predominant local movement (for both vehicles and walkers, cyclists and horse riders) and is recognised as being a safety concern. This is a significant benefit over the eastern junction that leaves this junction unchanged.

Two additional direct accesses are removed from the A66, re-routing to the western junction which improves the standard of the A66 compared to the eastern junction.

The western junction structure is more complex than the eastern junction. There are greater earthworks associated with the western junction as well as more complex drainage requirements and hence the potential for greater cost overall when compared with the eastern junction. The additional structure

length and larger footprint results in further impacts for drainage, buildability and cost, which is considered worse overall than the eastern junction. Although through further design work there is potential for a design for the western junction to emerge which would be similar in cost and how it will be constructed for the eastern junction.

The western junction takes more land than the eastern junction, meaning more habitats and agricultural land are affected and it would have a bigger impact on the existing landscape. It is expected, though, that this could be reduced through further design to make the junction smaller. The western junction provides opportunities to improve access for walkers, cyclists and horse riders with better connectivity, and is further away from important heritage assets than the eastern junction.

On the balance of impacts, it is our conclusion that the western junction at Cross Lanes is to be progressed.

Comparison of Rokeby junction Routes

The eastern alternative junction sites the proposed Rokeby Junction closer to the location of the existing junction, ensuring the primary flow of westbound vehicles travelling to and from Barnard Castle uses this junction and not the Cross Lanes junction. This traffic behaviour improves journey times, negates possible issues at The Sills and Barnard Castle Bridge and is considered safer for walkers, cyclists and horse riders using the B6277 Moorhouse Lane. Conversely the Western Junction changes traffic movements local to Barnard Castle increasing the number of areas impacted by noise. However noise modelling shows that slightly more people would benefit from reduced traffic disturbance than would experience an increase.

The alternative eastern junction also provides a safer crossing for cyclists travelling to and from Greta Bridge when compared to the baseline junction, however there is a further diversion for walkers using the Public Rights of Way north and west of St. Mary's Church.

The eastern alternative junction though is a more costly structure than the western junction involving the construction of an underpass. Similarly, landscape, visual, noise and air quality impacts are considered to be worse for the eastern junction than for the western junction, although there are opportunities for some of these impacts to be mitigated.

The eastern junction has a marginally larger area of land take compared to the western junction, however, the singular landowner affected by both alternatives has indicated a preference for the eastern junction for a range of reasons (as set out in the Route Development Report).

We recognise the support for the eastern junction from the local community and Durham County Council. However, Historic England, an important statutory body, do not

favour the eastern junction due to the impacts and potential for harm on the Registered Park and Garden.

The principal consideration in our preference for the Western junction is the impact on the Grade II* Registered Park and Garden (RPG) at Rokeby Park. The Eastern junction will create harm to the Grade II* Registered Park and Garden (RPG) at Rokeby Park. Whilst some key views of the Eastern Junction could be mitigated through careful landform design and reinstatement, the impacts cannot be completely avoided as the eastern junction would still lead to additional fragmentation of the site. National policy requires a very strong justification for any harm to a nationally designated asset, and evidence to show that there is not a viable alternative. The western junction is not anticipated to lead to harm to the RPG.

On the balance of impacts it is our conclusion that the western junction at Rokeby is to be progressed.

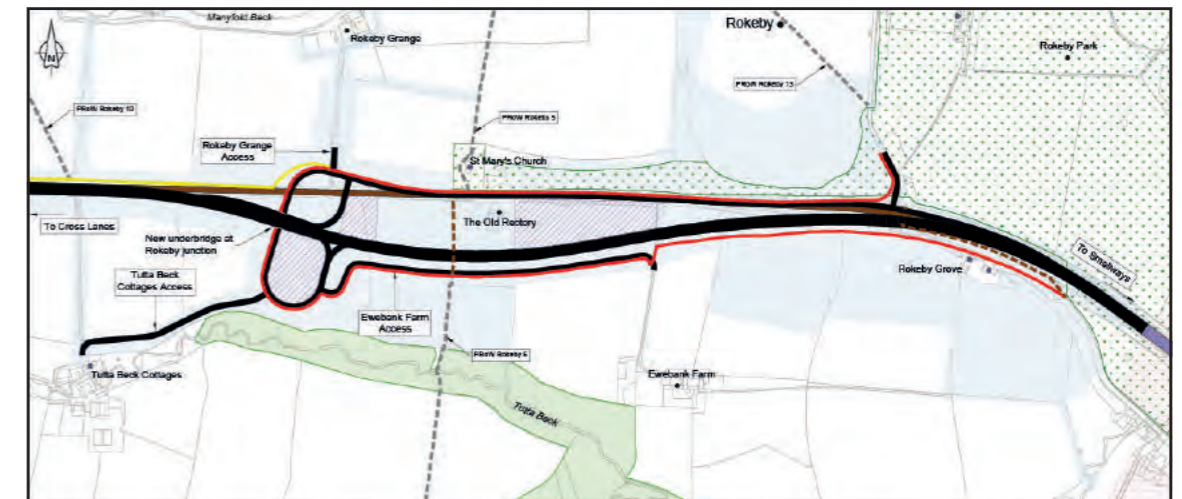
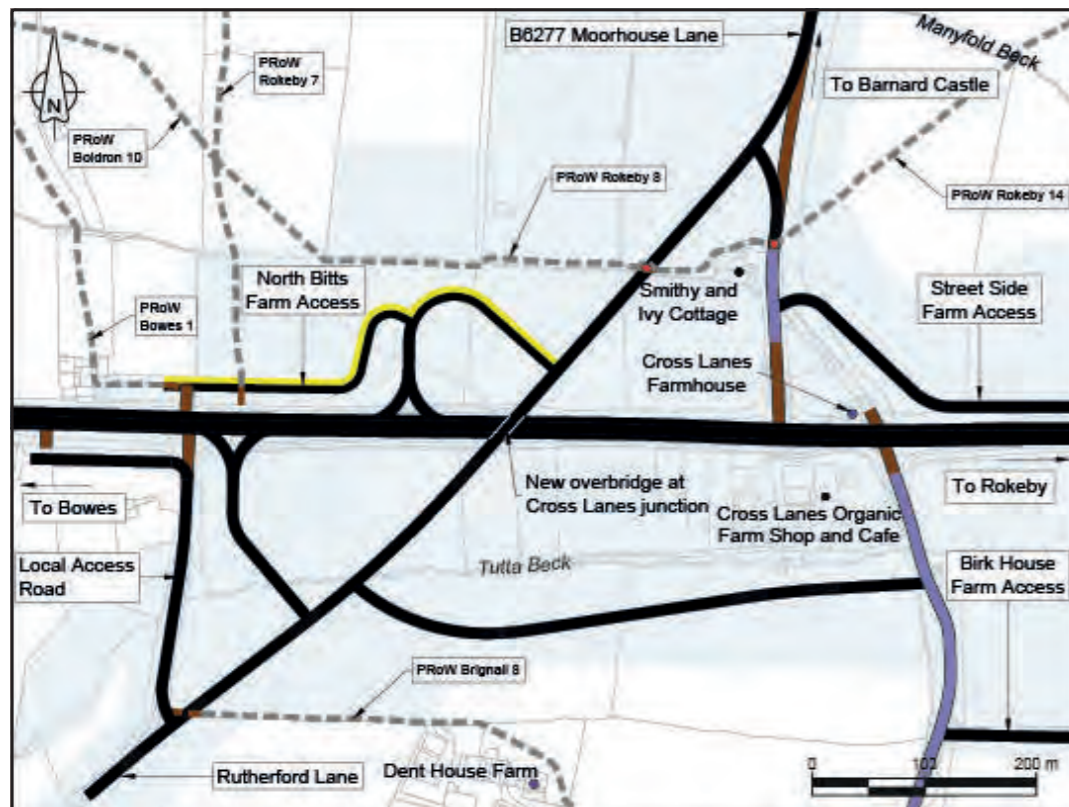
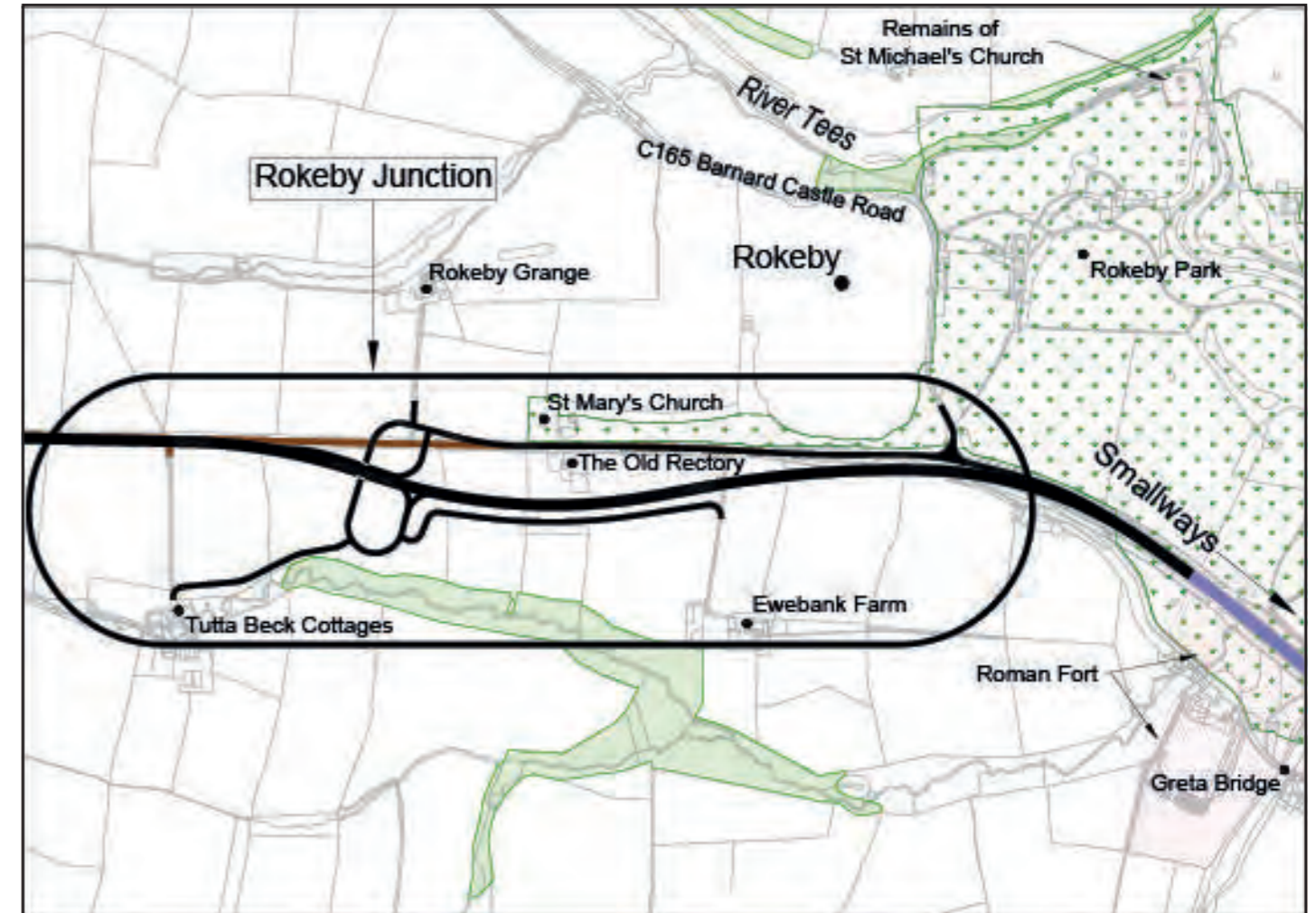
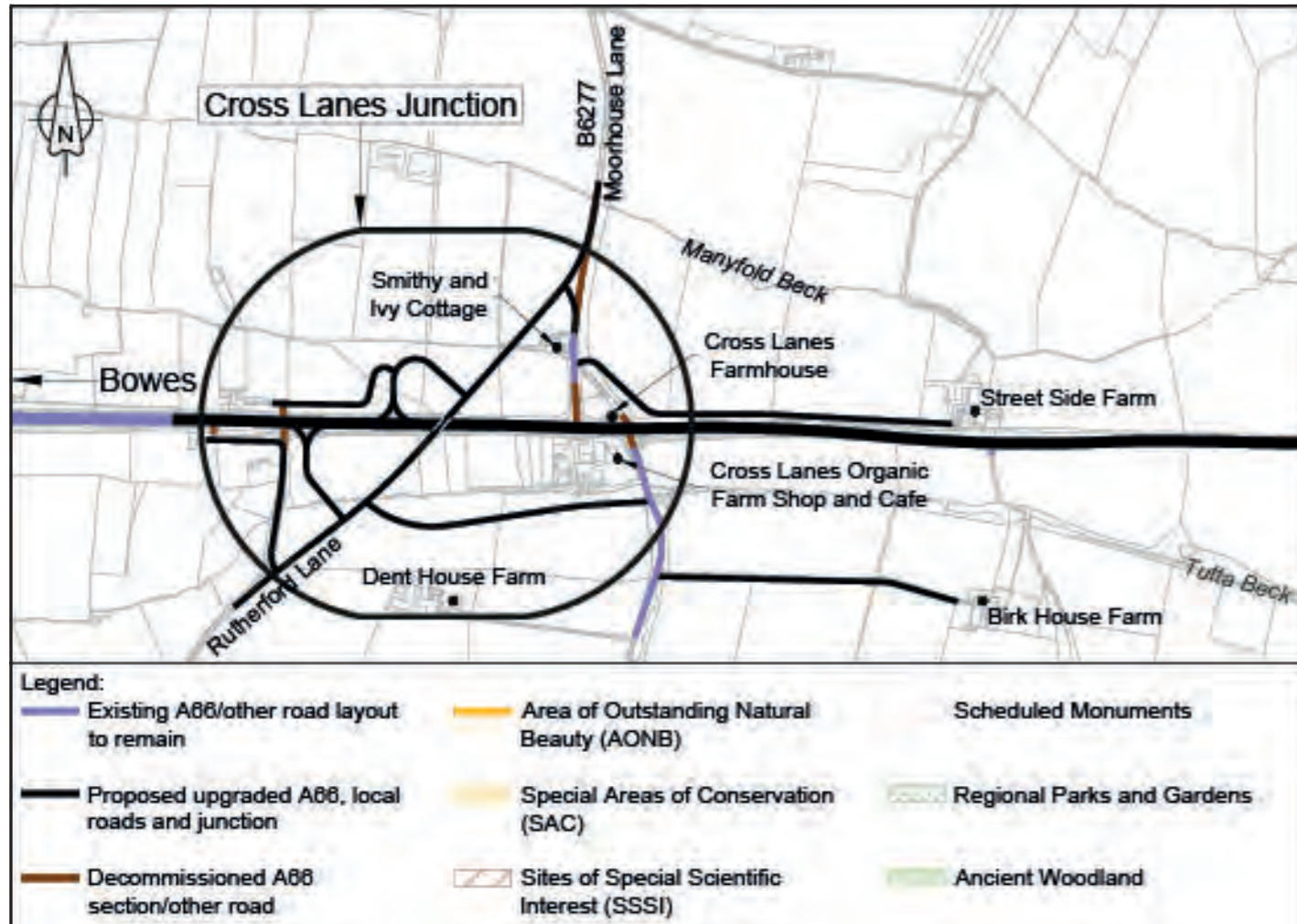
Scheme comparison

Based on the assessment above the junctions to be taken forward are the western junction at Cross Lanes and the western junction at Rokeby. Combined, this leads to the Black Route as our preference.

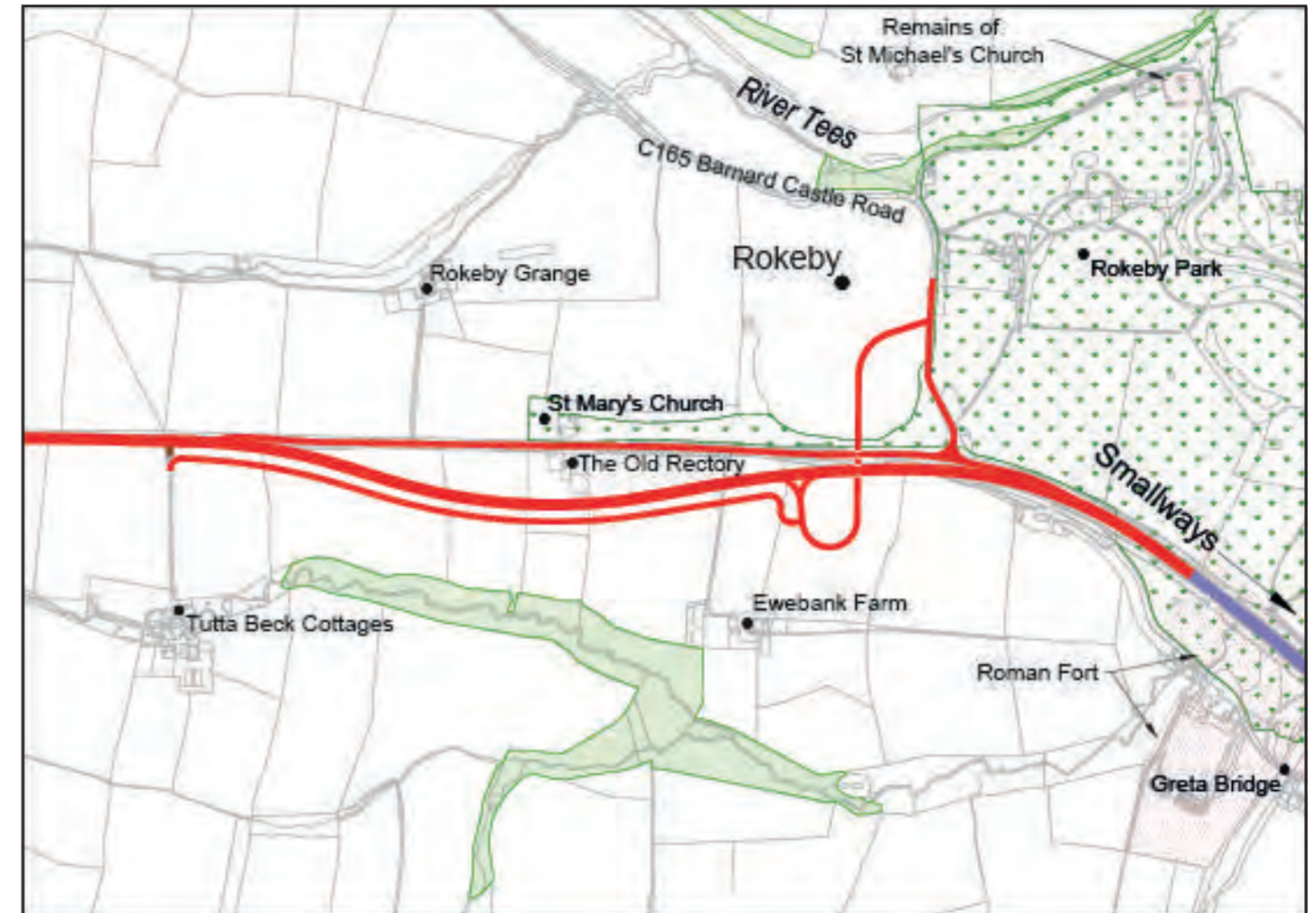
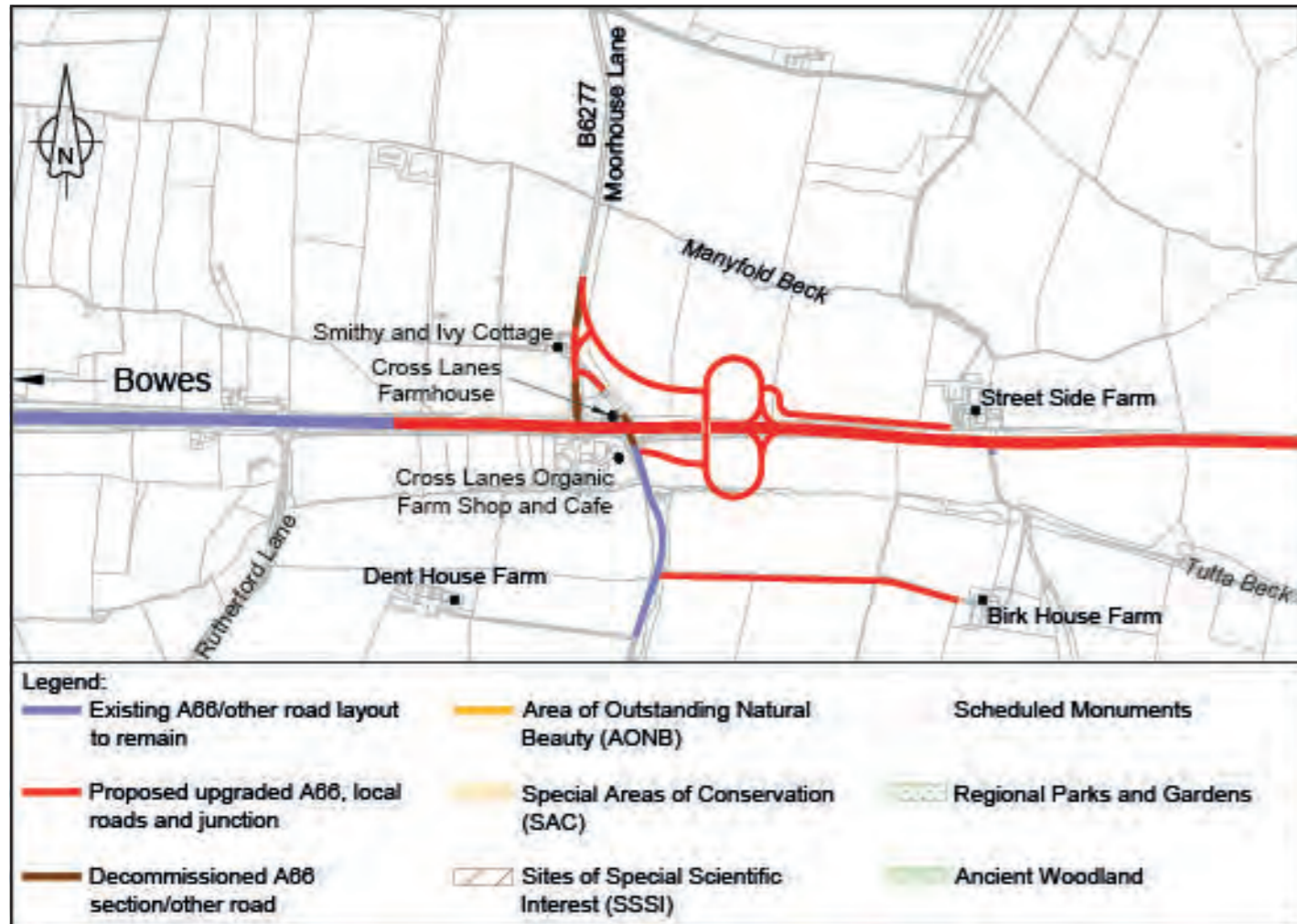
However, the project team will continue to consult and listen to justifications as to why the Black Route should not be progressed. For this reason, the land required to implement the eastern junction at Rokeby will be included in the proposed draft Development Consent Order boundary and views will be sought regarding any wider public and traffic benefits of this junction during the consultation that may lead to the team reconsidering the preference expressed.



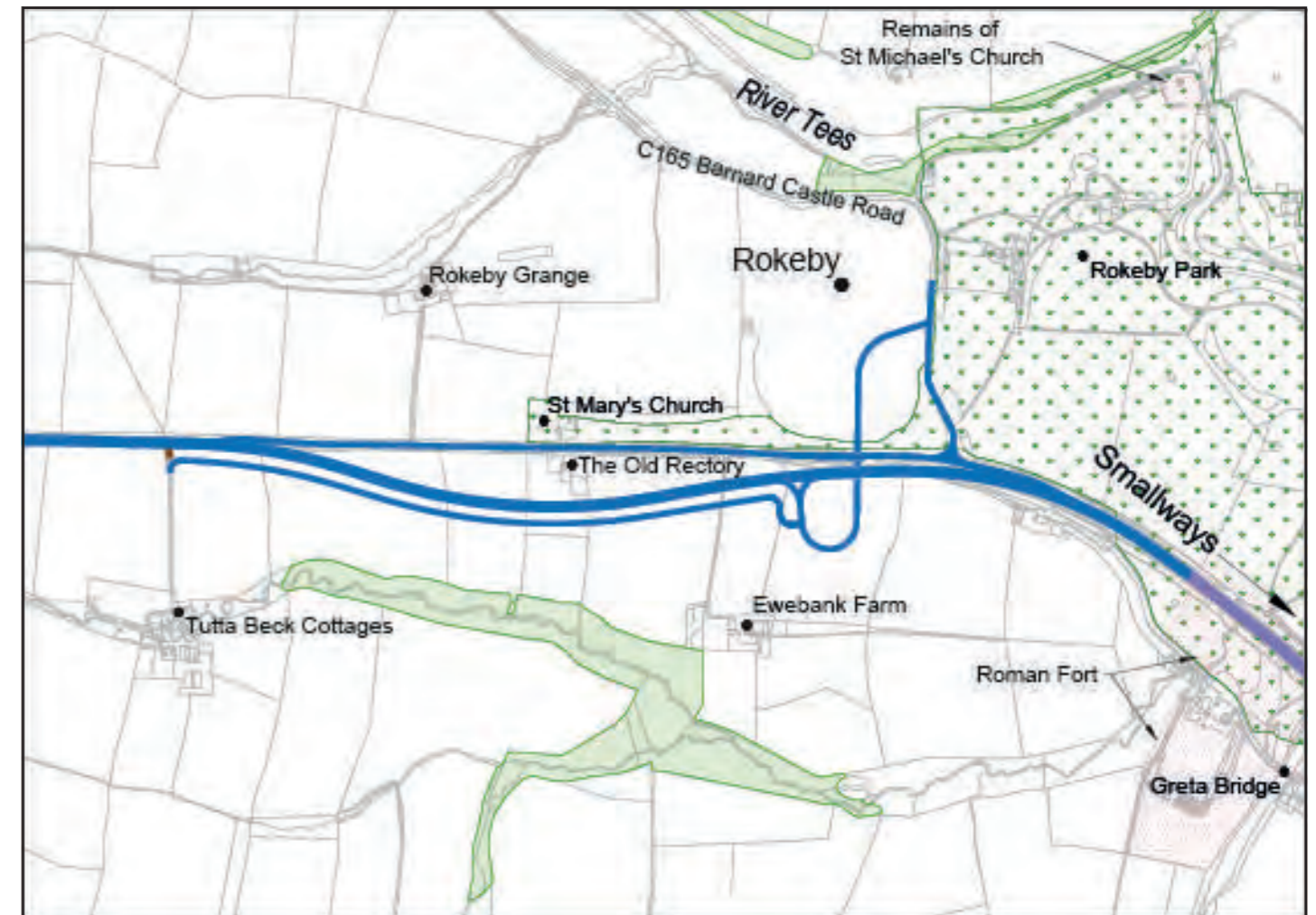
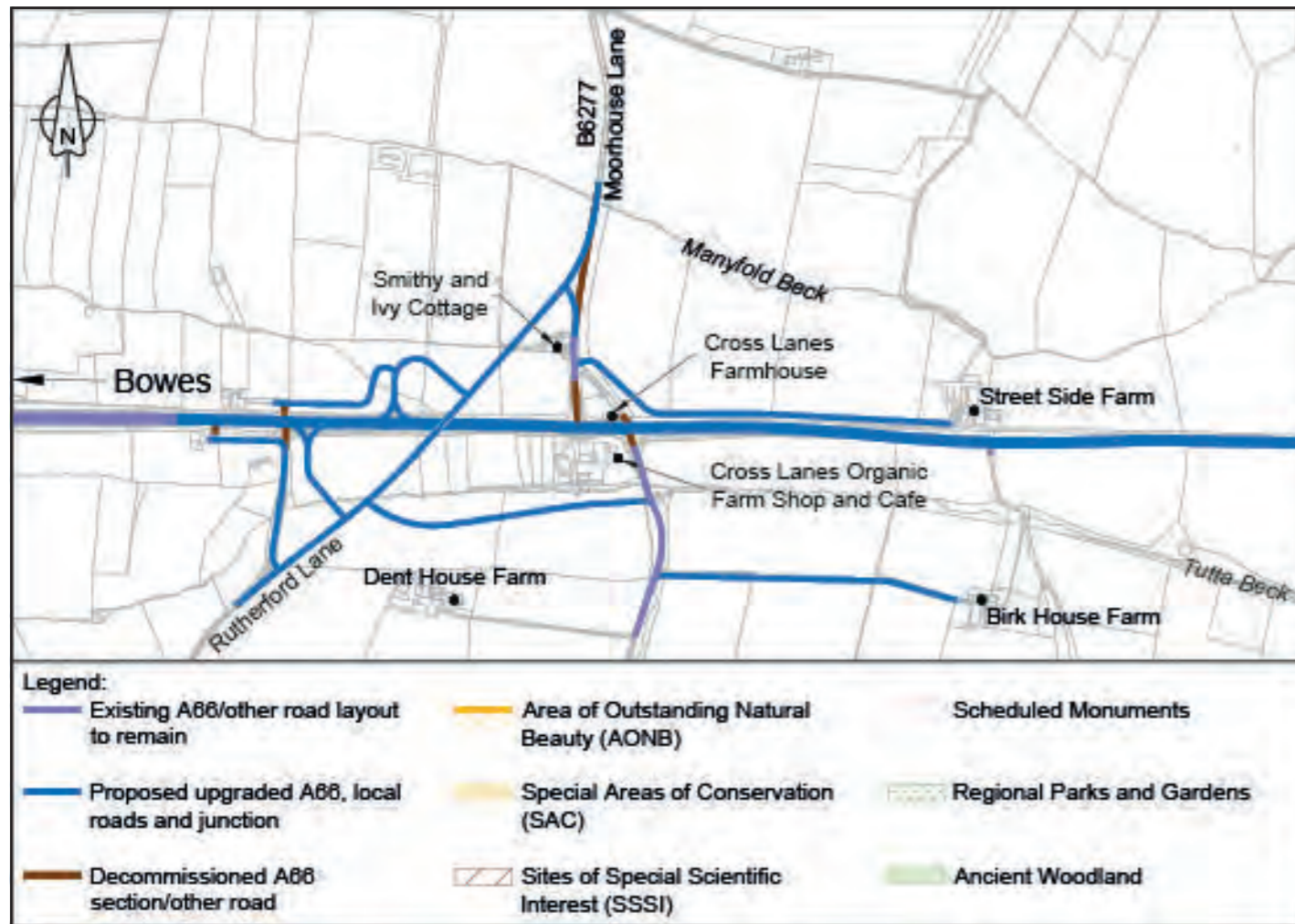
Black Route (our preference)



Red Route



Blue Route



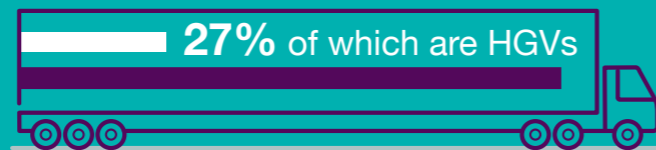
Stephen Bank to Carkin Moor

There are four miles of single carriageway on this section of the A66 in need of improving to dual carriageway to improve safety, ease congestion and provide better access for local communities. While the road is relatively straight, it rises and falls in areas, causing visibility issues and requiring HGVs (HGVs) to accelerate to navigate steep inclines.

Multiple access points present serious safety issues where vehicles attempt to join the single lane A66 at high speeds. Additionally, drivers are put in a vulnerable position when attempting to slow down and leave the A66, particularly when turning right.

Our proposals would see a new dual carriageway section created between Stephen Bank and Carkin Moor Farm. The new dual carriageway will be to the north of the old A66 and the properties at Fox Hall and Mainsgill Farm. The new A66 would then rejoin the old A66 to the east of Mainsgill Farm.

This section carries approximately **17,100** vehicles per day



We are proposing to:

- Widen the A66 between Stephen Bank to Carkin Moor to dual carriageway
- Raise the new A66 as it passes through the cutting next to the Carkin Moor scheduled monument. This will help us better accommodate the retaining walls to the north and south of the new A66 and reduce any impact on the scheduled monument itself
- Use the old A66 to the south of the new A66 route for local road access and non-motorised users. This will provide access to Dick Scott Lane, Old Duns Bank and Mainsgill Farm Shop
- Provide a new underpass to the north of Dick Scott Lane to allow for access to land north of the new A66
- Provide an overbridge to link Collier Lane to the old A66. The grade separation at Collier Lane means the new A66 will pass under Collier Lane, reducing the visual impact on the landscape
- Create a new compact, grade-separated junction to the west of Moor Lane to provide safe and easy access to the old A66, the villages of East Layton, West Layton, Ravensworth and Mainsgill Farm Shop
- Moor Lane will be realigned to connect to Moor Lane junction, allowing access to the new A66 and the old A66
- The existing junction from the A66 on to Warrener Lane will be closed and removed. Traffic will join the new A66 via a link road to Moor Lane junction

Environmental considerations

During construction noise and vibration and air quality could affect residential, commercial and community buildings located throughout the scheme. Effects will be temporary and localised, depending on the specific activity and construction stage and measures to reduce the effect will be included in the EMP. Our preliminary assessment predicts that, during operation, noise will affect 26 homes and one non-residential building. There will be benefits for eight homes.

There may be effects during construction due to a footpath and bridleway being severed. An improvement in traffic flows will result in better access to shops and services and will have a positive impact on wellbeing.

There are likely to be significant effects to some sites due to air quality changes. Seven potential bat crossing points will be affected by the scheme at construction and at operation and there is likely to be temporary loss of hedgerow habitats. Habitat loss will be experienced for various animal species, including mammals and birds.

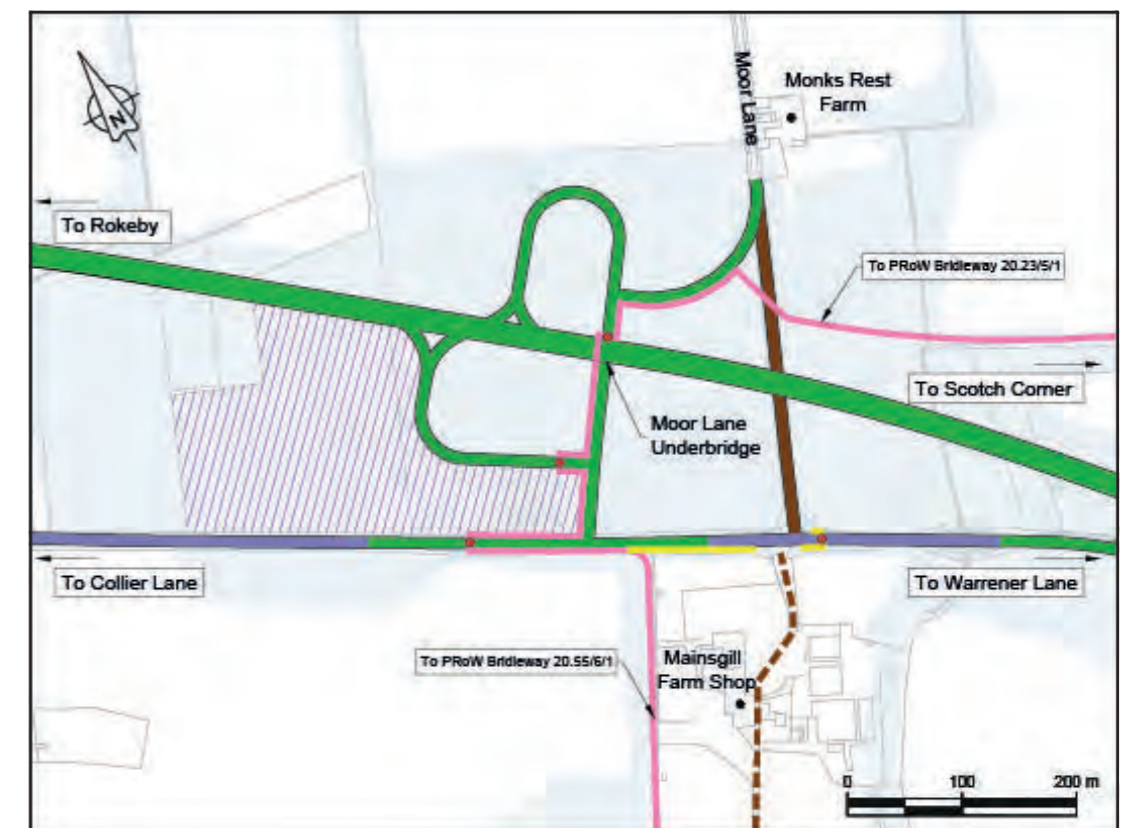
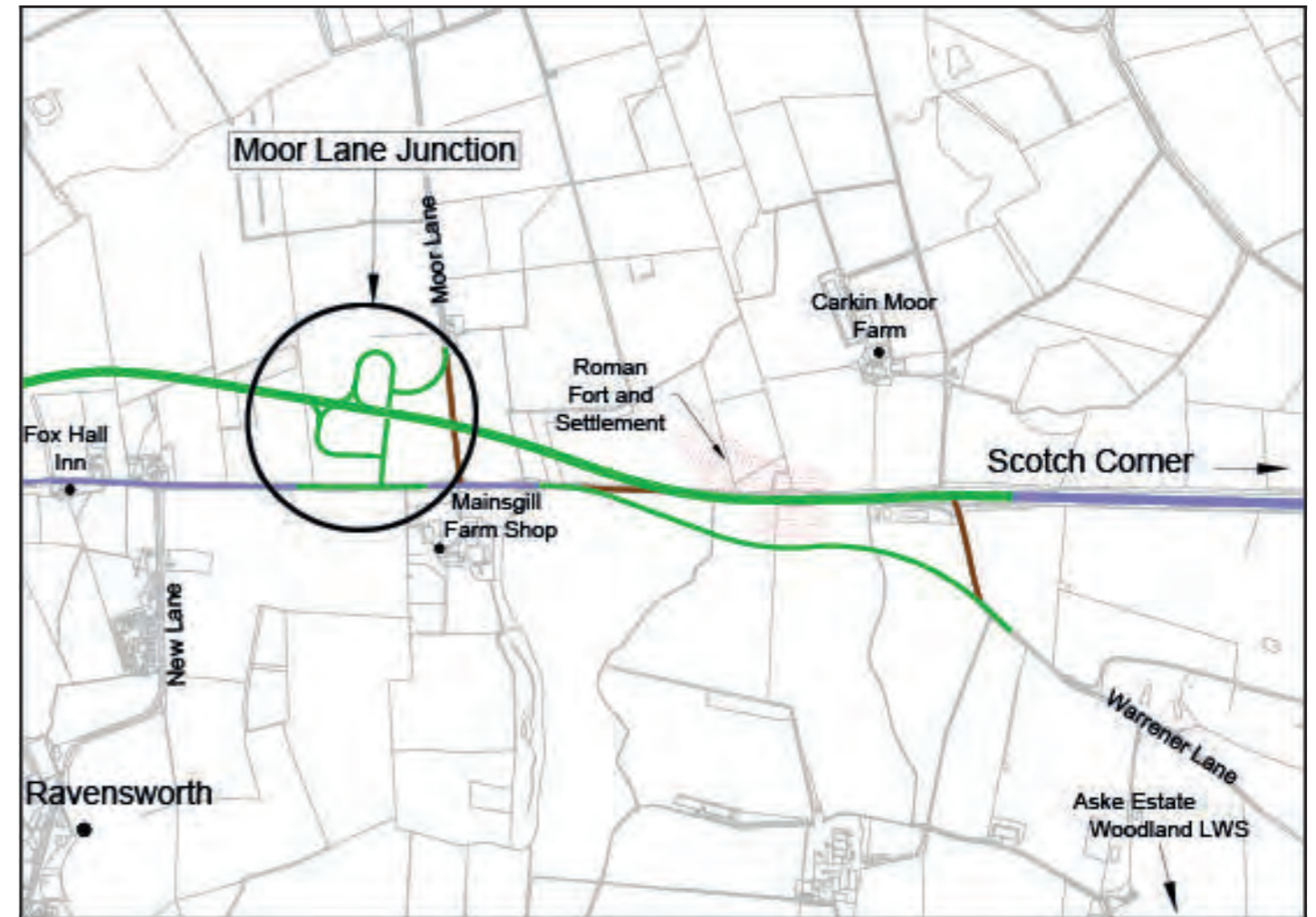
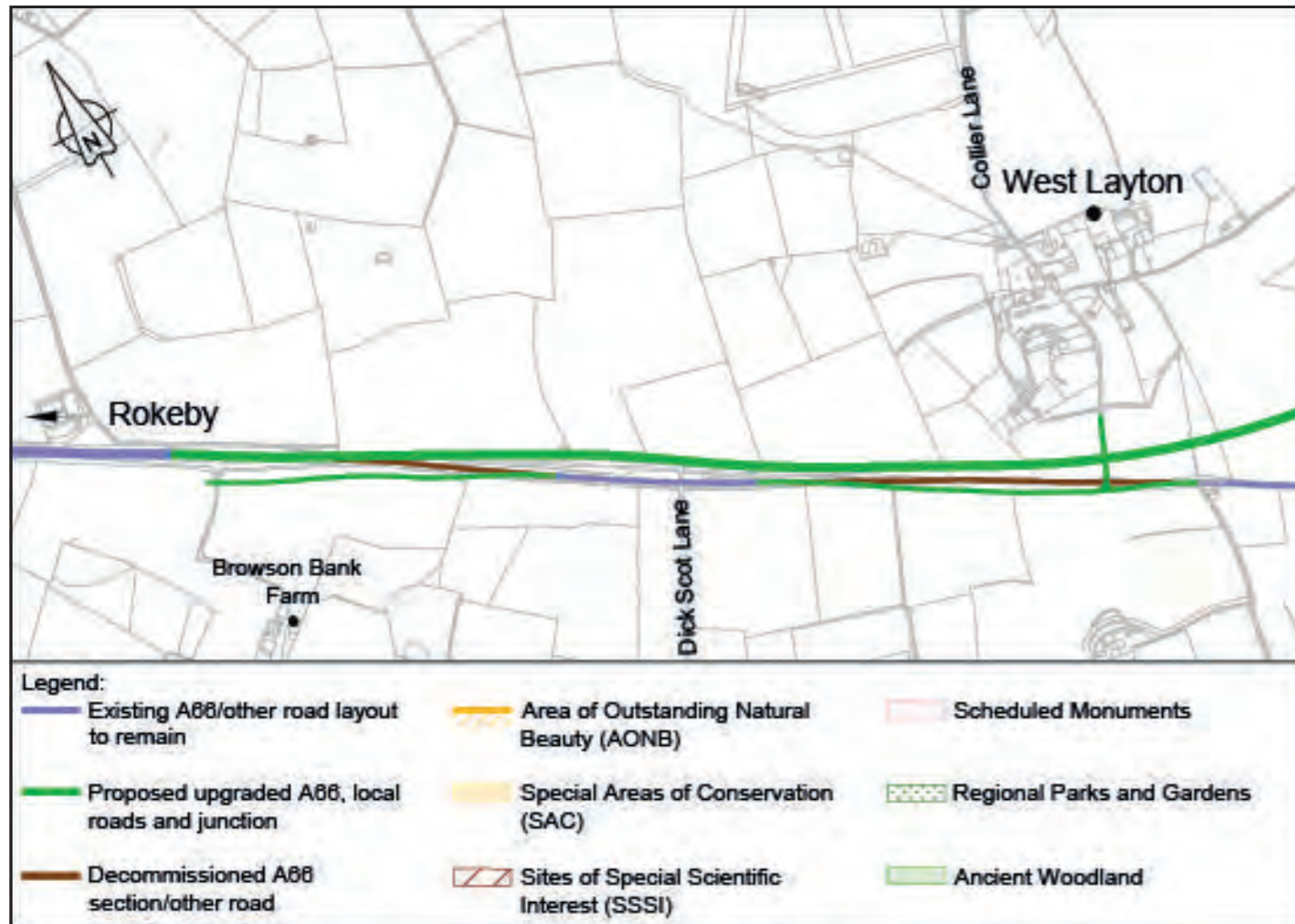
Our Cultural Heritage Assessment identified that, at construction, there would be impacts on the Roman Fort and prehistoric enclosed settlement 400m west of Carkin Moor Farm.

The existing route passes through the site, and the widened road will be constructed within the existing cutting. The design will aim to avoid excavation within the scheduled monument, but as yet this cannot be ruled out. Should excavation be required, a mitigation programme of archaeological investigation would be put in place, to ensure we record and preserve findings. Effects are also anticipated at construction stage on the Roman vicus at Carkin Moor Fort.

A number of potentially contaminated sites including disused quarries, farms, tanks and an anaerobic digestion facility. Risk assessments and method statements will be developed to prevent any release of contamination. There is some permanent land take and loss of high and medium value agricultural land. There are no effects on the water environment, including groundwater source protection zones, at this scheme.

Construction activities have the potential to effects landscape with visual effects on local residents and users of PRoW in the area of the scheme, as well as on visitors to Mainsgill Farm Shop and Fox Hall Inn. Overall mitigation planting would be expected to reduce the effects over time.

Stephen Bank to Carkin Moor



A1(M) junction 53 Scotch Corner

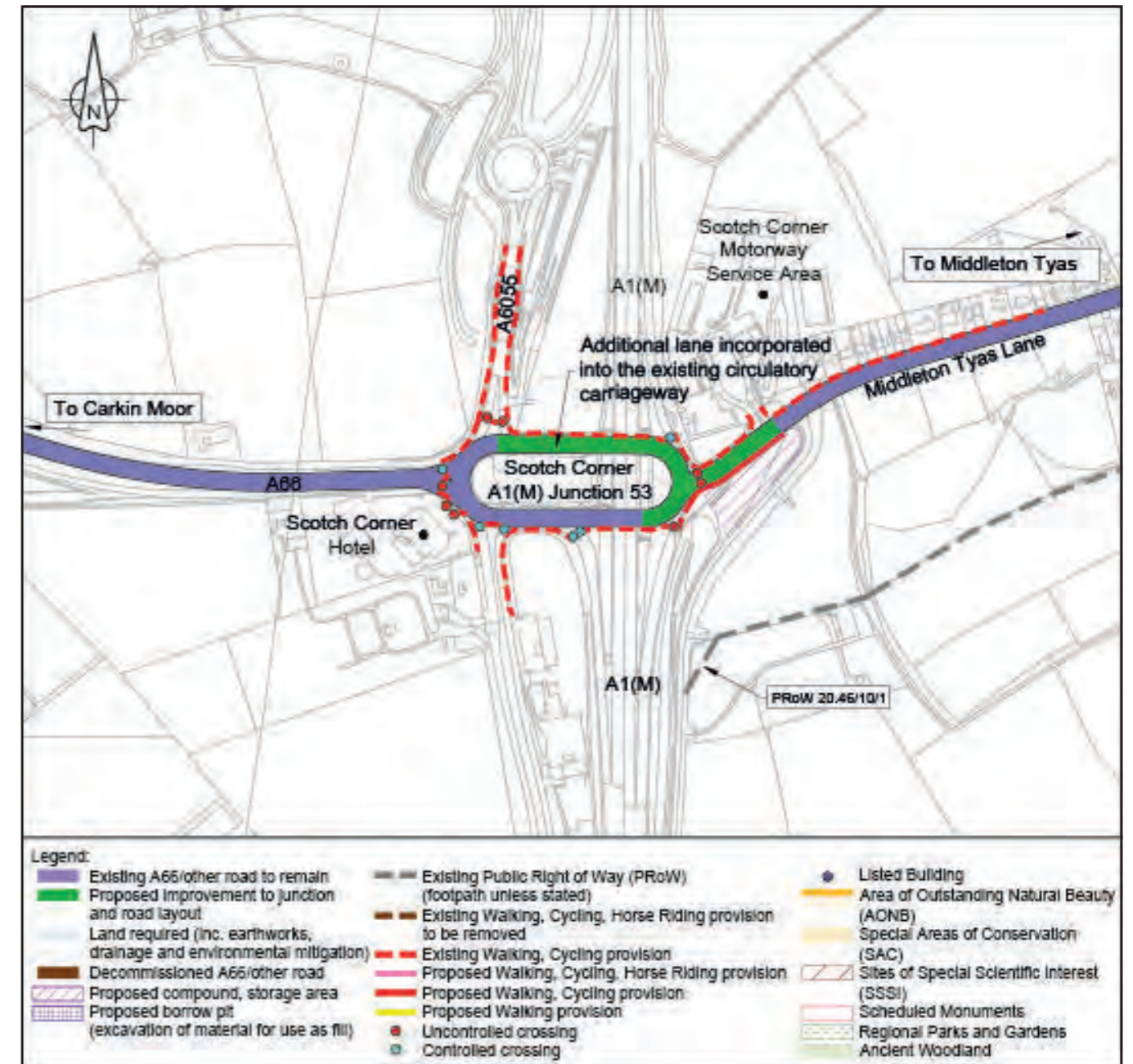
A1(M) junction 53 Scotch Corner is an existing grade-separated junction on the A1(M) to the south of Darlington. The signalled roundabout junction serves the A1(M), the A66 and the A6055 and provides access to Scotch Corner Motorway Service Area.

The existing layout is considered to have sufficient capacity to accommodate future traffic growth. As such we will only need to provide additional lane widening on the Middleton Tyas Lane approach to the roundabout, with some revisions to the road markings on the roundabout.

These minor improvements at the A1(M) junction 53 Scotch Corner would ensure that it meets the future needs of the area for years to come and can cope with the increased capacity of the new A66 once the project has been completed.

We are proposing:

- To widen the Middleton Tyas Lane approach to the A1(M) junction 53 at Scotch Corner roundabout from one lane to two lanes. This will result in better access to the roundabout at this priority approach
- Relocate an existing footway, bus stop, signage and lighting columns onto the southern verge of Middleton Tyas Lane to accommodate the additional carriageway lane
- Add an additional lane within the extents of the northern bridge cross section on the circulatory carriageway with amended lane road markings on either side of the bridge



Environmental considerations

The proposals for this scheme are of a smaller scale and affect a much smaller area than other schemes. No likely significant effects have been identified for cultural heritage, landscape and visual, geology and soils or road drainage and the water environment.

There are a small number of commercial and residential properties located near Scotch Corner. Given the context of the existing junction, effects on population and

health are expected to be limited during both construction and operation. The noise and vibration assessment has, however, identified 12 homes and one non-residential building that may experience effects due to changes in traffic flows. There is potential for effects on biodiversity and protected species if present, through the loss of a small area of woodland.

Land acquisition

Over the course of the project, we will have to survey, access and acquire land to construct the project. We have contacted all those affected landowners about both permanent acquisition (where we may need to acquire land for the project) and temporary occupation (where we might need to use land temporarily for construction compounds, for example).

We will continue to engage with affected landowners and those with an interest in land, as the project progresses and will continue to be clear and transparent in our interactions with all stakeholders and communities.

Our aim is to achieve the permanent acquisition and the temporary use of all land needed for the project by negotiating voluntary agreements with individual landowners. We will be shortly writing

to all affected parties to invite them to enter into negotiations for the sale of their lands to us, or for the use of their lands by us, by agreement. While we will seek powers to allow us to acquire land compulsorily and to use and occupy land temporarily as part of our planning process, our preference will always be to acquire or use land by voluntary agreement where it is possible.

Please get in touch if you haven't heard from us but think your land or property might be affected. You can contact us either by email: A66NTP@highwaysengland.co.uk, or by phone: 0333 090 1192 (local call rate applies).



Planning for construction

For the first few months the main focus will be on preparing the area for the main construction works to begin, such as archaeological work, moving utility pipes and cables and environmental protection work.

Throughout construction, there is likely to be a short-term effect on the way people access and enjoy the area. We would like to assure you that longer term, the A66 improvements will improve safety and journey times, which will benefit the local and regional economy, making the area a more attractive place to live, work and explore.

Consideration will be given to construction access and crossing points to ensure safety for our workers and other road users. In some locations, a dedicated haul road will be built alongside the new A66 to keep construction vehicles off local roads and to ensure that our construction teams can continue to safely

access and exit the project site. We will set up several site compounds to accommodate our team during construction.

As part of our consultation, we want to hear from local farmers to understand where private utilities which might serve cattle troughs and outbuildings are located. We will look to maintain supply continuity throughout construction and operation of the new road. If you are a landowner and would like to discuss how utilities diversions might impact you, then please get in touch.

For more information, please see our Construction Method and Management Statement.

Our construction programme is currently being developed which may lead to the delivery of schemes changing in order that we can optimise the sequence.

We expect the main construction developments to begin in 2024 should our Development Consent Order application be successful and continue for five years until 2029. We are committed to the following measures to help minimise impacts:

- Protecting air quality by implementing a Dust Management Plan
- Reducing risk of accidental harm or disturbances to historically sensitive sites
- Preserving the local landscape by preventing damage to trees and roots
- Reducing the visual impact of lighting on the project site by ensuring that, where possible, all artificial lighting avoids natural areas such as woodland and nearby residential properties
- Protecting biodiversity by complying with all relevant UK and European Union legislation

- Complying with all relevant guidelines relating to soil and geology and reusing materials, where possible, to minimise the impact of HGV movements
- Reducing the impact of noise on local communities throughout construction and adhering to best practice wherever possible

We are committed to maintaining an ongoing conversation about construction with local people, businesses and organisations. We regularly monitor the safety of our network and work throughout the year to ensure our motorways and A-roads meet all required safety standards.



Building the A66: How we do it

1. Topsoil stripping, levelling and capping

Around 100-300mm of topsoil will be cleared from the proposed route. The route will then be levelled by heavy machinery such as hydraulic excavators, dump trucks and self-propelled vibrating rollers. With these earthworks activities complete, we'll apply a layer of materials to create the road's foundation.



2. Drainage

We will install different types of drainage measures along the route using hydraulic excavators; narrow filter drains and concrete 'V' channels. The highway concrete drainage channel will be slip formed using specialist equipment after the road surfacing has been placed.



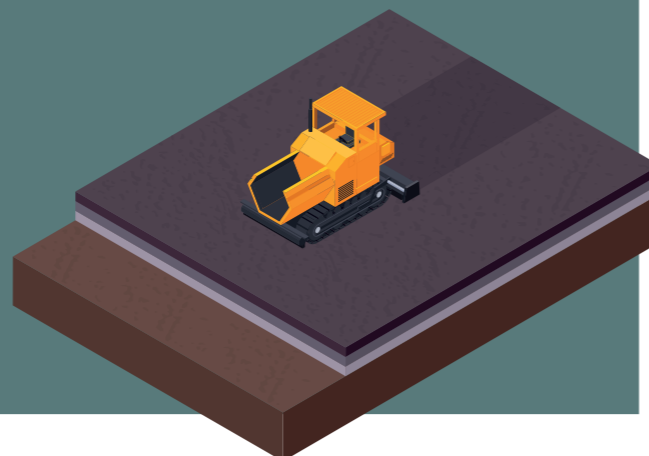
3. Cement Bound Granular Material (CBGM)

This is the bottom layer of the new carriageway. The material is spread on site to the correct depth by hydraulic machinery before being compacted using vibrating rollers. CBGM typically uses recycled stone and provides significant carbon savings over the use of new aggregate materials.



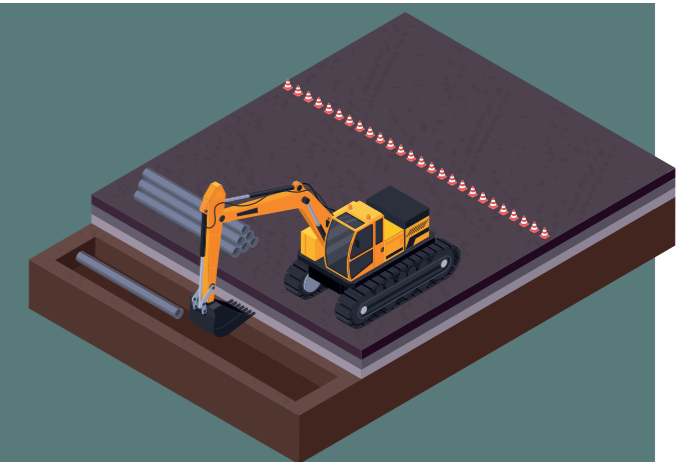
4. Surfacing

There are three layers to the new A66 carriageway, base course, binder course and the surface course. These are all laid using paving machines and then compacted by vibrating rollers to provide a sealed road surface with skid resistance that ensures a smooth ride for road-users.



5. Ducting

This will be installed along the length of the verge, on one side of the new lengths of the A66, to accommodate communications cables.



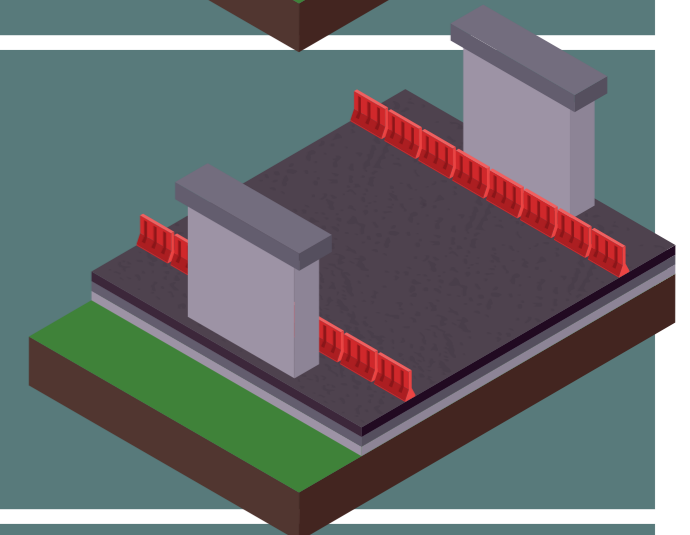
6. Vehicle Restraint System (VRS)

To ensure the safety of road users, we will install, where required, a corrugated beam system within the new sections of the A66, which is in keeping with the existing dualled sections of the road. These will be installed using post driving equipment.



7. Structures

Four types of structures will be constructed along the new A66 that include overbridges, underpasses, retaining walls and culverts. Each new major structure will typically require its own site compound to minimise traffic movements in the area.



8. Minor underpasses and culverts

We will use prefabricated sections, made off-site and then install on location. This reduces the need to construct or store additional equipment and materials on site.



Find out more

To find out more about our project proposals you can:

- Visit our website at www.highwaysengland.co.uk/A66-NTP

- Come along to one of our public information events where you can talk to members of our team. See page 5 for a full list of events.

Deposit points

Address	Hours of operation
Penrith Library, St Andrews Churchyard, Penrith, Cumbria, CA11 7YA	Monday to Friday, 9.30am-12.30pm and 1.30pm-5pm
St Michael's Church, 2 Church Gate, Kirkby Thore, Penrith CA10 1UR	Monday to Sunday 10am-4pm
The former Llama Karma Kafe, Brougham CA10 2AB	Monday and Friday, 12pm-6pm and Thursday, 2pm-8pm
Kirkby Stephen Library, Old Grammar School, Vicarage Lane, Kirkby Stephen CA17 4QX	Monday and Wednesday, 10am-12pm and 1pm-3pm; Saturday, 10am-1pm
Brough Castle Ice Cream Parlour and Tea Room, Brough Castle Farm, Brough, Kirkby Stephen CA17 4EJ	Monday to Sunday, 10am to 5pm until 10 October
Brough Memorial Hall, New Road, Brough, Kirkby Stephen CA17 4AS	Tuesday, Wednesday and Friday, 1pm – 6pm from 11 October
Barnard Castle Library, Witham Building, 2 Hall Street, Barnard Castle DL12 8JB	Monday, Tuesday and Friday, 9.30am -4.30pm; Wednesday, 9.30am – 5.30pm, Saturday, 9.30am-12.30pm
Cross Lanes Organic Farm, Cross Lanes, Barnard Castle DL12 9RT	Monday, Wednesday and Thursday, 9am- 4.30pm, Tuesday, closed, Friday and Saturday, 9am-5pm, Sunday, 10am-4pm
Mainsgill Farm Shop, East Layton, Richmond DL11 7PN	Monday – Sunday, 9am – 5pm
Richmond Library, 10A Queen's Road, Richmond DL10 4AE	Monday to Friday, 10am–1pm and 2pm–5pm, Saturday, 10am – 1pm
Clayport Library, 8 Millennium Pl, Durham DH1 1WA	Monday, Thursday to Saturday, 9.30am-4.30pm, Tuesday and Wednesday, 9.30am-5.30pm

How to have your say

This is your opportunity to give your views on our proposals before we submit our Development Consent Order application. There are various ways that you can respond to the consultation.

- Completing the feedback form online at www.highwaysengland.co.uk/A66-NTP
- Posting your feedback form to **Freepost A66 NORTHERN TRANS-PENNINE**. You do not need a stamp.
- Leaving your completed feedback form with us at the consultation events.

If you do not want to complete a feedback form, you can:

- Email us at **A66NTP@highwaysengland.co.uk**
- Write to us marking your envelope **Freepost A66 NORTHERN TRANS-PENNINE**. You do not need a stamp.

For any questions, please contact us:

Email: A66NTP@highwaysengland.co.uk

Call: 0333 090 1192 (local call rate)

Follow:

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

If you would like any further information on the Development Consent Order application process, please visit the Planning Inspectorate's website: <https://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.

Please submit your responses by 11.59pm on 6 November 2021.

Keeping you safe during COVID-19

We have been working hard to ensure that our statutory consultation on the A66 Northern Trans-Pennine project is COVID-19 safe and where possible, reduce the need for you to travel and interact with others.

Whilst we have made every effort to ensure that physical venues are available for you to view our statutory consultation and speak to us if you have a question, we may, if government guidelines dictate, have to cancel these events in line with the latest COVID-19 advice. Information will always be available online on our website.

COVID-19 secure venues

We will be providing hand sanitisers and masks which you can wear if you want to and we will ensure that the venues are well ventilated.



HANDS



FACE



SPACE

What happens next?

If our application for a Development Consent Order 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.

An Examining Authority (made up of independent experts, normally from the Planning Inspectorate) is appointed to examine the application on behalf of the

Secretary of State. The Examining Authority then has three months, after the close of the Examination, to make a recommendation to the Secretary of State, who then has a further three months to make a final decision on whether or not to grant the Development Consent Order for the project.

If our application is approved, work on the project is planned to start in 2024 as indicated on the illustrated timeline.

The application process

The Inspectorate, on behalf of the Secretary of State, has 28 days to decide whether the application meets the required standards to proceed to examination including whether the developer's consultation has been adequate.

You can send in your comments in writing. You can request to speak at a public hearing. The Inspectorate has 6 months to carry out the examination.



You can now register as an interested party; you will be kept informed of progress and opportunities to put your case. Inspectors will hold a preliminary meeting and set the timetable for examination.

A recommendation to the relevant Secretary of State will be issued by the Inspectorate within three months. The Secretary of State then has a further three months to issue a decision on the proposal.

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/

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

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.



On 20 August it was announced that Highways England would be changing its name to National Highways. The name change reflects the role of the strategic road network – to connect the nation's regions – and the part it plays in setting Highways standards across the UK.

We have continued this consultation under the Highways England branding to avoid confusion but will be rebranding this project as of 8 November.

The remit of the organisation has not changed and we will continue to operate and maintain England's motorways and A roads.

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This document is also available on our website at www.highwaysengland.co.uk/A66-NTP

For an accessible version of this publication please call **0300 123 5000** and we will help you. Those with questions, queries and feedback to consultation should use the contact details set out on page 107.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication, email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code PR149/20. Designer's code DT/9/21.

*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.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored. 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.



Part 1

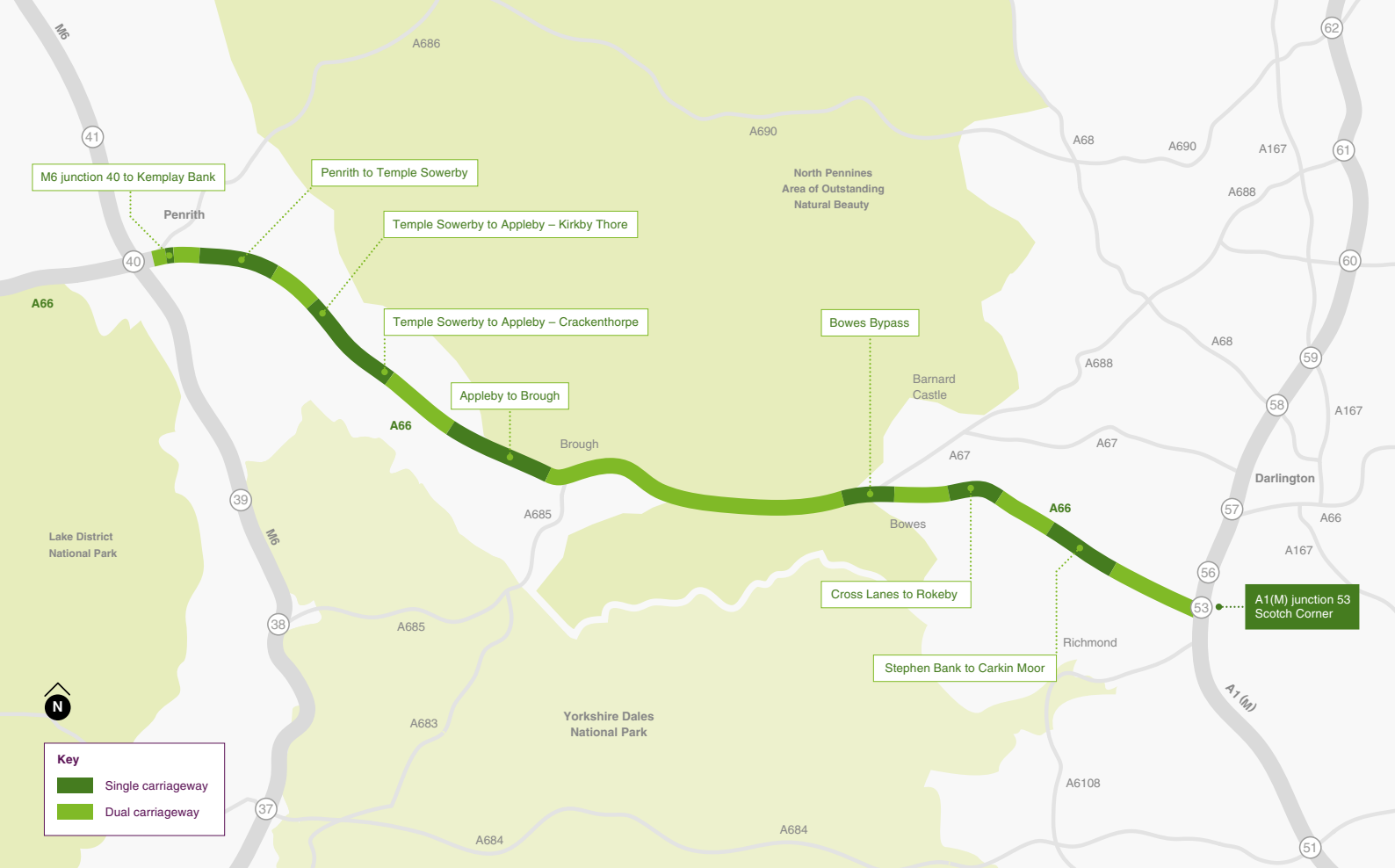
9 Statutory public consultation feedback form

A66 Northern Trans-Pennine project

Statutory Consultation feedback form

24 September to 6 November 2021





Map showing the remaining sections to be dualled as part of the A66NTP project

Introduction

The A66 Northern Trans-Pennine project covers the length of the A66 between the M6 junction 40 at Penrith to the A1(M) junction 53 at Scotch Corner, which is approximately 50 miles long. The project involves dualling the remaining single carriageway sections of the A66 along with improvements at key junctions along these lengths.

The A66 plays an integral role for journeys across the north of England and connects the wider road network with surrounding communities, businesses and countryside. The route provides businesses and hauliers a direct link between the east and west coasts of England and the central belt of Scotland, connecting Leeds, Sheffield, and Norwich, with Edinburgh and Glasgow.

Why we're consulting

A major infrastructure scheme like the A66 project requires a Development Consent Order (DCO) in order to be built, maintained and operated. As part of the planning process we're required to consult about the proposed application for a DCO, before the application is submitted to the Planning Inspectorate. You can find out more about the planning process – [click here](#).

The purpose of this consultation is to seek your views on the proposals. Your feedback is important and will inform our continuing development of the project before we submit our Development Consent Order application.

How to share your views

You can respond to this consultation in a number of ways:

- **Online:** by completing this feedback form on the project webpage or virtual consultation room at www.highwaysengland.co.uk/A66-NTP
- **Email:** by sending your feedback form to A66NTP@highwaysengland.co.uk
- **Freepost:** FREEPOST A66 NORTHERN TRANS-PENNINE PROJECT
- Calling on **0333 090 1192** to request a hard copy of the feedback form and send it to us using the Freepost address

If you need additional space to provide your comments to one of the questions, please see the final page and state which question number you are responding to.

It is important that we receive your feedback by **23.59 on 6 November 2021**. Responses received after this time may not be considered.

More information

A consultation brochure and map booklet have been produced to describe the proposals and provide detailed maps for each section within the project. Please read the consultation material before responding to this feedback form. The brochure and further information, including plans and our Preliminary Environmental Information Report (PEIR) with its accompanying Non-Technical Summary, are available:

- On the project webpage and virtual consultation room:
www.highwaysengland.co.uk/A66-NTP
- At public consultation events, where the project proposals will be on display and members of the project team available to answer questions
- Deposit points, where copies of the consultation documents can be viewed

Details about the public events and deposit points are available on the project webpage or you can call us on **0333 090 1192** to find out more. For further information, hard copy requests or accessible consultation materials requests, email A66NTP@highwaysengland.co.uk or call **0333 090 1192**.

About you

We'd be grateful if you'd tell us a bit about yourself. This will enable us to update you on the outcome of the consultation and the next steps for this project. We won't share this information or use it for any other purpose. For information on how we collect and store data, please refer to page 17.

Firstly

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

Yes No

Secondly

If you'd prefer your comments to be anonymous, please provide your postcode (first five digits), so we can understand where you live in relation to the project.

Name:

Address:

Postcode:

Email:

Thirdly

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

About you

Finally

Person you are representing (if applicable):

Organisation Name:

Organisation Address:

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

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

I am... or I represent... (select any that apply):

Academic institution / organisation

Action group

Business

Business representative group (such as Chambers of Commerce)

Charity / voluntary sector group

Elected representative (such as MPs or local councillors)

Environment, heritage, amenity or community group (such as environmental group, recreation group or community interests)

Land interest, land agent, agricultural tenant

Local government (such as county councils, district councils, parish and town councils)

Professional body/representative group

Resident

Statutory consultee

Transport organisation

Utilities organisation

Prefer not to say

Local road user

Other

User guide for this feedback form

This feedback form has been split into 10 sections each asking questions about specific areas of the project. Please use the contents section below to help you complete this feedback form based on your area(s) of interest. You can fill in as much or as little of the form as you like.

M6 junction 40 to Kempley Bank

[CLICK HERE](#)

Penrith to Temple Sowerby

[CLICK HERE](#)

Temple Sowerby to Appleby – Kirkby Thore

[CLICK HERE](#)

Temple Sowerby to Appleby – Crackenthorpe

[CLICK HERE](#)

Appleby to Brough

[CLICK HERE](#)

Bowes Bypass

[CLICK HERE](#)

Cross Lanes to Rokeby

[CLICK HERE](#)

Stephen Bank to Carkin Moor

[CLICK HERE](#)

A1(M) junction 53 Scotch Corner

[CLICK HERE](#)

For **general questions** about the project and this consultation

[CLICK HERE](#)

M6 junction 40 to Kemplay Bank

More information on this section can be found in the consultation brochure.

Q1 Please provide your comments on the M6 junction 40 to Kemplay Bank proposal. Below is a list of key topics you may like to consider when sharing your comments. Please use these topics as headings throughout your response.

- Construction
- Costs and funding
- Engineering design
- Environment (including comments on the PEIR)
- Land ownership
- Traffic, transport and junctions
- Walking, cycling and horse-riding
- Other (such as any additional important local knowledge relevant to the scheme)

Penrith to Temple Sowerby

More information on this section can be found in the consultation brochure.

Q2 Please provide your comments on the Penrith to Temple Sowerby proposal. Below is a list of key topics you may like to consider when sharing your comments. Please use these topics as headings throughout your response.

- Construction
- Costs and funding
- Engineering design
- Environment (including comments on the PEIR)
- Land ownership
- Traffic, transport and junctions
- Walking, cycling and horse-riding
- Other (such as any additional important local knowledge relevant to the scheme)

Temple Sowerby to Appleby – Kirkby Thore

More information on this section can be found in the consultation brochure.

Q3(a) Do you agree with our preferred alignment for this scheme?

Yes No No preference

Q3(b) Please provide any information that supports your answer above.

Q3(c) Please share any additional comments you may have on the Temple Sowerby to Appleby – Kirkby Thore proposal. Below is a list of key topics you may like to consider when sharing your comments. Please use these topics as headings throughout your response.

- Construction
- Costs and funding
- Engineering design
- Environment (including comments on the PEIR)
- Land ownership
- Traffic, transport and junctions
- Walking, cycling and horse-riding
- Other (such as any additional important local knowledge relevant to the scheme)

Temple Sowerby to Appleby – Crackenthorpe

More information on this section can be found in the consultation brochure.

Q4 Please provide your comments on the Temple Sowerby to Appleby-Crackenthorpe proposal. Below is a list of key topics you may like to consider when sharing your comments. Please use these topics as headings throughout your response.

- Construction
- Costs and funding
- Engineering design
- Environment (including comments on the PEIR)
- Land ownership
- Traffic, transport and junctions
- Walking, cycling and horse-riding
- Other (such as any additional important local knowledge relevant to the scheme)

Appleby to Brough

More information on this section can be found in the consultation brochure.

Q5(a) Do you agree with the preferred alignment for this scheme?

Yes No No preference

Q5(b) Please provide any information that supports your answer above.

Q5(c) Please share any additional comments you may have on the Appleby to Brough proposal. Below is a list of key topics you may like to consider when sharing your comments. Please use these topics as headings throughout your response.

- Construction
- Costs and funding
- Engineering design
- Environment (including comments on the PEIR)
- Land ownership
- Traffic, transport and junctions
- Walking, cycling and horse-riding
- Other (such as any additional important local knowledge relevant to the scheme)

Bowes Bypass

More information on this section can be found in the consultation brochure.

Q6 Please provide your comments on the Bowes Bypass proposal. Below is a list of key topics you may like to consider when sharing your comments. Please use these topics as headings throughout your response.

- Construction
- Costs and funding
- Engineering design
- Environment (including comments on the PEIR)
- Land ownership
- Traffic, transport and junctions
- Walking, cycling and horse-riding
- Other (such as any additional important local knowledge relevant to the scheme)

Cross Lanes to Rokeby

More information on this section can be found in the consultation brochure.

Q7(a) Do you agree with the preferred junction at Cross Lanes?

Yes No No preference

Q7(b) Do you agree with the preferred junction at Rokeby?

Yes No No preference

Q7(c) Please provide any information that supports your answers above.

Q7(d) Please share any additional comments you may have on the Cross Lanes to Rokeby proposal. Below is a list of key topics you may like to consider when sharing your comments. Please use these topics as headings throughout your response.

- Construction
- Costs and funding
- Engineering design
- Environment (including comments on the PEIR)
- Land ownership
- Traffic, transport and junctions
- Walking, cycling and horse-riding
- Other (such as any additional important local knowledge relevant to the scheme)

Stephen Bank to Carkin Moor

More information on this section can be found in the consultation brochure.

Q8 Please provide your comments on the Stephen Bank to Carkin Moor proposal. Below is a list of key topics you may like to consider when sharing your comments. Please use these topics as headings throughout your response.

- Construction
- Costs and funding
- Engineering design
- Environment (including comments on the PEIR)
- Land ownership
- Traffic, transport and junctions
- Walking, cycling and horse-riding
- Other (such as any additional important local knowledge relevant to the scheme)

A1(M) junction 53 Scotch Corner

More information on this section can be found in the consultation brochure.

Q9 Please provide your comments on the A1(M) junction 53 Scotch Corner proposal. Below is a list of key topics you may like to consider when sharing your comments. Please use these topics as headings throughout your response.

- Construction
- Costs and funding
- Engineering design
- Environment (including comments on the PEIR)
- Land ownership
- Traffic, transport and junctions
- Walking, cycling and horse-riding
- Other (such as any additional important local knowledge relevant to the scheme)

General questions

More information on the project as a whole can be found in the consultation brochure.

Q10 To what extent do you agree with dualling the remaining single carriageway sections of the A66?

Support Neutral Oppose

Q11 Please provide any additional comments you may have to support your response to Question 10.

Consultation

Q12 How did you hear about this consultation? Select all that apply.

- | | |
|---|--|
| <input type="checkbox"/> Flyer | <input type="checkbox"/> Direct email from Highways England |
| <input type="checkbox"/> Poster in local facility/office/business | <input type="checkbox"/> Social media (Twitter, Facebook, etc) |
| <input type="checkbox"/> Letter | <input type="checkbox"/> Other (such as local knowledge) |
| <input type="checkbox"/> Press release/ newspaper advert | |
| <input type="checkbox"/> Project webpage | |

[BACK TO USER GUIDE](#)

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

[BACK TO USER GUIDE](#)

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.highwaysengland.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 PR126/21. Designer's code DTFFO/9/21.

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These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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

On 20 August 2021, it was announced that Highways England would be changing its name to National Highways. The name change reflects the role of the strategic road network – to connect the nation's regions – and the part it plays in setting Highways standards across the UK.

We have continued this consultation under the Highways England branding to avoid confusion but will be rebranding this project as of 8 November.

The remit of the organisation has not changed and we will continue to operate and maintain England's motorways and A roads.



Part 1

10 Statutory public consultation exhibition boards

Welcome to our consultation

As you know the A66 is a key local, regional and national route for journeys across the north of England, providing vital connections for freight, tourism and businesses right across the UK. However, the A66 is not up to modern standards and was not built to support current demand.

That's why we're investing around £1bn to improve journeys on the A66 by upgrading the whole route to dual carriageway standard. This investment, between the M6 junction 40 at Penrith and the A1(M) at Scotch Corner, will ease congestion, reduce delays at junctions and enable access to jobs, supporting economic growth.

We propose upgrading the following sections of the A66:

- M6 junction 40 to Kemplay Bank
- Penrith to Temple Sowerby
- Temple Sowerby to Appleby
- Appleby to Brough
- Bowes Bypass
- Cross Lanes to Rokeby
- Stephen Bank to Carkin Moor
- A1(M) junction 53 Scotch Corner

This project is about upgrading infrastructure so it can cope with the 28,000 journeys that use the A66 every day; 25% of which are heavy goods vehicles (HGVs). Since 2017, we have been working hard to deliver a safer, more connected A66 but most importantly, whether you're a driver, passenger, pedestrian, cyclist or horse rider, we want to deliver an A66 that works for you.

In spring 2020, we announced our Preferred Route, based on evidence from what you told us at our consultation in 2019. Since then, we have been conducting further environmental and ecological surveys and have improved our proposals in several areas.

In this consultation, we want your views on our route proposals so we can continue improving our design to provide a safer A66 for everyone. Please take a look at the materials – including maps, videos and banners – around this room for more information.



Protecting the environment

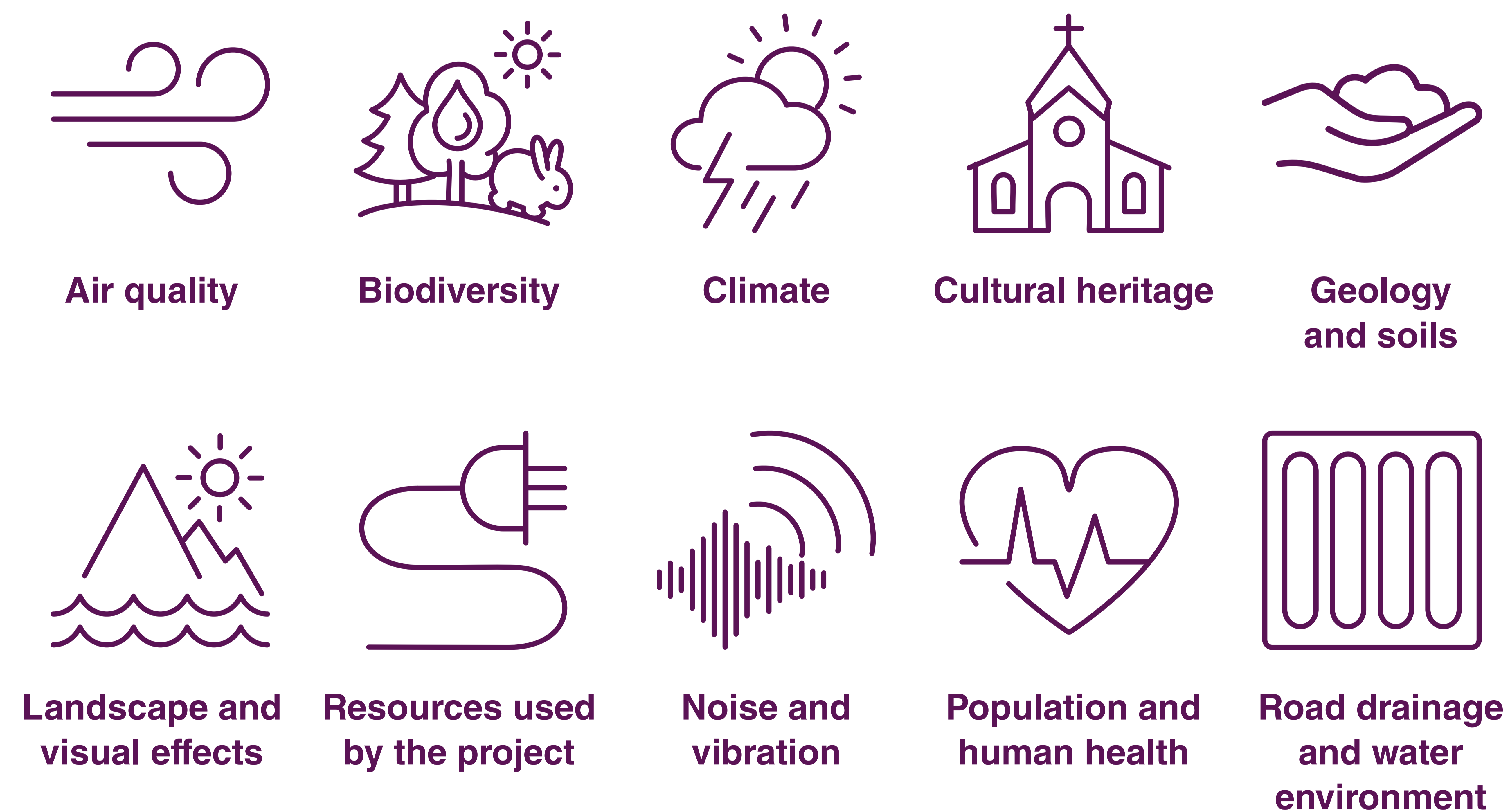
The A66 runs through a beautiful and unique landscape that includes the Lake District National Park, the Yorkshire Dales National Park and the North Pennines Area of Outstanding Natural Beauty. We're giving extra consideration to how we can protect this extraordinary environment. At every stage of the project, we have sought to balance essential upgrades to the A66 with protecting the landscape.

We will be paying special attention to areas such as:

- The Lake District National Park
- The Yorkshire Dales National Park
- The Area of Outstanding Natural Beauty (AONB)
- Sites of Special Scientific Interest (SSSI)
- Special Areas of Conservation
- Special Protection Areas
- The Air Quality Management Areas (AQMA)
- Noise Important Areas (NIA)

At Highways England, sustainability shapes our thinking and decision-making. Following the public consultation in 2019, we took your feedback on environmental concerns on board and have considered this during our environmental surveys to ensure our route reflects what is best for the local landscape.

We have assessed the following environmental topics:



We've used geophysical surveys and trial trenching to understand the archaeological potential of our sites. Through these ground surveys, we are better placed to protect the Roman heritage along the route.

We are shaping the future of this project by working with local communities, specialists and stakeholders.

More information on environmental considerations can be found in our consultation brochure, in our Preliminary Environmental Information Report (PEI Report) and its non-technical summary.

Designing a safer A66

Throughout the design of this project, we have worked with local authorities, landowners and local people to balance the impact of our design on both people and places.

The old A66 has an outdated design and no longer meets modern standards. It is frequently congested, has many dangerous turnings and junctions, varying speed limits and inconsistent standards. As well as these factors, the current A66 carries double the national average of HGVs. This creates accident hotspots and unreliable journeys for everyone who relies on this road.

We want the design of the new A66 to improve connectivity to key employment areas, reduce the number of accidents and keep traffic moving. As well as increasing investment across the north and strengthening local and regional economies, our design approach seeks to protect the environment and boost local connectivity.

We've completed a traffic modelling exercise, which looks at value for money and environmental impact to inform the design. Once the new design is operational, it is anticipated that users will save between 11 and 13 minutes (20-23%) when travelling along the A66 corridor in future years.

We have also prioritised maintaining local connectivity – every junction has been tailored to meet the needs of individual communities.



M6 junction 40 to Kemplay Bank

As the main point of access to Penrith, M6 junction 40 accommodates high volumes of traffic.

Our proposals for an underpass for the A66 at the existing Kemplay Bank roundabout will enable free-flowing traffic along the new A66 which will be a major benefit for local people, including pedestrians and cyclists. Easier access through the junction, especially at peak times, will improve access to Penrith and local services and facilities around the junction.

This scheme is split into three sections – M6 junction 40, Kemplay Bank roundabout and the road connecting these two major junctions. We have outlined our proposals for each section below:

M6 junction 40

- We will upgrade the junction with new traffic signals and provide extra dedicated left-turns for each of the roads approaching M6 junction 40 (M6 North, M6 South, A66 East, A66 West and A592). This includes new, clearer road markings on the junction.

Kemplay Bank roundabout

- We will provide a new dual-carriageway underpass below the existing Kemplay Bank roundabout to enable free-flowing traffic along the A66 and improved access to Penrith and the A6
- New slip roads to the A6 and A686 at Kemplay Bank roundabout will allow drivers to safely join and leave the A66 in both directions and provide links to Penrith and Eamont Bridge

The route between the junctions

- We will widen the existing dual carriageway between M6 junction 40 and Kemplay Bank to three lanes in each direction



Penrith to Temple Sowerby

The A66 between Penrith and Temple Sowerby is a single carriageway section which varies in width. Along this section there are several private access points, including one for Center Parcs. These can be difficult and unsafe for drivers to manoeuvre when turning right on to or off the A66. The dual carriageway will closely follow the line of the current A66.

What we are proposing:

This scheme predominantly follows the line of the current existing route, but we will widen it to dual carriageway, providing more capacity. This would involve both widening the existing carriageway and building a new one to its north.

To enable people to safely join and leave the A66 on this stretch, we are also proposing to replace several junctions with a range of safer solutions. This includes:

- **Center Parcs:** A new junction will provide access to the holiday park and local roads. This will cater for all movements on and off the new A66 making it easier for drivers to join the main highway and prevent tailbacks at peak times. This two-level junction will ensure vehicles can safely join and leave the A66 in the same direction
- **St Ninian's Church:** We will convert the existing access point here to a left only junction to make access to and from the A66 safer for all. We will relocate the existing car park to accommodate this new junction
- **Whinfell Holme Wastewater Treatment Works:** We will convert the existing access point here to a left only junction to make access to and from the A66 safer for all



Temple Sowerby to Appleby

The Temple Sowerby to Appleby stretch of the A66 passes close to the villages of Kirkby Thore and Crackenthorpe. For just over two miles a single carriageway, varying in width, skirts the village of Kirkby Thore with local roads connected by several junctions and private access points.

Since our Preferred Route Announcement in 2020 we have carried out extensive local surveys. This has led to the development of alternative routes which work better with the surrounding environment, particularly at Trout Beck which is part of the River Eden Special Area of Conservation (SAC).

Alternative routes in this location since our Preferred Route Announcement

The Preferred Route announced in May 2020 is no longer under consideration. However, we now have three alternative routes in this location. You can find details of all three of these alternative routes in our consultation brochure.

Our preferred route

Our analysis shows that the Blue Route is the most suitable for the surrounding environment, having the least impact on the scheduled monument at Kirkby Thore.

If you would like further information about our sifting process to determine the route preference, please read our Route Development report and the Preliminary Environmental Information Report (PEIR), both of which can be found online via the A66 webpage or in deposit points and at event locations.

As part of this route, we would provide:

- A short section of road from the Temple Sowerby Bypass junction, improving connections between the old A66 and the local road network
- A new bridge at Main Street, enabling traffic to pass over the proposed A66 alignment
- New bridges at both Station Road and Sleastonhowe Lane to enable access over the A66; a diversion would lead from Priest Lane to Station Road to maintain local traffic access
- A bridge over the new A66 at Long Marton Road close to Powis House. This will maintain connectivity between Bowdon and Long Marton and will also allow traffic to access the existing A66 to travel east or west. Traffic levels will be considerably reduced leading to a safer junction
- A new junction at Crackenthorpe on the westbound carriageway of the new A66 to will allow traffic to join and leave the route in the same direction. The junction would link to the old A66 and the B6542 and provide access to both Crackenthorpe and Appleby

Appleby to Brough

The A66 between Appleby and Brough includes a five-mile section of single carriageway with seven local access junctions. These present safety issues for drivers, with vehicles attempting to join and leave the main highway, which operates at a higher speed.

Since announcing our Preferred Route in May 2020, we have identified opportunities to improve our design in this location. We have reviewed alternative route options and now have a new preferred route alignment.

This route has slight incursions into the Area of Outstanding Natural Beauty (AONB) and Ministry of Defence land to improve the alignment and minimise impacts. We have discussed this with the AONB Partnership and Natural England.

We are proposing to:

- Widen 2.6km of road, starting from Coupland Beck, with a new westbound carriageway to the south of the existing carriageway
- Provide an eastbound access lane at Café Sixty Six and a replacement underpass which will serve both New Hall Farm and Far Bank End, along with a new junction on the westbound carriageway

- Construct a new junction at Sandford with a bridge under the new A66
- Build a new local road for journeys to the north of the new A66
- Provide new junctions at Warcop on the westbound and eastbound carriageways
- Build an overbridge to cross the new A66 for land and property owners at the eastern end to access Brough. The route would bring the road closer to some homes and businesses

If you would like further information about our sifting process to determine the route preference, please read our Route Development report and the Preliminary Environmental Information Report (PEIR), both of which can be found online via the A66 webpage or in deposit points and at event locations.



Bowes Bypass

This is a 1.9-mile, single carriageway section which is sandwiched between existing dual carriageway sections to the east and west.

We have identified a safety issue at the junction with the A67, which is currently only accessible to traffic to and from the west. This leads to last-minute lane changes that suddenly slow down traffic. Our proposed route will improve safety for all road users.

We are proposing to:

- Closely follow the existing road alignment to the north of Bowes Village, widening it with a new eastbound carriageway to the north. This would begin to the east of the Clint Lane overbridge
- Build an underpass at the junction with the A67
- Provide a new bridge to ensure Stone Bridge Farm, Mid Low Fields Farm and High Broats Farm have continued access to the A66 via the improved junction at the A67
- Close the Roman road, known as 'The Street', at the western end. Access between Bowes and the A66 will be via the upgraded Bowes junction instead



Cross Lanes to Rokeby

This is a 1.8-mile stretch of single carriageway, sandwiched between existing dual carriageways to the east and west. By upgrading the Cross Lanes to Rokeby section of the A66 to a dual carriageway, we can create a consistent road standard that helps minimise risks to all road users.

We identified two options for both Cross Lanes and Rokeby, which presented three end-to-end options, depending on the combination taken forward.

We've compared these junctions and considered how they work together in relation to impacts on people, the environment, traffic and technical viability. Our preferred option is Cross Lanes West and Rokeby West – together they are the Black Route.

**Our preferred design,
the Black Route:**

**At Cross Lanes West,
we are proposing to:**

- Build a compact, grade-separated junction west of the existing Cross Lanes junction with a structure over the A66 that will serve this busy local route
- Provide better, safer links for walkers, cyclists and horse riders and remove an additional two direct access points from the A66

**At Rokeby West,
we are proposing to:**

- Build a compact, grade-separated junction west of St Mary's Church and the Old Rectory, avoiding any direct impact on the Registered Park and Garden
- Develop an underpass junction, providing access to Barnard Castle Road for all westbound traffic and diverting eastbound traffic via the old A66, which would form part of the local road network

If you would like further information about our sifting process to determine the route preference, please read our Route Development report and the Preliminary Environmental Information Report (PEIR), both of which can be found online via the A66 webpage or in deposit points and at event locations.



Stephen Bank to Carkin Moor

This is a four-mile stretch of single carriageway. The road rises and falls at various points, which results in visibility issues and forces HGVs to accelerate to navigate steep inclines. This section needs to be upgraded to improve safety, ease congestion and provide better access for local communities.

Our proposals would see a new dual carriageway section created between Stephen Bank and Carkin Moor Farm. The new dual carriageway would be to the north of the old A66 and the properties at Fox Hall and Mainsgill Farm. It would then re-join the old A66 to the east of Mainsgill Farm.

We are proposing to:

- Widen the A66 through Carkin Moor scheduled monument to Carkin Moor Farm
- Raise the new A66 as it passes through the cutting adjacent to the Carkin Moor Scheduled Monument. This will reduce any impact on the scheduled monument itself

- Use the old A66 to the south of the new A66 route for local road access
- Provide a new underpass to the north of Dick Scott Lane
- Provide an overbridge to link Collier Lane to the old A66
- Create a new junction to the west of Moor Lane to provide safe and easy access to the local road network



Scotch Corner

Located on the A1(M), Scotch Corner is a critical junction on the A66 and acts as a gateway to Cumbria, the north-east and Scotland. To improve capacity, we are proposing several major upgrades that would reduce congestion and improve safety.

Our proposals aim to ensure that the A1(M) junction 53 Scotch Corner meets the future needs of the area for years to come and can cope with the increased capacity of the A66 once the project has been completed.

We are proposing:

- To widen the Middleton Tyas Lane approach to the A1(M) junction 53 at Scotch Corner roundabout from one lane to two lanes
- Add an additional lane within the extents of the northern bridge cross section on the circulatory carriageway with amended lane marking on either side of the bridge
- Reuse the existing drainage system with relocated drains where required



How to have your say

It is important to Highways England that you have your say on our proposed upgrades.

The feedback you give us today, and throughout consultation, will help inform the development of the project. All our consultation materials, including our consultation brochure, can be found online on the A66 Northern Trans-Pennine project website.

This is your opportunity to give your views on our proposals before we submit our Development Consent Order application.

There are various ways that you can respond to the consultation.

- Completing the feedback form online at www.highwaysengland.co.uk/A66-NTP
- Posting your feedback form to **Freepost A66 NORTHERN TRANS-PENNINE**. You do not need a stamp.
- Leaving your completed feedback form with us at the consultation events.

If you do not want to complete a feedback form, you can:

- Email us at **A66NTP@highwaysengland.co.uk**
- Write to us, marking your envelope **Freepost A66 NORTHERN TRANS-PENNINE**. You do not need a stamp.

For any questions, please contact us:

Email:

A66NTP@highwaysengland.co.uk

Call: 0333 090 1192 (local call rate)

Follow:

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

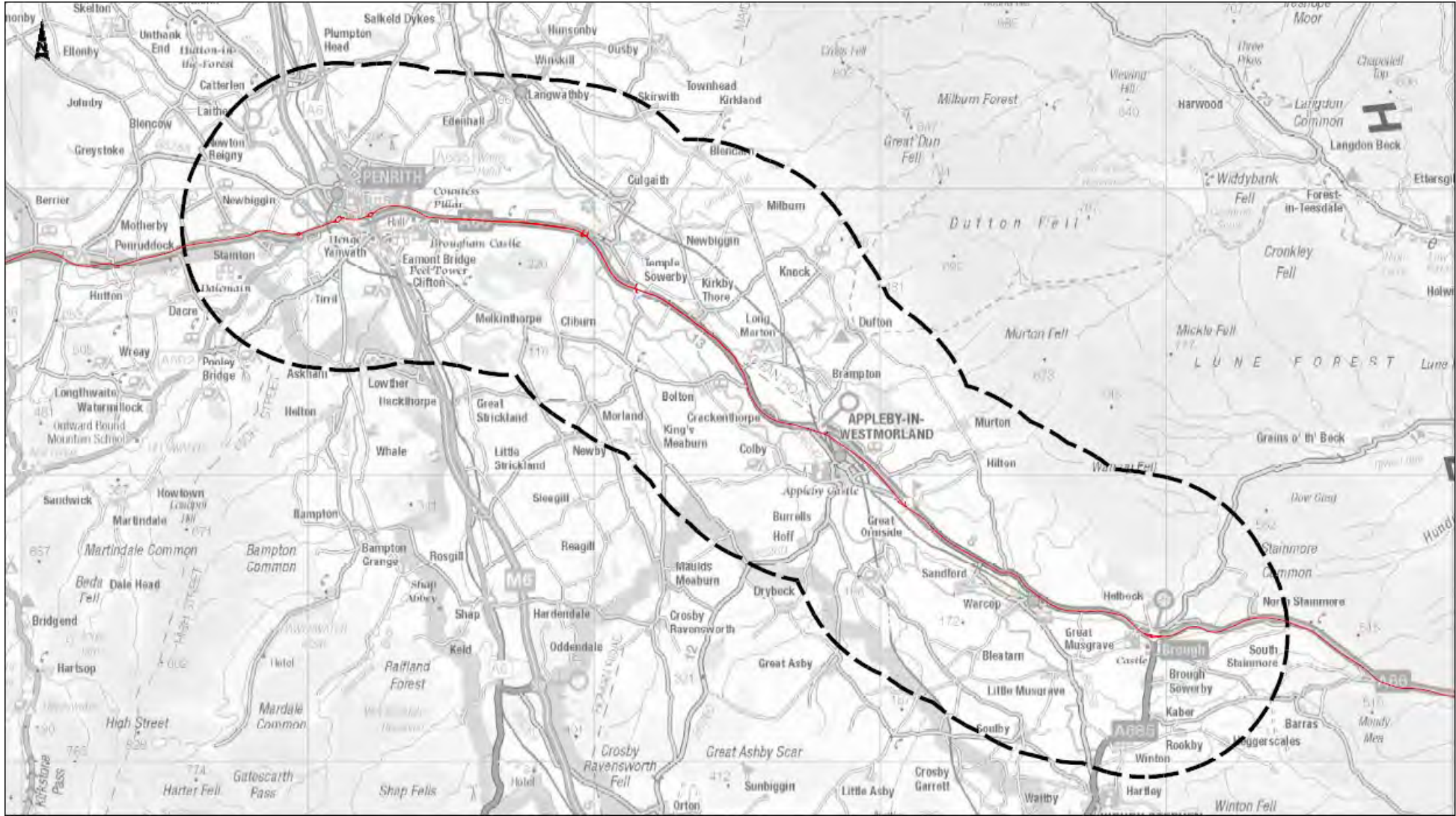
If you would like any further information on the Development Consent Order application process, please visit the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk/applicationprocess/the-process/>

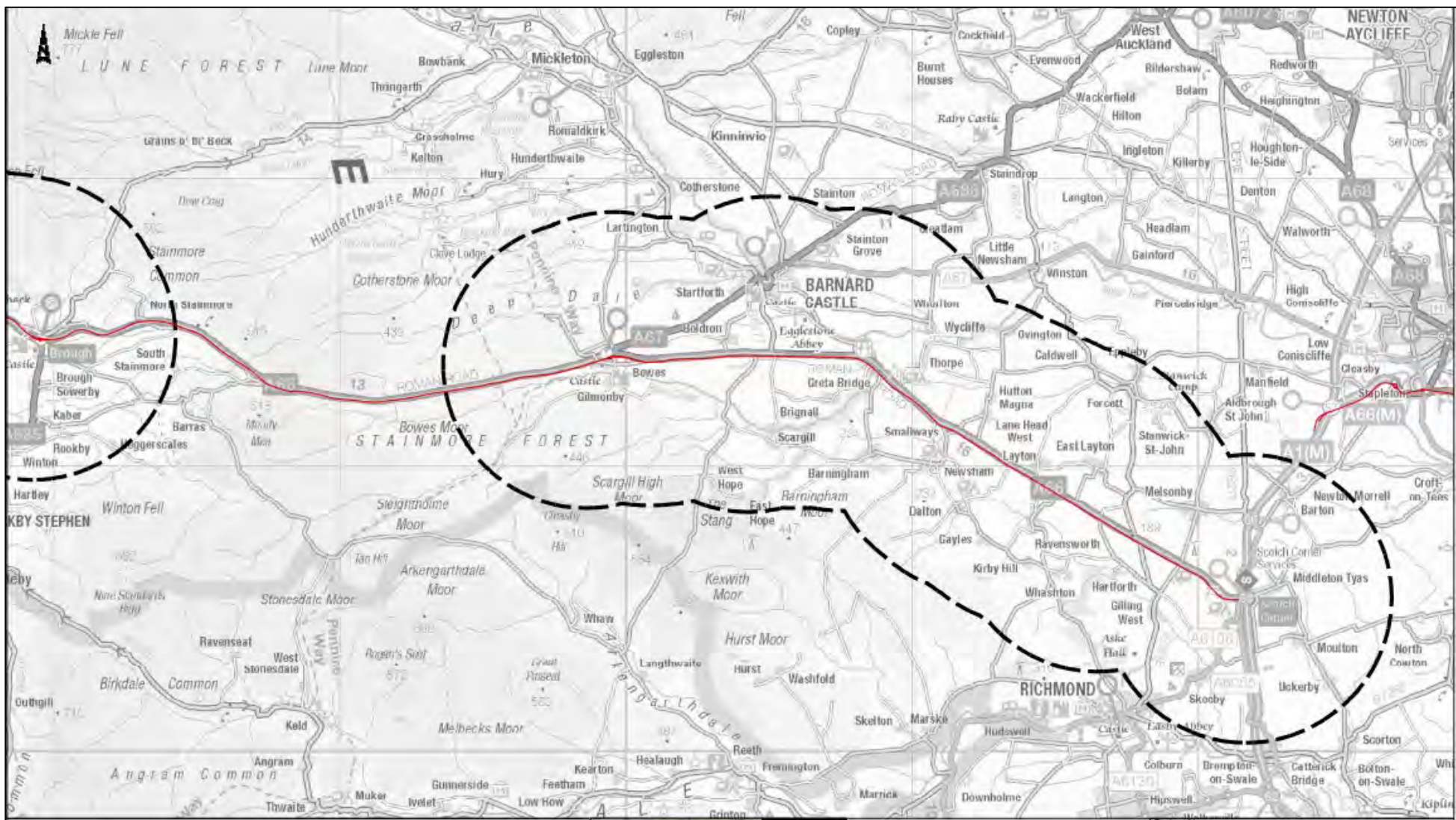
Thank you for your continued support and engagement with this project.



Part 1

11 Statutory public consultation target area





Part 1

12 Map book

A66 Northern
Trans-Pennine
project



Routes for
consultation

**General arrangement
drawings**

General notes

- The design is ongoing and the design shown on the maps is subject to change, including as a response to feedback from statutory consultation.
- The land required for both engineering and environmental mitigation is based on a worst-case approach currently. This will be rationalised as the design develops and as surveys are completed prior to Development Consent Order (DCO) submission and every opportunity will be sought to reduce the area of land take required.
- Areas of land included in the draft DCO boundary that has no mitigation shown will be reviewed prior to the DCO submission, with the intention that they are returned to former use where possible.
- Mitigation is included to provide a specific function, and therefore some will be location specific in order to fulfil its purpose. Other areas are to create sufficient replacement habitat and there may be potential to be locally flexible about where the habitat is replaced to optimise land operations. Highways England is also keen to discuss how some of the mitigation is delivered – this could be through land management agreements rather than permanent land take. The project team are happy to have further discussions with landowners to understand the implications of the proposed mitigation and determine whether there are ways of limiting the impact on land operations whilst still delivering the mitigation required for the project.

Engineering design

- Boundary treatments are not currently shown but will be required at the extents of permanent land take. These will be designed to be in keeping with the character of the local area and may include post and rail fence, stock fencing, dry stone walls and hedgerows.
- Dry stone walls and hedgerows will be reinstated where lost and new walls and hedgerows will be constructed where they will integrate the design into the surrounding landscape and field patterns and maintain connectivity. Further details about the design principles relating to the approach to boundary treatments is set out in the Project Design Report, available as part of the consultation material.



Environmental mitigation

- Where possible environmental mitigation will be multi-functional. For example by achieving landscape, visual and ecological mitigation at a single location.
- Landscape and visual mitigation will be designed to integrate with surrounding local landscape character and seek to reduce visual impacts.
- Ecological mitigation that is to be implemented will be designed so as to retain and protect any important existing habitats or landscape features (e.g. retaining mature trees).
- The maps show an indication of where noise barriers may need to go, the exact location and form of these will be determined following further noise modelling and design.
- Protected species fencing (temporary and permanent) is not currently shown but will be included throughout the project where required.
- Bat mitigation may include the installation of replacement roosts such as bat boxes, new planting such as hedgerows or tree lines to connect habitats and suitable bat crossing features such as culverts and underpasses.
- Bird mitigation may include creation of rough grassland for barn owl, replacement of scrub, wetland habitats and woodland, installation of nest boxes, buffering of designated sites with habitats such as heathland complex and connecting habitats such as species rich hedgerows.
- Terrestrial invertebrate mitigation may include habitat creation and translocation of invertebrates, careful drainage design to include features such as mud reed beds, bee banks and invertebrate friendly planting.
- Fish and freshwater ecology mitigation may include channel restoration to reconnect meanders, suitable design of culverts to support passage of fish and other species, and other fish passage improvements.
- Otter and water vole mitigation may include temporary fencing around construction areas, artificial holt sites for otters, habitat enhancement and design of appropriate culverts to allow mammal passage.
- Red squirrel mitigation may include crossing features such as rope bridges, tree and hedgerow planting to ensure habitat connectivity, woodland enhancement and new woodland habitat.
- Reptile mitigation may include temporary fencing to protect habitats and avoid disturbance, new habitats to move any reptiles found in the construction site to and creation of open mixtures of habitats suited to reptiles.
- Amphibian mitigation may include suitable pond designs and new ponds purely for amphibians, refuges (areas that amphibians spend time in out of the pond) and habitats to connect ponds with breeding areas.
- Badger mitigation is not shown on the maps as the information is sensitive due to the risk of harm to the animals. Mitigation will be included in the scheme within the draft DCO boundary and may include new habitat, artificial setts and badger crossing features such as tunnels and underpasses. Fencing may also be included to prevent road traffic accidents and harm to badgers due to them crossing the live traffic.

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About this booklet

The general arrangements show the layout of the proposed scheme including:

- Permanent works, new roads, earthworks and roadside features such as signage and lighting columns
- Environmental mitigation, landscaping and tree planting
- Provisional order limits (also known as the red line boundary)
- Open space and replacement land

Statutory consultation legend

Environment - Existing

- ▲ Listed buildings
- Ancient tree inventory
- Public right of way
- - - Sustrans National Cycle Network
- Buildings
- Watercourse/body
- Fluvial flood zone 2
- Scheduled monument
- Ancient woodland
- Conservation area
- Registered park and garden
- Local Wildlife Sites (LWS)
- County Wildlife Sites (CWS)
- County Durham Plan - Area of high landscape value
- Special Protection Areas (SPA)
- Sites of Special Scientific Interest (SSSI)
- Special Areas of Conservation (SAC)
- Areas of Outstanding Natural Beauty (AONB)

Environment - Proposed

- ★ Bat
- ★ Birds
- ★ Buffering SAC
- ★ Fish
- ★ Freshwater Ecology
- ★ Identified location for Orchard replacement
- ★ Terrestrial Invertebrates
- ★ Otter
- ★ Riparian Mammals
- ★ Potential Borrow Pit
- ★ Potential to reconnect out off meander
- ★ Provision of stock proof fencing and buffer strip to Trout Beck
- ★ Red Squirrel
- ★ Reptile
- ★ Amphibian
- ★ Water Vole
- ★ Land that would be required to implement the eastern junction alternative at Rokeby (see consultation brochure for further information)

Environment - Proposed cont.


- Specimen trees
- Hedgerow
- Potential ecological mitigation
- Woodland/woodland edge
- Species rich grassland
- Woodland to be retained/reinstated
- Specimen trees
- Wetland habitat
- Heathland
- Land that would be required to implement the eastern junction alternative at Rokeby (see consultation brochure for further information)



Boundaries

- Proposed draft DCO (Development Consent Order) boundary for the purpose of consultation

Engineering & Construction

- Variable Message Sign (VMS)
- Acoustic barrier
- xxx Public Right of Way - diverted
- xxx Public Right of Way - stopped up
- Culvert
- Verge
- Earthworks
- Carriageway
- Footway
- Track or Bridleway
- Drainage pond
- Construction compound

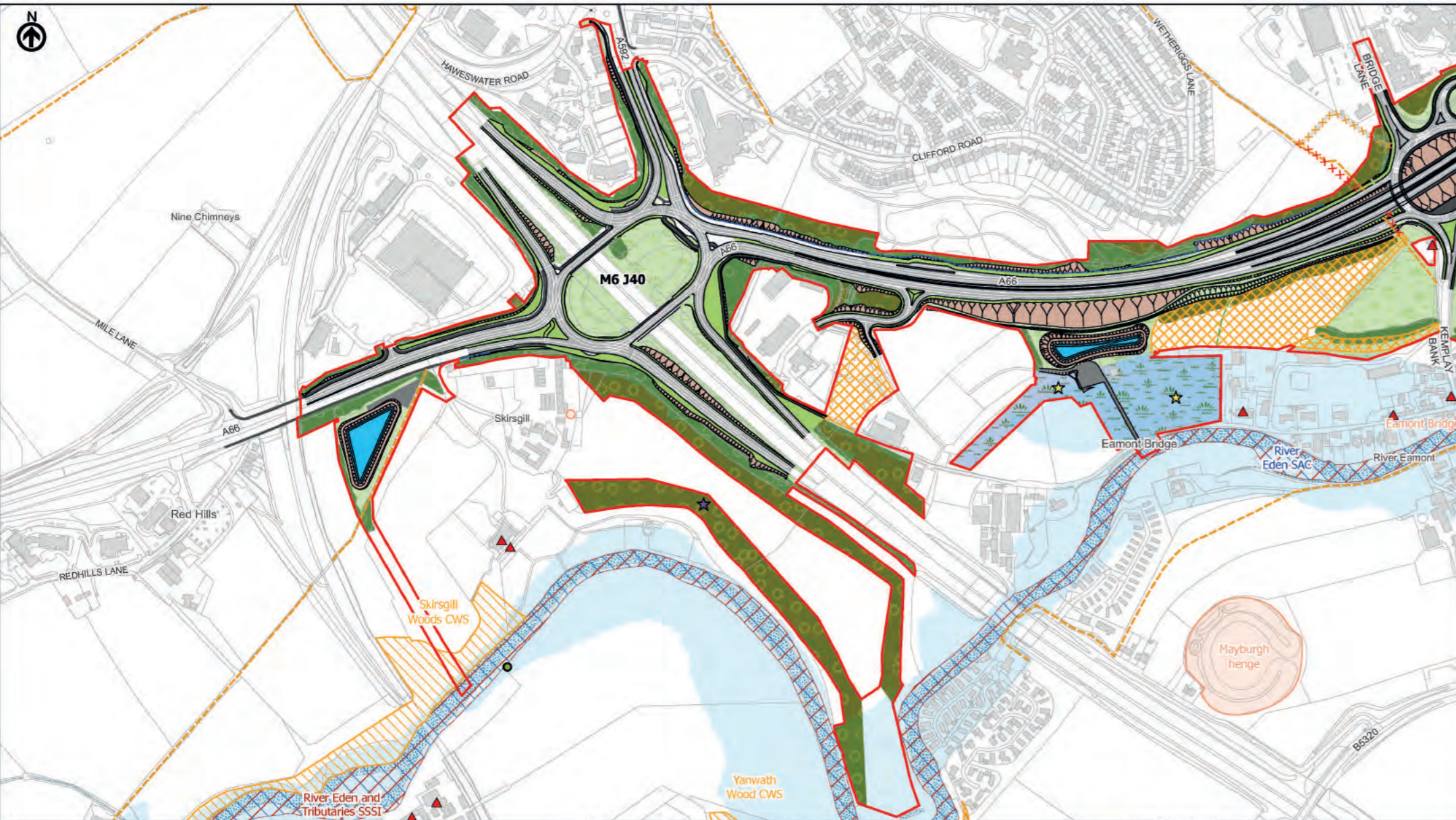


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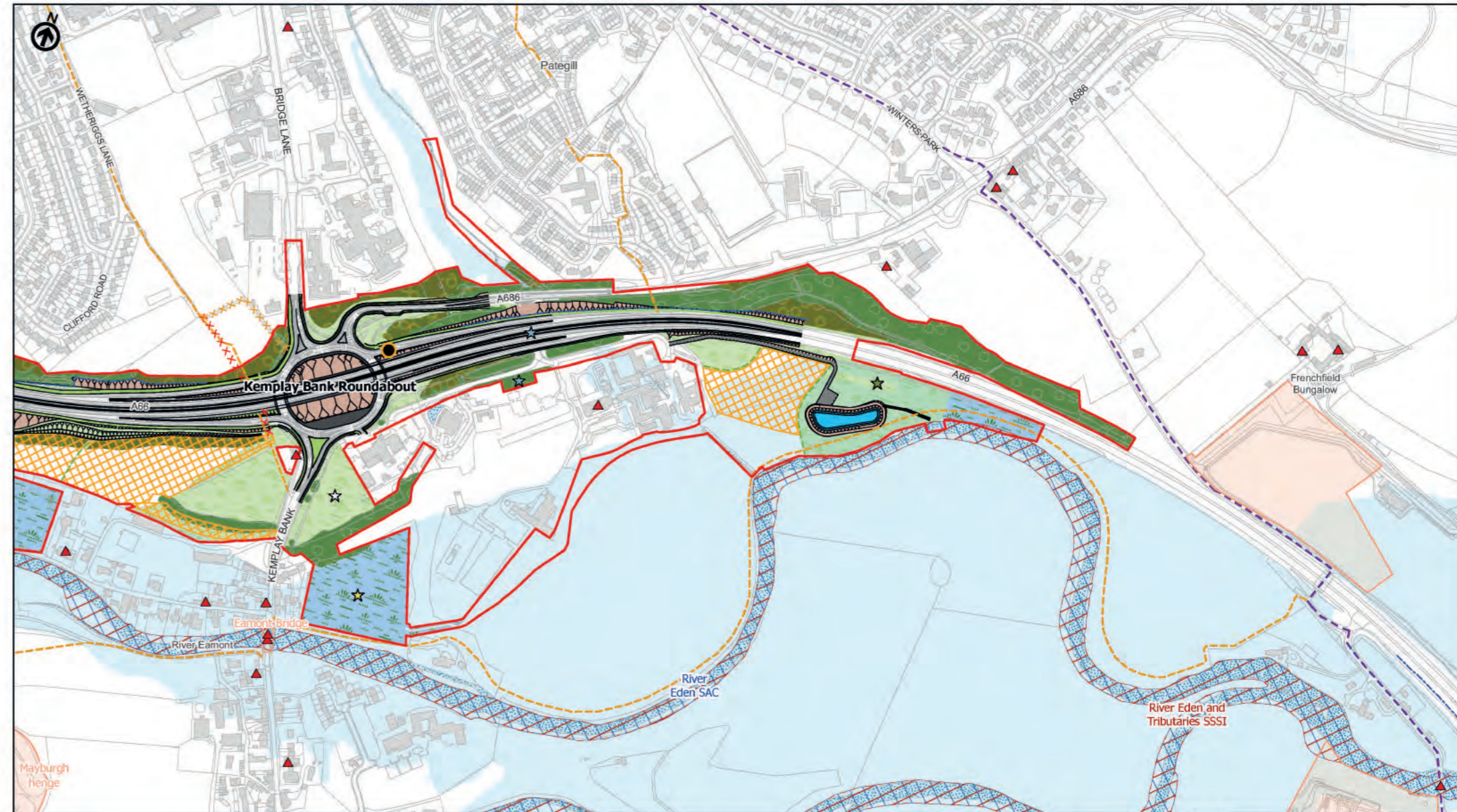
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M6 junction 40 to Kemplay Bank

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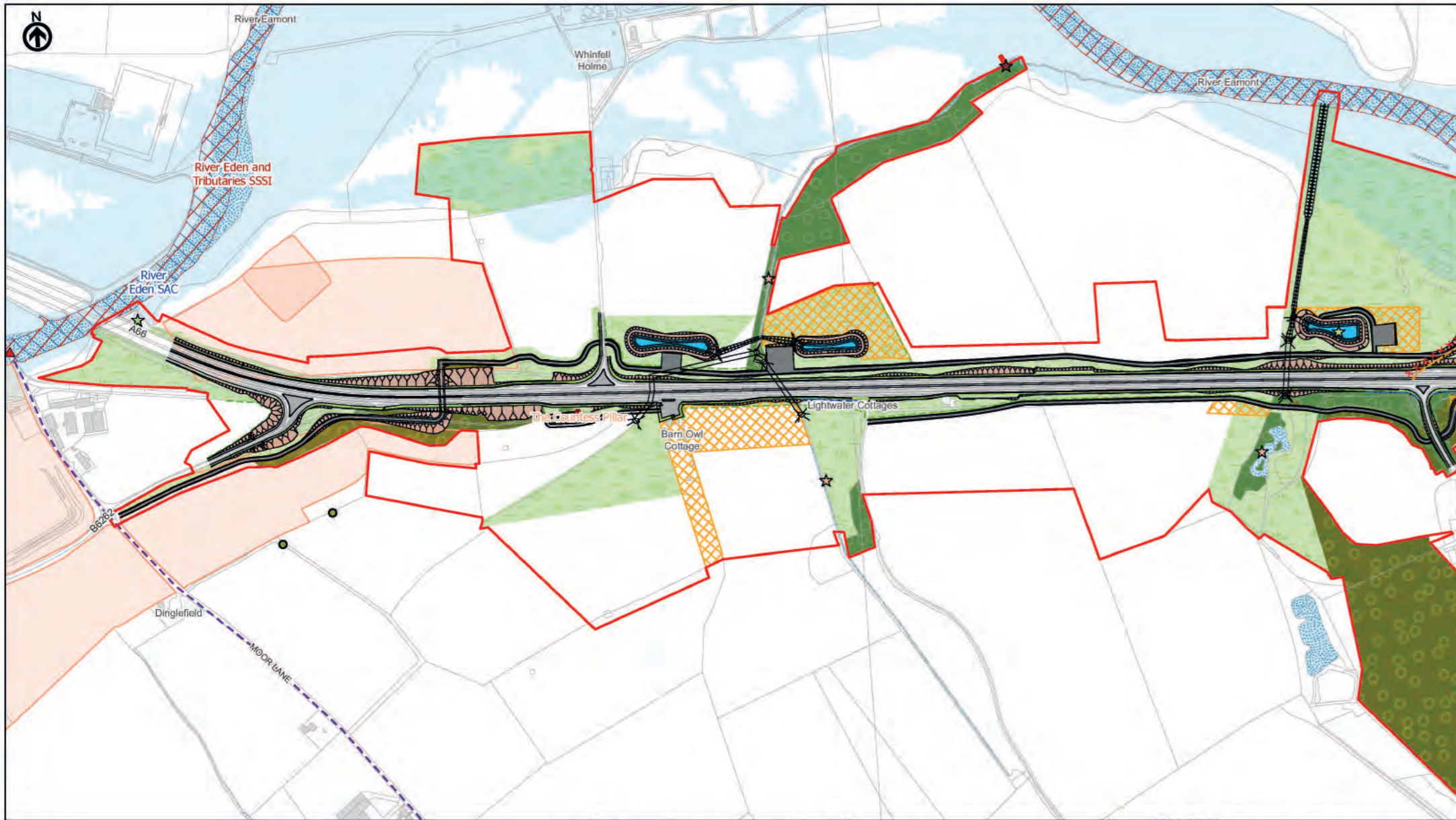
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M6 junction 40 to Kemplay Bank

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Penrith to Temple Sowerby

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Penrith to Temple Sowerby

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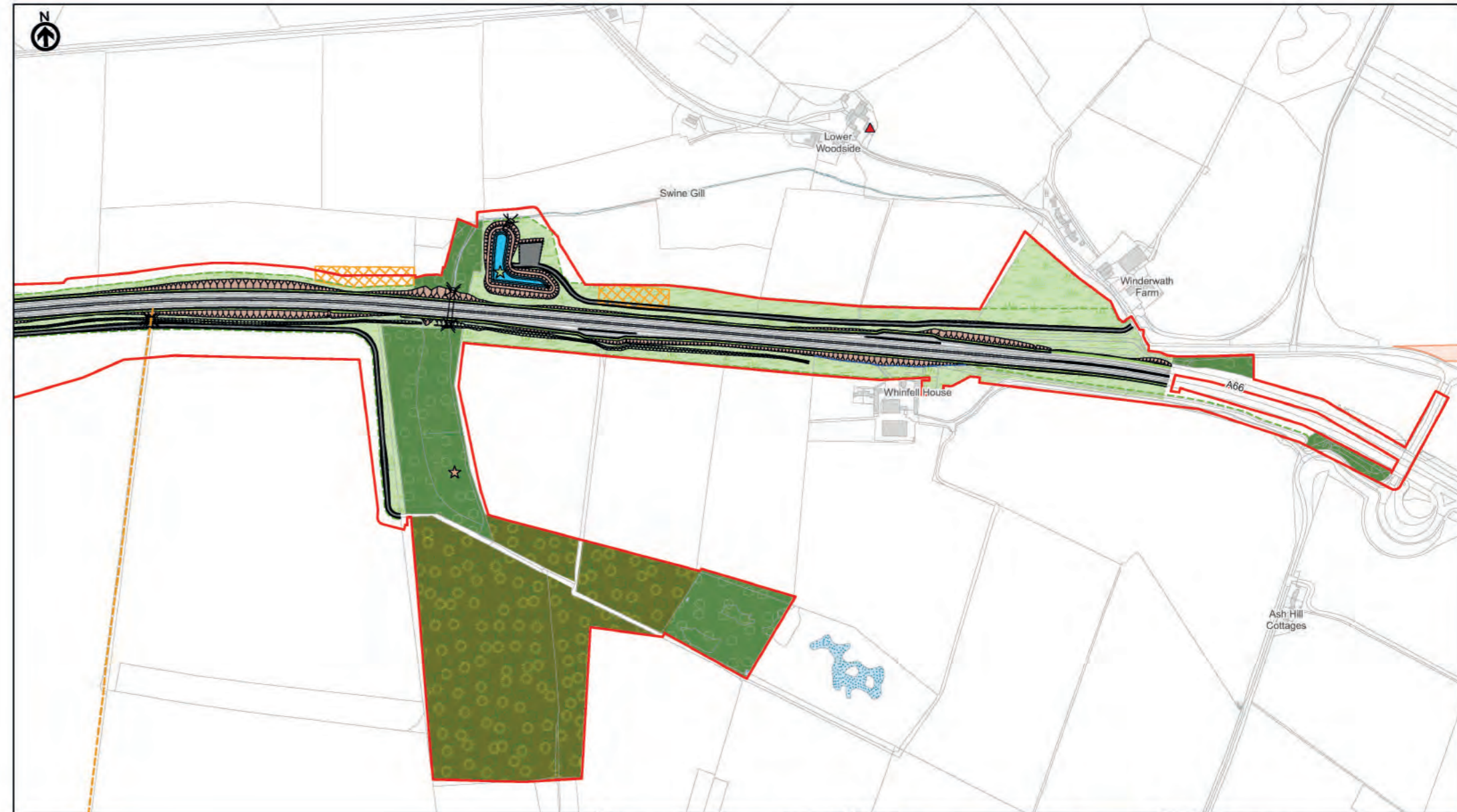
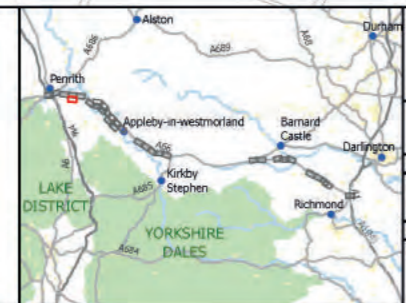


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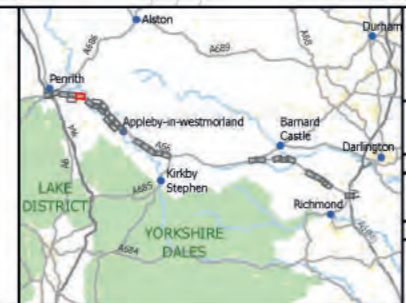
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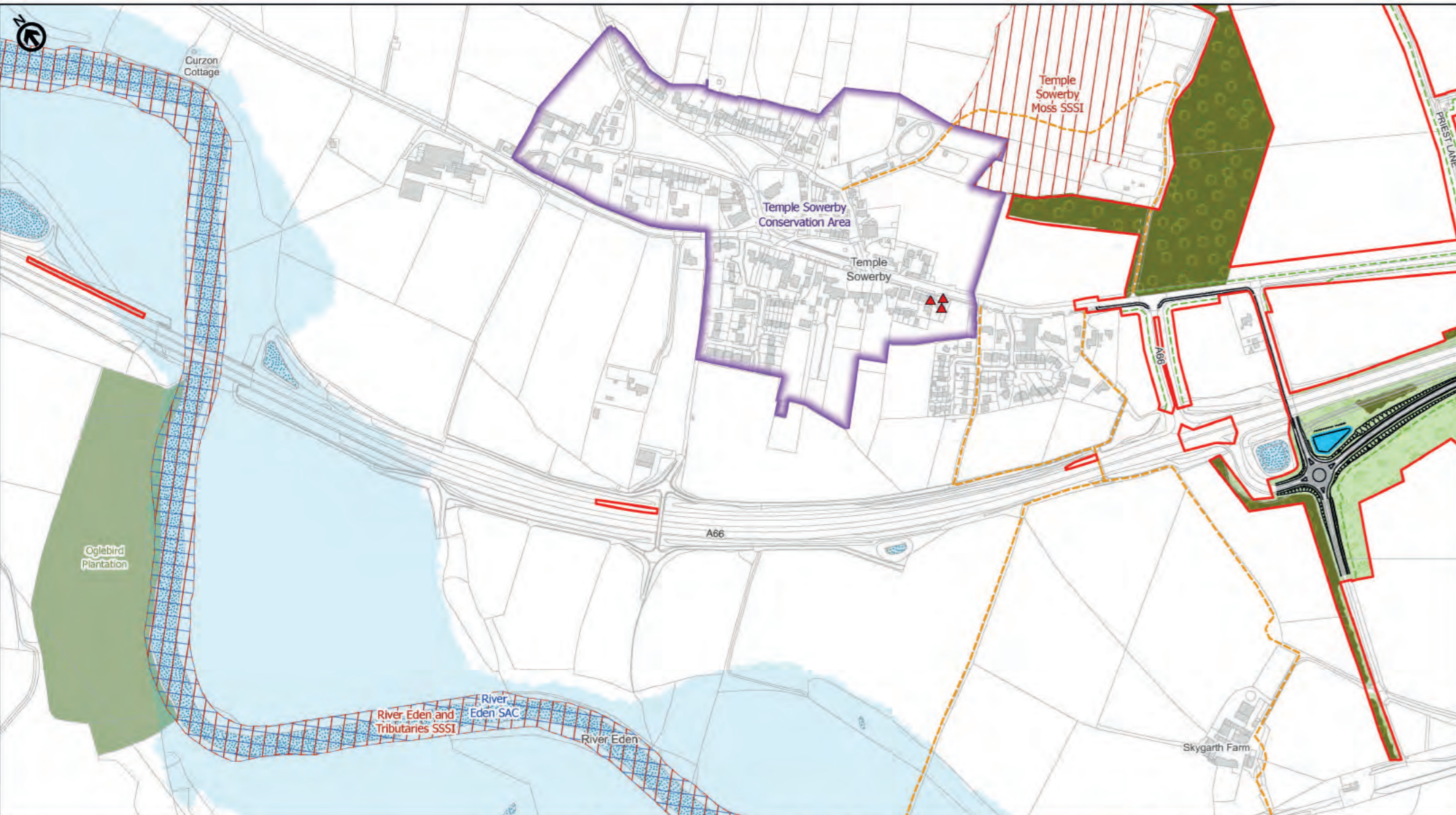
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Penrith to Temple Sowerby

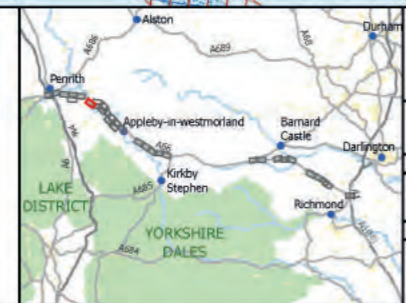
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Temple Sowerby to Appleby

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highways england **A66 NTP** Integrated Project Team

Revision	First Issue				
	EFOS	LHAN	KWAH	PCAR	DBEA
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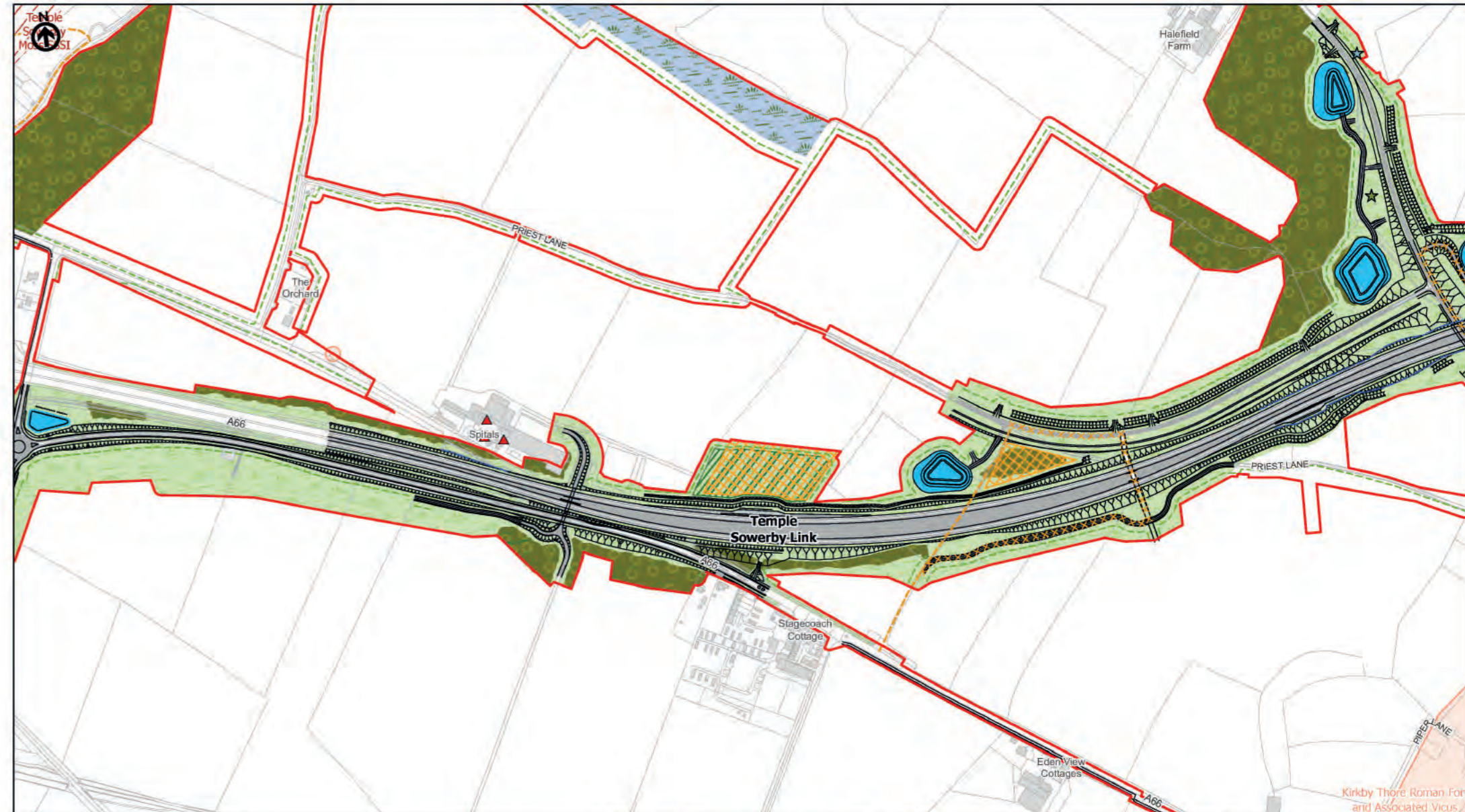
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Project Name
A66 Northern Trans-Pennine

Map Title
Statutory Consultation
Sheet 1 of 11
Temple Sowerby to Appleby

Map Number	Project	Originator	Volume
HE565627	S00	AMY	GEN
Location	Type	Role	Number
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Suitability	Suitability Description	Revision
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Temple Sowerby to Appleby

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highways england **A66 NTP** Integrated Project Team

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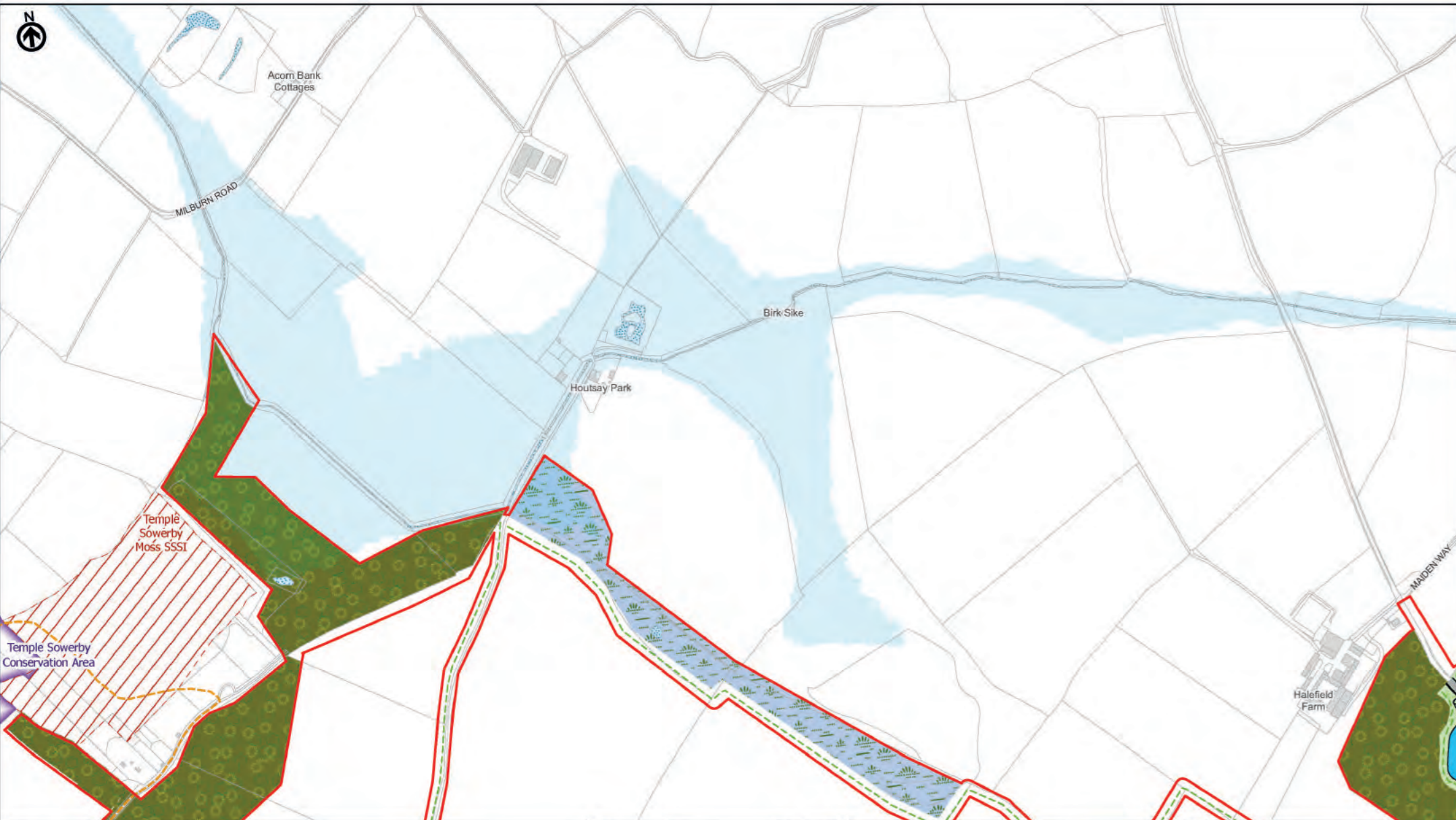
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Project Name
A66 Northern Trans-Pennine

Map Title
Statutory Consultation
Sheet 2 of 11
Temple Sowerby to Appleby

Map Number	Project	Originator	Volume
HE565627	S00	AMY	GEN
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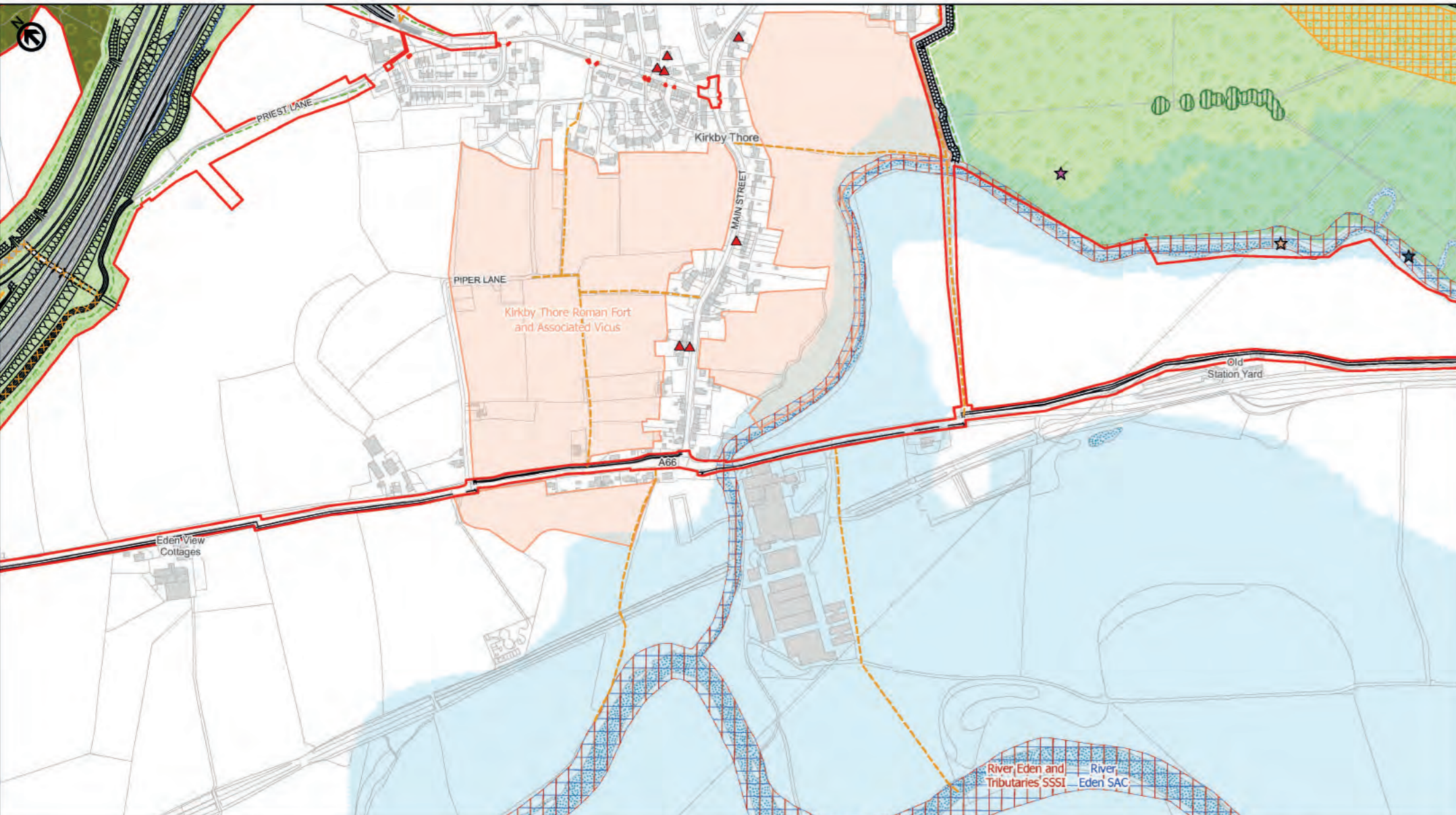
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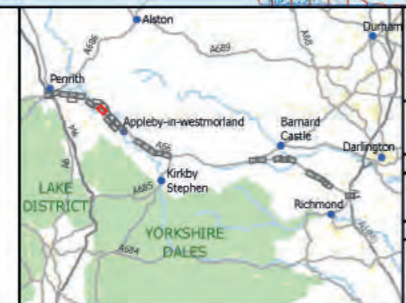
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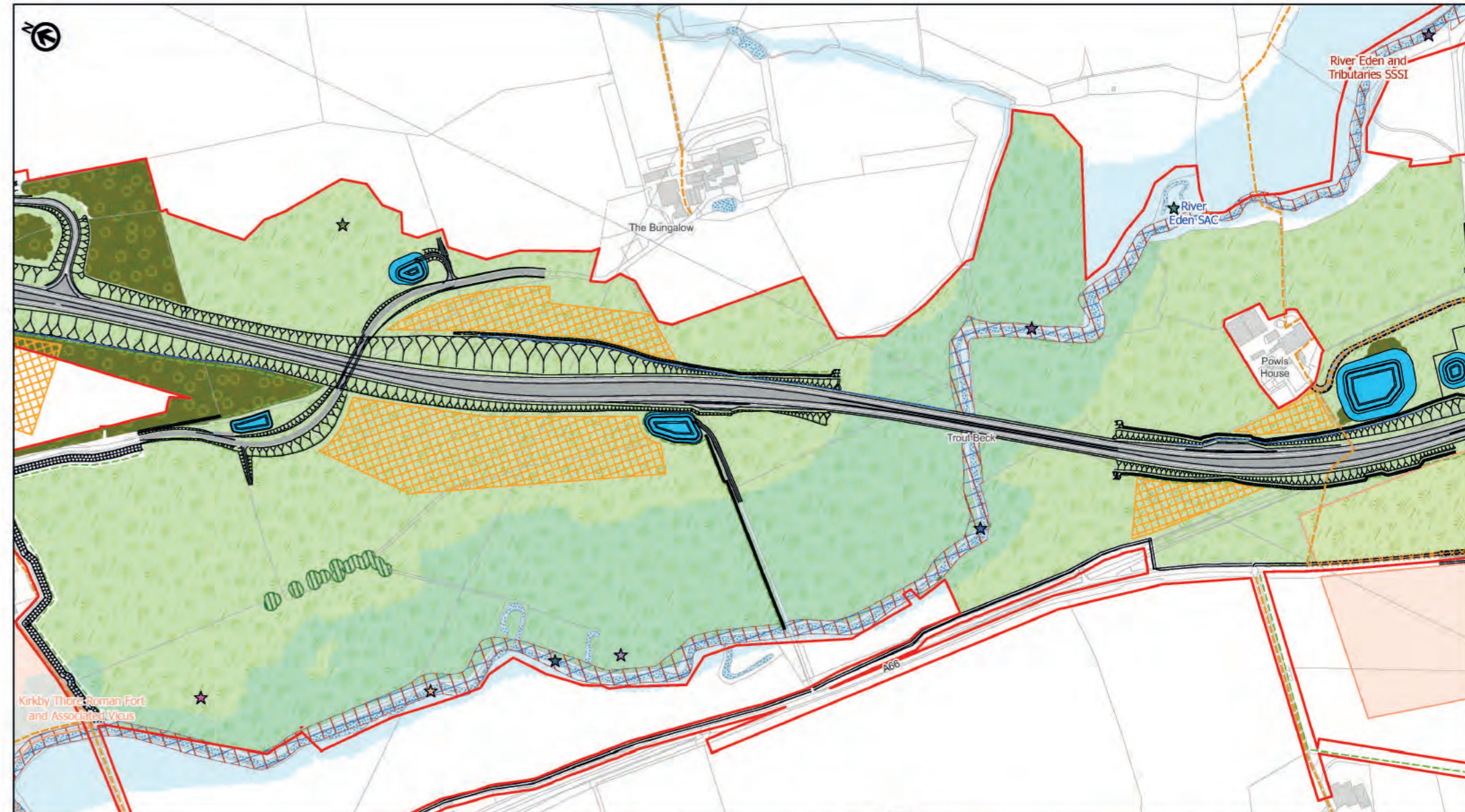


Temple Sowerby to Appleby

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Project Name A66 Northern Trans-Pennine Map Title Statutory Consultation Sheet 5 of 11 Temple Sowerby to Appleby																			
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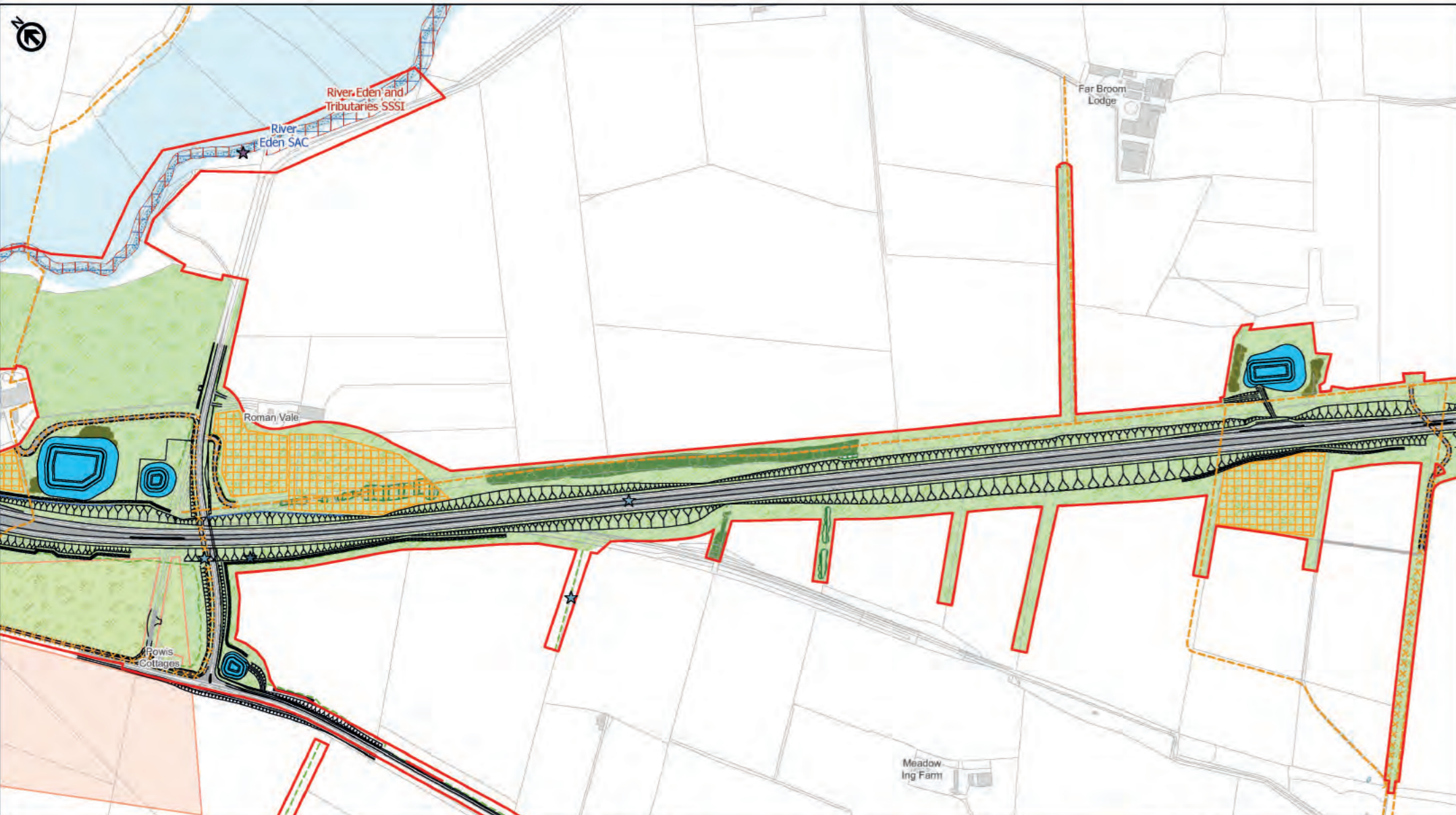


Temple Sowerby to Appleby

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Project Name A66 Northern Trans-Pennine Map Title Statutory Consultation Sheet 6 of 11 Temple Sowerby to Appleby																			
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Temple Sowerby to Appleby

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highways england **A66 NTP** Integrated Project Team

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Project Name
A66 Northern Trans-Pennine

Map Title
Statutory Consultation
Sheet 7 of 11
Temple Sowerby to Appleby

Map Number	Project	Originator	Volume
HE565627	S00	AMY	GEN

Suitability	Suitability Description	Revision
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Temple Sowerby to Appleby

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highways england **A66 NTP** Integrated Project Team

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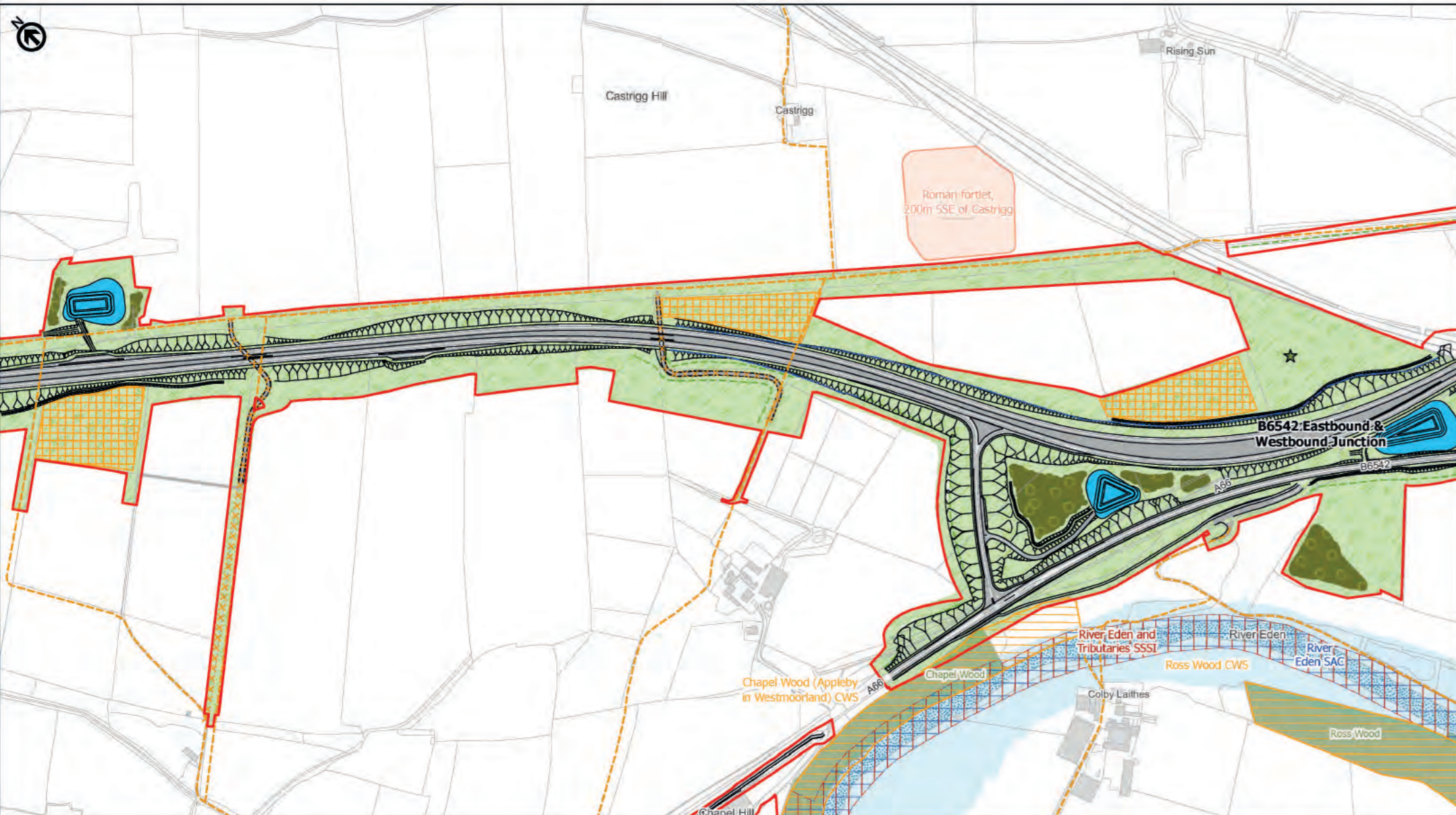
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Project Name
A66 Northern Trans-Pennine

Map Title
Statutory Consultation
Sheet 8 of 11
Temple Sowerby to Appleby

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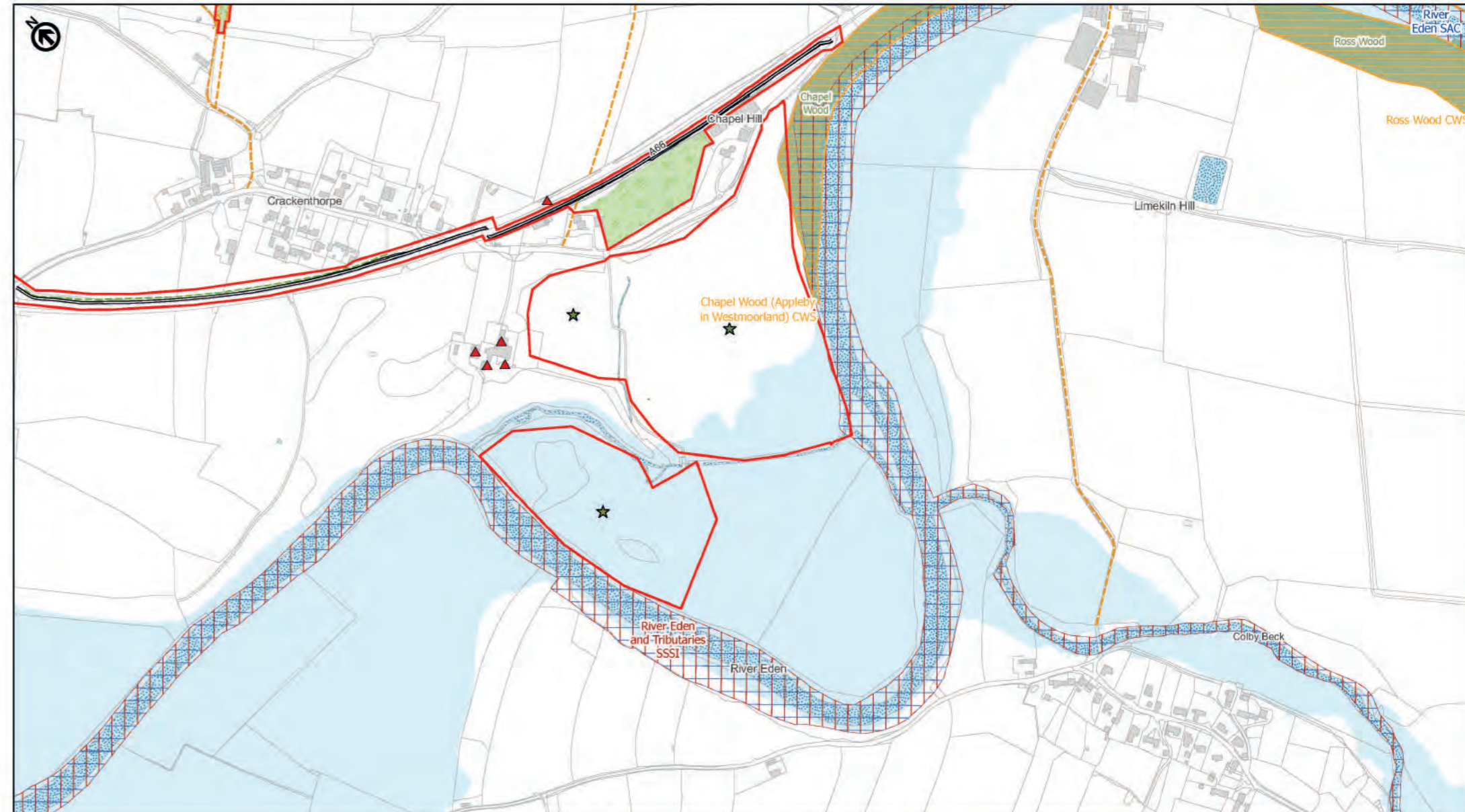
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Temple Sowerby to Appleby

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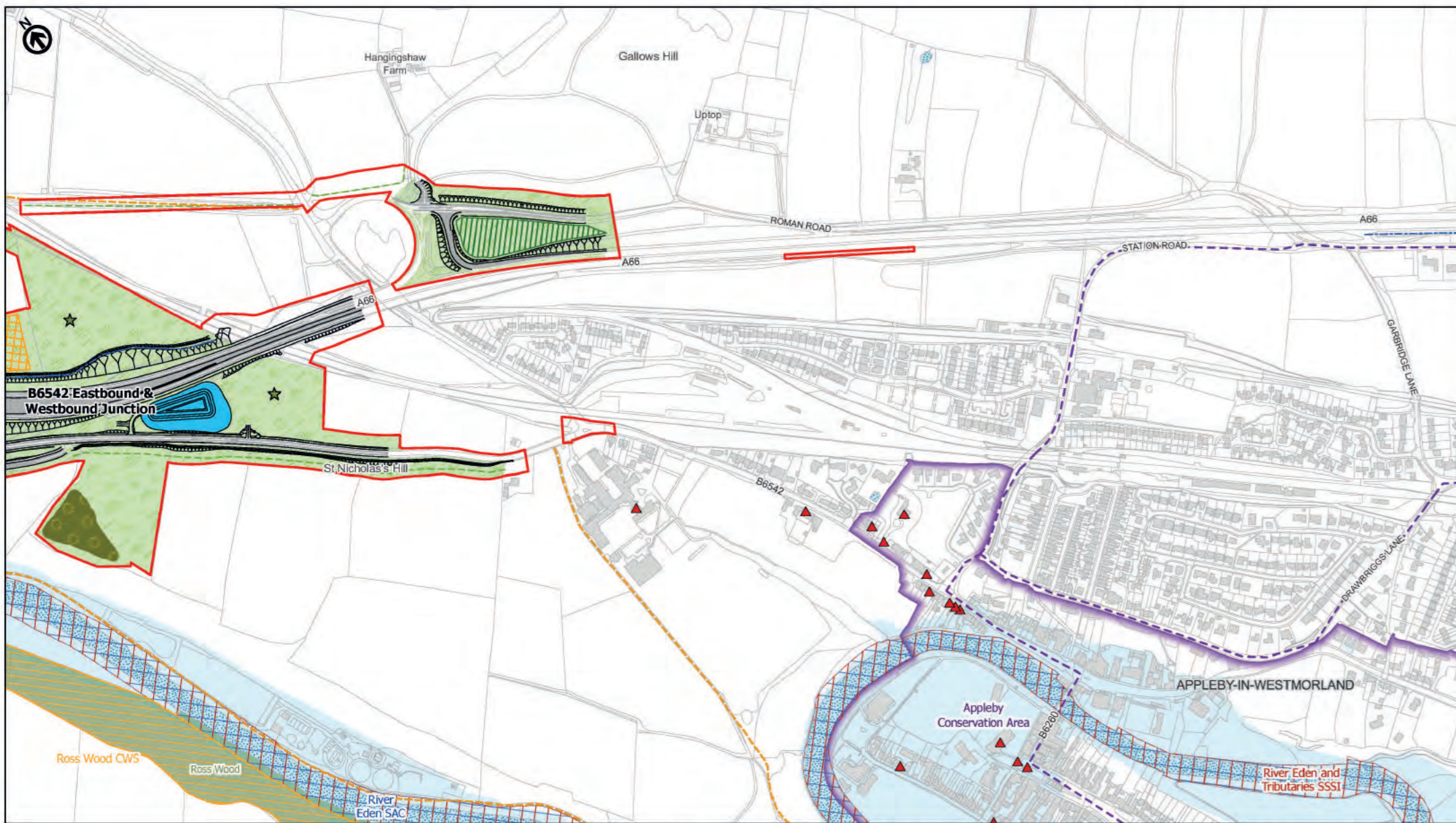
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Sheet 10 of 11 Temple Sowerby to Appleby		Sheet 10 of 11 Temple Sowerby to Appleby	
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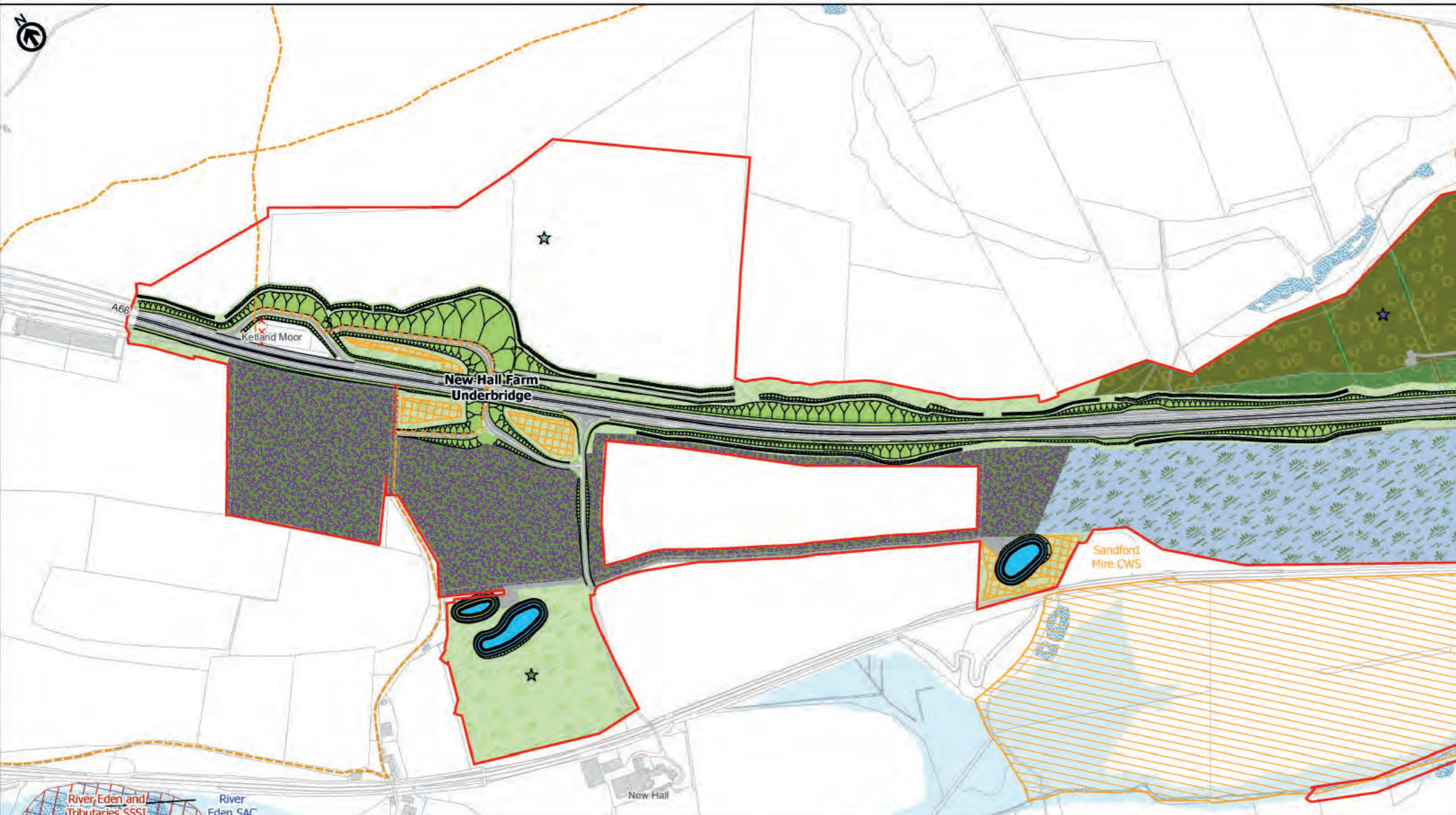
Temple Sowerby to Appleby



highways england		A66 NTP		Integrated Project Team		
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Project Name		A66 Northern Trans-Pennine	
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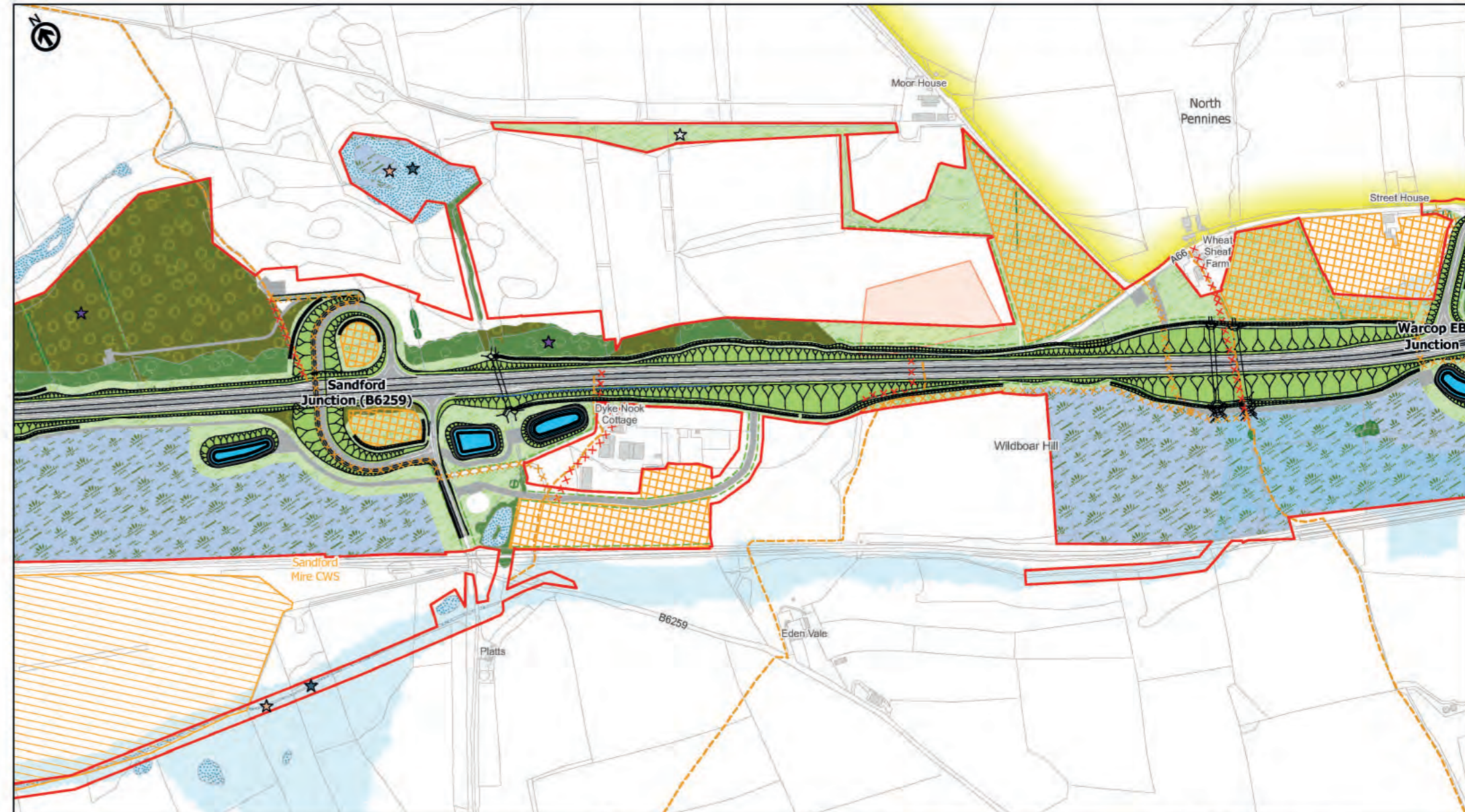
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highways england A66 NTP Integrated Project Team			
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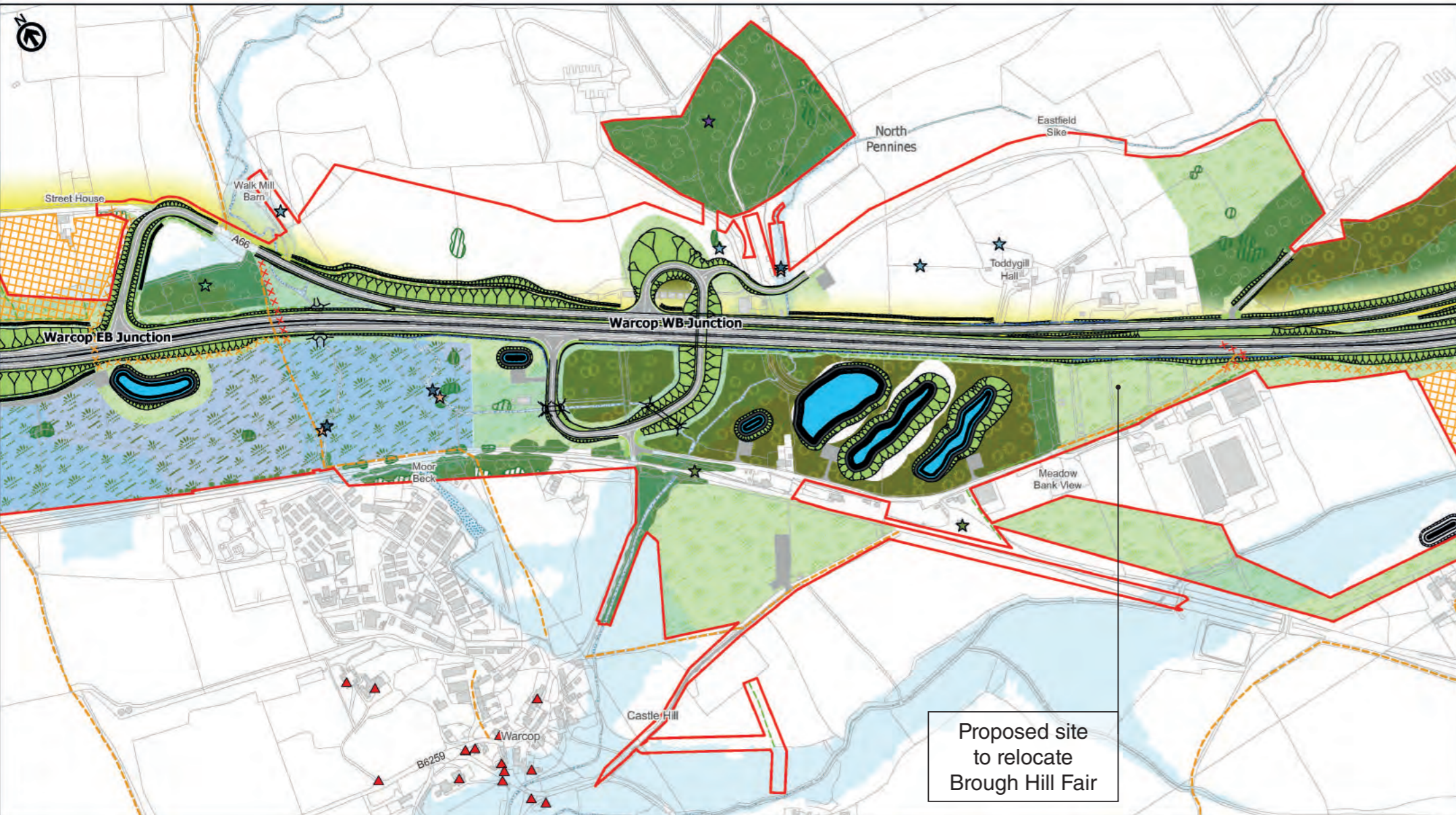
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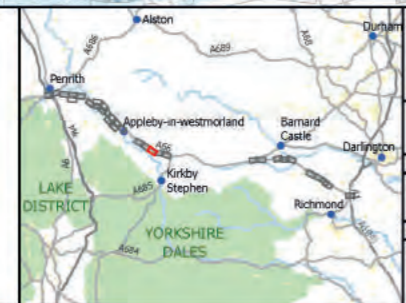
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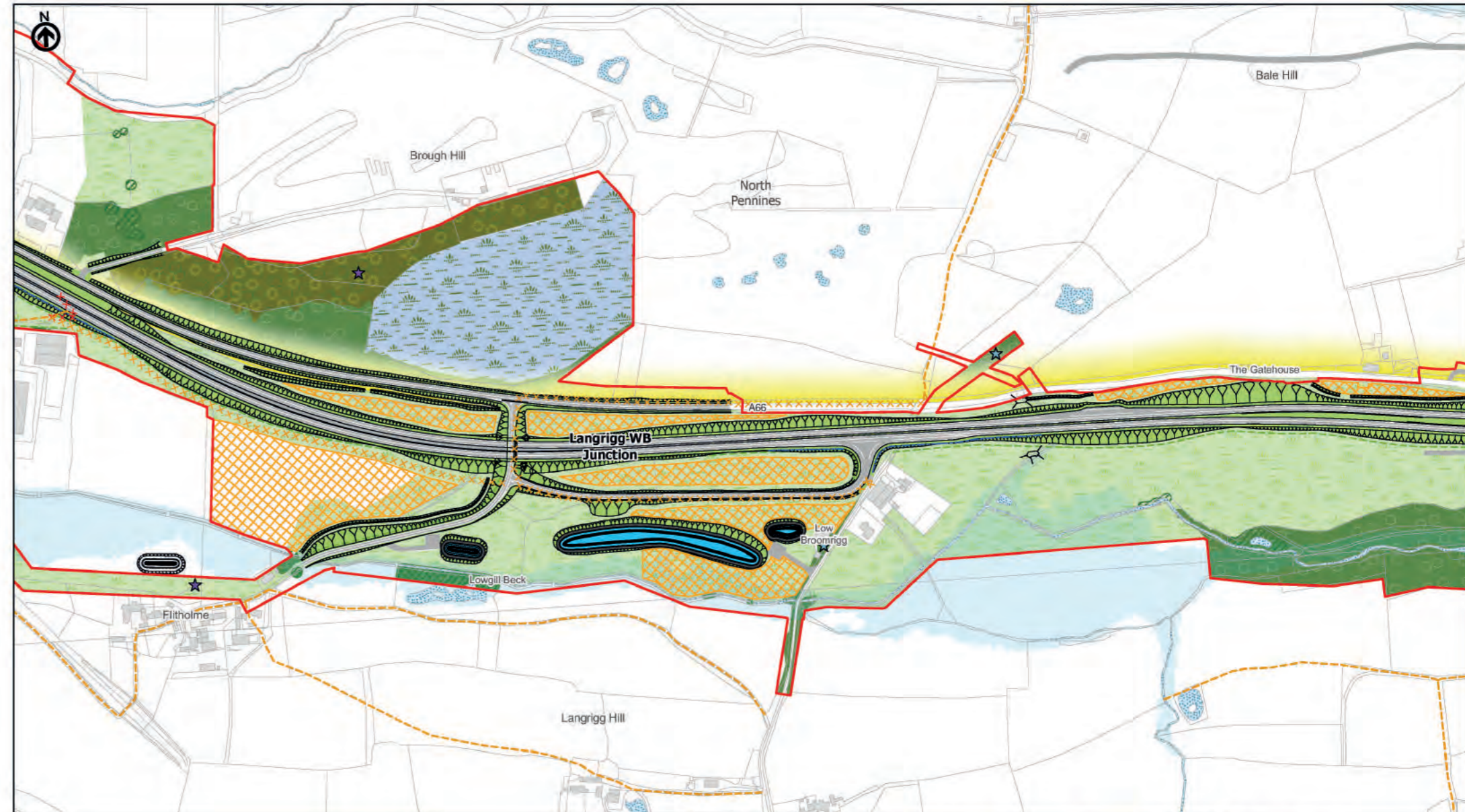
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Appleby to Brough



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Project Name A66 Northern Trans-Pennine			
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Appleby to Brough



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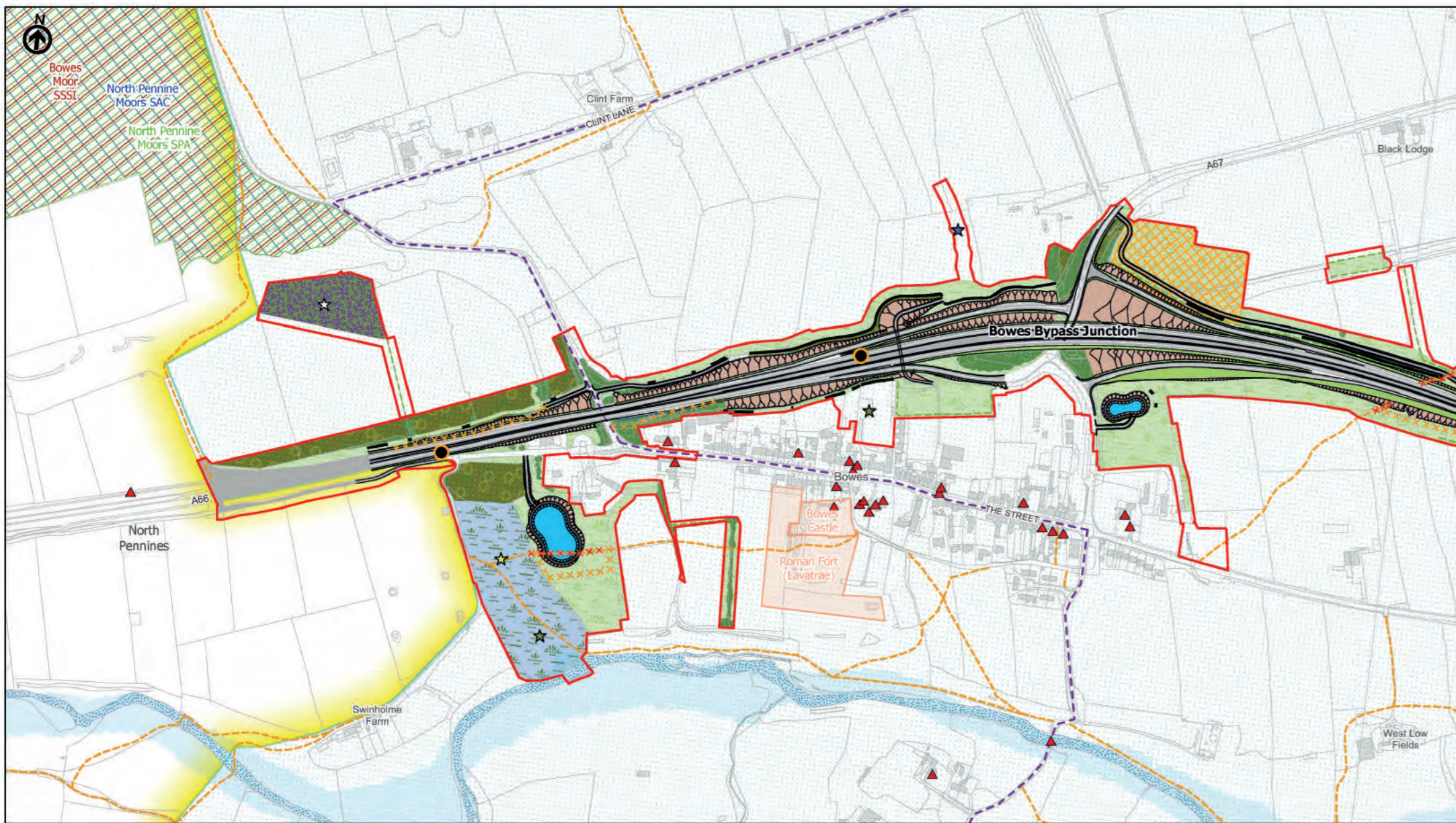
Appleby to Brough

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NTP** Integrated Project Team

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Sheet 5 of 5					
Appleby to Brough					
Map Number Project Originator Volume HE565627 AMY GEN					
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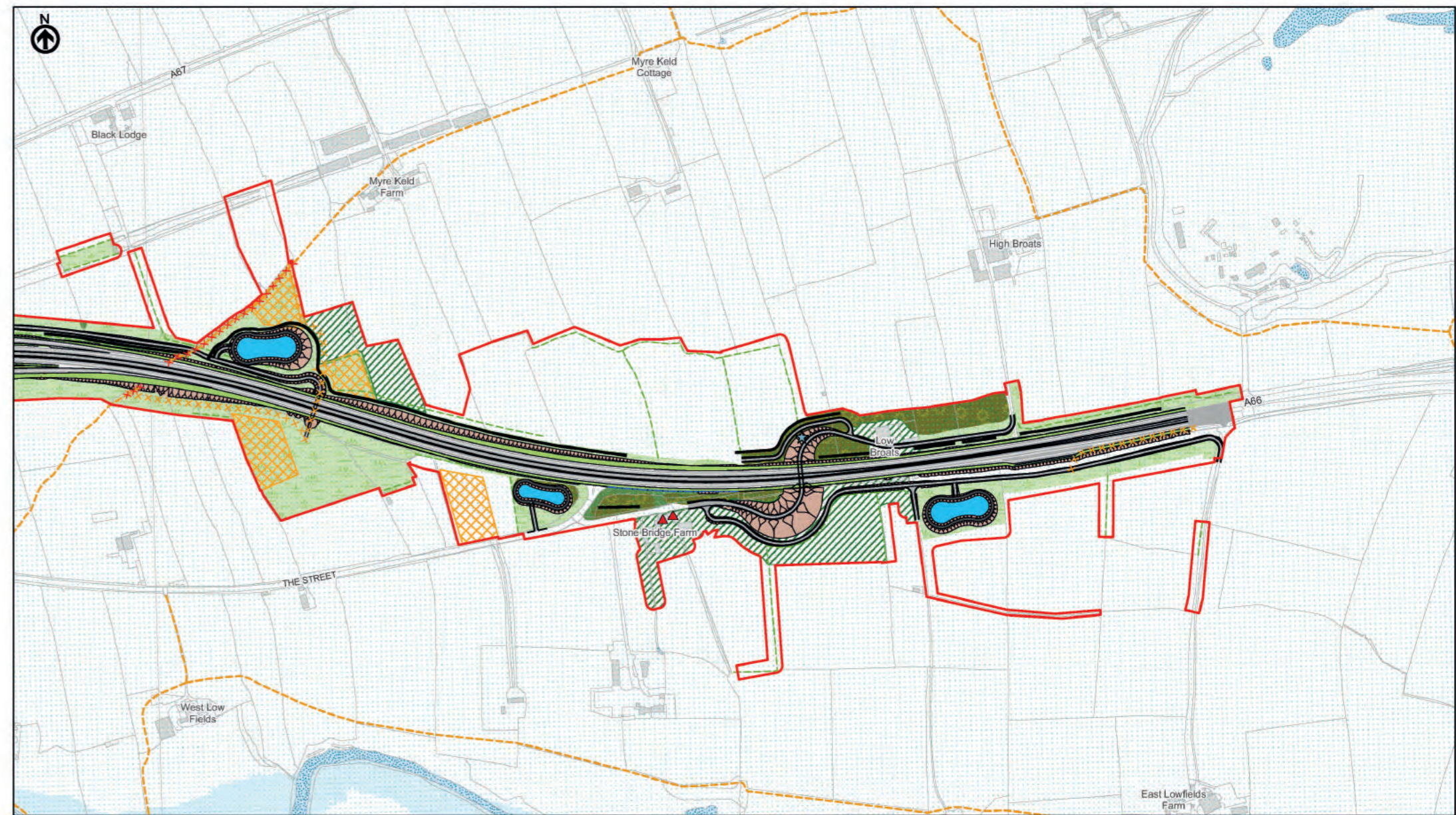
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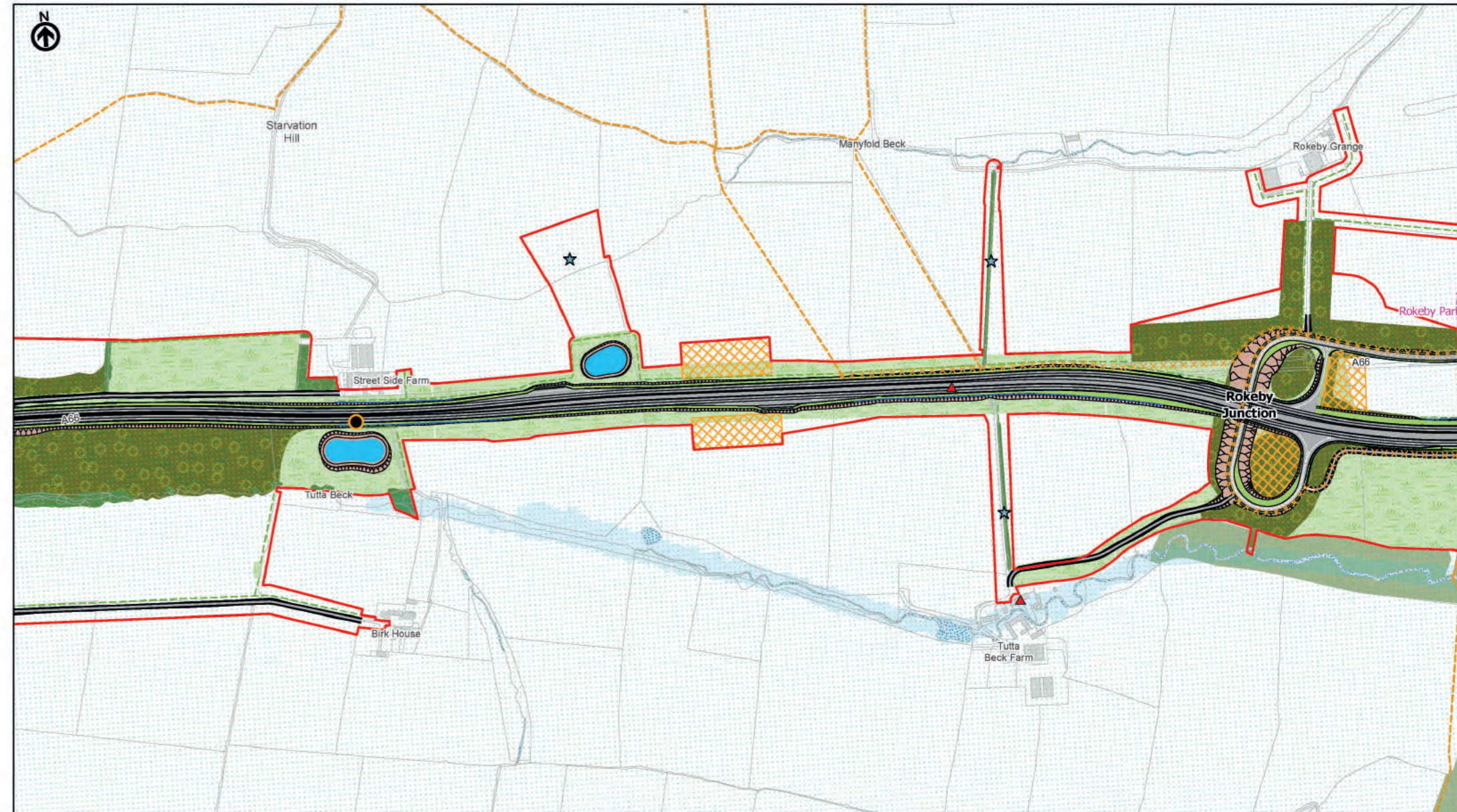
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Cross Lanes to Rokeby

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Cross Lanes to Rokeby

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Cross Lanes to Rokeby

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**A66
NTP** Integrated
Project
Team

Project Name
A66 Northern Trans-Pennine

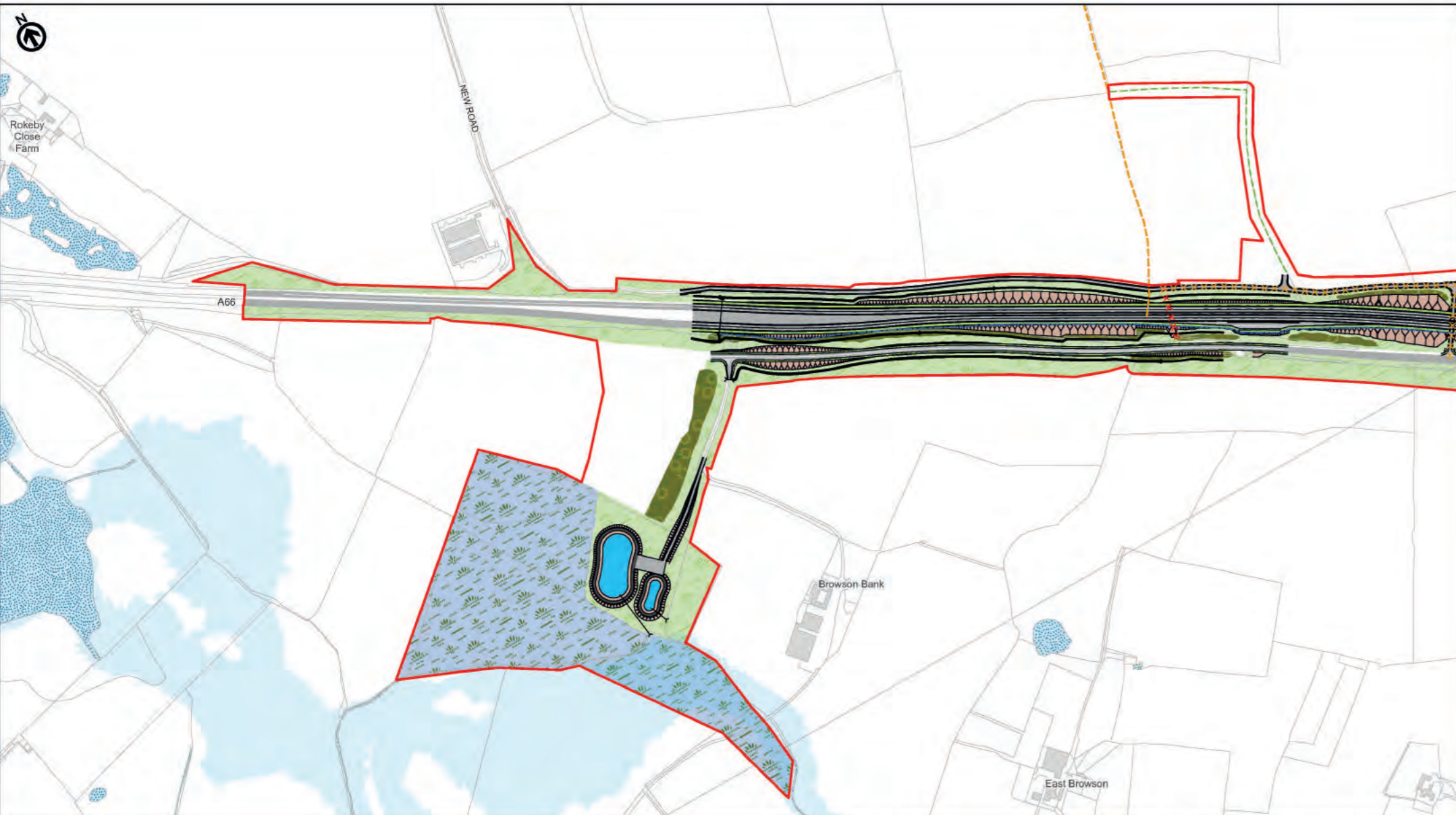
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Sheet 3 of 3
Cross Lanes to Rokeby**

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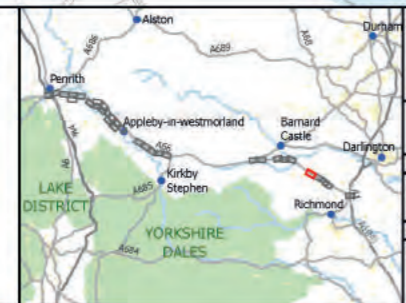
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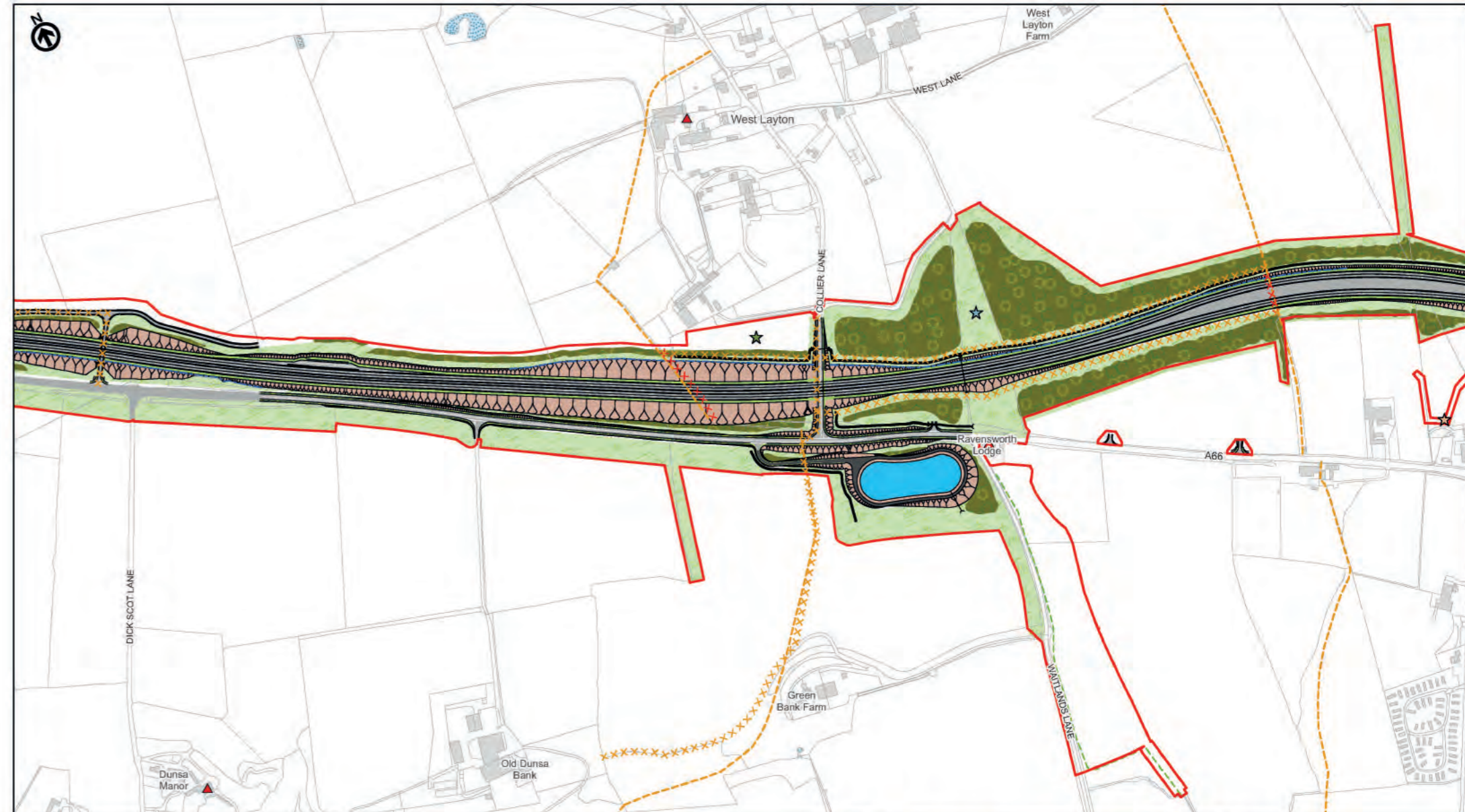
Stephen Bank to Carkin Moor

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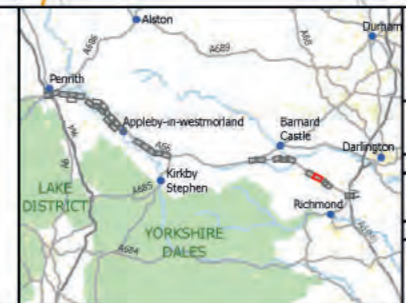
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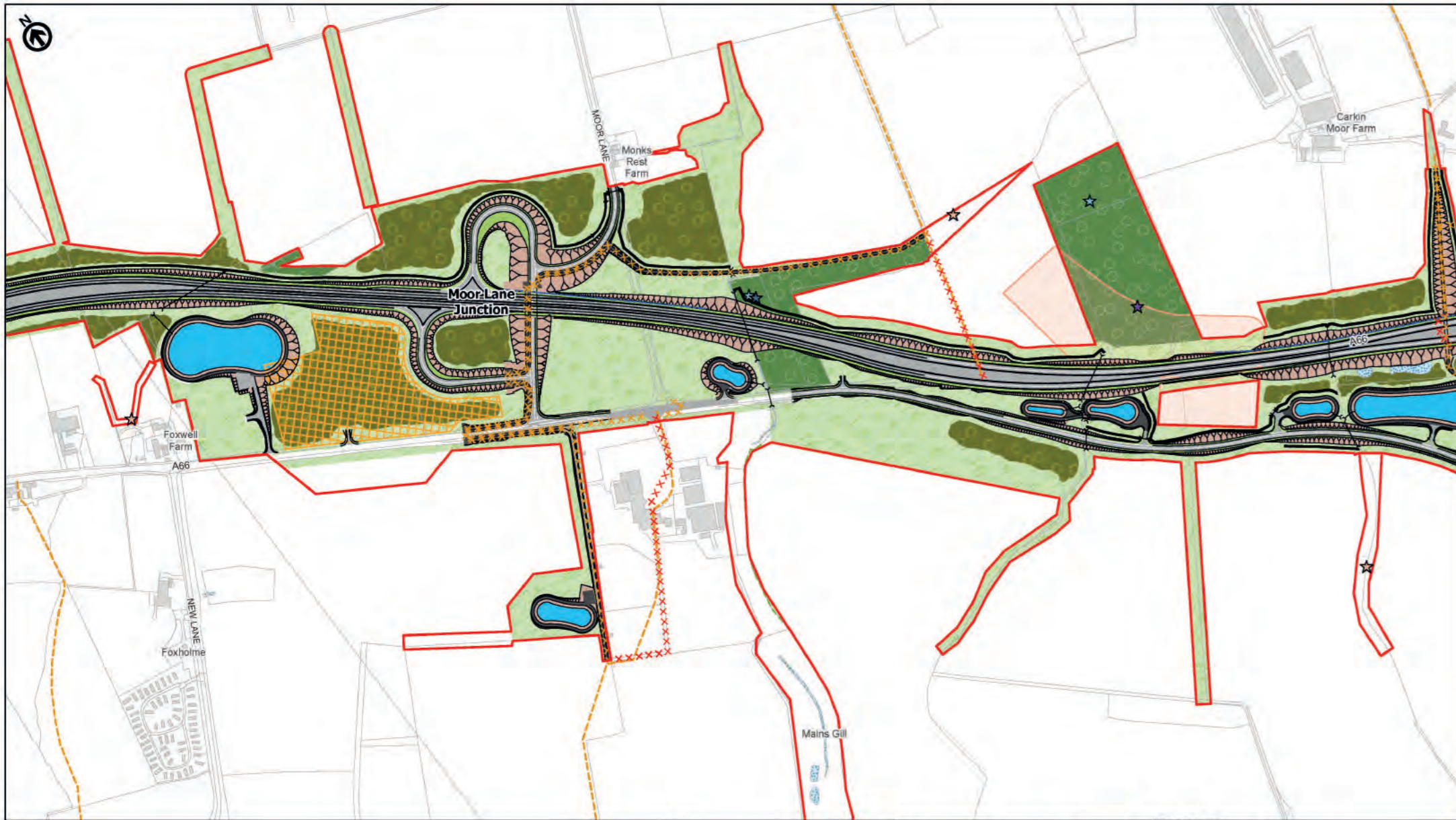
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Stephen Bank to Carkin Moor

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highways england **A66 NTP** Integrated Project Team

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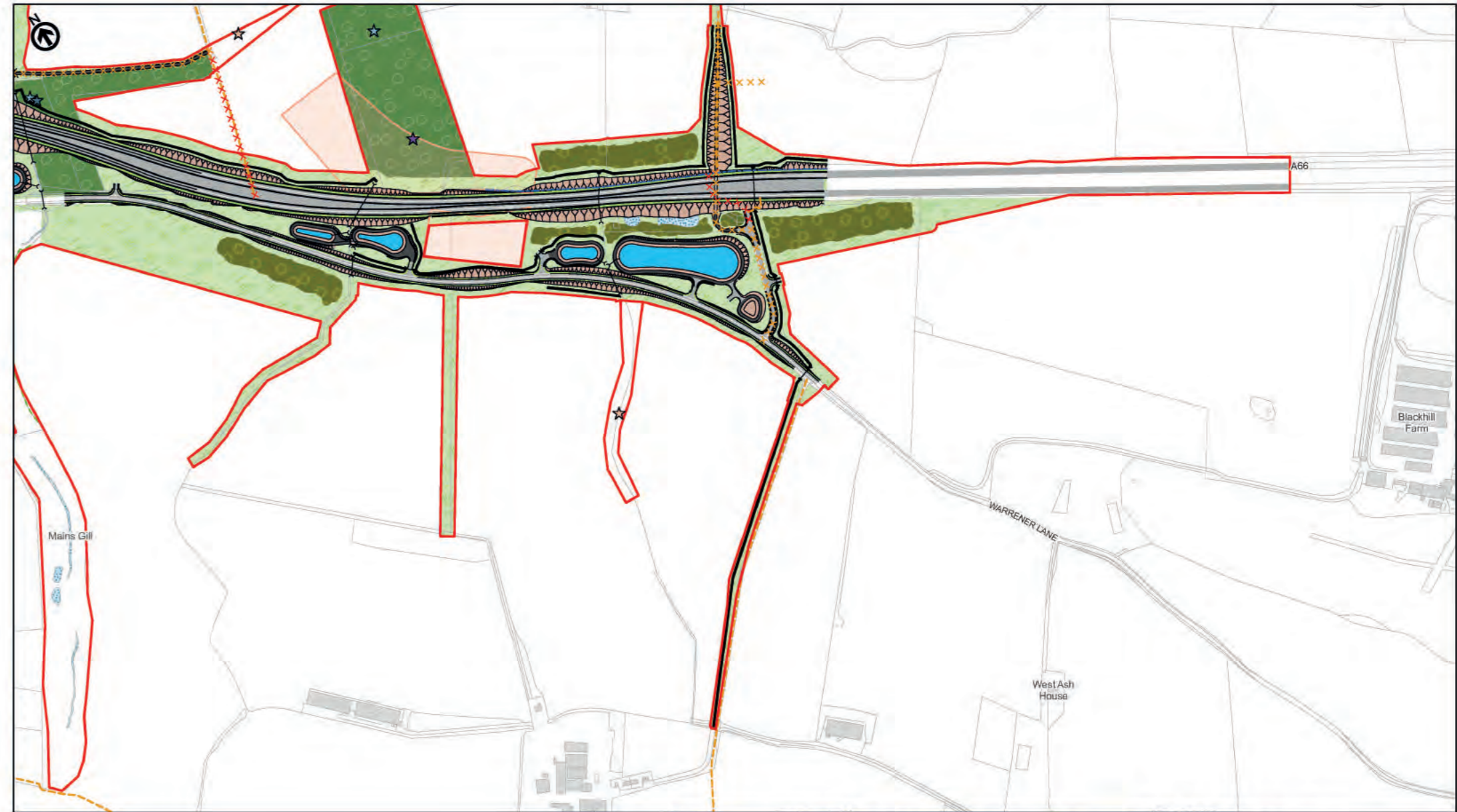
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A66 Northern Trans-Pennine

Map Title
Statutory Consultation
Sheet 3 of 4
Stephen Bank to Carkin Moor

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HE565627	S00	AMY	GEN

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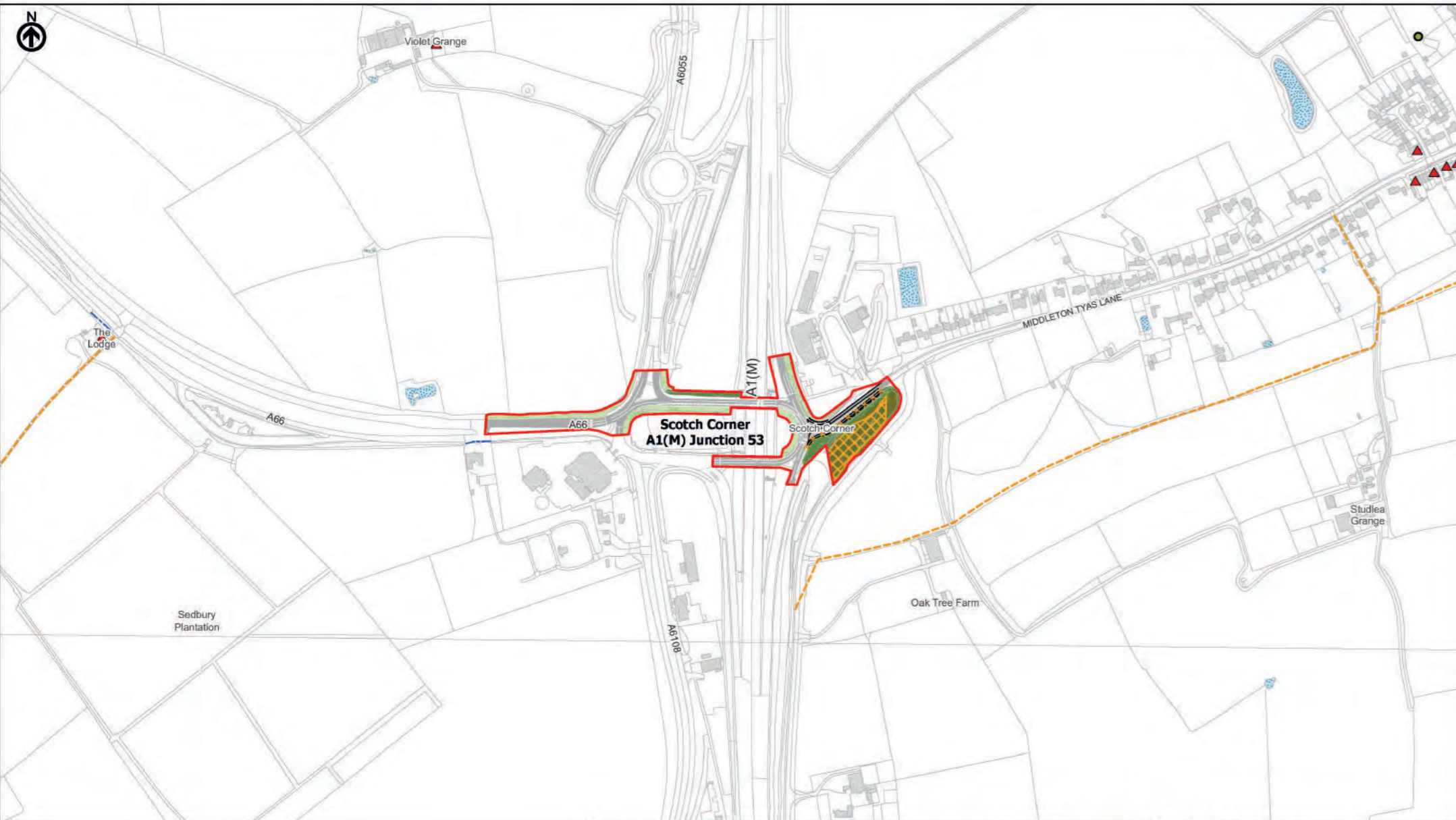
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Map Title
Statutory Consultation
Sheet 4 of 4
Stephen Bank to Carkin Moor

Map Number	Project	Originator	Volume
HE565627	S00	AMY	GEN

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A1(M) junction 53 Scotch Corner

Project Name
A66 Northern Trans-Pennine

Map Title
Statutory Consultation
Sheet 1 of 1
A1(M) Junction 53 Scotch Corner

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Suitability	Suitability Description	Revision
A3	APPROVED FOR STAGE COMPLETE	C01



How to have your say

This is your opportunity to give your views on our proposals before we submit our Development Consent Order application. There are various ways that you can respond to the consultation.

Completing the feedback form online at www.highwaysengland.co.uk/A66-NTP.

- Posting your feedback form to **Freepost A66 NORTHERN TRANS-PENNINE**. You do not need a stamp.
- Leaving your completed feedback form with us at the consultation events.

If you do not want to complete a feedback form, you can:

- Email us at **A66NTP@highwaysengland.co.uk**
- Write to us marking your envelope **Freepost A66 NORTHERN TRANS-PENNINE**. You do not need a stamp.

For any questions, please contact us:

Email: A66NTP@highwaysengland.co.uk

Call: 0333 090 1192 (local call rate)

Follow:

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

If you would like any further information on the Development Consent Order application process, please visit the Planning Inspectorate's website: <https://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.

On 20 August it was announced that Highways England would be changing its name to National Highways. The name change reflects the role of the strategic road network – to connect the nation's regions – and the part it plays in setting Highways standards across the UK.

We have continued this consultation under the Highways England branding to avoid confusion but will be rebranding this project as of 8 November.

The remit of the organisation has not changed and we will continue to operate and maintain England's motorways and A roads.

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This document is also available on our website at **www.highwaysengland.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 0300 123 5000 and we will help you.

If you have any enquiries about this publication email **info@highwaysengland.co.uk** or call **0300 123 5000***. Please quote the Highways England publications code **PR130/21**. Designer's code **DT/MB1/21**.

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

Please submit your responses by 11.59pm on 6 November 2021.

If you need help accessing this or any other
Highways England information, please call
0300 123 5000 and we will help you.

Part 1

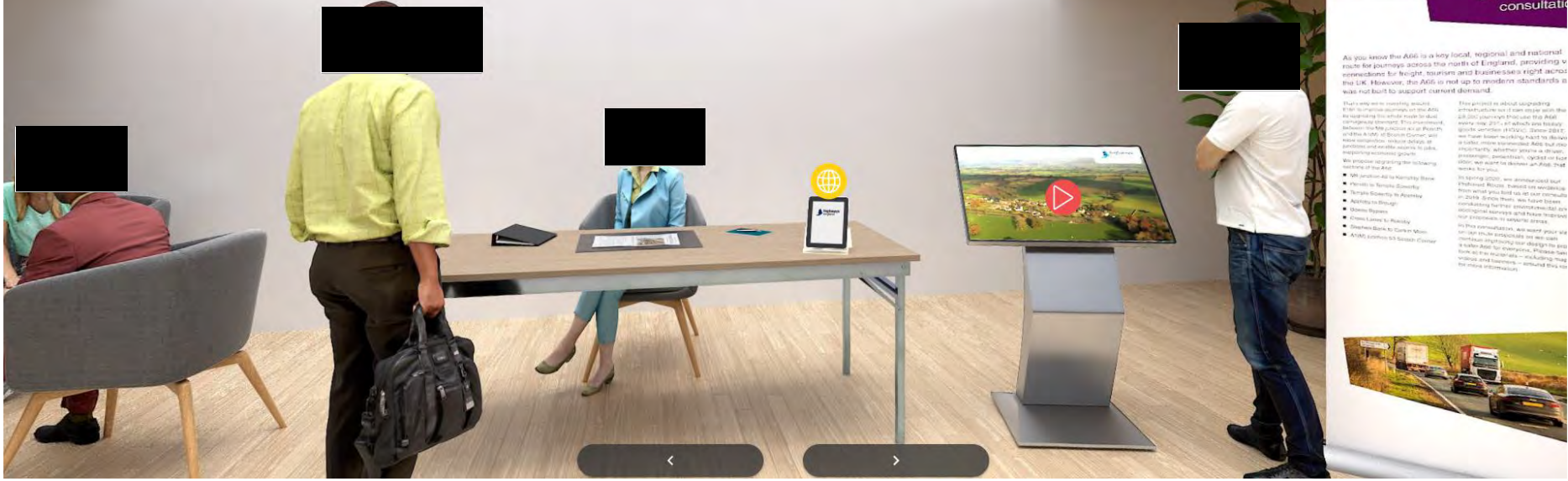
13 Copies of paid for advertising





Part 1

14 Virtual consultation page



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Welcome to our consultation

As you know the A66 is a key local, regional and national route for journeys across the north of England, providing V opportunities for freight, tourism and businesses right across the UK. However, the A66 is not up to modern standards it was not built to support current demand.

That's why we're investing around £1.5 billion to improve the A66, as a key route for the north of England. This investment, between the M6 junction at Stainthorpe and the A66 at South Coates, will improve the road's condition, reduce delays, improve safety and create jobs. It will also improve the road's ability to support freight, tourism and businesses. We propose upgrading the following sections of the A66:

- M6 Junction 44 to Harrogate Bypass
- Harrogate to Ripon Bypass
- Ripon to South Coates Bypass
- South Coates to Stainthorpe
- Stainthorpe to South Coates
- South Coates to Stainthorpe
- A66 Junction 44 to South Coates

This project is about upgrading the A66 to support the 20,000 journeys that take the A66 every day. It's not about building a new road. It's about making the A66 a better route for everyone. It's about making the A66 a better route for everyone. It's about making the A66 a better route for everyone.

In this consultation, we want your views on the proposed route. We want to know what you think about the proposed route. We want to know what you think about the proposed route.





LIST VIEW SETTINGS

Trans-Pennine

Map of the Trans-Pennine project area.

highways england

How to have your say

It is important to Highways England that you have your say on our proposals. The feedback you give us helps us to understand what you think about the proposals and how we can improve them. We will use your feedback to help us to make decisions about the project. We will also use your feedback to help us to understand what you think about the project. We will use your feedback to help us to understand what you think about the project.

There are three ways that you can have your say:

- **Attend a public meeting** - We will be holding public meetings in the project area. You can attend these meetings to discuss the proposals with us and other people who are interested in the project.
- **Submit a written response** - You can submit a written response to our proposals. This can be done online or by post. We will use your feedback to help us to understand what you think about the project.
- **Attend a public meeting** - We will be holding public meetings in the project area. You can attend these meetings to discuss the proposals with us and other people who are interested in the project.



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Documents

- Document 1
- Document 2
- Document 3
- Document 4
- Document 5



Part 1

15 Project website

BETA This is our new website – [your feedback](#) will help us to improve it.

On road emergencies - 999

[Listen to this website](#)

Search the website



[About us](#) [Our work](#) [Road safety](#) [Suppliers](#) [Travel updates](#) [Publications](#)

[Careers](#)

[Home](#) > [Our work](#) > [A66 Northern Trans-Pennine](#)



We'll be improving the A66 between the M6 at Penrith and A1(M) at Scotch Corner. The project will involve upgrading single carriageway sections of road to dual carriageway standard and making improvements to the junctions along the route.



[Cookie preferences](#)

Part 1

16 Newspaper adverts



A date for your diary

We'll be launching our consultation on our proposals for the **A66 Northern Trans-Pennine project on Friday 24 September 2021 and running until Saturday 6 November 2021.**

This will be your opportunity to learn more detail about our plans for dualling the A66.

How to find out more:

- Attend one of our drop-in sessions, detailed in the table opposite, where you can speak to a member of the project team.
- Visit our website highwaysengland.co.uk/A66-NTP for the latest information and all of our consultation materials, including our consultation brochure, which will be available once consultation starts on 24 September 2021.
- Visit our online virtual consultation room, also available from the project website.
- View hard copies of materials in public buildings such as local libraries along the A66. Refer to our website and press advertising for more information.
- Attend one of our webinars or call us to discuss any questions you have with a member of the team.
- Visit our Engagement Van, which will be travelling around local villages and market towns in the area to raise awareness about the consultation. More information will be on the project website.

For more information:

Email: A66NTP@highwaysengland.co.uk

Phone: 0333 090 1192* (Staffed Monday to Friday between 9am-5pm, or leave us a message and we'll call you back).

Follow us on **Twitter** to stay up-to-date: [@A66NTP](https://twitter.com/A66NTP)

If you can't make the events or don't have internet access you can call us on 0333 090 1192 to request a hard copy of our materials.

Dates	West	East
Sunday 26 September	The former Llama Karma Kafe, 2pm-6pm	
Monday 27 September	Haydock Centre, 3pm-8pm	Dalton and Gayles Village Hall, 3pm-8pm
Tuesday 28 September	Haydock Centre, 10am-4pm	Dalton and Gayles Village Hall, 10am-4pm
Wednesday 29 September	Haydock Centre, 8am-2pm	
Thursday 30 September	The former Llama Karma Kafe, 2pm-6pm	
Friday 1 October	Kirkby Thore Memorial Hall, Midday-8pm	Bowes Village Hall, Midday-8pm
Saturday 2 October	Kirkby Thore Memorial Hall, 9am-4pm	Bowes Village Hall, 9am-4pm
Monday 4 October	Warcop Parish Hall, 3pm-8pm	Gilling West Village Hall, 3pm-8pm
Tuesday 5 October	Warcop Parish Hall, 10am-4pm	Gilling West Village Hall, 10am-4pm
Wednesday 6 October	Warcop Parish Hall, 8am-2pm	
Saturday 9 October	Appleby Hub, 3pm-8pm	The Witham, 3pm-8pm
Sunday 10 October	Appleby Hub, 10am-4pm	The Witham, 10am-4pm
Monday 11 October	Appleby Hub, 8am-2pm	The Witham, 8am-2pm
Wednesday 13 October	Kirkby Stephen Sports & Social Club, 3pm-8pm	
Thursday 14 October	Kirkby Stephen Sports & Social Club, 10am-4pm	

Judy leads from front to clinch superb British championship win

THE British Sprint Orienteering Championships took place in Skelmersdale, and Border Liners returned to Cumbria with some silverware for their efforts.

A tricky combination of rural and urban features around the 1960s Lancashire new town suburbs ensured that pinpoint navigation was key to success.

In the individual championships, Border Liner Judy Johnson led from the first control to take a superb win in the W70 class. Her time of 12min 40sec was more than a minute clear of runner-up Sheila Strain, East Lothian Orienteering Club.

In the W40 event, Isabel Berry ran an excellent second half of the course, with first placed split times on the final 10 controls, to take a well-deserved third place behind Sally Calland, and Liz Heaton. Their times in this hard-fought category were 15.35, 16.03 and 16.27, respectively.

In the following day's sprint relay championships, the Border Liners ultra veteran team of Stephen Eastleigh, Christine Kiddier and Andrew Bell clinched the bronze medal by a single second after Andrew's sprint for the finish. Team-mate Christine was in no doubt how they secured the bronze medal. "Andrew's sprint for the line clinched it," she said.

Border Liners' trio pipped the East Pennine Orienteering Club team of Richard Spendlove, Arabella Woodrow and Richard Payne with respective times of 48.22 and 48.23. Back on Cumbrian soil, Border Liners promoted their latest club event on the open fellside terrain of Swindale with a full field of competitors.

Steve Birkinshaw, of the West Cumberland Orienteering Club, took top honours around the 6.7km (175m climbing) Blue course with a time of 45.43. Steve's blistering

time was almost five minutes clear of runner-up Rudi Paul (St Andrews Glasgow, 50.11) with Border Liner Keith Tonkin picking up a useful third place in 56.07.

Liners junior Ruben Razzetti had a similar winning margin around the 4.7km (140m climbing) Green course. Ruben's 40.04 secured the win ahead of Isaac Hunter (West Cumberland, 44.41) with Andrew Bell clinching another top ten finish for the Liners in 55.56.

Emma Moody (West Cumberland) took first place around the 3.5km (105m climb) Short Green course (49.22) with Jane Yates taking a top 10 finish for the Liners with 67.16. Border Liners' "Long O" event on Bampton Common and Helton Fell takes place on Sunday, 26th September. For entry details and information about the following event, in Carlisle on 16th October, visit the club website: www.borderlinersorienteering.org

Croquet tournament proves big hit

AFTER the Matteredale summer day had gone with a bang, so did the fifth village croquet tournament, but this time the bangs were on croquet balls.

Playing for the Woodisse Cup, kindly presented when Anne — a keen croquet player — sadly left the valley, a lively competition took place on the lawns of Penrith and North Lakes Croquet Club at Langwathby.

It was a friendly, well fought competition, played in glorious sunshine. After a series of rounds the two best teams played the final game for the cup, which was convincingly won by The Musical Sun Dogs — Ali Ross and Kerran Cotterell — who beat The Eyes of Matteredale — Linda Crossley and Clive Duerden, whose eyes seemed to let them down in the final!

Brian Clark, seen presenting the cup (right), who organised the event said: "It was once again a lively and happy valley occasion. As part of the Matteredale



Community Association series of activities it shows the enthusiasm of the community for getting together and enjoying themselves.

"We are most grateful that Penrith Croquet Club allowed us to play at Langwathby and for instructing Matteredale participants as to how to play the game and getting the rules of the game into most, but not all, participants!"

Friends join forces to launch Eden Move Against Cancer group

A CANCER survivor is launching a new support group in conjunction with Penrith parkrun.

Shiona Anderton, of Brougham, is being joined by friend Sarah Newby, of Yanwath, in setting up an Eden group of the national 5K Your Way Move Against Cancer initiative.

The 5KYW groups support people all over the country, but the new Penrith group is the only one in Cumbria.

The two women were inspired to become ambassadors for the group after 51-year-old Shiona, who works at Ghyllmount Dental Practice, in Penrith, was diagnosed with breast cancer in March, 2020.

As the nation was plunged into lockdown, Shiona started treatment. It was a difficult time when it was not possible to see friends and connect with direct support. She sought online support and researched the positive impact of exercise.

Now classed as a cancer survivor, she is keen to use her research and experiences to help others by setting up the support group.

Alongside her throughout her journey has been her friend Sarah, aged 50, who is business manager at Lowther Endowed

School. Sarah is also a qualified fitness instructor and personal trainer and when Shiona discovered how exercise can help those with cancer, Sarah was eager to get on board.

She undertook courses to become a cancer rehabilitation and exercise specialist and now also runs weekly online Living Beyond Cancer exercise classes.

"It's having the knowledge and training to realise the impact of exercise on cancer sufferers and also being very aware of their limitations and the implications surgery and chemotherapy can have," said Sarah.

"You have to be very careful and it's having the knowledge of what their going through and how to cater the exercises to them."

The 5K Your Way group is for people affected by cancer in any way — whether it is patients, carers or organisations. The community-based initiative encourages those living with and beyond cancer, families, friends and those working in cancer services to walk, jog, run, cheer or volunteer at a local 5k Your Way parkrun event.

Shiona and Sarah will hold their first group meet-



INSPIRATIONAL: Shiona Anderton (left) and Sarah Newby.

ing at Penrith parkrun, held at Frenchfield, on Saturday, 25th September, and meet there on the last Saturday of every month.

Sarah added: "We run parkrun the same as everyone else but we are there as a comfort blanket and to create a nice little community. At our first week we have a woman coming who organises walks for people affected by cancer

so it's helping to get people connected.

"There's not a lot in Cumbria, we are limited for support, but hopefully that will change with the new cancer centre in Carlisle opening. We are hoping we will provide a support network and a feeling of togetherness and encourage people to exercise and connect with others."

"Great to have parkrun back"

THERE were 254 participants at the latest Penrith parkrun with 25 personal bests recorded and seven first timers in action.

Congratulations went to Jonny Cox (16min 51sec), who finished in first place, with Rachel Brown (18.53) the first female home. Congratulations also went to

Melanie Hetherington for reaching her 50th parkrun and Andrew Hemsley on his 100th.

As always parkrun could not operate without the efforts of organisers and marshals who continue to work hard to offer a COVID safe environment. Parkrun is now in its eighth week since its

return. And Sally Spence, who is a regular and friendly face on the finishing barcode station, summed up those weeks perfectly. "It has been great to catch up with people I had not seen for 18 months and see friends and family re-unite and the camaraderic return," she said. "It's great to have parkrun back."



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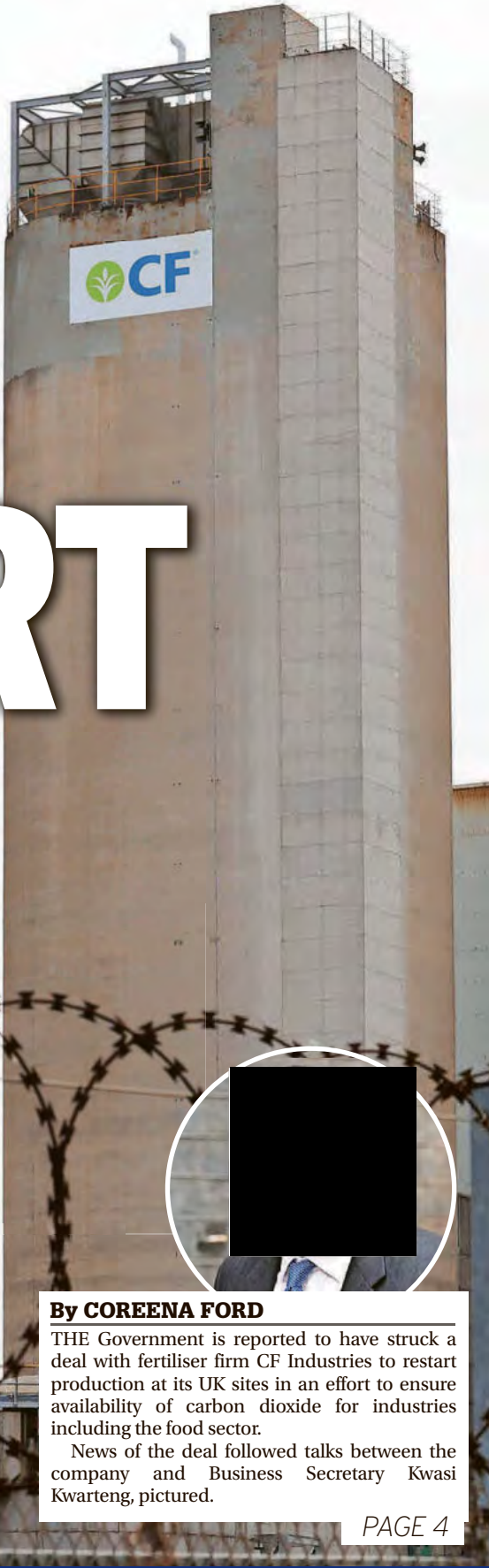
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ENSURE **AVAILABILITY OF CO2**

By **COREENA FORD**

THE Government is reported to have struck a deal with fertiliser firm CF Industries to restart production at its UK sites in an effort to ensure availability of carbon dioxide for industries including the food sector.

News of the deal followed talks between the company and Business Secretary Kwasi Kwarteng, pictured.

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PAGE 3

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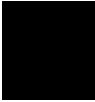
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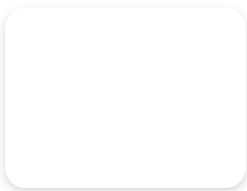
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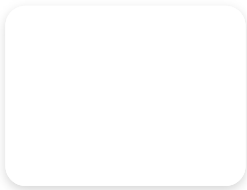
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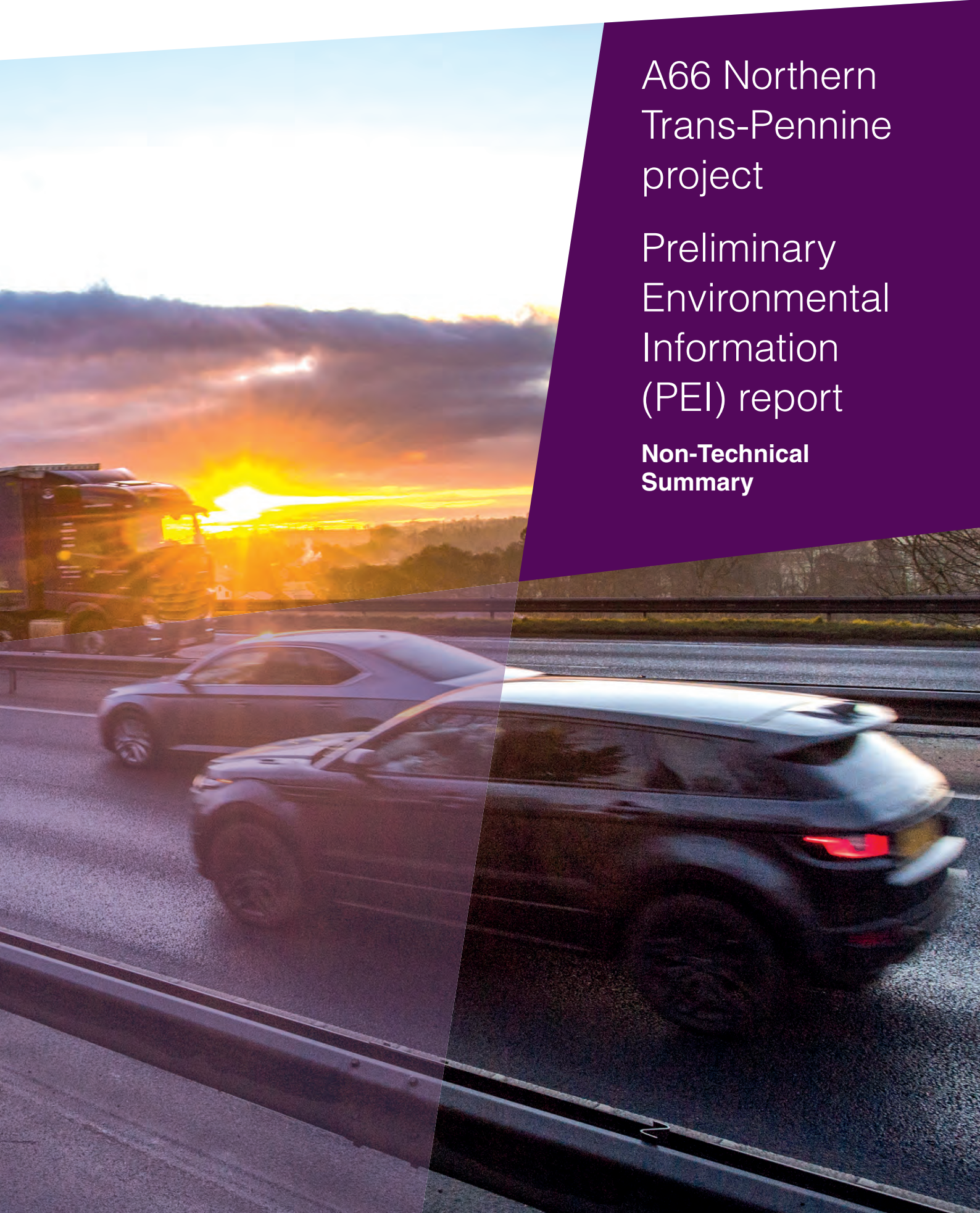
Part 1

17 Preliminary environmental information report – non-technical summary

A66 Northern
Trans-Pennine
project

Preliminary
Environmental
Information
(PEI) report

**Non-Technical
Summary**



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1 Introduction

- 1.1.1 Highways England proposes to improve the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. The project is a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. This means that an application will need to be made to the Secretary of State for permission to construct the project. This permission is called a Development Consent Order (DCO).
- 1.1.2 Before an application for a DCO is submitted, the local community and other stakeholders must be formally consulted on the proposals including:
- a description of the proposed project and the reasonable alternatives considered
 - the environmental setting
 - the likely significant environmental effects based on the preliminary environmental information available at the time
 - the measures proposed to date to avoid or reduce such effects
- 1.1.3 This is to support consultees in developing an informed view of the likely significant environmental effects of the project.
- 1.1.4 As well as undertaking this consultation, we are continuing to collect and assess information about environmental effects to inform decision making, a process known as Environmental Impact Assessment (EIA).
- 1.1.5 While the EIA is ongoing, we have prepared a Preliminary Environmental Information (PEI) Report to provide sufficient information to help consultees develop an informed view of the project and its likely significant environmental effects. The PEI Report has been developed for the purposes of this consultation and contains available information from the ongoing EIA.
- 1.1.6 The information contained within the PEI Report is preliminary and this, along with feedback received from the consultation, will help to shape and develop the findings for the Environmental Statement (ES). The ES, presenting the full results of the EIA, will be submitted as part of the DCO application.
- 1.1.7 This Non-Technical Summary (NTS) presents a summary of the information and preliminary environmental assessment undertaken to date, as set out in the more detailed PEI Report.



2 Why is the scheme needed?

- 2.1.1 The existing A66 is a key national and regional strategic link; it carries high levels of freight traffic, as well as being an important route for tourism and providing vital connectivity for nearby communities. There are no direct rail alternatives for passenger or freight movements along the corridor. Despite the strategic importance of the A66, the route between the M6 at Penrith and the A1(M) at Scotch Corner is only intermittently dualled. It has six separate sections of single carriageway over the total road length of 80km.
- 2.1.2 The route also carries local slow moving agricultural and non-motorised traffic making short journeys which can have an impact on other users, especially on the single carriageway sections. The A66 is also an important route for tourism, providing access to the North Pennines Area of Outstanding Natural Beauty (AONB), the Yorkshire Dales and the Lake District National Park. The mix of road standards, together with the lack of available diversionary routes when incidents occur, affects road safety, reliability, resilience and attractiveness of the route.
- 2.1.3 If the existing A66 route is not improved, it will constrain national and regional connectivity and threaten the transformational growth envisaged by the Northern Powerhouse agenda.
- 2.1.4 The project forms part of the UK Government's 'Project Speed' announced as part of A New Deal for Britain¹, which aims to bring forward proposals to deliver public investment projects more strategically and efficiently. Project Speed aims to ensure that the right things are built better.
- 2.1.5 If the DCO is granted, construction is planned to start in the first quarter of 2024 and the project is due to open to traffic in 2029.

2.2 The Applicant

- 2.2.1 Highways England is the Applicant and the strategic highways company appointed by the Secretary of State under the Infrastructure Act 2015 being charged with operating, maintaining and improving England's motorways and major A roads, known as the strategic road network, on behalf of the Department for Transport.
- 2.2.2 On 20th August 2021 it was announced that Highways England would be changing its name to National Highways. The name change reflects the role of the strategic road network – to connect the nation's regions – and the part it plays in setting highways standards across the UK. We have continued this consultation under the Highways England branding to avoid confusion but will be rebranding this project as of 8 November 2021. The remit of the organisation has not changed and we will continue to operate and maintain England's motorways and A roads.

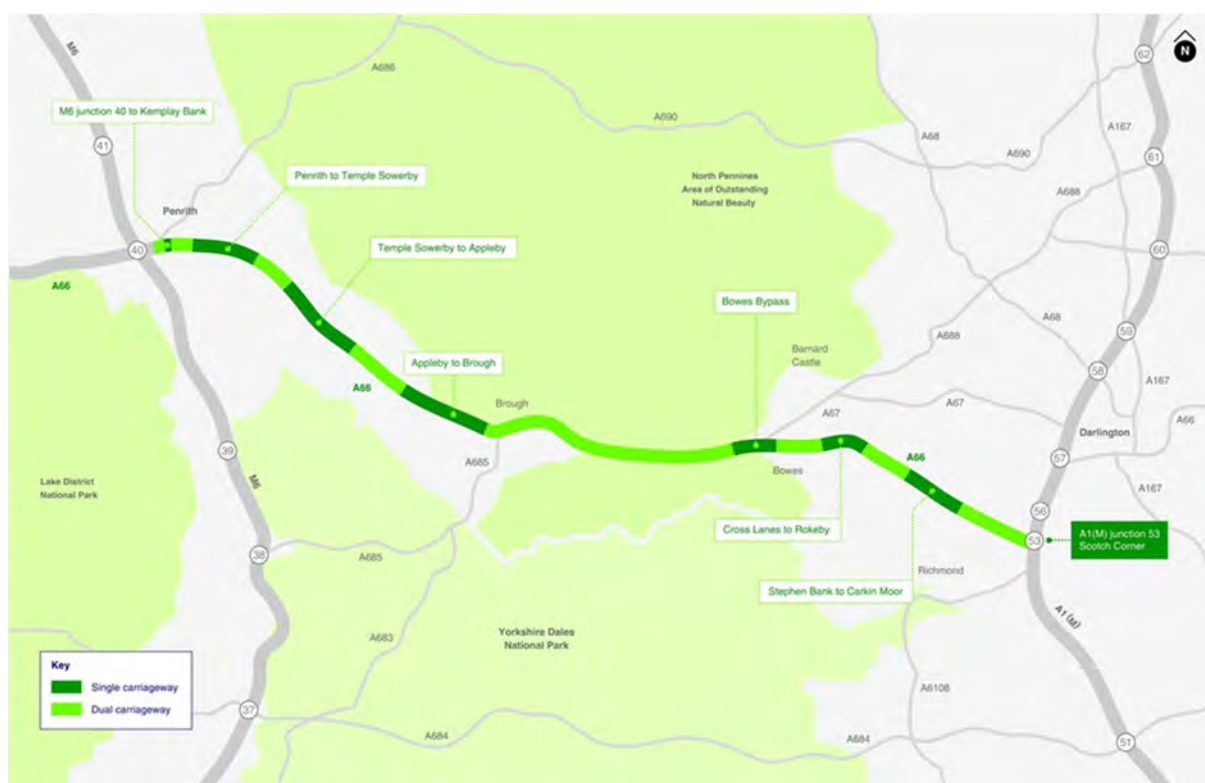
¹ Prime Minister's Office, 10 Downing Street (2020), *Press Release: A New Deal for Britain*, available at: <https://www.gov.uk/government/news/pm-a-new-deal-for-britain>

3 The project

3.1 Description of the project

3.1.1 The project comprises the improvement of the A66 between the M6 at Penrith and the A1(M) at Scotch Corner.

3.1.2 The project has been split into eight schemes. It includes upgrading the existing six single lane sections to dual two-lane all-purpose roads with a speed limit of 70mph, with the exception of a section of the A66 from the M6 junction 40 through Kemplay Bank, which will have a speed limit of 50mph. The project also includes amendments to existing junctions and accesses within these sections.



3.1.3 Some of the eight schemes involve online widening (i.e. using the existing carriageway) of the carriageway and some are offline (i.e. new sections of road that follow a different route but reconnect into the main A66 alignment). Along with dualling six sections of existing single carriageway, other improvements will be made along the route, such as junction improvements at the M6 junction 40 and minor improvements to the existing dual carriageway sections of the A66 within the existing highway boundary (for example new signs or road markings).

3.1.4 The eight individual schemes are as follows and are described in **Error! Reference source not found.** and **Error! Reference source not found.**:

- M6 junction 40 to Kemplay Bank
- Penrith to Temple Sowerby
- Temple Sowerby to Appleby
- Appleby to Brough
- Bows Bypass
- Cross Lanes to Rokeby
- Stephen Bank to Carkin Moor

- A1(M) Junction 53 Scotch Corner

Scheme details

3.1.5 The design of the proposed project is ongoing. As detailed in Chapter 2: The Project of the PEI Report, the PEI Report reports on the assessment of the alternative alignments for certain schemes that have been considered since the Preferred Route Announcement (PRA) for the project. A summary description of each of the schemes is provided below including alternative alignment routes that have been assessed.

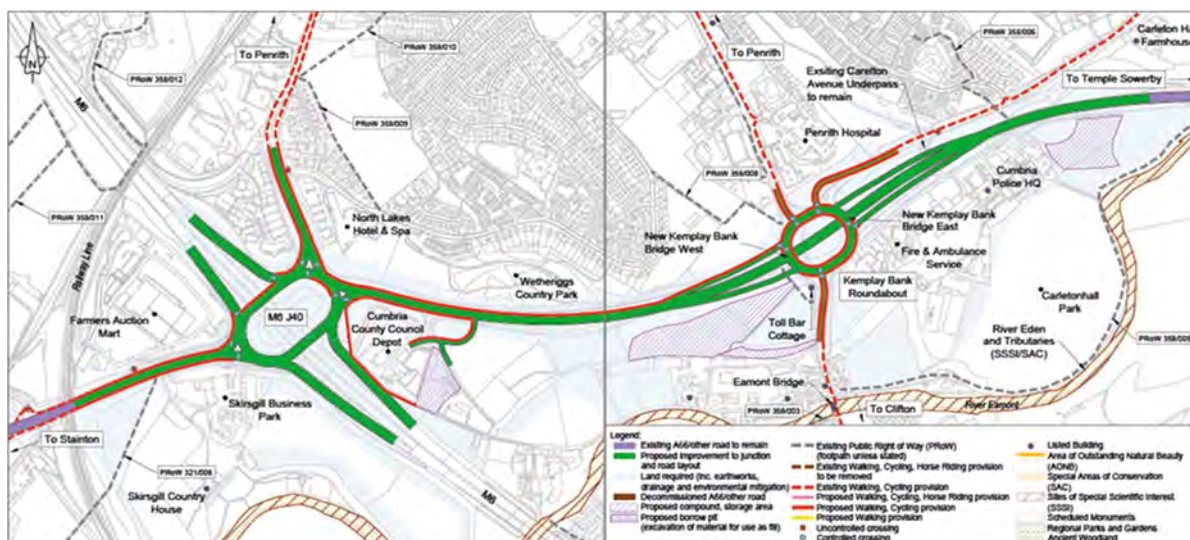
Table 3-1 Alternative alignments assessed

Scheme	Alternatives
M6 junction 40 to Kemplay Bank	Preferred Route with design refinements
Penrith to Temple Sowerby	Preferred Route with design refinements
Temple Sowerby to Appleby	Blue Route (Evolved Preferred Route) Orange (Online Alternative) Red (Offline Alternative)
Appleby to Brough	Black (Evolved Preferred Route) Blue Alternative Section Orange Alternative Section
Bowes Bypass	Preferred Route with design refinements
Cross Lanes to Rokeby	Black (Evolved Preferred Route) Cross Lanes – Blue Alternative junction Rokeby – Red Alternative junction
Stephen Bank to Carkin Moor	Preferred Route with design refinements
A1(M) junction 53 Scotch Corner	Added to the project since Preferred Route Announcement

3.1.1 The following legend applies to all of the scheme diagrams below. Note these diagrams, with further explanation can also be found in the consultation brochure. Where zoom in bubbles are shown, the junction details can be found in the consultation brochure.

Legend:					
	Existing A66/other road to remain		Existing Public Right of Way (PRoW) (footpath unless stated)		Listed Building
	Proposed improvement to junction and road layout		Existing Walking, Cycling, Horse Riding provision to be removed		Area of Outstanding Natural Beauty (AONB)
	Land required (inc. earthworks, drainage and environmental mitigation)		Existing Walking, Cycling provision		Special Areas of Conservation (SAC)
	Decommissioned A66/other road		Proposed Walking, Cycling, Horse Riding provision		Sites of Special Scientific Interest (SSSI)
	Proposed compound, storage area		Proposed Walking, Cycling provision		Scheduled Monuments
	Proposed borrow pit (excavation of material for use as fill)		Proposed Walking provision		Regional Parks and Gardens
			Uncontrolled crossing		Ancient Woodland
			Controlled crossing		

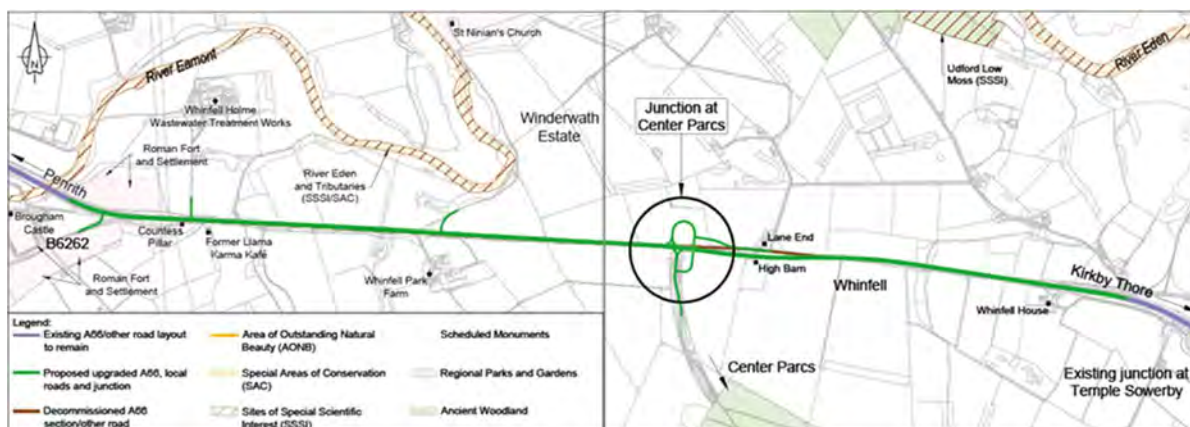
M6 Junction 40 to Kemplay Bank



3.1.2 The key features of this scheme are:

- Three-lane circulatory carriageway and new road markings on the existing M6 junction 40 roundabout.
- Widening of the A66 eastern arm from two to three lanes in each direction between the junction 40 and Kemplay Bank roundabout.
- Widening of the M6 North, M6 South, A66 East, A66 West, and A592 Ullswater Road approach arms to provide additional lanes and a dedicated left turn facility.
- New on-slip and off-slip roads at the A6 and A686.
- New underpass beneath Kemplay Bank roundabout.
- The underpass off Carleton Avenue will be retained and extended to accommodate the widening of the A66.
- New controlled crossings for existing shared cycle/footway connections that cross the scheme.
- All existing accesses and cycleways and footways will be accommodated either through being retained or will be rerouted close by.
- Reduced speed limit to 50mph between junction 40 and Kemplay Bank roundabout.

Penrith to Temple Sowerby



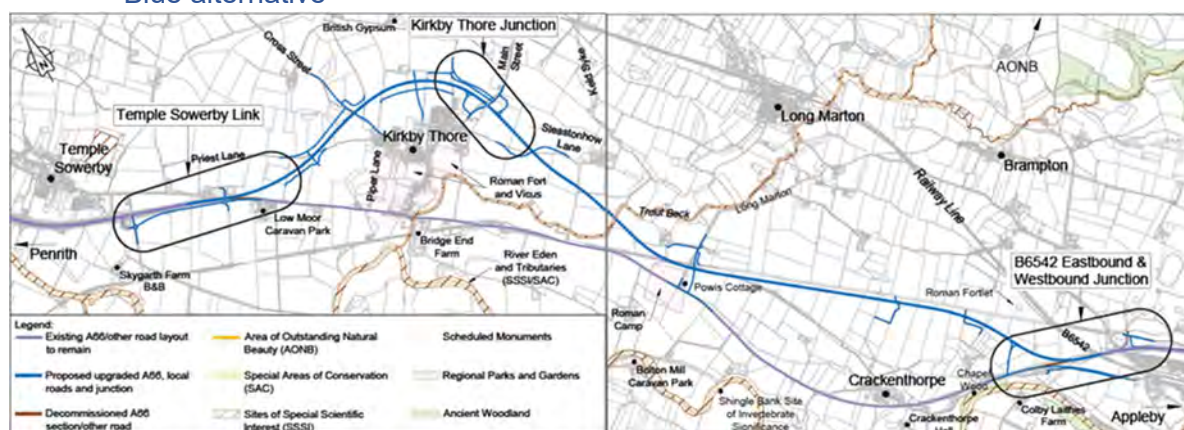
3.1.3 The key features of this scheme are:

- Full dualling of the existing A66 single carriageway between Penrith and Temple Sowerby.
- Widening of the existing carriageway to form one side of the new dual carriageway and constructing the second side of the carriageway north of the existing A66.
- Removal of existing crossing points over the existing A66 but maintaining access for agricultural vehicles via two new private access structures, and for landowners through new access tracks north and south of the route.
- New junction to replace the Centre Parks junction.
- New left-in/left-out junctions with associated acceleration and deceleration lanes at the B6262, the access to the Whinfell Holme Wastewater Treatment Works, and the access to St Ninian's Church.
- Amenity parking area with footway access to the Countess Pillar historic monument.

Temple Sowerby to Appleby

3.1.4 This scheme has three alternative alignments that have been considered and are described below.

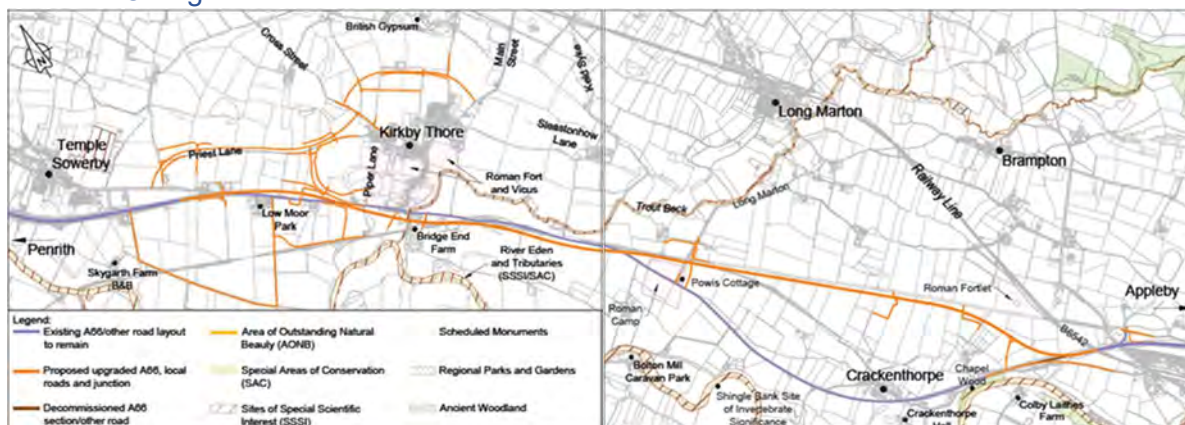
Blue alternative



3.1.5 The key features of this scheme are:

- A new offline bypass around the north of Kirkby Thore.
- A new bypass to the north of Crackenthorpe.
- Follows the PRA alignment from the western end of Kirkby Thore to the junction at the British Gypsum site to the north of Kirkby Thore.
- A multi-span viaduct over the Trout Beck and its floodplain.
- A number of new junctions, bridge structures and improvements throughout the route.

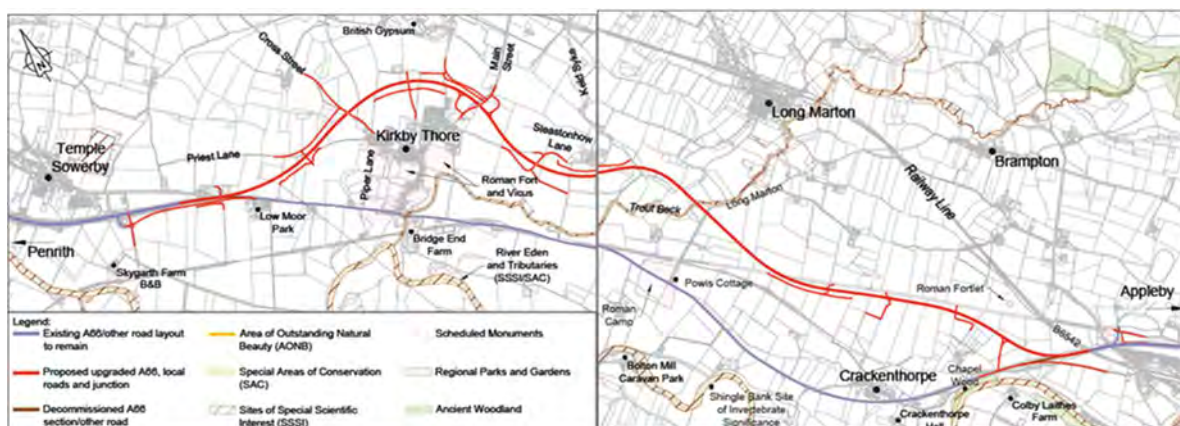
Orange alternative



3.1.6 The key features of this scheme are:

- Bypass falls slightly to the south of the existing A66 and then follows a similar alignment to the existing A66 through Kirkby Thore.
- Trout Beck crossing at Bridge End.
- A new bridge associated with the new A66.
- Follows the PRA alignment from Long Marton junction to north of Crackenthorpe.
- Upgrade Priest Lane to a 6m wide carriageway.

Red alternative



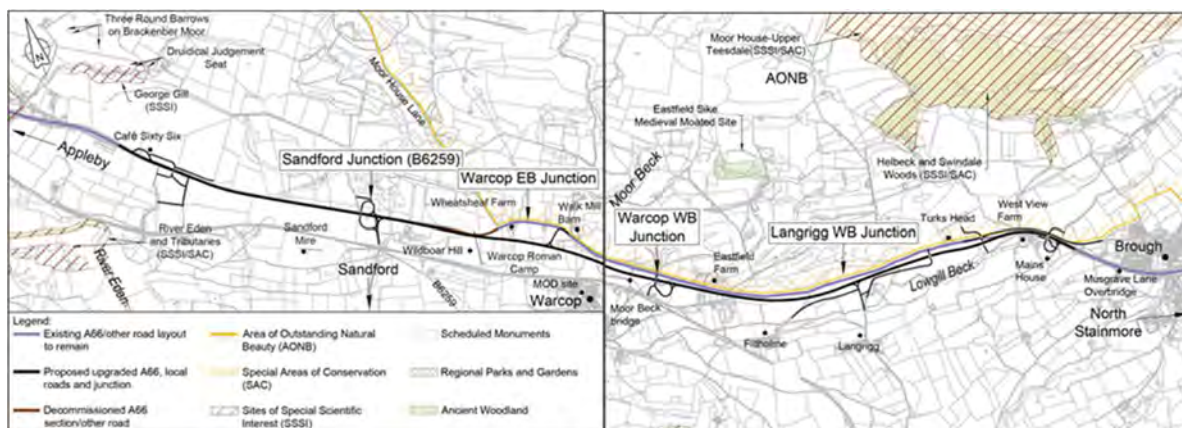
3.1.7 The key features of this scheme are:

- Follows the PRA alignment design from the western end of Kirkby Thorpe and up to Sleastonhowe Lane.
- 250m watercourse crossing of the Trout Beck.
- Watercourse crossing over Keld Syke.
- New junction at Long Marton.
- Follows the PRA alignment design to the north of Crackenthorpe.

Appleby to Brough

3.1.8 This scheme has been split into three sections (western, central and eastern) and alternative alignments have been considered for the central and eastern sections, as described below. It should be noted that the alternatives for each section could be brought together in any combination, forming four route alternatives.

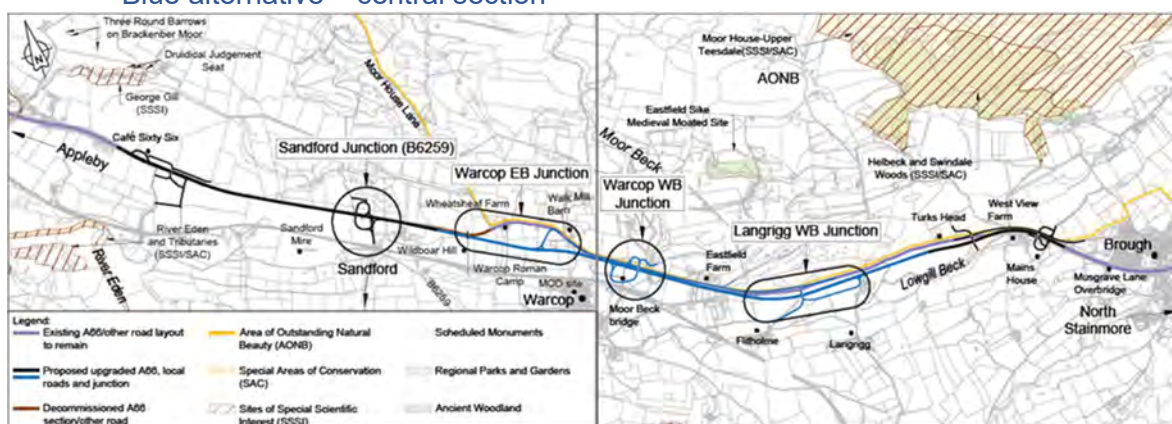
Black-Black-Black (evolved version of the Preferred Route announced in Spring 2020)



3.1.9 The key features of this scheme are:

- Online widening with a new westbound carriageway to the south of the existing carriageway between Coupland Beck and Brough.
- De-trunking of sections of the existing A66.
- A new left-in/left-out junction at Café 66 on the A66 westbound carriageway.
- A new junction to link the B6259 to Sandford/Warcop.
- New left-in/left-left out priority junctions at Warcop on the westbound and eastbound carriageways.
- A left-only T-junction at Langrigg with appropriate diverge and merge tapers on the westbound carriageway.
- New local roads to the south of the new A66 alignment to link with Flitholme and to the south of the new A66 from Langrigg Lane to the west to link with a new overbridge.
- New underpasses at New Hall Farm, Far Bank End, Wheatsheaf Farm and east of Moor Beck.
- New overbridge for walkers, cyclists and horse-riders near West View Farm within the AONB.

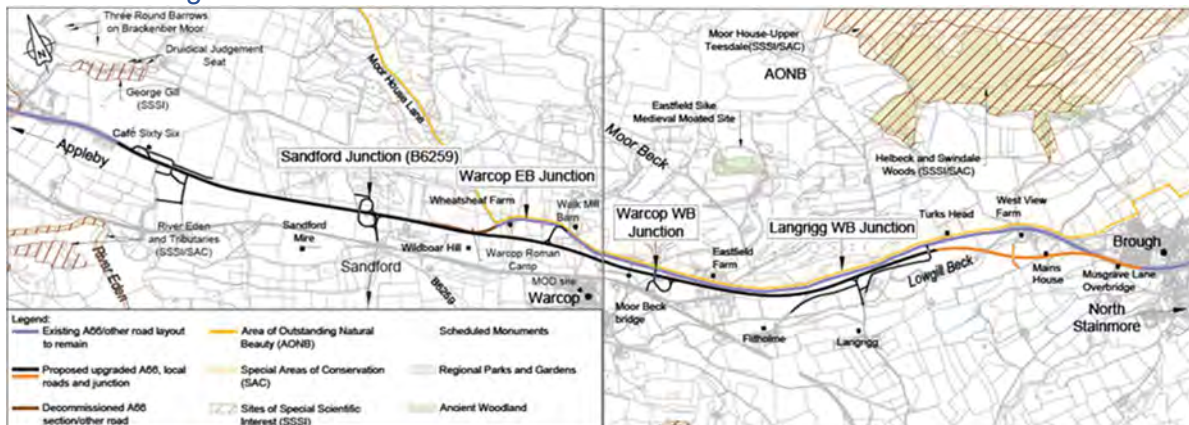
Blue alternative – central section



3.1.10 The key features of this scheme are:

- An alternative central section of the Black Route, shifting 50m south from Wheatsheaf Farm.
- New A66 eastbound carriageway along the existing A66.
- A new westbound carriageway directly south of the existing alignment.
- New crossing structure across the Moor Beck.
- A new underpass to the east of Walk Mill Barn.

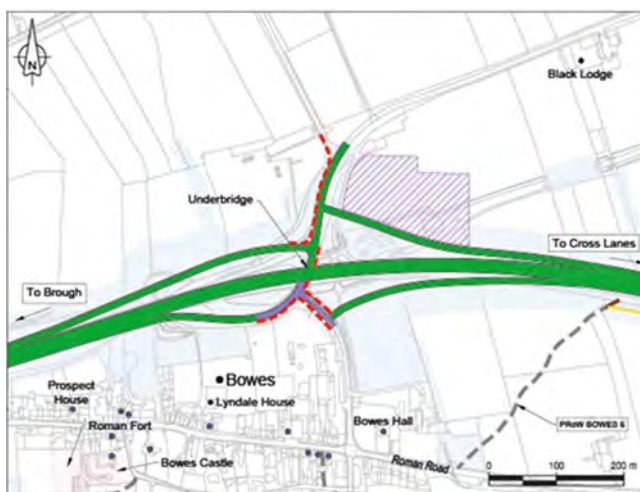
Orange alternative – eastern section



3.1.11 The key features of this scheme are:

- An alternative eastern section of the Black Route.
- New dual carriageway south of West View Farm adjacent to the existing A66.
- New crossing structure across the Lowgill Beck.
- Ties back into the existing A66 at Musgrave Lane Overbridge.
- A new farm access underpass on the south side of the new A66.
- De-trunking of the existing A66 with a two-way connection into Main Street at Brough.

Bowes Bypass



3.1.12 The key features of this scheme are:

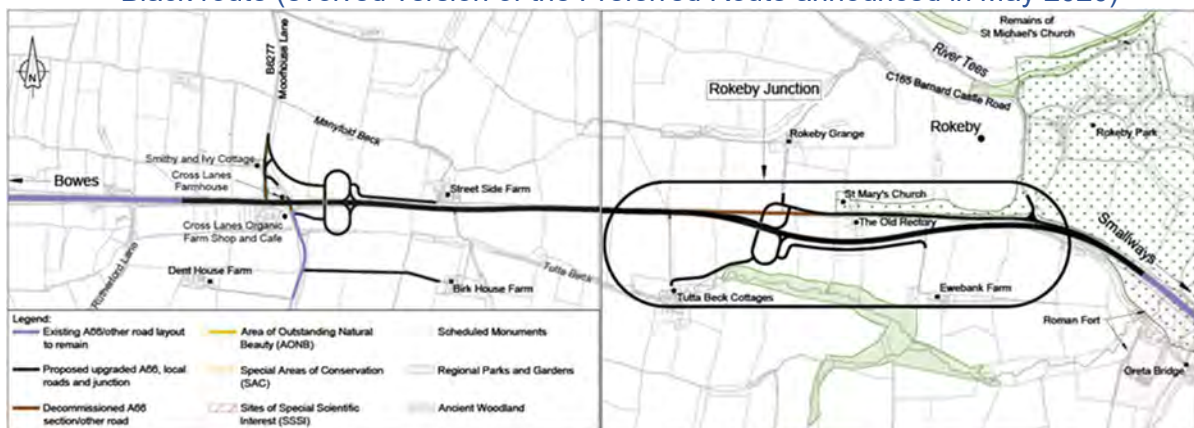
- Widening of the existing A66 to the north of Bowes.

- A new adjacent eastbound carriageway to the north between the Clint Lane Overbridge and the eastern scheme extents.
- Widening of the A67 to create a staggered junction and a right turn lane for the eastbound slip road.
- Realign the existing eastbound slip road to the north.
- Minor improvements to the existing westbound slip road.
- Upgrade of the Bowes junction to a grade separated junction.
- Extension of Lyndale Farm Underpass and Blacklodge Farm Underpass.
- New access overpass at East Bowes.

Cross Lanes to Rokeby

3.1.13 This scheme has two main junctions (Cross Lanes and Rokeby) and alternative junction arrangements have been considered for each of them, as described below. It should be noted that each of the junction alternatives could be brought together in any combination, forming four route alternatives.

Black route (evolved version of the Preferred Route announced in May 2020)



3.1.14 The key features of this scheme are:

- Dualling of the A66 with a new adjacent westbound carriageway to the south between the B6277 junction at Cross Lanes and the existing Tutta Beck Cottage access.
- New carriageways will be routed to the south of The Old Rectory and St Mary's Church, re-joining the existing A66 at Rokeby.
- Upgrade of the existing Cross Lanes junction to a new compact grade separated junction.
- Realigning of the B6277 Moorhouse Lane to connect to the new Cross Lanes junction.
- De-trunking of the existing A66 west of St Mary's Church to Barnard Castle Road.
- A new compact grade separated junction at Barnard Castle Road.
- A new junction at to the west of The Old Rectory and St Mary's Church.
- A new culvert to accommodate Tutta Beck.

Blue (Cross Lanes) alternative junction



3.1.15 The key features of this scheme are:

- A new link road west of the existing Cross Lanes priority junction to link Rutherford Lane to the south and the B6277 Moorhouse Lane to the north.
- Realigning of a section of Rutherford Lane.
- Another new link road to connect Moorhouse Lane to the proposed link road west of Cross Lanes.
- A new culvert to accommodate Tutta Beck.

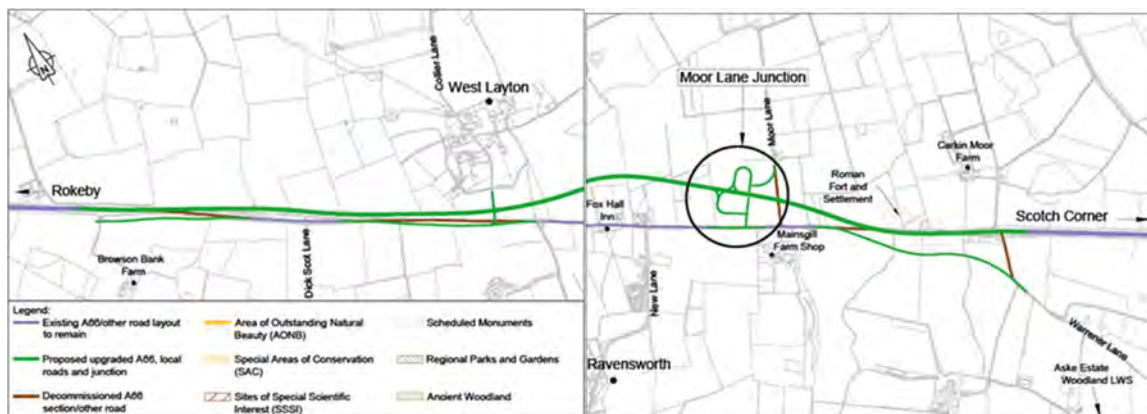
Red (Rokeby) alternative junction



3.1.16 The key features of this scheme are:

- A66 alignment leaves the existing A66 carriageway diverting south around The Old Rectory.
- A new junction to pass underneath the A66 to the Barnard Castle Road.
- A new eastbound slip road (merge) on the north side to connect the de-trunked A66 to the A66 mainline.
- Modification of the existing priority junction (to the north) to accommodate new slip road.

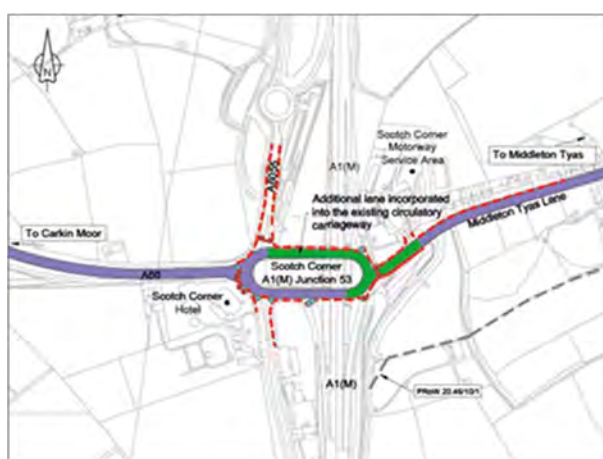
Stephen Bank to Carkin Moor



3.1.17 The key features of this scheme are:

- A new dual carriageway section between Stephen Bank and Carkin Moor Farm to the north of the existing A66.
- A new access underpass to the north of Dick Scott Lane.
- A new bridleway underpass to the north of Warrener Lane.
- De-trunking of the existing A66 to be used as a collector road with a new overbridge to facilitate the revised vertical realignment of Collier Lane.
- A new grade separated junction to the western boundary of the existing alignment of Moor Lane.
- Realigning of the southern section of Moor Lane and placed into a cutting beneath the proposed mainline to connect to the de-trunked existing A66.
- Rerouting of the existing bridleway rerouted along the proposed realigned section of Moor Lane and along the Western Boundary of Mainsgill Farm.
- A new link road to Moor Lane grade separated junction.

A1 (M) Scotch Corner



3.1.18 The key features of this scheme are:

- Widening of the Middleton Tyas Lane approach to the A1(M) junction 53 at Scotch Corner roundabout, from one lane to two lanes.

3.2 Alternatives history

3.2.1 Proposals for the improvement of the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner have been the subject of extensive study and consultation since 2017. The process of options identification and route selection leading to the proposed project is summarised in Chapter 3: Alternatives Considered of the PEI Report. The process involved the following stages:

- Corridor identification and initial sifting of corridors
- Development of route options within preferred corridors
- Route options appraisal and sifting to identify options to take forward for further appraisal
- The selection of route options, which were taken to non-statutory public consultation in Summer 2019
- The selection of the Preferred Route which was announced by the Secretary of State in May 2020
- Preliminary design stage assessment comprising further development of the Preferred Route, as well as some additional appraisal of alternative alignment routes for a number of the schemes



3.2.2 Throughout the process, a range of options for each scheme have been investigated and assessed against a range of engineering, economic, financial and environmental criteria. Part of this decision making is the preference expressed through consultation and engagement processes by members of the public, organisations and statutory bodies and the themes which emerged from their feedback.

3.2.3 This feedback has been used to inform further design and development work on some elements of the project. Further engagement identified that there were opportunities to improve the design and its deliverability through further design refinement. Engagement with affected landowners and ongoing environmental assessment has also informed the amendments made.

- 3.2.4 Collaboration between the environmental disciplines and design engineers has been an integral part of this design development process. This has sought to avoid and reduce environmental impacts of the design, whilst taking into account responses received during the non-statutory consultation.
- 3.2.5 Details of the options taken to non-statutory public consultation can be found in the A66 Northern Trans-Pennine Project Options Consultation Report (Highways England, 2020) available at [REDACTED]
- 3.2.6 Details of the Preferred Route, the results of the public consultation, and main reasons for the selection of the Preferred Route are presented in the A66 Northern Trans-Pennine Project Preferred Route Announcement (Highways England, Spring 2020) available at [REDACTED]
- 3.2.7 Further to the announcement of the Preferred Route, further work and refinement has been undertaken as part of the ongoing preliminary design stage. This has included further development of the design of the Preferred Route, as well the identification of alternative alignment routes considered in response to further work undertaken to understand the baseline environment and having regard to consultation and engagement responses.
- 3.2.8 Subsequent to the PRA it was determined that works are also required to the junctions with the M6 at Penrith (J40) and the A1(M) at Scotch Corner, in order to ensure the entire route achieves consistent standards and meets the project objectives.
- 3.2.9 Details of the design refinements and alternative alignment routes considered since the PRA are provided in Chapter 3: Alternatives Considered of the PEI Report. These design refinements and alternative alignments are summarised in Table 3-2 and 3-3 below. Further details on the options considered are set out in the consultation document A66 Northern Trans-Pennine Route Development Report².

Table 3-2 Route Refinements

Scheme	Summary of Refinements to Preferred Route
M6 junction 40 to Kemplay Bank	Traffic modelling identified the need to upgrade junction 40 of the M6. Upgrade options considered included widening of both bridges over J40, and the use of a combination of improvements to traffic signals, widening of slip roads and use of road markings. The selected refinement comprises improvements to traffic signal arrangement, widening of slip roads and use of spiral road markings.
	Multiple design alternatives to the proposed underpass beneath the Kemplay Bank roundabout, which would require the removal of an existing A66 underpass that is a critical connection from Carleton Avenue into the emergency services compound, were considered. Options included an overpass over the new road, a replacement underpass further to the east of the location of the existing, a single access of the new roundabout, and an alternative involving a reduction in the speed limit to 50mph to allow the proposed Kemplay Bank roundabout underpass alignment to be adjusted to

² The Route Development Report is available as part of the consultation material on <http://www.highwaysengland.co.uk/A66-NTP>

Scheme	Summary of Refinements to Preferred Route
	retain the existing access. A reduction in the speed limit to 50mph through the Kemplay Bank section of the A66 was selected as the preferred option.
Penrith to Temple Sowerby	Underpass and overbridge options considered in order to maintain connectivity for a landowner to land within central reservation. Overbridge selected as the preferred option.
	Alignment to be moved north of High Barn rather than south, to provide an alignment closer to the existing A66 and thereby reducing land take for landowner.
	Amendment to grade-separated junction arrangement at the Centre Parcs junction to better fit the new alignment.
	Overbridge and underpass options were considered at Winderwath Estate to provide improved landowner access. Overbridge with associated linked tracks was selected for inclusion in the design.
Bowes Bypass	Alternative alignment outside of North Pennines AONB considered but discounted as alternative would require more land take to the north of the alignment, thereby increasing potential impacts upon deciduous woodland and agricultural land in comparison with the Preferred Route design. Preferred Route design has been taken forward on the basis that it involves minimal works within the AONB (largely affecting land within the highways boundary) and greater environmental effects would occur for the alternative that remains outside the AONB.
	Consideration given to relocation of the westbound diverge at the end of The Street/Low Road which would allow diverging Heavy Goods Vehicles (HGVs) to access a local business without needing to travel through Bowes village. Environmental factors were taken into consideration alongside stakeholder engagement, and engineering and buildability factors and on balance it was determined that the Preferred Route design would be taken forward.
Stephen Bank to Carkin Moor	Alternative new link from Warrener Lane incorporated to avoid potentially dangerous U-turn manoeuvres at adjacent breaks in the central reserve. Design avoids Roman fort and prehistoric enclosed settlement 400m west of Carkin Moor Farm.
	Alternative grade separation at Collier Lane to place the A66 into a cutting to provide protection against side winds and reduce visual impact incorporated. Overbridge to be provided for Collier Lane.
	Options considered due to the need to incorporate a culvert to the watercourse immediately to the east of Moor Lane. These included raising the A66 alignment sufficiently whilst keeping the current grade-separated arrangement and placing Moor Lane in a cutting beneath the proposed A66 alignment. The option to switch the grade separation and place Moor Lane beneath the A66 was selected as preferred.
	Three alternative designs considered at Moor Lane following feedback from local parish council on the Preferred Route design. The selected alternative will provide a new grade-separated all movement junction to the western boundary of the existing alignment of Moor Lane, providing connectivity between the de trunked A66 and the proposed mainline.

Scheme	Summary of Refinements to Preferred Route
	Amendment to lift the vertical alignment of the A66 in the vicinity of Carkin Moor Scheduled Monument, to reduce the overall height of the retaining structures required thereby minimising impacts on the Scheduled Monument.
A1(M) junction 53 Scotch Corner	Traffic modelling was carried out to see whether upgrades are needed. The Middleton Tyas Lane approach is to be widened from one lane to two lanes junction

Table 3-3 Development of Alternative Alignments

Scheme	Alternatives considered
Temple Sowerby to Appleby	<p>A number of alternative routes have been considered to reduce the impact on Trout Beck watercourse. Fifteen options were developed and shortlisted taking into account potential environmental impacts, project design principles, impacts on landowners, and design safety. Eleven options were subsequently discounted, with three alternative route alignments falling to be assessed in the PEI Report:</p> <ul style="list-style-type: none"> • Blue Route (Evolved version of the Preferred Route announced in Spring 2020) • Orange (Online Alternative) • Red (Offline Alternative) <p>As set out in the Route Development Report, Highways England's preferred alignment for this scheme is the Blue Route.</p>
Appleby to Brough	<p>A number of alternative routes have been considered in relation to the required land take within the North Pennines AONB designated area. The route was divided into three sections (western, central and eastern) and alternatives developed for each: three alternatives for the central section, and two for the eastern section. Two potential options in the central section (Black and Blue), and two potential options in the eastern section (Black and Orange) have been assessed in the PEI Report:</p> <ul style="list-style-type: none"> • Black (Evolved version of the Preferred Route announced in Spring 2020) • Blue Alternative Central Section • Orange Alternative Eastern Section <p>Where relevant these alternatives have been considered in the following combinations, reflecting that the second colour listed in each case refers to the alignment for the central section (blue or black), and the third colour listed is the eastern section (orange or black):</p> <ul style="list-style-type: none"> • Black-Black-Black • Black-Blue-Black • Black-Black-Orange • Black-Blue-Orange <p>As set out in the Route Development Report, Highways England's preferred alignment for this scheme is the Black-Blue-Black Route.</p>
Cross Lanes to Rokeby	<p>A number of alternative routes have been considered following consultation with statutory bodies and local groups regarding potential impacts upon traffic flows, safety and heritage assets. Alternatives were developed for two sections of this scheme: Cross Lanes and Rokeby. For Rokeby two of</p>

Scheme	Alternatives considered
	<p>the options considered moved the mainline closer to the existing A66. Both would require the demolition of The Old Rectory, a heritage asset connected with the setting of the Registered Park and Gardens and these two options were therefore discounted. One alternative option (Red) to the preferred route at Rokeby, and one alternative option to the preferred route at Cross Lanes (Blue) have been assessed in the PEI Report:</p> <ul style="list-style-type: none"> • Black (Evolved version of the Preferred Route announced in Spring 2020) • Cross Lanes – Blue Alternative junction • Rokeby – Red Alternative junction <p>Where relevant these alternatives have been considered in the following combinations (the first colour referring to the Cross Lanes junction and the second referring to the Rokeby junction):</p> <ul style="list-style-type: none"> • Black-Black (evolved Preferred Route) • Blue-Black (Cross Lanes alternative junction and Black evolved Preferred Route) • Black-Red (Black evolved Preferred Route and Rokeby alternative junction) • Blue-Red (Cross Lanes alternative junction and Rokeby alternative junction) <p>As set out in the Route Development Report, Highways England’s preferred alignment for this scheme is the Blue Alternative junction at Cross Lanes and the Black evolved Preferred Route junction at Rokeby (Blue-Black).</p>

3.2.10 The design of the project is ongoing, as detailed in Chapter 2: Project Description of the PEI Report.



4 Preliminary environmental assessment

4.1 Introduction

- 4.1.1 Under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, the project is defined as the type and scale of development that automatically requires an EIA to be undertaken. Accordingly, an EIA is being undertaken to meet the requirements of the relevant planning policy and legislation and assess the effects of the project on the environment.
- 4.1.2 The EIA considers impacts during the construction and operation of the project. In order to preliminarily identify the likely significant effects of the project on the environment, an understanding of the environment that would be affected by the project (the 'baseline conditions') has been established through desk-based research, site surveys and engagement with stakeholders. The baseline conditions are not necessarily the same as those that exist at the current time; they are also the conditions (referred to as future baseline) that would exist in the absence of the project either at the time that construction is expected to start, or the time that the project is expected to open to traffic.
- 4.1.3 Preliminary likely significant environmental effects of the project have been identified through a process by which the sensitivity of the receptor, and the level and type of change are considered to determine the significance of effect.
- 4.1.4 The project comprises eight individual schemes. This complexity means that, where relevant, the preliminary assessments have considered identification of effects and proposed mitigation specific to each scheme (including any options for those schemes) as well as considering the potential for routewide effects.
- 4.1.5 For the purposes of the assessment, the start of construction is assumed to be early 2024 and the opening year when the project is to become operational, i.e. fully open to traffic, is assumed to be 2029. The traffic data used for the operational phase modelling is based on an opening year (2031) later than that used throughout PEI Report (2029) as the traffic modelling was based on an earlier construction programme of seven years. Updated traffic modelling using an opening year of 2029 will underpin the assessments presented in the ES. This difference is not expected to lead to any new or different significant effects being identified.
- 4.1.6 During construction, the project's potential adverse impacts will be avoided or reduced by the implementation of industry standard practice and control measures, which will be contained within an Environmental Management Plan (EMP). An outline of the EMP is included in Appendix 4.1 of the PEI Report.
- 4.1.7 Mitigation measures that might be required to reduce the effects of the construction and operation of the upgraded road are being developed. The topic chapters within the PEI Report give an indication of the sorts of mitigation measures that could be used. In each case these are being further developed and will be reported in the ES and other application documents.
- 4.1.8 At the current stage, potential mitigation such as replacement habitats and landscape planting, has been identified through surveys, assessment and consultation. Surveys are ongoing and the design will continue to develop. As such the Mapbooks³ provide an overview of mitigation that is being considered based on a number of assumptions

³ The Mapbooks are available as part of the consultation material on <http://www.highwaysengland.co.uk/A66-NTP>

(so not all of the mitigation shown will definitely be required). This will be developed further in response to survey findings, design development, consultation and further assessment.

- 4.1.9 This section provides an overview of the preliminary findings of the environmental assessment. It is important to note that not all potential likely significant effects identified occur for every scheme alternative. Unless otherwise stated in the technical chapters, the preliminary likely significant effects are summarised on a scheme by scheme basis (including any alternatives for those schemes) in the table at the back of this NTS.
- 4.1.10 Further work continues to be undertaken as part of the EIA process to confirm the preliminary findings presented below. The final assessment of environmental impacts will be presented in the ES that will be submitted with the DCO application.

4.2 Air quality

- 4.2.1 This section summarises the preliminary assessment findings at this point in the EIA process for air quality, based on PEI Report Chapter 5: Air Quality.



Baseline

- 4.2.2 Air quality in the area around the project is considered to be good. This is confirmed by the fact that there are no Air Quality Management Areas (AQMA) close to the project, with the nearest being over 30km from the A66 (Durham and Chester-le-Street AQMA). Eden District Council have been considering the potential for a future AQMA to be declared at Castlegate, Penrith for NO₂. AQMA are areas which the local authority has identified as requiring management to achieve desired air quality objectives.
- 4.2.3 The predicted Defra background concentrations along the project route are well below the annual mean objectives for NO₂ and PM₁₀. For particulate matter (PM₁₀ and PM_{2.5}) there are no AQMAs designated or likely to be designated for an exceedance of Air Quality Objectives (AQO) and Air Quality Limit Value (LV) thresholds in the air quality study area. There are also no exceedances of the annual mean NO₂ AQO and LV threshold within the air quality study area.

- 4.2.4 Although the area around the project is predominantly rural, there are houses, schools, hospitals and ecological designated species and habitats which could be affected by changes in air quality.

Construction

- 4.2.5 During construction, potential air quality effects may arise from emissions of construction dust and PM₁₀. These emissions occur as a result of construction activities such as demolition, earthworks, construction and trackout⁴. The quantities of each depend on the scale and intensity of the construction works.
- 4.2.6 Dust has the potential to cause nuisance to property, and very high levels of soiling can affect plants and ecosystems. There is the potential for dust impacts to receptors within 200m of construction and haulage routes associated with the project.
- 4.2.7 There are a number of people which could be directly affected by dust nuisance associated with the project or construction vehicle traffic. Best practice construction dust control measures and standard mitigation measures can limit these effects.
- 4.2.8 Detailed information on construction activities was not available at the time of writing, and the assessment is based on high level information about likely construction activities and key construction locations such as compounds. The Construction Method Statement (a first draft of which was produced after the assessment was completed and is available as part of the consultation materials) will be used to inform the detailed assessment for construction dust to be presented in the ES.

[Preliminary construction assessment](#)

Construction dust

- Mitigation to reduce construction dust impacts to a negligible level will be included in the EMP. This includes development of a dust management plan with measures to monitor effectiveness of mitigation, daily on site and off site inspections and keeping a record of complaints/exceptional dust events. With appropriate best practice mitigation measures in place the potential impacts from construction are considered to be not significant.

Construction traffic

- Whilst the construction phase is temporary in nature, due to the likely number of construction vehicles that will be required, duration of works and the presence of sensitive human and ecological receptors near to roads likely to be affected, there is the potential for significant effects to occur. Further work will be undertaken to characterise these potential impacts as part of the EIA as more detailed data becomes available.

Operation

- 4.2.9 During operation, changes to the road network will result in changes to traffic flow, speed and fleet composition. Traffic flows are likely to increase due to the improved desirability of the route, however speeds are likely to increase due to increased capacity and reduced congestion. These changes will impact on emissions of NO_x and PM₁₀. As a result, pollutant concentrations at receptors within the air quality study

⁴ The term 'trackout' refers to the movement of dust and dirt from a construction/demolition site onto the public road network, where it may be deposited and then re-suspended by vehicles using the network.

area will be affected by the project. These changes may result in permanent improvements and deteriorations in local air quality depending on location.

Preliminary operation assessment

Human receptors

- A small number of receptors are predicted to experience a small adverse change in air quality, however no likely significant effects are anticipated as the level of change and the number of receptors affected is lower than the level of significant effect defined in relevant guidelines. The locations of these receptors are detailed within Section 5.10 of PEI Report Chapter 5: Air Quality.

Habitat sites

- Likely significant adverse effect due to nutrient nitrogen deposition at Stephen Bank Road Verge Local Wildlife Site (LWS)
- Likely significant beneficial effect due to a reduction in nutrient nitrogen deposition at Chapel Wood Ancient Woodland (AW)
- Possible likely significant increases in nutrient nitrogen deposition are predicted at 15 designated ecological sites, subject to further assessment.

These sites include:

- North Pennine Moors Special Protection Area (SPA)
- North Pennine Moors Special Area of Conservation (SAC)
- Argill Woods and Pasture Site of Special Scientific Interest (SSSI)
- Augill Valley Pasture SSSI
- Bowes Moor SSSI
- Pallet Hill LWS
- Stephen Bank Road Verge LWS
- Augill Beck Wood AW
- Augill Bridge Wood AW
- Deepdale Wood AW
- Graham's Gill/Jack-Wood AW
- Newbiggin Wood AW
- Oglebird Plantation AW
- Raughtonguill Wood AW
- Thorgill Wood AW

4.2.10 Highways England is developing a tool for determining the additional contribution of ammonia (NH₃) emissions from vehicles to deposited nitrogen. It is expected that this method will be available for use at the ES stage and therefore the potential ecological impacts will be updated accordingly.

4.2.11 The ongoing EIA will consider appropriate mitigation, which might include things like a dust management plan to control dust emissions during construction, to address likely significant effects identified at this preliminary assessment stage.

4.3 Biodiversity

4.3.1 This section summarises the preliminary assessment findings at this point in the EIA process for biodiversity, based on PEI Report Chapter 6: Biodiversity.

Baseline

4.3.2 There are four SACs, one SPA, nine SSSIs and one Local Nature Reserve (LNR) within the 2km biodiversity routewide study area, alongside 16 non-statutory designated sites.



- 4.3.3 There are two additional SAC (North Pennine Moor and Asby Complex), one SPA (North Pennine Moors), four SSSIs (Argill Woods and Pastures, Augill Valley Pasture, Bowes Moor and Crosby Ravensworth Fell), which are situated within 200m of the Affected Road Network (ARN)⁵.
- 4.3.4 The desktop study identified nine Priority Habitat types within the draft DCO boundary of the routewide project: deciduous woodland (broadleaved and mixed), rivers and streams, good quality semi-improved grassland (lowland meadows and pastures), lowland fens, upland heath purple moor-grass and rush pastures, lowland dry acid grassland, coastal and floodplain grazing marsh (floodplain grazing marsh only) and traditional orchards. There are also multiple Phase 1 habitat types within the draft DCO boundary.
- 4.3.5 Surveys for protected and Priority Species are ongoing and the complete baseline will be included in the ES. The habitats present support opportunities for the following protected and Priority Species; Bats (roosting in structures and trees), Bats (activity), Red squirrel (*Sciurus vulgaris*), Otter (*Lutra lutra*), Water vole (*Arvicola amphibius*), Badger (*Meles meles*), Pine marten (*Martes martes*), Polecat (*Mustela putorius*), Brown hare (*Lepus europaeus*), Hedgehog (*Erinaceus europaeus*), Deer, wintering and breeding birds, reptiles, amphibians, fish, white clawed crayfish, terrestrial invertebrates, aquatic invertebrates and macrophytes.

Construction

- 4.3.6 The highways design has fully considered designated sites and priority habitats and seeks to avoid habitat loss of high conservation value. The alignment width will also be minimised at water crossings to minimise potential impacts.

⁵ The ARN comprises roads where one or more of the following is true: road alignment will change by 5 metres or more, daily traffic flows will change by 1,000 annual average daily traffic (AADT) flow or more, heavy-duty vehicle (HDV) flows will change by 200 AADT or more, daily average speed will change by 10 kilometres per hour or more and peak hour speed will change by 20 kilometres per hour or more) and adjoining roads within 200m

- 4.3.7 Temporary and permanent habitat loss will occur routewide during construction. The types of habitat lost permanently are predominantly improved grassland, arable land, hedgerows, woodland and semi-improved grassland.
- 4.3.8 Construction of the project will cause temporary and permanent habitat fragmentation both directly through habitat loss, severance, and through disturbance. This will have the greatest impact for those schemes which are all or partially offline. Noise and temporary lighting from construction compounds and vehicle movements along haul routes may increase disturbance effects and also deter species from crossing an area to reach an important resource.
- 4.3.9 Habitats within or adjacent to the schemes, and those which are hydrologically connected (areas connected by surface water or groundwater), may be at increased risk of damage and degradation through sediment run-off, water pollution, dust and vehicle emission deposits.
- 4.3.10 Construction has the potential to injure and kill a wide range of species through the following activities; vegetation clearance, topsoil stripping, tree felling and in-channel works to waterbodies.
- 4.3.11 Temporary construction traffic and vehicle diversions may also increase the chance of a road traffic collisions, on other species including badger, otter, deer, polecat, hedgehog, bats and barn owl.
- 4.3.12 The amount of land needed for the project will be kept to a minimum and construction impacts have been designed out or minimised as far as possible, for example locating access tracks, haul roads, site compounds and material storage areas outside of ecologically sensitive sites and habitats. This is an ongoing process and ecological constraints will continue to be fully considered during preliminary and detailed design.
- 4.3.13 The preliminary assessment of likely significant effects is based on the preliminary information currently available regarding the likely presence of the habitat or species incorporating data from surveys to end of June 2021 and the current stage of design. A precautionary approach has been applied assuming presence of a protected/notable species, where the habitat is suitable, in the absence of survey data.
- 4.3.14 A full impact assessment including assessment of magnitude/level of impact will be undertaken for the ES.
- 4.3.15 There is the potential for likely significant effects to occur on the following during construction, subject to further survey and mitigation design:

[Preliminary construction assessment](#)

- Statutory designated sites
- Non-statutory designated sites
- Terrestrial Habitats
- Rivers and streams
- Bat roosts
- Bat activity
- Red squirrel
- Wintering birds
- Breeding birds
- Barn owl
- Reptiles
- Terrestrial invertebrates
- Macrophytes

- 4.3.16 The ongoing EIA will further develop mitigation design to address likely significant effects identified at this preliminary assessment stage.

Operation

- 4.3.17 During the operational phase, the project will result in permanent habitat fragmentation through severance from traffic movements. The east-west alignment of the project will result in loss of ecological connectivity for north-south movements, which has potential implications for ecosystem and species resilience. However, with habitat creation and enhancement along the route, east-west dispersal and commuting opportunities are likely to be increased for many species.
- 4.3.18 Habitat severance may result in species crossing the new carriageway to access foraging and breeding resources. This is likely to result in injury and direct mortality and an increased risk of road traffic accidents through vehicle collision.
- 4.3.19 Habitats within or adjacent to the operational project, and those which are hydrologically connected, will be at risk of indirect damage and degradation through permanent changes to drainage, pollution from road-run off, changes to vehicle emissions and nitrogen deposition.
- 4.3.20 Operational traffic noise and lighting may have permanent effects on how species use foraging, commuting and breeding resources. Lighting at junctions may adversely affect nocturnal species such as bats. Lighting along watercourse crossings and underpasses along the road can also affect mammals such as otter.
- 4.3.21 Increased deposition of nitrogen and other airborne pollutants arising from increased traffic volumes in the wider road network and/or diversions, may also affect the integrity of vegetation communities.
- 4.3.22 Roads and associated infrastructure may also increase levels of human disturbance, through access to recreation areas, which were not previously accessible.
- 4.3.1 Mitigation measures including underpasses and crossing point installations for a range of mammal species will be incorporated into the design at appropriate locations. These will be comprehensively determined based on data from the ongoing surveys and preliminary design. Lighting will be minimised across the project. Where lighting is required, for example at junctions, suitable lighting choices or adaptations will be designed in to avoid light spill to sensitive habitats. Drainage design will ensure road run-off is channelled into a suitable system to protect retained and newly created habitats.
- 4.3.2 The preliminary assessment of likely significant effects is based on the preliminary information currently available regarding the likely presence of the habitat or species and the current stage of design. A full impact assessment will be undertaken as part of the ongoing EIA and will be reported within the ES.

Preliminary operation assessment

- 4.3.3 There is the potential for likely significant effects to occur on the following during operation, subject to further survey and mitigation design:
- Statutory designated sites
 - Non-Statutory designated sites
 - Bat roosts
 - Bat activity
 - Red squirrel

- Other terrestrial mammals (polecat, brown hare, deer, hedgehog)
- Wintering birds
- Breeding birds
- Barn owl
- Reptiles
- Amphibians
- Terrestrial invertebrates
- Macrophytes

4.3.4 Ecology surveys are ongoing and will be completed to inform full impact assessment to be reported in the ES. The ongoing EIA will further develop mitigation design to address likely significant effects identified at this preliminary assessment stage.

4.4 Climate

4.4.1 This section summarises the preliminary assessment findings at this point in the EIA process for climate (Greenhouse Gas (GHG) Emissions Assessment), based on PEI Report Chapter 7: Climate.



Baseline

- 4.4.2 For the impact of the project on climate, the baseline conditions relate to current and future anticipated conditions, with regards to GHG emissions, without implementing the project. Baseline is split into the historic baseline, setting out current conditions and the future baseline, which sets out future conditions based upon there being no schemes.
- 4.4.3 The primary source of historic emissions data is the UK GHG Inventory⁶ and the most recent dataset (2019) estimates total UK GHG emissions at 454.8 million tonnes of

⁶ Government (2021) UK Greenhouse Gas Inventory, 1990 to 2019: Annual Report for submission under the Framework Convention on Climate Change, available at: https://naei.beis.gov.uk/reports/reports?section_id=3

carbon dioxide equivalent (MtCO₂e)⁷. The largest emitting sector was transport, accounting for 122.1 MtCO₂e (26% of national emissions). Current road user emissions (vehicles using the highways infrastructure) is 198,668 tCO₂e, the predicted emissions for the opening year of the project (2031) is 191,236 tCO₂e, the modelled future year (2046) emissions is 211,279 tCO₂e, and over the assumed project lifetime (60 years) the modelled emissions is 12,997,413 tCO₂e.

- 4.4.4 For the climate change resilience assessment, the baseline conditions relate to the current and future anticipated climatic conditions. Both summer and winter temperatures are projected to increase due to climate change. The largest increases in temperature are projected to be in the mean daily maximum summer temperatures. Mean precipitation rates in the area surrounding the project are also anticipated to change significantly throughout the next century.

Construction

- 4.4.5 Total routewide emissions associated with construction are estimated to be 905,588 tCO₂e – 1,400,052 tCO₂e. These estimated emissions would represent 0.05%-0.07% of the Fourth Carbon Budget (2023-2027) and 0.05%-0.08% of the Fifth Carbon Budget (2028-2032), respectively. Therefore, this is not considered significant as the proposed project in isolation would not have a material impact on the ability of the government to meet its carbon budgets.
- 4.4.6 The largest source of emissions during the construction phase of the project is expected to arise from construction materials. Minimising GHG emissions through design is a core principle of Highways England's standards, the UK Government's Infrastructure Carbon Review and PAS 2080. This includes delivering measures such as material recovery and using recycled materials; reducing construction traffic; and using renewable energy. These measures will be set out in the EMP for the project.
- 4.4.7 With regards to the climate change resilience assessment, it has been assumed that the EMP and other associated risk management and site safety procedures deployed during the construction phase will be implemented effectively and successful in mitigating climate change risk during the construction of the project. Taking this into consideration, the UKCP18 climate projections for the construction phase (2020s) also suggest that there is unlikely to be significant changes in climatic conditions within this period such that a likely significant effect could occur. As such, a detailed assessment of climate change resilience in construction has not been taken forward.

Preliminary construction assessment

- No likely significant effects anticipated from the impacts of the project on climate (GHG emissions) during the construction phase of the project.
- No likely significant effects anticipated due to the vulnerability of the project to climate change during the construction phase of the project.

Operation

- 4.4.8 During the operational phase of the project, the total routewide operational GHG emissions over the 60-year assumed project lifetime are estimated to result in an additional (net increase of) 2,981,603 – 2,986,043 tCO₂e. Estimated emissions would represent 0.3% of the Sixth Carbon Budget and so are not considered significant as

⁷ MtCO₂e refers to million tonnes of carbon dioxide equivalent. This is a consistent measure of assessing the contribution of greenhouse gases to global warming.

the proposed project in isolation would not have a material impact on the ability of the government to meet its carbon budgets.

- 4.4.9 For the climate change resilience assessment, the preliminary assessment has found that most climate change risks during the operational phase of the project were 'not significant' due to effective embedded mitigation measures in the existing project design (for example, the design of attenuation ponds and drainage design with allowances for climate change) or through monitoring and maintenance regimes assumed to be in place throughout operation.

Preliminary operation assessment

- No likely significant effects anticipated from the impacts of the project on climate (GHG emissions) during the operational phase of the project.
- No likely significant effects anticipated due to the vulnerability of the project to climate change during the operational phase of the project.

4.5 Cultural heritage

- 4.5.1 This section summarises the preliminary assessment findings at this point in the EIA process for cultural heritage, based on PEI Report Chapter 8: Cultural Heritage. Cultural heritage includes archaeology, historic buildings/structures and historic landscapes.



Baseline

- 4.5.2 The existing A66 runs through a landscape of considerable historical interest, with archaeological evidence present from prehistoric times up to the Second World War. The landscape comprises historical assets including scheduled monuments, listed buildings, a Registered Park and Garden and conservation areas in addition to non-designated sites ranging from find scatters to a rifle range.

- 4.5.3 Ongoing surveys are being undertaken as part of the EIA to enhance the understanding of the historic environment and to inform the assessment of archaeological potential.

Construction

- 4.5.4 Construction of the project has the potential for adverse impacts upon cultural heritage resources, including:

- Partial or total removal of heritage resources, including archaeological remains, within the project footprint
- Compaction of archaeological deposits by construction traffic and structures
- Temporary impacts upon the settings of heritage resources
- Permanent impacts upon the setting of heritage resources
- Changes to key views and sight lines
- Impacts to paleoenvironmental deposits as a result of hydrological changes

- 4.5.5 Mitigation of construction impacts will take the form of measures to reduce direct impacts (physical damage), and indirect impacts (changes to setting that affect the significance of the resources). Where significant effects have been identified on designated assets, including Listed Buildings, Scheduled Monuments and Registered Parks and Gardens (RPG) as a result of permanent changes to their settings during construction, options for mitigation will be further considered in the design process and will be reported in the ES.

- 4.5.6 Mitigation of direct impacts on archaeological remains would take the form of 'preservation by record', that is, the investigation of archaeological remains prior to construction, and the analysis of artefacts and publication of results following the construction of the project.

Preliminary construction assessment

- Permanent significant adverse effects are anticipated at the scheduled monument of the Ring ditches at Brougham
 - Permanent significant adverse effects are anticipated to affect the Site of the Hartshorn Tree and associated cropmarks
 - Permanent significant adverse effects are anticipated at the scheduled monuments of the Kirkby Thore Roman fort and vicus and the Roman camp at Redlands Bank
 - Permanent significant adverse effects are anticipated at the Warcop Roman Camp and Length Of Roman Road, 285m South West Of Moor House
 - Permanent significant adverse effects are anticipated to affect the Ring Ditch, 120m north-east of Poundergill
 - Permanent significant adverse effects are anticipated to affect the Roman vicus at Carkin Moor Fort
 - Permanent significant adverse effects are anticipated at the Roman Fort and Prehistoric enclosed settlement 400m west of Carkin
 - Permanent significant adverse effect is anticipated to affect the Grade II* Registered Park and Garden at Rokeby Park
- 4.5.7 Not all potential likely significant effects listed above will occur for every scheme alternative. The summary table at the back of this NTS presents the preliminary likely

significant effects on a scheme-by-scheme basis (including any alternatives considered for those schemes).

Operation

- 4.5.8 The operational phase of the project has the potential to result in both beneficial and adverse impacts on the setting of cultural heritage resources due to traffic noise and the visibility of moving vehicles on the road. Impacts could include changes to the settings of monuments or changes to key views.
- 4.5.9 There would be no physical impacts on below-ground archaeology during operation, as these would have occurred during the construction phase.

Preliminary operation assessment

- No significant effects are expected to arise from the operation of the project.

4.6 Geology and soils

- 4.6.1 This section summarises the preliminary assessment findings at this point in the EIA process for geology and soils, based on PEI Report Chapter 9: Geology and Soils.



Baseline

- 4.6.2 The ground conditions of the project comprise natural superficial deposits, which cover most of the area routewide, including alluvium (loose clay, silt, sand, or gravel), river terrace deposits and a multitude of various types of glacial deposits. Peat deposits exist locally, but only in a small number of locations.
- 4.6.3 Some localised recent and historical made ground deposits exist in discrete areas where prior development or highway construction has occurred.
- 4.6.4 Routewide the underlying bedrock comprises the Stainmore and Alston Formations in the west, which are made up of repeating layers of sandstone, siltstone and

mudstone with thin limestone and some coal. The Penrith Sandstone Formation is also present routewide.

- 4.6.5 Agricultural Land Classification (ALC) grades 2, 3a, 3b and 4 (but predominantly 3) exist in many of the schemes, as well as soils supporting SACs or SSSIs.
- 4.6.6 Some areas of surface quarrying exist within the draft DCO boundary and some underground mining is recorded in some localities, especially within the Kirkby Thore scheme. No underground mining is known to be ongoing.
- 4.6.7 Two geodiversity sites: George Gill SSSI and the UNESCO North Pennines AONB Global Geopark are located in proximity to the project, with some areas of the Geopark located within the DCO boundary areas for the Appleby to Brough and Bowes Bypass schemes.

Construction

- 4.6.8 Construction works are to be widespread routewide, associated with new stretches of carriageway, bridges, embankments, re-grading existing embankments, excavation of drainage ponds, installation and re-routing of buried and overhead services.
- 4.6.9 The ongoing EIA will further develop appropriate mitigation and enhancement measures to address likely significant effects identified at this preliminary assessment stage.

Preliminary construction assessment

- 4.6.10 Potential likely significant effects have been identified in some or all schemes, as follows:
- Likely significant effects due to the potential permanent land take and loss of high and medium value agricultural soil resource (Grade 2, 3a and 3b agricultural land)
 - Likely significant effects on soils supporting SACs and SSSIs

Operation

- 4.6.11 During operation, each of the schemes are to see high volumes of road traffic, and lesser amounts of other activity which may have potential impacts on identified receptors.

Preliminary operation assessment

- 4.6.12 Potential likely significant effects have been identified as follows:
- Potential beneficial significant effects on the UNESCO Global Geopark due to the potential for enhancement if cuttings or earthworks offer an opportunity to permanently expose geology of scientific interest.

4.7 Landscape and visual

- 4.7.1 This section summarises the preliminary assessment findings at this point in the EIA process for landscape and visual impact, based on PEI Report Chapter 10: Landscape and Visual.

Baseline

- 4.7.2 The project area is predominantly rural. Penrith is the largest settlement with other key settlements including Temple Sowerby, Kirkby Thore, Appleby, Warcop, Brough,

Bowes and Barnard Castle. There are many smaller villages and hamlets including Long Marton, Bolton, Crackenthorpe, Sandford, Flitholme, Brignall, West Layton and East Layton. The intervening valley landscapes, although rural, are relatively well settled with farmsteads and single houses and groups of dwellings. Beyond the influence of the existing A66 there is a strong rural character and sense of place.



4.7.3 The following sites are located within 7km of the project:

- The Lake District National Park
- The English Lake District World Heritage Site
- The North Pennines AONB
- The Yorkshire Dales National Park
- Dales Fringe Area of High Landscape Value (AHLV), a non-statutory locally designated landscape in County Durham
- Several inventoried RPG
- A number of conservation areas including the Settle to Carlisle conservation area and East Layton conservation area.

4.7.4 In terms of accessibility of the landscape and its use for recreation, in the west of the project area there are public rights of way (PRoW) around Penrith and along the River Eamont that give access to the countryside and local attractions such as Mayburgh Henge and Brougham Castle scheduled monuments. To the east of Penrith the holiday village of Center Parcs is a focus of recreation with PRoW to the north and south. Between Temple Sowerby and Appleby the PRoW network is denser with a notable bridleway following a historic Roman road between Powis House and Appleby.

4.7.5 In the central part of the project area the North Pennines AONB provides open access land and PRoW that ascend the south-west facing slopes of the hills affording walkers panoramic views of the Eden valley in which the project will be located. The Pennine

Way national trail passes through the central part of the study area crossing hill tops such as Knock Old Man and Great Dun Fell and notable passes such as High Cup Nick in addition to deviating into the Eden valley where it becomes A Pennine Journey.

- 4.7.6 The Pennine Way is also present in the eastern part of the project area at Bowes where a network of PRoW extends north and south into the North Pennines AONB and south into the Yorkshire Dales National Park. East of Bowes and between Rokeby Park RPG and Scotch Corner there is a regular network of PRoW that follow river valleys as well as broad ridges in the landscape and occasionally crossing the A66.
- 4.7.7 The Lakes and Dales cycle route passes through the project area as do several local cycle routes in Eden District Council and National Cycle Network routes 68, 70, 71, 165 and 715.

Construction

- 4.7.8 During construction there will be direct physical impacts on landscape character features and elements such as trees, woodland, hedges, drystone walls and alteration of features such as field pattern, size and shape and changes to topography, landform and rural lanes and byways.
- 4.7.9 There will be impacts on historic strip field patterns at Bowes and on blocks of woodland and stone walls at West Layton.
- 4.7.10 There will be loss of vegetation alongside the existing A66 which will change the character of the existing road corridor, potentially reducing the degree of landscape integration and potentially increasing visibility of the road corridor from nearby areas.
- 4.7.11 There will also be temporary changes resulting from the presence of construction compounds, site offices, construction plant, earthmoving and use of cranes to build structures.
- 4.7.12 There will be temporary diversions to PRoW and road diversions which will change the pattern of vehicle movement in the study area.

Preliminary construction assessment

- Likely significant effects on landscape character units (LCU) in a localised or limited part of each LCU
- Likely significant effects on a limited part of the North Pennines AONB
- Likely significant effects on a small number of residential properties at the southern edge of Penrith, at Kirkby Thore and Bowes
- Likely significant effects on a number of rural properties primarily within 250m of the project
- Likely significant effects on a number of PRoW and cycle routes including PRoW in the North Pennines AONB
- Likely significant effects on a short section of the Pennine Way national trail at Bowes
- Likely significant effects on visitors to Wetheriggs Country Park, Mayburgh Henge, the vicinity of Brougham Castle, Center Parcs Holiday Village, Eden Valley Railway, Brough Castle, Rokeby Park RPG, the Church of St. Mary, Cross Lanes Organic Farm, Fox Hall Inn and Mainsgill Farm Shop

Operation

- 4.7.13 During operation the project will increase the amount of road infrastructure in the landscape. These infrastructure components will not be wholly uncharacteristic of the baseline where the majority of the project is online. However, the increase in scale of infrastructure and the addition of new grade separated junctions, detention ponds and new link roads will increase the amount of infrastructure in the locality with potentially significant effects in a limited area.
- 4.7.14 Where the project is offline there is greater potential for significant effects as it will be a new feature in the landscape and uncharacteristic of the baseline. Traffic using the project will potentially introduce noise, light and movement into a baseline environment where and movement is limited or intermittent. While vehicle lights will be focussed within the road corridor there is potential for some light spill.
- 4.7.15 At year 1 potential effects will reduce in some instances compared to those at construction. Mitigation planting will not yet be established and earthworks and traffic will be visible during the first year.
- 4.7.16 At year 15 mitigation planting will have reached a height of between six and eight metres thereby achieving a degree of landscape integration and visual screening of the project. However, significant effects are still predicted for some receptors at year 15 due to the change relative to the baseline, particularly where the alignment is offline.

Preliminary operation assessment

Year 1

- Likely significant effects on localised parts of LCUs
- Likely significant effects on a limited part of the North Pennines AONB
- Likely significant effects on a small number of residential properties at the southern edge of Penrith and at Kirkby Thore
- Likely significant effects on a number of rural properties primarily within 250 m of the project
- Likely significant effects on a number of PRoW including PRoW in the North Pennines AONB
- Likely significant effects on visitors to Wetheriggs Country Park, Center Parcs Holiday Village, Eden Valley Railway, Brough Castle, the Church of St. Mary, Rokeby Park RPG, Cross Lanes Organic Farm and Mainsgill Farm Shop.

Year 15

- Likely significant effects on localised parts of LCUs
- Likely significant effects on a limited part of the North Pennines AONB
- Likely significant effects on a small number of residential properties at Kirkby Thore
- Likely significant effects on a number of rural properties primarily within 250m of the project
- Likely significant effects on a number of PRoW including PRoW in the North Pennines AONB at Bowes only
- Likely significant effects on visitors to Center Parcs Holiday Village, Eden Valley Railway, Brough Castle, the Church of St. Mary, Cross Lanes Organic Farm and Mainsgill Farm Shop

4.8 Material assets and waste

- 4.8.1 This section summarises the preliminary assessment findings at this point in the EIA process for material assets and waste, based on PEI Report Chapter 11: Material Assets and Waste.
- 4.8.2 At this stage, the material assets and waste assessment within the PEI Report has been presented at a routewide level only. The ES will present the assessment findings at both an individual scheme and routewide level.



Baseline

- 4.8.3 Two interrelated study areas have been identified for the material assets and waste routewide assessment. The first study area (study area 1) is related to the area of the project where construction materials will be consumed, comprising the area within the draft DCO boundary. The second study area (study area 2) is related to the area where the main construction materials will be sourced and construction waste will be treated or disposed, comprising regions of the North East, the North West, and Yorkshire and The Humber.

Material assets

- 4.8.4 The project will consume large quantities of materials increasing demand on the existing UK supply chain. The baseline includes the availability of assets including construction materials and aggregate reserves.
- 4.8.5 Cumbria County Council, Durham County Council and North Yorkshire County Council have all established a number of different types of Mineral Safeguarded Areas close to the project.
- 4.8.6 There are no existing peat resources sites (commercial peat extraction) present within study area 1.

Waste

- 4.8.7 Information from the Environment Agency has shown that there is waste infrastructure capacity available across study area 2.

Construction

Material assets

- 4.8.8 With respect to material resources, the project's environmental impacts relate to the extraction of primary raw materials and the production of construction materials. The project also has the potential to constrain existing or future use and extraction of materials.

Sterilisation of mineral safeguarding sites and peat resources

- 4.8.9 Due to the number of Mineral Safeguarding Areas and mineral sites that cross or are in close proximity to the project, there is potential for the project to substantially constrain or prevent existing and potential future extraction of materials. Therefore, based on this preliminary worst-case scenario a large likely significant effect has been identified. The sterilisation of mineral sites will be assessed further in the ES.

- 4.8.10 The project will not sterilise any peat resources.

Importation of aggregates to site

- 4.8.11 The project has adopted a target that aggregates (raw materials) imported to site will have a recycled content of at least 31% as this is the regional percentage target set out in Highways England's standards. The ES will set out the full detailed assessment of the likelihood of the project meeting this target.

Recycling and recovery rate of construction and demolition waste

- 4.8.12 Based on preliminary data, the recycling and recovery of construction and demolition waste across the project will not generate a likely significant effect (based on a minimum 70% target, as set out in the Waste Framework Directive, as it has now been incorporated into UK law). The ES will set out the full detailed assessment of the likelihood of the project meeting this target.

Waste

- 4.8.13 In terms of waste, potential environmental impacts are primarily related to the production, movement, transport, processing and disposal of waste from the project.

Waste infrastructure capacity in study area 2

- 4.8.14 Based on preliminary data, the assessment of future inert, non-hazardous and hazardous landfill capacity in 2024 has identified a slight and non-significant effect across the waste management infrastructure in study area 2. The waste management infrastructure will be assessed further in the ES.

Disposal of construction and demolition waste outside study area 2

- 4.8.15 Based on preliminary data, the project would not produce a likely significant effect in relation to the disposal of construction and demolition waste outside study area 2. The disposal of construction and demolition waste outside study area 2 will be assessed further in the ES.

Preliminary construction assessment

- Likely significant effects (construction) due to the potential to substantially constrain or prevent existing and potential future extraction of materials due

to the number of Mineral Safeguarding Areas and mineral sites crossing and close to the project.

- Likely significant effects (construction) cannot be ruled out at this stage with regards to aggregates imported to site. The potential for likely significant effects arising from importation of aggregates with low recycled content will be assessed in the ES when more detailed information becomes available.

Operation

Material assets

- 4.8.16 It is not anticipated that the project will consume material assets to a significant degree during its operation and therefore only the first year of operation has been included as part of the preliminary assessment.
- 4.8.17 It is anticipated that during operation, the material consumption will be substantially lower than during the construction phase. Therefore, based on preliminary data the project would not produce a likely significant effect in relation to material assets during operation. The operational material assets will be assessed further in the ES.

Waste

- 4.8.18 During the operation of the project, waste is expected to be limited. Therefore, only the first year of operation is included in the assessment to capture any effects arising from waste generated from the final phases of construction and handover, and assess any potential for effects arising from operational activities.
- 4.8.19 Based on preliminary data the project would not produce a likely significant effect in relation to waste during operation. The operational waste will be assessed further in the ES.

Preliminary operation assessment

- There would be no likely significant effects related to materials assets or waste during operation.

4.9 Noise and vibration

- 4.9.1 This section summarises the preliminary assessment findings at this point in the EIA process for noise and vibration, based on PEI Report Chapter 12: Noise and Vibration.

Baseline

- 4.9.2 The acoustic environment of the project is primarily characterised by road traffic noise. Additional noise sources include occasional aeroplane noise near to Warcop and trains. In addition to residential buildings, there are many other sensitive receptor types within relatively close proximity of the existing A66, such as the North Pennines AONB, North Pennine Moors SPA and SAC, the River Eden SAC, several Scheduled Monuments, PRowS, community facilities and schools.

Construction

- 4.9.3 The construction of the project has the potential to result in temporary noise impacts at the closest receptors to the development. At the time the assessment was undertaken detailed construction information was not available to inform a detailed assessment of noise and vibration impacts. A full noise and vibration assessment will

be undertaken and reported within the ES. A Construction Method Statement⁸ has since been produced and provides more information about the types of activity that would be expected during construction.



- 4.9.4 The potential for significant adverse effects is primarily dependent on the noise level of construction activities, and the distance between receptors and construction works. Therefore, it can be assumed that receptors closest to the project are most likely to experience significant adverse effects during the construction phase.
- 4.9.5 Significant effects will be temporary and will not be experienced by receptors for the full duration of the construction period. Instead, the period of time which receptors will experience significant effects will depend on the duration of the individual task being undertaken and its location to the receptor.
- 4.9.6 The potential effects of construction activities will be minimised by the use of 'best practicable means' of noise and vibration control during all construction activities. Mitigation measures will be recommended within the ES when the details of the construction programme are known.

Preliminary construction assessment

- There is potential for likely significant effects across the project. The location and duration of these effects are yet to be determined and will depend on the construction programme. Effects will be temporary and localised depending on the specific activity and construction stage.

Operation

- 4.9.7 The potential impacts associated with the project are likely due to the noise emissions associated with the new roads and changes in traffic flows in the wider road network.

⁸ The Construction Method Statement is available as part of the consultation material on <http://www.highwaysengland.co.uk/A66-NTP>

4.9.8 These changes may result in permanent adverse or beneficial likely significant effects arising from noise emissions depending on location.

4.9.9 Appropriate noise mitigation will be considered at receptors where a likely significant adverse effect has been predicted and will be detailed within the ES. Mitigation of operational road traffic noise may include (but not be limited to) screening (i.e. noise barriers and/or earth bunds) or low-noise surfacing or a combination of these.

Preliminary operation assessment

- There is the potential for both adverse and beneficial likely significant effects on residential and non-residential receptors across the project depending on location.

4.10 Population and human health

4.10.1 This section summarises the preliminary assessment findings at this point in the EIA process for population and human health, based on PEI Report Chapter 13: Population and Human Health.



Baseline

4.10.2 The area surrounding the project varies from the urban settlement of Penrith at the western extents of the project, to being predominately rural in nature with large areas of agricultural land and sparsely distributed communities such as Temple Sowerby, Kirkby Thore and Warcop. There are multiple residential, community and business receptors within these communities, particularly within Kirkby Thore.

4.10.3 Penrith, at the western end of the project, is the main location for residential, community and business receptors along the length of the project. Key receptors include Center Parcs, British Gypsum, Cumbria Constabulary Police Headquarters, North West Ambulance Station, Helbeck Quarry, Hulands Quarry and the Ministry of Defence Training Establishment at Warcop.

- 4.10.4 There is an extensive PRow network (including bridleways, footpaths, National Cycle Network) within the vicinity of the project. These routes serve a wide range of users, including horse-riders, pedestrians and cyclists providing connectivity between key communities and the North Pennines AONB.
- 4.10.5 The health and social characteristics of the population in the area surrounding the project are generally in line with or better than the national average in terms of social deprivation and health status. However, there are some areas of deprivation and poor health. Additionally, certain groups that are known to be more vulnerable to health effects are prevalent in some areas. This includes areas with a high proportion of older people, particularly in rural areas, people who are unemployed or on low incomes and people with existing health conditions or disabilities.

Construction

- 4.10.6 During construction, a number of residential, community and business receptors will be demolished and/or require land take to accommodate the project. A number of housing and employment land allocations will also be impacted as a result of the project due to land take.
- 4.10.7 Potential impacts on agriculture relate primarily to the loss of agricultural land and soils and the possible loss, severance and fragmentation of agricultural holdings. There are also possible impacts on walkers, cyclists and horse riders (WCH) due to temporary closures or diversions during construction.
- 4.10.8 The project will also bring both temporary and permanent effects on open space land (including Common Land and Country Park).
- 4.10.9 The design of the project has been developed to minimise residential, community, business and agricultural land take as far as reasonably practicable. Mitigation measures during construction will include temporary diversions and signage to limit the impacts of any temporary closures of PRow and agricultural accesses. Access to businesses and residential properties will also be maintained and managed.
- 4.10.10 There will be a range of effects on environmental conditions caused by the project during construction that may impact on the health and wellbeing of local communities. This includes noise, visual effects and construction traffic. Those most likely to experience negative effects will include older people, children, people with existing poor health and/or disability and people on low incomes. There are likely to be temporary negative effects on wellbeing, including increased annoyance and reduced enjoyment of outside space. Those affected will include residents of impacted properties and people from the wider community who regularly use local footpaths and public spaces. Negative health effects may also be caused by severance and accessibility impacts due to the temporary closure of road lanes and pedestrian routes, affecting access to local services and community facilities, access to green space and opportunities for physical activity.
- 4.10.11 The construction phase may provide employment opportunities through the creation of direct construction jobs and increased demand for local suppliers and facilities such as shops and cafés. This will have a potential positive effect on the physical and mental health of people in the study area, through improved earnings and opportunities for employment and training.
- 4.10.12 The EMP will set out the procedures to be followed to ensure that impacts from noise, dust, lighting and construction traffic are reduced as far as reasonably practicable, to minimise impacts on local communities. It will include specified working hours and

construction traffic routes, and an appropriate induction to be given to ensure contractors act considerately in relation to local residents and businesses.

Preliminary construction assessment

- Permanent adverse likely significant effects due to temporary and permanent land take of businesses, community facilities, open space
- Permanent adverse likely significant effects on land allocated for housing or employment
- Temporary and permanent adverse likely significant effects on community land and assets in close proximity to the project
- Temporary and permanent adverse likely significant effects effect on multiple agricultural holdings due to extent of land take
- Temporary adverse likely significant effects on the WCH due to PRoW diversions in the study area
- Potential temporary negative health effects identified in relation to construction lighting and noise, and visual amenity
- Potential negative health effects identified in relation to access of community facilities, shops and opportunities for physical activity

Operation

- 4.10.13 Once operational, the project is anticipated to bring beneficial effects in terms of overall accessibility and connectivity for the local community, businesses and for those visiting the area. The project will include new routes to maintain existing agricultural and business accesses and maintain and improve the connectivity of the local PRoW network. There will also be improvements to the safety of existing routes for WCH.
- 4.10.14 Operation of the project should not require any further land from residential or private properties, community land and assets as well as development land and businesses located within the study area. Changes to the local environment could occur, such as changes to the local noise environment or sense of tranquillity.
- 4.10.15 During the operation of the project the nearby population may be exposed to both increased and decreased levels of traffic noise at residential properties, schools, community facilities and open spaces. The presence of the new road infrastructure may also result in adverse visual and lighting impacts giving rise to negative effects on sleep disturbance and changes in neighbourhood amenity and the perceived quality of the local environment.
- 4.10.16 Potentially significant beneficial effects have been identified, resulting from decreases in NO₂ concentrations at locations along the existing A66 where traffic is diverted on the new route further away from sensitive receptors. This may give rise to potential effects on health and wellbeing including positive effects on respiratory he
- 4.10.17 Improved traffic flows along the A66 as a result of the project will improve access to local services and facilities for the population along the route, reduce stress associated with traffic congestion and improve quality of life. This is likely to result in a positive health effect.

Preliminary operation assessment

- Potentially beneficial significant effects associated with the establishment and improvement to the facilities provided for WCH including formal crossing points across the A66

- Permanent beneficial likely significant effects for local communities, businesses, visitors and agricultural land holdings due to increased accessibility
- Potential negative health effects identified in relation to increases in traffic noise and visual amenity.
- Potential positive health effects identified in relation to transport and connectivity, community facilities and employment and economy.

4.11 Road drainage and the water environment

4.11.1 This section summarises the preliminary assessment findings at this point in the EIA process for road drainage and the water environment, based on PEI Report Chapter 14: Road Drainage and the Water Environment, which considers the potential effects on the quality and quantity of surface and ground waters, geomorphology and flood risk that may result from construction activities and operational road drainage.



Baseline

- 4.11.2 The water environment comprises the road drainage system, surface water features, groundwater resources and flood risk within the study area. The links between the surface water, groundwater and flood risk creates a very complex environmental setting.
- 4.11.3 The land within the M6 junction 40 to Kemplay Bank, Penrith to Temple Sowerby, Temple Sowerby to Appleby and Appleby to Brough schemes drain into the River Eden via a number of main rivers and ordinary watercourses of varying value.
- 4.11.4 The Bowes Bypass, Cross Lanes to Rokeby, Stephen Bank to Carkin Moor and A1(M) junction 53 Scotch Corner schemes drain into the River Greta and then the River Tees, via a number of main rivers and ordinary watercourses of varying value.

- 4.11.5 There are areas at risk of flooding across the schemes, most significantly within the M6 junction 40 to Kemplay Bank, Temple Sowerby to Appleby, and Appleby to Brough scheme study areas.
- 4.11.6 The underlying geology of the M6 junction 40 to Kemplay Bank, Penrith to Temple Sowerby, Temple Sowerby to Appleby and Appleby to Brough schemes is Penrith Sandstone, which transitions over to Carboniferous Limestones at Appleby to Brough and underlies the Bowes Bypass, Cross Lanes to Rokeby, Stephen Bank to Carkin Moor and A1(M) junction 53 Scotch Corner schemes. The Temple Sowerby to Appleby study area includes gypsum (a rapidly dissolving mineral compound) beds, which are significant for groundwater interactions. Limestone karst features are also present within the study area of Bowes Bypass. Springs, abstractions, and discharges are present across the schemes, and all dwellings downstream from the schemes have been assumed to use groundwater abstraction as a precautionary approach.

Construction

- 4.11.7 During construction, there would be the potential for adverse impacts on the quality and flow of surface water receptors. This is due to major earthworks near to watercourses and a changing of surface water flow routes. Physical changes to the watercourses and longer-term changes associated with sediment deposition has the potential to impact the hydro-morphological and ecological quality of surface waters.
- 4.11.8 Impacts to groundwater levels, flows and quality arising from construction activities, primarily dewatering, earthworks and intrusive investigation works creating new flow paths for groundwater, have the potential to occur.
- 4.11.9 Flood risk may be affected during the construction phase as a result of construction works and temporary storage areas within a floodplain that may temporarily affect the floodplain function, resulting in an increase in flood risk at that location or elsewhere.
- 4.11.10 There are established construction practice guidelines to manage pollution risks during construction. It is assumed that the Environment Agency's Pollution Prevention Guidelines and Guidelines for Pollution Prevention will be adhered to in conjunction with a surface water management plan. Environmental monitoring of the water environment would also be undertaken throughout construction.

Preliminary construction assessment

- No likely significant effects are anticipated on the basis that the project construction design and EMP will incorporate the recommendations for mitigation that will be based on detailed modelling where relevant.

Operation

- 4.11.11 During operation, there is the potential for permanent impacts to the hydro-morphological and ecological quality of surface water receptors caused by the introduction of barriers that may alter natural processes. This potential impact is most relevant at Temple Sowerby to Appleby and Appleby to Brough. Mitigation will be embedded into the design of the crossings following detailed geomorphological modelling.
- 4.11.12 The rates and volumes of surface water runoff have the potential to change due to the increase in impermeable area or changes to the existing drainage regime, and additional crossings and infrastructure in the flood plain leading to a potential increase in flood risk to the project and to surrounding areas.

- 4.11.13 Without mitigation, operation of the road could lead to pollution impacts on surface water and groundwater from road run-off. Road drainage for the schemes is being developed to protect the water environment from highway pollution and to prevent increases in flood risk. A sustainable drainage system will be developed that would discharge into a series of road drainage attenuation basins to provide treatment before allowing water to gradually soak into the ground or flow into a watercourse. This approach would control pollution from road run-off to higher standards than for the current road.
- 4.11.14 There is the potential for increased dissolution of gypsum from road drainage in the Kirkby Thore area of the Temple Sowerby to Appleby scheme where gypsum is present, leading to potential ground instability. Mitigation will be embedded into the design, including any attenuation ponds and drainage in this area being fully lined to minimise any increase in infiltration.
- 4.11.15 There may also be a change in the rate of recharge of aquifers due to change in ground surface cover and introduction of new drainage systems, and a reduced dilution and/or dispersion of consented discharges to groundwater and treated sewage effluent due to reduced or redirected groundwater flow paths.

Preliminary operation assessment

- No likely significant effects are anticipated on the basis that the project design will incorporate the recommendations for mitigation that will be based on detailed modelling where relevant.

4.12 Cumulative and combined effects

- 4.12.1 As detailed in PEI Report Chapter 15: Cumulative and Combined Effects, an assessment is being undertaken of cumulative effects arising from the following:
- The combined effects from the proposed project on a single receptor from a number of individual environmental impacts, for example noise, dust and traffic.
 - Proposed developments in the vicinity of the project that are in planning or have been consented, combined with the effects of the project.
- 4.12.2 Combined impacts from the action of a number of different impacts upon a single resource/receptor will be considered within the environmental factor chapters of the ES.
- 4.12.3 Data is being gathered regarding other proposed developments to facilitate the assessment of likely cumulative effects. A preliminary review of planning applications and allocations within the area around the project has been undertaken to identify any other developments which may result in a cumulative effect together with the project, which may result in a greater, new or different significant effect than would result from the project on its own. The search area for these other developments was the largest combined area based on the likely distances from which developments could influence each environmental topic. Based on an initial review, planning applications and applications that may have the potential to generate cumulative impacts with the project are presented in Figure 15.1 within Chapter 15: Cumulative and Combined Effects.
- 4.12.4 The cumulative effects will be assessed when the conclusions of individual environmental factor assessments have been reached and reported. A full cumulative effects assessment will be included within the environmental factor chapters of the ES.

5 Summary of likely significant environmental effects

- 5.1.1 As part of the ongoing EIA work, we are continuing to consider mitigation measures, and where appropriate, any proposed monitoring arrangements.
- 5.1.2 Taking into consideration any mitigation measures proposed at this point of the assessment as discussed in section 4 of this document and the technical chapters, a summary of the preliminary assessment of likely significant environmental effects is presented in the tables below at a routewide and scheme by scheme level. Where results are subject to further mitigation design and assessment, this is detailed in the tables.



Route wide

Table 5-1: Summary of preliminary assessment of likely significant environmental effects - Route wide

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Air Quality*	<ul style="list-style-type: none"> Potential for likely significant effects from construction-related traffic movements (in terms of flows and routes taken) or diverted local traffic, due to a deterioration in air quality for human receptors or as a result of elevated nitrogen deposition at designated ecological receptors. A particular concern would be if construction-related vehicles affected or diverted local traffic within the currently proposed Penrith Castlegate Air Quality Management Area (AQMA) or other locations with sensitive receptors close to these routes approaching the Air Quality Objective (AQO). This will be assessed further in the ES and mitigation developed. 	<ul style="list-style-type: none"> There are 15 designated ecological sites as follows where nutrient nitrogen deposition is anticipated to fall as a consequence of the project. These locations have the potential to experience likely significant effects⁹. <ul style="list-style-type: none"> North Pennine Moors Special Protection Area (SPA) North Pennine Moors Special Area of Conservation (SAC) Argill Woods and Pasture Site of Special Scientific Interest (SSSI) Augill Valley Pasture SSSI Bowes Moor SSSI Pallet Hill Local Wildlife Site (LWS) Stephen Bank Road Verge LWS Augill Beck Wood Ancient Woodland (AW) Augill Bridge Wood AW Deepdale Wood AW Graham's Gill/Jack-Wood AW Newbiggin Wood AW Oglebird Plantation AW Raughtonguill Wood AW Thorsgill Wood AW

⁹ Highways England is developing a tool for determining the additional contribution of ammonia (NH₃) emissions from vehicles to deposited nitrogen. It is expected that this method will be available for use at the ES stage and therefore the potential ecological impacts will be updated accordingly.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
		<ul style="list-style-type: none"> • Thirty-five veteran and ancient trees have been identified within 200m of the ARN. Likely significant effects at these locations cannot be ruled at this stage. This will be reviewed as part of the EIA stage.
Biodiversity	<ul style="list-style-type: none"> • Potential likely significant effects anticipated during construction for the following, subject to further survey and mitigation design: <ul style="list-style-type: none"> ○ Habitats ○ Bat roosts ○ Bat activity ○ Terrestrial mammals, including Red squirrel ○ Wintering and breeding birds ○ Barn owl ○ Reptiles ○ Amphibians ○ Terrestrial invertebrates ○ Macrophytes 	<ul style="list-style-type: none"> • Potential likely significant effects anticipated during operation for the following, subject to further survey and mitigation design: <ul style="list-style-type: none"> ○ Habitats ○ Bat roosts ○ Bat activity ○ Terrestrial mammals, including Red squirrel ○ Wintering and breeding birds ○ Barn owl ○ Reptiles ○ Amphibians ○ Terrestrial invertebrates ○ Macrophytes
Climate	<ul style="list-style-type: none"> • No likely route wide significant effects anticipated. 	<ul style="list-style-type: none"> • No likely route wide significant effects anticipated.
Cultural Heritage	<ul style="list-style-type: none"> • No likely route wide significant effects anticipated. 	<ul style="list-style-type: none"> • No likely route wide significant effects anticipated.
Geology and Soils	<ul style="list-style-type: none"> • Likely significant effects due to the potential permanent land take and loss of high and medium value agricultural soil resource (Grade 2, 3a and 3b agricultural land). • Likely significant effects on soils supporting the River Eden SAC, River Eden and Tributaries SSSI. 	<ul style="list-style-type: none"> • No likely route wide significant effects anticipated.
Landscape and Visual Effects	<ul style="list-style-type: none"> • No likely route wide significant effects anticipated. 	<ul style="list-style-type: none"> • No likely route wide significant effects anticipated.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Material Assets and Waste*	<ul style="list-style-type: none"> • A likely significant effect is anticipated in relation to the sterilisation of Mineral Safeguarding Sites. • Likely significant effects cannot be ruled out at this stage with regards to aggregates imported to site. The potential for importation of aggregates with low recycled content will be assessed in the ES when information becomes available. 	<ul style="list-style-type: none"> • No likely route wide significant effects anticipated.
Noise and Vibration	<ul style="list-style-type: none"> • There is potential for significant effects across the project route wide. Effects will be temporary and localised depending on the specific activity and construction stage, and will be assessed further in the ES. 	<ul style="list-style-type: none"> • Significant adverse effects are predicted to 979 residential receptors and 37 non-residential receptors. Subject to on-going mitigation design and further assessment. • Significant beneficial effects are predicted to 530 residential receptors and 79 non-residential receptors.
Population and Human Health	<ul style="list-style-type: none"> • There is potential for significant effects on agricultural land holdings due to loss of land. • There is potential for temporary significant effects to private property and housing, community land and assets, and development land and businesses, due to disruption to access. • There is potential for temporary significant effects due to construction related nuisance and distribution. • There is a potential for positive health effects resulting from jobs created during construction, though at the current stage it is not known how many jobs will be created. 	<ul style="list-style-type: none"> • There is a potential for positive health effects resulting from the economic benefits of reduced severance and shorter commuting times.
Road Drainage and the Water Environment	<ul style="list-style-type: none"> • No likely route wide significant effects anticipated. 	<ul style="list-style-type: none"> • No likely route wide significant effects anticipated.

*At this stage the air quality assessment and material assets and waste assessment within the PEI Report has been presented at a route wide level only. The ES will present the assessment findings at an individual scheme and route wide level.

M6 Junction 40 to Kemplay Bank

Table 5-2: Summary of preliminary assessment of likely significant environmental effects - M6 Junction 40 to Kemplay Bank

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Air Quality	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above).
Biodiversity	<ul style="list-style-type: none"> There is potential for likely significant adverse effects to Skirsgill Wood County Wildlife Site (CWS), Yanwath Wood CWS, Myers Beck (Mardale Road) CWS, Lowther Bridge Site of Invertebrate Significance, due to habitat loss and air quality, subject to further assessment and design. Effects will be the same as route wide table above on habitats - improved grassland, woodlands, semi-improved neutral grasslands, hedgerows, rivers and streams. Effects will be the same as route wide table above on bat roosts and bat activity, barn owls, reptiles, common toad, terrestrial invertebrates and macrophytes, subject to ongoing surveys. Effects will be the same as route wide table above on red squirrel and other terrestrial mammal species due to habitat loss and possible fragmentation impacts. 	<ul style="list-style-type: none"> There is potential for likely significant adverse effects to the River Eden SAC and River Eden and Tributaries SSSI, Asby Complex SAC, Crosby Ravensworth Fell SSSI, Skirsgill Wood County Wildlife Site (CWS), Yanwath Wood CWS, Myers Beck (Mardale Road) CWS, Newbiggin Wood Ancient Woodland (AW), Raughtongill Wood AW and Lowther Bridge Site of Invertebrate Significance relating to air quality, subject to further assessment. Effects will be the same as route wide table above on habitats - improved grassland, woodlands, semi-improved neutral grasslands, hedgerows, rivers and streams. Effects will be the same as route wide table above on bat roosts and bat activity, wintering birds, breeding birds, barn owls, reptiles, common toad, terrestrial invertebrates and macrophytes, subject to ongoing surveys. Effects will be the same as route wide table above on red squirrel and other terrestrial mammal species due to habitat loss and possible fragmentation impacts.
Climate	<ul style="list-style-type: none"> No likely significant effects anticipated. 	<ul style="list-style-type: none"> No likely significant effects anticipated.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Cultural Heritage	<ul style="list-style-type: none"> No likely significant effects anticipated. 	<ul style="list-style-type: none"> No likely significant effects anticipated.
Geology and Soils	<ul style="list-style-type: none"> Likely significant effects due to the potential permanent land take and loss of high value agricultural soil resource (Grade 3a agricultural land). Likely significant effects on soils supporting SAC or SSSI. 	<ul style="list-style-type: none"> No likely significant effects anticipated.
Landscape and Visual Effects	<ul style="list-style-type: none"> Likely significant, temporary effects: <ul style="list-style-type: none"> In a localised part of 6: Intermediate Farmland landscape sub-type On residents of Clifton Road On users of Wetheriggs Country Park On users of visitors to Mayburgh Henge On users of PRow to the south of the scheme 	<ul style="list-style-type: none"> Likely significant effects at year 1: <ul style="list-style-type: none"> In a localised part of 6: Intermediate Farmland landscape sub-type On residents of Clifford Road On users of Wetheriggs Country Park Likely significant effects at year 15: <ul style="list-style-type: none"> None
Material Assets and Waste	<ul style="list-style-type: none"> Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above).
Noise and Vibration	<ul style="list-style-type: none"> There is potential for significant effects across the scheme. Effects will be temporary and localized depending on the specific activity and construction stage. The location and duration of these effects are yet to be determined and are subject to further assessment. 	<ul style="list-style-type: none"> Significant adverse effects predicted to 117 residential receptors. Subject to on-going mitigation design and further assessment.
Population and Human Health	<ul style="list-style-type: none"> Walkers, cyclists and horse riders (WCH) – likely significant effects due to the severance of PRow and other WCH provisions due to the land required for the construction of the project. 	<ul style="list-style-type: none"> Walkers, cyclists and horse riders – potential for beneficial significant effects if additional formal crossing points are introduced across the A66, that will bring improvements to WCH journey times, in some cases. However, there is also the potential for adverse

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<ul style="list-style-type: none"> • Agricultural land holdings - likely significant effects due the loss of or damage to key characteristics, features or elements of the agricultural holding and potential effect of this change on viability. • Skirsgill employment allocation, at land adjacent to Skirsgill Depot – potential likely significant effects due to permanent loss of allocated land. • Kingdom Hall of Jehovah’s Witnesses – potential likely significant effects due to permanent land take. • Wetheriggs Country Park – potential likely significant effects due to land take required for construction of the scheme, including the woodland edge of the park to be felled. • Skirsgill Park – potential likely significant effects due land take. This potentially could affect access to this section of the park. • Happy Hooves Riding Centre – potential likely significant effects due to permanent land take required. Construction nuisance and disruption could impact the Centre’s ability to function due to potential effects upon the animals. • Study area population (including vulnerable groups) – potentially negative health effect due to increased HGV movements on the local road network. • Local residents and users of local footpaths, Wetheriggs Country Park, Carleton Heights, Wetheriggs and Pategill Open Spaces - potentially negative health effect due to construction noise. 	<p>significant effects due to increased journey times dependent upon the permanent scheme design.</p> <ul style="list-style-type: none"> • Local residents, users of local footpaths, Wetheriggs Country Park and Pategill Open Space - potentially negative health effect due to increased traffic noise. • Local residents and users of Wetheriggs Country Park - potentially negative health effect due to the visual impact of vegetation clearance and new road infrastructure. • Residents to the south of Penrith - potentially positive health effect due to improved access to community facilities due to improved traffic flows around Kemplay Bank Roundabout.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<ul style="list-style-type: none"> Local residents and users of local footpaths and Wetheriggs Country Park - potentially negative health effect due to the visual impact of vegetation clearance and construction activities. Local residents - potentially negative health effect due to night-time construction lighting and noise. Residents to the south of Penrith - potentially negative health effect due to temporary traffic delays at Kemplay Bank Roundabout affecting journeys to Penrith Hospital, and emergency vehicles exiting the Community Fire and Ambulance Station. Residents to the south of Penrith - potentially negative health effect due to temporary traffic delays at Kemplay Bank Roundabout reducing access by car/bus to community facilities in Penrith. Residents to the north of Carleton Avenue - potentially negative health effect due to temporary disruption of pedestrian access to Carleton Hall Park via the Carleton Avenue underpass. 	
Road Drainage and the Water Environment	<ul style="list-style-type: none"> No likely significant effects anticipated. 	<ul style="list-style-type: none"> No likely significant effects anticipated.

Penrith to Temple Sowerby

Table 5-3: Summary of preliminary assessment of likely significant environmental effects - Penrith to Temple Sowerby

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Air Quality	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above).
Biodiversity	<ul style="list-style-type: none"> There is potential for significant adverse effects on River Eden SAC and River Eden and Tributaries SSSI relating to habitat loss, subject to further design and assessment. There is potential for adverse effects at Whinfell Forest CWS relating to Red squirrel. Effects will be the same as route wide table above on habitats (due to loss of Priority Habitats). Effects will be the same as route wide table above on bat roosts and bat activity, barn owls, amphibians (common toad and Great Crested Newts), reptiles, terrestrial invertebrates and macrophytes, subject to ongoing surveys. Effects will be the same as route wide table above on red squirrel and other terrestrial mammal species due to habitat loss and possible fragmentation impacts. 	<ul style="list-style-type: none"> There is potential for significant adverse effects on River Eden SAC and River Eden and Tributaries SSSI relating to air quality, subject to further assessment. Potential significant beneficial effects on Whinfell Forest CWS subject to ecology mitigation design and agreement. Effects will be the same as route wide table above on habitats. Effects will be the same as route wide table above on bat roosts and bat activity, breeding birds and wintering birds, barn owls, amphibians (common toad and Great Crested Newts), reptiles, terrestrial invertebrates and macrophytes, subject to ongoing surveys. Effects will be the same as route wide table above on red squirrel and other terrestrial mammal species due to habitat loss and possible fragmentation impacts.
Climate	<ul style="list-style-type: none"> No likely significant effects anticipated. 	<ul style="list-style-type: none"> No likely significant effects anticipated.
Cultural Heritage	<ul style="list-style-type: none"> Permanent significant adverse effects are anticipated at the scheduled monuments of the Ring ditches at Brougham. Permanent significant adverse effects are anticipated to affect the Site of the Hartshorn Tree and associated cropmarks. 	<ul style="list-style-type: none"> No likely significant effects anticipated.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Geology and Soils	<ul style="list-style-type: none"> Likely significant effects due to the potential permanent land take and loss of high value agricultural soil resource (Grade 2 and 3a agricultural land). 	<ul style="list-style-type: none"> No likely significant effects anticipated.
Landscape and Visual Effects	<ul style="list-style-type: none"> Likely significant, temporary effects: <ul style="list-style-type: none"> In a localised part of 6: Intermediate Farmland landscape sub-type In a localised part of 8b: Broad Valleys landscape sub-type In a localised part of 10: Sandstone Ridge landscape sub-type On residents of Brovacum, Dinglefield, Foxgloves and Lightwater Cottages, Whinfell Park, Lane End, Woodside and Whinfell House On users of PRoW On visitors to Center Parcs Holiday Village 	<ul style="list-style-type: none"> Likely significant effects at year 1: <ul style="list-style-type: none"> In a localised part of 6: Intermediate Farmland landscape sub-type In a localised part of 8b: Broad Valleys landscape sub-type In a localised part of 10: Sandstone Ridge landscape sub-type On residents of Brovacum, Foxgloves and Lightwater Cottages, three cottages at Whinfell Park and Lane End On users of PRoW 311004 On visitors to Center Parcs Holiday Village Likely significant effects at year 15: <ul style="list-style-type: none"> In a localised part of 8b: Broad Valleys landscape sub-type In a localised part of 10: Sandstone Ridge landscape sub-type On residents of Lightwater Cottages, Whinfell Park and Lane End On users of PRoW 311004 On visitors to Center Parcs Holiday Village
Material Assets and Waste	<ul style="list-style-type: none"> Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above).
Noise and Vibration	<ul style="list-style-type: none"> There is potential for significant effects across the scheme. Effects will be temporary and 	<ul style="list-style-type: none"> Significant adverse effects are predicted to 12 residential receptors. Subject to on-going mitigation design and further assessment.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<p>localized depending on the specific activity and construction stage.</p> <ul style="list-style-type: none"> The location and duration of these effects are yet to be determined and are subject to further assessment. 	<ul style="list-style-type: none"> Significant beneficial effects are predicted to four residential receptor and one non-residential receptors.
Population and Human Health	<ul style="list-style-type: none"> Walkers, cyclists and horse riders – potential for likely significant effects due to the severance of PRoW and other WCH provisions due to the land required for the construction of the project. Agricultural land holdings – potential for likely significant adverse effects due to the loss of or damage to key characteristics, features or elements of the agricultural holding and potential effect of this change on viability. Property would require acquisition and demolition as part of the scheme. At this stage potential significant effects cannot be ruled out Center Parcs Whinfell Forest - potential for likely significant effects due to disruption to the local road network which may impact visitors accessing the facility. Residents of rural properties, potentially negative health effects on wellbeing and quality of life due to noise and visual effects. Rural communities – potentially negative health effect due to severance caused by construction activities and traffic, leading to reduced access to services and facilities. 	<ul style="list-style-type: none"> Walkers, cyclists and horse riders – potential for beneficial significant effects if additional formal crossing points are introduced across the A66, that will bring improvements to WCH journey times, in some cases. However, there is also the potential for adverse significant effects due to increased journey times dependent upon the permanent scheme design. Center Parcs Whinfell Forest - potential for likely significant effects due improved access due to the provision of a new junction. Residents of rural properties - potentially negative health effects due to impacts on quality of life from noise effects Rural communities - potentially positive health effect due to improved access to community facilities resulting from improved traffic flows on the A66.
Road Drainage and the Water Environment	<ul style="list-style-type: none"> No likely significant effects anticipated. 	<ul style="list-style-type: none"> No likely significant effects anticipated.

Temple Sowerby to Appleby

Table 5-4: Summary of preliminary assessment of likely significant environmental effects - Temple Sowerby to Appleby

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Air Quality	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above). Assessment at ES stage will be undertaken at a local geographic level. 	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above). Assessment at ES stage will be undertaken at a local geographic level.
Biodiversity	<p>Blue alternative</p> <ul style="list-style-type: none"> There is potential for significant adverse effects on River Eden SAC and River Eden and Tributaries SSSI, Chapel Wood CWS, Ross Wood CWS, Dowpits Wood CWS, Temple Sowerby Shingle Banks, Oglebird Scar, Acorn Bank and Bolton Shingle Bank Sites of Invertebrate Significance, relating to habitat loss. Subject to further design and mitigation. There may also be significant effects on habitats (Oglebird Plantation AW, Chapel Wood AW, Ross Wood AW, Dowpits Wood AW, Veteran trees, Woodland, Hedgerow, Ponds, Open Mosaic habitat) due to loss of habitat or fragmentation. Effects will be the same as River Eden SAC for rivers and streams. Effects will be the same as route wide table above on bat roosts and bat activity, barn owls, amphibians, reptiles, terrestrial invertebrates and macrophytes, subject to ongoing surveys. Effects will be the same as route wide table above on red squirrel and other terrestrial 	<p>Blue alternative</p> <ul style="list-style-type: none"> There is potential for significant adverse effects on River Eden SAC and River Eden and Tributaries SSSI, Chapel Wood CWS, Ross Wood CWS, Dowpits Wood CWS, Temple Sowerby Shingle Banks, Oglebird Scar, Acorn Bank and Bolton Shingle Bank Sites of Invertebrate Significance relating to air quality. Subject to further assessment There may also be significant effects on habitats (Oglebird Plantation AW, Chapel Wood AW, Ross Wood AW, Dowpits Wood AW, Veteran trees, Woodland, Hedgerow, Ponds, Open Mosaic habitat) due to degradation of ancient woodland. Effects will be the same as route wide table above for rivers and streams. Effects will be the same as route wide table above on bat roosts and bat activity, barn owls, wintering birds and breeding birds, amphibians, reptiles, terrestrial invertebrates and macrophytes, subject to ongoing surveys. Effects will be the same as route wide table above on red squirrel and other terrestrial mammal species due to habitat loss and possible fragmentation impacts.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<p>mammal species due to habitat loss and possible fragmentation impacts.</p> <p>Orange alternative</p> <ul style="list-style-type: none"> The effects of the Orange alternative are expected to be similar to those described for the Blue alternative, with the following differences: Greater construction risks to the River Eden SAC/SSSI due to the closer proximity to the main river. Greater potential for losses to scattered semi-mature and mature trees (some of which may be veteran trees). Localised impacts to Temple Sowerby SSSI with the potential to support great crested newts. <p>Red alternative</p> <ul style="list-style-type: none"> The effects of the Red alternative are expected to be similar to those described for the Blue alternative, with the following differences: Additional shading of Keld Sike, which is not within the River Eden SAC/SSSI but is functionally linked. Greater loss and severance impacts to Chapel Wood CWS. Greater loss of semi-mature to mature trees. 	<p>Orange alternative</p> <ul style="list-style-type: none"> The effects of the Orange alternative are expected to be similar to those described for the Blue alternative, with the following differences: Localised impacts to Temple Sowerby SSSI with the potential to support great crested newts. <p>Red alternative</p> <ul style="list-style-type: none"> The effects of the Red alternative are expected to be similar to those described for the Blue alternative, with the following differences: Additional shading of Keld Sike, which is not within the River Eden SAC/SSSI but is functionally linked.
Climate	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives. 	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives.
Cultural Heritage	<p>Blue alternative</p> <ul style="list-style-type: none"> Permanent significant adverse effects are anticipated at the Roman Camp, 350m east of Redlands Bank. 	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<p>Orange alternative</p> <ul style="list-style-type: none"> Permanent significant adverse effects are anticipated at the Kirkby Thore Roman fort and associated Vicus, and the Roman Camp east of Redlands Bank. <p>Red alternative</p> <ul style="list-style-type: none"> No likely significant effects anticipated. 	
Geology and Soils	<p>Blue alternative</p> <ul style="list-style-type: none"> Likely significant effects due to the potential permanent land take and loss of high value agricultural soil resource (Grade 2 and 3a agricultural land). Likely significant effects on soils supporting SAC or SSSI. <p>Orange alternative</p> <ul style="list-style-type: none"> Likely significant effects due to the potential permanent land take and loss of high value agricultural soil resource (Grade 2 and 3a agricultural land). Likely significant effects on soils supporting SAC or SSSI. <p>Red alternative</p> <ul style="list-style-type: none"> Likely significant effects due to the potential permanent land take and loss of high value agricultural soil resource (Grade 2 and 3a agricultural land). 	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives.
Landscape and Visual Effects	<p>Blue alternative</p> <ul style="list-style-type: none"> Likely significant effects on 8b Broad Valleys Landscape sub-type 	<p>Blue alternative</p> <ul style="list-style-type: none"> Likely significant effects in year 1 on: <ul style="list-style-type: none"> 8b Broad Valleys Landscape sub-type 6 Intermediate Farmland Landscape sub-type

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<ul style="list-style-type: none"> Likely significant effects on 6 Intermediate Farmland Landscape sub-type Likely significant effects on North Pennines AONB Likely significant effects on the residents of Kirkby Thore, Spitals Farm, Priest Lane, Low Moor, between Low Moor and Kirkby Thore, between Sleastonhow Farm and Appleby Likely significant effects on PRoW at Temple Sowerby, Prow at Kirkby Thore, PRoW 341017, PRoW 317008, PRoW 317009, PRoW between Powis House and Appleby <p>Orange alternative</p> <ul style="list-style-type: none"> Likely significant effects on 8b Broad Valleys Landscape sub-type Likely significant effects on 6 Intermediate Farmland Landscape sub-type Likely significant effects on North Pennines AONB Likely significant effects on the residents of Kirkby Thore, Spitals Farm, Priest Lane, Low Moor, between Low Moor and Kirkby Thore, between Bridge End Farm and Powis House, between Sleastonhow Farm and Appleby Likely significant effects on PRoW at Kirkby Thore, PRoW 341017, PRoW 317008, PRoW 317009, PRoW between Powis House and Appleby <p>Red alternative</p> <ul style="list-style-type: none"> Likely significant effects on 8b Broad Valleys Landscape sub-type 	<ul style="list-style-type: none"> North Pennines AONB Residents of Kirkby Thore, Spitals Farm, Priest Lane, Low Moor, between Sleastonhow Farm and Appleby PRoW at Temple Sowerby, PRoW at Kirkby Thore, PRoW 341017, PRoW 317008, PRoW 317009, PRoW between Powis House and Appleby <ul style="list-style-type: none"> Likely significant effects in year 15 on: <ul style="list-style-type: none"> 8b Broad Valleys Landscape sub-type 6 Intermediate Farmland Landscape sub-type Residents of Kirkby Thore, Spitals Farm, Priest Lane, Low Moor, between Sleastonhow Farm and Appleby PRoW at Kirkby Thore, PRoW 341017, PRoW 317008, PRoW 317009, PRoW between Powis House and Appleby <p>Orange alternative</p> <ul style="list-style-type: none"> Likely significant effects in year 1 on: <ul style="list-style-type: none"> 8b Broad Valleys Landscape sub-type 6 Intermediate Farmland Landscape sub-type North Pennines AONB Residents of Kirkby Thore, Spitals Farm, Low Moor, between Low Moor and Kirkby Thore, between Bridge End Farm and Powis House, between Sleastonhow Farm and Appleby PRoW at Kirkby Thore, PRoW 341017, PRoW 317008, PRoW 317009, PRoW between Powis House and Appleby Likely significant effects in year 15 on: <ul style="list-style-type: none"> 8b Broad Valleys Landscape sub-type Residents of Kirkby Thore, Spitals Farm, Low Moor, between Low Moor and Kirkby Thore, between Bridge End Farm and Powis House, between Sleastonhow Farm and Appleby

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<ul style="list-style-type: none"> Likely significant effects on 6 Intermediate Farmland Landscape sub-type Likely significant effects on North Pennines AONB Likely significant effects on the residents of Kirkby Thore, Spitals Farm, Priest Lane, Low Moor, between Low Moor and Kirkby Thore, between Sleastonhow Farm and Appleby Likely significant effects on PRoW at Temple Sowerby, PRoW at Kirkby Thore, PRoW 341017, PRoW 317008, PRoW 317009, PRoW between Powis House and Appleby 	<ul style="list-style-type: none"> PRoW at Kirkby Thore, PRoW 341017, PRoW 317008, PRoW 317009, PRoW between Powis House and Appleby <p>Red alternative</p> <ul style="list-style-type: none"> Likely significant effects in year 1 on: <ul style="list-style-type: none"> 8b Broad Valleys Landscape sub-type 6 Intermediate Farmland Landscape sub-type North Pennines AONB Residents of Kirkby Thore, Spitals Farm, Priest Lane, Low Moor, between Sleastonhow Farm and Appleby PRoW at Temple Sowerby, PRoW at Kirkby Thore, PRoW 341017, PRoW 317008, PRoW 317009, PRoW between Powis House and Appleby Likely significant effects in year 15 on: <ul style="list-style-type: none"> 8b Broad Valleys Landscape sub-type 6 Intermediate Farmland Landscape sub-type Residents of Kirkby Thore, Spitals Farm, Priest Lane, Low Moor, between Sleastonhow Farm and Appleby PRoW at Kirkby Thore, PRoW 341017, PRoW 317008, PRoW 317009, PRoW between Powis House and Appleby
Material Assets and Waste	<ul style="list-style-type: none"> Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above).
Noise and Vibration	<ul style="list-style-type: none"> There is potential for significant effects across the scheme. Effects will be temporary and localized depending on the specific activity and construction stage. The location and duration of these effects are yet to be determined and are subject to further assessment. 	<p>Blue alternative</p> <ul style="list-style-type: none"> Significant adverse effects are predicted to 256 residential receptors and four non-residential receptors. Subject to on-going mitigation design and further assessment. Significant beneficial effects are predicted to 124 residential receptor and eight non-residential receptors. <p>Orange alternative</p>

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
		<ul style="list-style-type: none"> Significant adverse effects are predicted to 20 residential receptors and three non-residential receptors. Subject to on-going mitigation design and further assessment. Significant beneficial effects are predicted to 61 residential receptors and four non-residential receptors. <p>Red alternative</p> <ul style="list-style-type: none"> Significant adverse effects are predicted to 260 residential receptors and nine non-residential receptors. Subject to on-going mitigation design and further assessment. Significant beneficial effects are predicted to 120 residential receptors and three non-residential receptors.
Population and Human Health	<p>All alternatives:</p> <ul style="list-style-type: none"> Walkers, cyclists and horse riders – potential for likely significant effects due to the severance of PRow and other WCH provisions due to the land required for the construction of the project. Agricultural land holdings – potential for likely significant effects as a result of the loss of or damage to key characteristics, features or elements of the agricultural holdings and potential effect of this change on viability. Local residents – potentially negative effect on wellbeing due to a perceived reduction in the quality of the living environment and concerns about air quality and road safety due to increased HGV movements. Local residents – potentially negative effects on wellbeing, including increased annoyance and 	<p>All alternatives</p> <ul style="list-style-type: none"> Walkers, cyclists and horse riders – potential for beneficial significant effects if additional formal crossing points are introduced across the A66, that will bring improvements to WCH journey times, in some cases. However, there is also the potential for adverse significant effects due to increased journey times dependent upon the permanent scheme design. Local residents - potentially positive and negative health effects due to impacts on quality of life from noise and visual effects Rural communities - potentially positive health effect due to improved access to community facilities resulting from improved traffic flows on the A66.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<p>reduced enjoyment of outside space due to construction noise.</p> <ul style="list-style-type: none"> Local residents - Potentially negative effects on wellbeing and quality of life due to noise and visual effects. Rural communities – potentially negative health effect due to severance caused by construction activities and traffic, leading to reduced access to services and facilities <p>Blue alternative</p> <ul style="list-style-type: none"> Common Moss – potential for likely significant effects due to land take. Property would require acquisition and demolition as part of the scheme. At this stage potential significant effects cannot be ruled out <p>Orange alternative</p> <ul style="list-style-type: none"> Land adjacent to primary school allocation – potential for likely significant effects due to temporary land take as approximately 30% of this allocation lies within the draft DCO boundary. Acorn Bank (National Trust) - potential for likely significant effects as there is potential for a portion of land to be required for this scheme during construction. Common Moss - potential for likely significant effects as there is potential for a portion of land to be required for this scheme during construction. Piper Lane Recreational ground - potential for likely significant effects as there is potential for a 	

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<p>portion of land to be required for this scheme during construction.</p> <ul style="list-style-type: none"> Property would require acquisition and demolition as part of the scheme. At this stage potential significant effects cannot be ruled out <p>Red alternative</p> <ul style="list-style-type: none"> Town housing allocation – potential for likely significant effects as the allocation lies within the draft DCO boundary and will be required for the construction of the scheme. <p>Common Moss - potential for likely significant effects as there is potential for a portion of land to be required for this scheme during construction.</p>	
Road Drainage and the Water Environment	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives. 	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives.

Appleby to Brough

Table 5-5: Summary of preliminary assessment of likely significant environmental effects – Appleby to Brough

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Air Quality	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above).
Biodiversity	<p>Black-Black-Black alternative</p> <ul style="list-style-type: none"> There is potential for significant adverse effects on River Eden SAC and River Eden and 	<p>Black-Black-Black alternative</p> <ul style="list-style-type: none"> There is potential for significant adverse effects on River Eden SAC and River Eden and Tributaries SSSI,

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<p>Tributaries SSSI relating to habitat loss and potential for pollution of watercourses functionally linked to the site, and on Sandford Mire CWS relating to hydrology. Subject to further design and mitigation.</p> <ul style="list-style-type: none"> • There is the potential for North Pennine Moors SAC and SPA, Argill Woods and Pastures SSSI and Augll Valley Pasture SSSI relating to air quality. Subject to further assessment. • There is potential for significant adverse effects due to loss of Priority Habitats. Subject to further design and mitigation. • Effects will be the same as River Eden SAC for rivers and streams. • Effects will be the same as route wide table above on bat roosts and bat activity, barn owls, amphibians, reptiles, terrestrial invertebrates and macrophytes, subject to ongoing surveys. • Effects will be the same as route wide table above on red squirrel and other terrestrial mammal species due to habitat loss and possible fragmentation impacts. <p>Blue Alternative (central section)</p> <ul style="list-style-type: none"> • The effects for the Blue alternative are expected to be similar to the Black alternative within the central section of this scheme. <p>Orange Alternative (eastern section)</p> <ul style="list-style-type: none"> • The effects for the Orange alternative are expected to be similar to the Black alternative within the eastern section of this scheme, though the overall loss of habitats (and 	<p>due to habitat loss of watercourses functionally linked to the site.</p> <ul style="list-style-type: none"> • There is the potential for North Pennine Moors SAC and SPA, Argill Woods and Pastures SSSI and Augll Valley Pasture SSSI relating to air quality. Subject to further assessment. • Potential significant adverse effects on Sandford Mire CWS relating to hydrology. • Effects will be the same as route wide table above for rivers and streams. • Effects will be the same as route wide table above on bat roosts and bat activity, barn owls, amphibians, reptiles, terrestrial invertebrates and macrophytes, subject to ongoing surveys. • Effects will be the same as route wide table above on red squirrel and other terrestrial mammal species due to habitat loss and possible fragmentation impacts. <p>Blue Alternative (central section)</p> <ul style="list-style-type: none"> • The effects for the Blue alternative are expected to be similar to the Black alternative within the central section of this scheme. <p>Orange Alternative (eastern section)</p> <ul style="list-style-type: none"> • The effects for the Orange alternative are expected to be similar to the Black alternative within the eastern section of this scheme, though fragmentation of habitats will be greater due to the offline nature of the alternative. • Shading and habitat impacts expected to be greater for Lowgill Beck than the Black alternative for this section.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<p>associated impacts on protected species) is expected to be greater.</p> <ul style="list-style-type: none"> There is potential for greater shading and habitat loss effects are anticipated through the additional crossing of Lowgill Beck. 	
Climate	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives. 	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives.
Cultural Heritage	<p>Black-Black-Black alternative</p> <ul style="list-style-type: none"> Permanent significant adverse effects are anticipated at the Warcop Roman Camp and Length Of Roman Road, 285m South West Of Moor House. <p>Blue alternative (central section)</p> <ul style="list-style-type: none"> No different likely significant effects anticipated as a result of the blue alternative for the central section. <p>Orange alternative (eastern section)</p> <ul style="list-style-type: none"> No different likely significant effects anticipated as a result of the orange alternative for the eastern section. 	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives.
Geology and Soils	<p>Black-Black-Black alternative</p> <ul style="list-style-type: none"> Likely significant effects due to the potential permanent land take and loss of high and medium value agricultural soil resource (Grade 3a and 3b agricultural land). <p>Blue alternative (central section)</p> <ul style="list-style-type: none"> No different likely significant effects anticipated as a result of the blue alternative for the central section. <p>Orange alternative (eastern section)</p>	<p>Black-Black-Black alternative</p> <ul style="list-style-type: none"> Potential beneficial significant effects on the UNESCO Global Geopark due to the potential for enhancement if cuttings or earthworks offer an opportunity to permanently expose geology of scientific interest. <p>Blue alternative (central section)</p> <ul style="list-style-type: none"> No different likely significant effects anticipated as a result of the blue alternative for the central section. <p>Orange alternative (eastern section)</p>

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<ul style="list-style-type: none"> No different likely significant effects anticipated as a result of the orange alternative for the eastern section. 	<ul style="list-style-type: none"> No different likely significant effects anticipated as a result of the orange alternative for the eastern section.
Landscape and Visual Effects	<p>Black-black-black</p> <ul style="list-style-type: none"> Likely significant effects on 8b Broad Valleys Landscape sub-type Likely significant effects on 11a Foothills Landscape sub-type Likely significant effects on North Pennines AONB Likely significant effects on residents at the east of Coupland, Sandford, the Warcop area, the Flitholme area, and west of Brough Likely significant effects on PRoW between Coupland and Sandford, PRoW at Warcop and Flitholme, PRoW to the west of Brough, and PRoW in the North Pennines AONB Likely significant effects on visitors to Eden Valley Railway and Brough Castle <p>Black-blue-black</p> <ul style="list-style-type: none"> Likely significant effects on 8b Broad Valleys Landscape sub-type Likely significant effects on 11a Foothills Landscape sub-type Likely significant effects on North Pennines AONB Likely significant effects on residents at the east of Coupland, Sandford, the Warcop area, the Flitholme area, and west of Brough Likely significant effects on PRoW between Coupland and Sandford, PRoW at Warcop and 	<p>Black-black-black</p> <ul style="list-style-type: none"> Likely significant effects in year 1 on: <ul style="list-style-type: none"> 8b Broad Valleys Landscape sub-type 11a Foothills Landscape sub-type North Pennines AONB Residents at Sandford, the Warcop area, the Flitholme area, and west of Brough PRoW at Warcop and Flitholme, PRoW 372013 and PRoW 372022, PRoW to the west of Brough, PRoW in the North Pennines AONB Likely significant effects in year 15 on: <ul style="list-style-type: none"> 8b Broad Valleys Landscape sub-type 11a Foothills Landscape sub-type North Pennines AONB Residents at Sandford, the Warcop area, the Flitholme area, and west of Brough PRoW at Warcop and Flitholme, PRoW 372013 and PRoW 372022, PRoW to the west of Brough PRoW in the North Pennines AONB <p>Black-blue-black</p> <ul style="list-style-type: none"> Likely significant effects in year 1 on: <ul style="list-style-type: none"> 8b Broad Valleys Landscape sub-type 11a Foothills Landscape sub-type North Pennines AONB Residents at Sandford, the Warcop area, the Flitholme area, and west of Brough PRoW at Warcop and Flitholme, PRoW 372013 and PRoW 372022, PRoW to the west of

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<p>Flitholme, PRoW to the west of Brough, and PRoW in the North Pennines AONB</p> <ul style="list-style-type: none"> • Likely significant effects on visitors to Eden Valley Railway and Brough Castle <p>Black-black-orange</p> <ul style="list-style-type: none"> • Likely significant effects on 8b Broad Valleys Landscape sub-type • Likely significant effects on 11a Foothills Landscape sub-type • Likely significant effects on North Pennines AONB • Likely significant effects on residents at the east of Coupland, Sandford, the Warcop area, the Flitholme area, and west of Brough • Likely significant effects on PRoW between Coupland and Sandford, PRoW at Warcop and Flitholme, PRoW to the west of Brough, and PRoW in the North Pennines AONB • Likely significant effects on visitors to Eden Valley Railway and Brough Castle <p>Black-blue-orange</p> <ul style="list-style-type: none"> • Likely significant effects on 8b Broad Valleys Landscape sub-type • Likely significant effects on 11a Foothills Landscape sub-type • Likely significant effects on North Pennines AONB • Likely significant effects on residents at the east of Coupland, Sanford, the Warcop area, the Flitholme area, and west of Brough 	<p>Brough, and PRoW in the North Pennines AONB</p> <ul style="list-style-type: none"> ○ Visitors to Eden Valley Railway <ul style="list-style-type: none"> • Likely significant effects in year 15 on: <ul style="list-style-type: none"> ○ 8b Broad Valleys Landscape sub-type ○ 11a Foothills Landscape sub-type ○ North Pennines AONB ○ Residents at Sandford, the Warcop area, the Flitholme area, and west of Brough ○ PRoW at Warcop and Flitholme, PRoW 372013 and PRoW 372022, PRoW to the west of Brough, and PRoW in the North Pennines AONB ○ Visitors to Eden Valley Railway <p>Black-black-orange</p> <ul style="list-style-type: none"> • Likely significant effects in year 1 on: <ul style="list-style-type: none"> ○ 8b Broad Valleys Landscape sub-type ○ 11a Foothills Landscape sub-type ○ North Pennines AONB ○ Residents at Sandford, the Warcop area, the Flitholme area, and west of Brough ○ PRoW at Warcop and Flitholme, PRoW 372013 and PRoW 372022, PRoW to the west of Brough, and PRoW 329001 in the North Pennines AONB ○ Visitors to Eden Valley Railway and Brough Castle • Likely significant effects in year 15 on: <ul style="list-style-type: none"> ○ 8b Broad Valleys Landscape sub-type ○ 11a Foothills Landscape sub-type ○ North Pennines AONB

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<ul style="list-style-type: none"> • Likely significant effects on PRoW between Coupland and Sandford, PRoW at Warcop and Flitholme, PRoW to the west of Brough, and PRoW in the North Pennines AONB • Likely significant effects on visitors to Eden Valley Railway and Brough Castle 	<ul style="list-style-type: none"> ○ Residents at Sandford, the Warcop area, the Flitholme area, and west of Brough ○ PRoW at Warcop and Flitholme, PRoW 372013 and PRoW 372022, PRoW to the west of Brough, and PRoW 329001 in the North Pennines AONB ○ Visitors to Eden Valley Railway and Brough Castle <p>Black-blue-orange</p> <ul style="list-style-type: none"> • Likely significant effects in year 1 on: <ul style="list-style-type: none"> ○ 8b Broad Valleys Landscape sub-type ○ 11a Foothills Landscape sub-type ○ North Pennines AONB ○ Residents at Sandford, the Warcop area, the Flitholme area, and west of Brough ○ PRoW at Warcop and Flitholme, PRoW 372013 and PRoW 372022, PRoW to the west of Brough, and PRoW 329001 in the North Pennines AONB ○ Visitors to Eden Valley Railway and Brough Castle • Likely significant effects in year 15 on: <ul style="list-style-type: none"> ○ 8b Broad Valleys Landscape sub-type ○ 11a Foothills Landscape sub-type ○ North Pennines AONB ○ Residents at Sandford, the Warcop area, the Flitholme area, and west of Brough ○ PRoW at Warcop and Flitholme, PRoW 372013 and PRoW 372022, PRoW to the west of Brough, and PRoW 329001 in the North Pennines AONB

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
		<ul style="list-style-type: none"> ○ Visitors to Eden Valley Railway and Brough Castle
Material Assets and Waste	<ul style="list-style-type: none"> • Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> • Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above).
Noise and Vibration	<ul style="list-style-type: none"> • There is potential for significant effects across the scheme. Effects will be temporary and localized depending on the specific activity and construction stage. • The specific location and duration of these effects are yet to be determined and are subject to further assessment. 	<p>Black-Black-Black alternative</p> <ul style="list-style-type: none"> • Significant adverse effects are predicted to 58 residential receptors and five non-residential receptors. Subject to on-going mitigation design and further assessment. • Significant beneficial effects are predicted to five residential receptors. <p>Black-Blue-Black alternative</p> <ul style="list-style-type: none"> • Significant adverse effects are predicted to 42 residential receptors and two non-residential receptors. Subject to on-going mitigation design and further assessment. • Significant beneficial effects are predicted to five residential receptors. <p>Black-Black-Orange alternative</p> <ul style="list-style-type: none"> • Significant adverse effects are predicted to 75 residential receptors and five non-residential receptors. Subject to on-going mitigation design and further assessment. • Significant beneficial effects are predicted to nine residential receptors and one non-residential receptor. <p>Black-Blue-Orange alternative</p> <ul style="list-style-type: none"> • Significant adverse effects are predicted to 42 residential receptors and two non-residential receptors.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
		<p>Subject to on-going mitigation design and further assessment.</p> <ul style="list-style-type: none"> Significant beneficial effects are predicted to nine residential receptors and one non-residential receptor.
Population and Human Health	<p>All alternatives:</p> <ul style="list-style-type: none"> Walkers, cyclists and horse riders – potential likely significant effects due to the severance of PRow and other WCH provisions due to the land required for the construction of the project. Agricultural land holdings – potential likely significant effects due to the loss of or damage to key characteristics, features or elements of the agricultural holdings and potential effect of this change on viability. Residents of rural properties, potentially negative health effects on wellbeing and quality of life due to noise effects Rural communities – potentially negative health effect due to severance caused by construction activities and traffic, leading to reduced access to services and facilities <p>Black-Black-Black alternative</p> <ul style="list-style-type: none"> Ministry of Defence - potential likely significant effects as a result of potential loss of use/access of land during construction. BW 350/021 - potential likely significant effects as the Bridleway will be severed by the draft DCO boundary. <p>Black-Blue-Black alternative</p>	<p>All alternatives</p> <ul style="list-style-type: none"> Walkers, cyclists and horse riders – potential for beneficial significant effects if additional formal crossing points are introduced across the A66, that will bring improvements to WCH journey times, in some cases. However, there is also the potential for adverse significant effects due to increased journey times dependent upon the permanent scheme design. Residents of rural properties, potentially negative health effects on wellbeing and quality of life due to noise effects Rural communities – potentially negative health effect due to severance caused by construction activities and traffic, leading to reduced access to services and facilities

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<ul style="list-style-type: none"> Ministry of Defence - potential likely significant effects as there is potential for loss of use/access of land during construction. BW 350/021 - potential likely significant effects as the Bridleway will be severed by the draft DCO boundary. Potential for permanent land take from properties. At this stage potential significant effects cannot be ruled out <p>Black-Black-Orange alternative</p> <ul style="list-style-type: none"> Rowan House housing allocation - potential likely significant effects as the majority of the allocation (96%) lies within the draft DCO boundary and there is potential for construction activities to take place directly within this land. Ministry of Defence - potential likely significant effects as there is potential loss of use/access of land during construction. Property would require acquisition and demolition as part of the scheme. At this stage potential significant effects cannot be ruled out <p>Black-Blue-Orange alternative</p> <ul style="list-style-type: none"> Rowan House housing allocation - potential likely significant effects as the majority of the allocation (96%) lies within the draft DCO boundary and there is potential for construction activities to take place directly within this land. Ministry of Defence - potential likely significant effects as there is potential loss of use/access of land during construction. 	

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<ul style="list-style-type: none"> Property would require acquisition and demolition as part of the scheme. At this stage potential significant effects cannot be ruled out. 	
Road Drainage and the Water Environment	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives. 	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives.

Bowes Bypass

Table 5-6: Summary of preliminary assessment of likely significant environmental effects – Bowes Bypass

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Air Quality	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above).
Biodiversity	<ul style="list-style-type: none"> There is the potential for likely significant effects on North Pennine Moors SAC and SPA and Bowes Moor SSSI relating to air quality. Subject to further assessment. There is potential for likely significant effects due to loss of Priority Habitats. Effects will be the same as route wide table above on bat roosts and bat activity, barn owls, amphibians (including great crested newt), reptiles and terrestrial invertebrates subject to ongoing surveys. Effects will be the same as route wide table above on red squirrel and other terrestrial 	<ul style="list-style-type: none"> There is potential for likely significant effects on North Pennine Moors SAC and SPA, Bowes Moor SSSI and Deepdale Wood AW as a result of air quality impacts. Subject to further assessment. Effects will be the same as route wide table above on bat roosts and bat activity, barn owls, wintering birds, breeding birds, amphibians (including great crested newt), reptiles and terrestrial invertebrates subject to ongoing surveys. Effects will be the same as route wide table above on red squirrel and other terrestrial mammal species due to habitat loss and possible fragmentation impacts.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	mammal species due to habitat loss and possible fragmentation impacts.	
Climate	<ul style="list-style-type: none"> No likely significant effects anticipated. 	<ul style="list-style-type: none"> No likely significant effects anticipated.
Cultural Heritage	<ul style="list-style-type: none"> No likely significant effects anticipated. 	<ul style="list-style-type: none"> No likely significant effects anticipated.
Geology and Soils	<ul style="list-style-type: none"> Likely significant effects due to the potential permanent land take and loss of medium value agricultural soil resource (Grade 3b agricultural land). 	<ul style="list-style-type: none"> Potential beneficial significant effects on the UNESCO Global Geopark due to the potential for enhancement if cuttings or earthworks offer an opportunity to permanently expose geology of scientific interest.
Landscape and Visual Effects	<ul style="list-style-type: none"> Likely significant, temporary effects on: <ul style="list-style-type: none"> Dales Fringe Area of High Landscape Value a localised part of Bowes broad character area a localised part of Cotherstone Moor broad character area a localised part of Lower Greta broad character area residents of Bowes: North end of Kilmond View, West End Bungalow, Ivy Hall Cottage and Ivy Hall Farm residents to the south of Bowes and the A66 residents along Clint Lane Stone Bridge Farm users of PRow 6 and 9 around Bowes users of PRow 3, 7 and 22 in the North Pennines AONB a short section of the Pennine Way National Trail 	<ul style="list-style-type: none"> Likely significant effects at year 1 on: <ul style="list-style-type: none"> Dales Fringe Area of High Landscape Value A localised part of Bowes broad character area Stone Bridge Farm Users of PRow 6 around Bowes Users of PRow 7 and 22 in the North Pennines AONB Likely significant effects at year 15 on: <ul style="list-style-type: none"> Dales Fringe Area of High Landscape Value A localised part of Bowes broad character area
Material Assets and Waste	<ul style="list-style-type: none"> Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above).

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Noise and Vibration	<ul style="list-style-type: none"> • There is potential for significant effects across the scheme. Effects will be temporary and localized depending on the specific activity and construction stage. • The location and duration of these effects are yet to be determined and are subject to further assessment. 	<ul style="list-style-type: none"> • Significant adverse effects are predicted to nine residential receptors and one non-residential receptor. Subject to on-going mitigation design and further assessment.
Population and Human Health	<ul style="list-style-type: none"> • Walkers, cyclists and horse riders – likely significant effects due to the severance of PRow and other WCH provisions due to the land required for the construction of the project. • Agricultural land holdings – the loss of or damage to key characteristics, features or elements of the agricultural holding and potential effect of this change on viability. • Bowes Moor (two areas) – potential loss of use/access of land during construction. • Allotment/Community growing Space - Potential loss of use/access of land during construction. • Property would require acquisition and demolition as part of the scheme. At this stage potential significant effects cannot be ruled out • Residents of rural properties, potentially negative health effects on wellbeing and quality of life due to visual effects • Rural communities – potentially negative health effect due to severance caused by construction activities and traffic, leading to reduced access to services and facilities • Users of allotments/community growing space located off the Pennine Way – reduced access 	<ul style="list-style-type: none"> • Walkers, cyclists and horse riders – Potential for beneficial significant effects if additional formal crossing points are introduced across the A66, that will bring improvements to WCH journey times, in some cases. However, there is also the potential for adverse significant effects due to increased journey times dependent upon the permanent scheme design. • Rural communities - potentially positive health effect due to improved access to community facilities resulting from improved traffic flows on the A66.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	to green space and outdoor leisure activities due to direct impact on this resource	
Road Drainage and the Water Environment	<ul style="list-style-type: none"> No likely significant effects anticipated. 	<ul style="list-style-type: none"> No likely significant effects anticipated.

Cross Lanes to Rokeby

Table 5-7: Summary of preliminary assessment of likely significant environmental effects – Cross Lanes to Rokeby

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Air Quality	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above).
Biodiversity	<p>Black Cross Lanes – Black Rokeby (PRA)</p> <ul style="list-style-type: none"> There is the potential for likely significant effects on Thorsgill Wood LWS and Rokeby Park and Mortham Wood LWS relating to air quality. Subject to further assessment. There is the potential for likely significant effects due to the loss of Priority Habitats, and possibly AW, and air quality. Potential loss of up to five mature sycamore trees. Subject to further design and mitigation. Effects will be the same as route wide table above on bat roosts and bat activity, barn owls, amphibians, reptiles and terrestrial invertebrates subject to ongoing surveys. 	<p>Black Cross Lanes – Black Rokeby (PRA)</p> <ul style="list-style-type: none"> There is the potential for likely significant effects on Thorsgill Wood LWS and Rokeby Park and Mortham Wood LWS and Waterfall Wood AW relating to air quality. Subject to further assessment. There is the potential for likely significant effects on Priority Habitats, and possibly AW, due to air quality. Subject to further assessment. Effects will be the same as route wide table above on bat roosts and bat activity, barn owls, wintering birds, breeding birds, amphibians, reptiles and terrestrial invertebrates subject to ongoing surveys. Effects will be the same as route wide table above on red squirrel and other terrestrial mammal

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<ul style="list-style-type: none"> Effects will be the same as route wide table above on red squirrel and other terrestrial mammal species due to habitat loss and possible fragmentation impacts. <p>Blue (Cross Lanes) alternative junction</p> <ul style="list-style-type: none"> The effects are as per Black-Black route, though for this junction option there is more loss and severance of habitats at the western end of the scheme, particularly affecting deciduous woodland, hedgerows and semi-improved grassland. <p>Red (Rokeby) alternative junction</p> <ul style="list-style-type: none"> The effects are as per the Black-Black route, though for this option there is additional severance to ancient woodland at Church Wood, loss and severance to Jones Wood AW and additional loss of Priority Habitats but reduced loss of the mature sycamore trees. 	<p>species due to habitat loss and possible fragmentation impacts.</p> <p>Blue (Cross Lanes) alternative junction</p> <ul style="list-style-type: none"> The effects are as per Black-Black route. <p>Red (Rokeby) alternative junction</p> <ul style="list-style-type: none"> The effects are as per Black-Black route.
Climate	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives. 	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives.
Cultural Heritage	<p>Black Cross Lanes – Black Rokeby (PRA)</p> <ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives. <p>Blue (Cross Lanes) alternative junction</p> <ul style="list-style-type: none"> Permanent significant adverse effects are anticipated to affect the Ring Ditch, 120m north-east of Poundergill. <p>Red (Rokeby) alternative junction</p>	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<ul style="list-style-type: none"> Permanent significant adverse effect is anticipated to affect the Grade II* Registered Park and Garden at Rokeby Park. 	
Geology and Soils	<ul style="list-style-type: none"> Likely significant effects due to the potential permanent land take and loss of high value agricultural soil resource (Grade 3a agricultural land) for all alternatives. 	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives.
Landscape and Visual Effects	<p>Black Cross Lanes – Black Rokeby (PRA)</p> <ul style="list-style-type: none"> Likely significant effects on Barningham, Brignall and Rokeby Broad Character Area Likely significant effects on residents at the west of Tutta Beck Farm, east of Tutta Beck Farm Likely significant effects on PRoW 5 and 8 west of Cross Lanes, PRoW 4, 5, 9 and 10 to the north of the A66, PRoW 3 and 6 to the south of the A66 Likely significant effects on visitors to the Church of St. Mary and Cross Lanes Organic Farm <p>Blue (Cross Lanes) alternative junction</p> <ul style="list-style-type: none"> Likely significant effects on Boldron and Lartington Broad Character Area Likely significant effects on residents at the west of Tutta Beck Farm, east of Tutta Beck Farm Likely significant effects on PRoW 14, 1, 5, 7, 8, and 19 west of Cross Lanes Likely significant effects on visitors to the Cross Lanes Organic Farm 	<p>Black Cross Lanes – Black Rokeby (PRA)</p> <ul style="list-style-type: none"> Likely significant effects at year 1 on: <ul style="list-style-type: none"> Barningham, Brignall and Rokeby Broad Character Area Residents at the west of Tutta Beck Farm, School House, and The Rectory PRoW 5 and 8 west of Cross Lanes, PRoW 4, 5, 9 and 10 to the north of the A66, PRoW 3 and 6 to the south of the A66 Visitors to the Church of St. Mary and Cross Lanes Organic Farm Likely significant effects at year 15: <ul style="list-style-type: none"> Barningham, Brignall and Rokeby Broad Character Area Residents at Pounder Gill, Smithy Cottage, Ivy Cottage, The Cottage and Birk House PRoW 5 and 8 west of Cross Lanes, PRoW 4, 5, 9 and 10 to the north of the A66, PRoW 3 and 6 to the south of the A66 Visitors to the Church of St. Mary and Cross Lanes Organic Farm <p>Blue (Cross Lanes) alternative junction</p> <ul style="list-style-type: none"> Likely significant effects at year 1 on:

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<p>Red (Rokeby) alternative junction</p> <ul style="list-style-type: none"> Likely significant effects on Barningham, Brignall and Rokeby Broad Character Area Likely significant effects on residents at the east of Tutta Beck Farm Likely significant effects on PRow 13 to the north of the A66, PRow 3 and 6 to the south of the A66 Likely significant effects on visitors to Rokeby Park RPG 	<ul style="list-style-type: none"> Boldron and Lartington Broad Character Area Residents at the west of Tutta Beck Farm, School House, and The Rectory PRow 14, 19, 1, 5, 7 and 8 west of Cross Lanes Visitors to Cross Lanes Organic Farm Likely significant effects at year 15: <ul style="list-style-type: none"> Boldron and Lartington Broad Character Area Residents at Pounder Gill, Dent House Farm, Smithy Cottage, Ivy Cottage, The Cottage and Birk House PRow 1, 5, 7 and 8 west of Cross Lanes <p>Red (Rokeby) alternative junction</p> <ul style="list-style-type: none"> Likely significant effects at year 1 on: <ul style="list-style-type: none"> Barningham, Brignall and Rokeby Broad Character Area Residents at the School House, The Rectory, Tack Room Cottage, The Grove, and Ewebank PRow 13 to the north of the A66, PRow 3 and 6 to the south of the A66 Visitors to Rokeby Park RPG Likely significant effects at year 15: <ul style="list-style-type: none"> Barningham, Brignall and Rokeby Broad Character Area Residents at the School House, The Rectory, Tack Room Cottage, The Grove, and Ewebank PRow 13 to the north of the A66, PRow 3 and 6 to the south of the A66

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Material Assets and Waste	<ul style="list-style-type: none"> Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above).
Noise and Vibration	<ul style="list-style-type: none"> There is potential for significant effects across the scheme. Effects will be temporary and localized depending on the specific activity and construction stage. The location and duration of these effects are yet to be determined and are subject to further assessment. 	<p>Black Cross Lanes – Black Rokeby (PRA)</p> <ul style="list-style-type: none"> Significant adverse effects are predicted to 225 residential receptors and 12 non-residential receptors. Subject to on-going mitigation design and further assessment. Significant beneficial effects are predicted to 216 residential receptors and 64 non-residential receptors. <p>Black Cross Lanes – Red Rokeby</p> <ul style="list-style-type: none"> Significant adverse effects are predicted to 14 residential receptors and one non-residential receptors. Subject to on-going mitigation design and further assessment. Significant beneficial effects are predicted to 39 residential receptor and four non-residential receptors. <p>Blue Cross Lanes – Black Rokeby</p> <ul style="list-style-type: none"> Significant adverse effects are predicted to 195 residential receptors and eight non-residential receptors. Subject to on-going mitigation design and further assessment. Significant beneficial effects are predicted to 219 residential receptors and 65 non-residential receptors. <p>Blue Cross Lanes – Red Rokeby</p>

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
		<ul style="list-style-type: none"> • Significant adverse effects are predicted to 16 residential receptors and one non-residential receptor. Subject to on-going mitigation design and further assessment. • Significant beneficial effects are predicted to 32 residential receptors and four non-residential receptors.
Population and Human Health	<p>The following effects apply to all alternatives:</p> <ul style="list-style-type: none"> • Walkers, cyclists and horse riders – potential likely significant effects due to the severance of PRow and other WCH provisions due to the land required for the construction of the project. • Agricultural land holdings – potential likely significant effects due to the loss of or damage to key characteristics, features or elements of the agricultural holding and potential effect of this change on viability. • Cross Lanes Organic Farm Shop - potential likely significant effects due to a potential permanent loss of land – direct acquisition of land for the scheme. • Residents of rural properties, potentially negative health effects on wellbeing and quality of life due to noise and visual effects • Rural communities – potentially negative health effect due to severance caused by construction activities and traffic, leading to reduced access to services and facilities 	<p>The following effects apply to all alternatives</p> <ul style="list-style-type: none"> • Walkers, cyclists and horse riders – potential for beneficial significant effects if additional formal crossing points are introduced across the A66, that will bring improvements to WCH journey times, in some cases. However, there is also the potential for adverse significant effects due to increased journey times dependent upon the permanent scheme design. • Residents of rural properties, potentially negative health effects due to impacts on quality of life from noise and visual effects. • Rural communities - potentially positive health effect due to improved access to community facilities resulting from improved traffic flows on the A66.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Road Drainage and the Water Environment	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives. 	<ul style="list-style-type: none"> No likely significant effects anticipated from all alternatives.

Stephen Bank to Carkin Moor

Table 5-8: Summary of preliminary assessment of likely significant environmental effects – Stephen Bank to Carkin Moor

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Air Quality	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above).
Biodiversity	<ul style="list-style-type: none"> There is the potential for likely significant effects due to loss of Priority Habitats. Subject to further design and mitigation. Effects will be the same as route wide table above on bat roosts and bat activity, barn owls, amphibians (including great crested newt), reptiles and terrestrial invertebrates subject to ongoing surveys. Effects will be the same as route wide table above on red squirrel and other terrestrial mammal species due to habitat loss and possible fragmentation impacts. 	<ul style="list-style-type: none"> There is the potential for likely significant effects due to loss of Priority Habitats. Subject to further design and mitigation. Effects will be the same as route wide table above on bat roosts and bat activity, barn owls, wintering birds, breeding birds, amphibians (including great crested newt), reptiles and terrestrial invertebrates subject to ongoing surveys. Effects will be the same as route wide table above on red squirrel and other terrestrial mammal species due to habitat loss and possible fragmentation impacts.
Climate	<ul style="list-style-type: none"> No likely significant effects anticipated. 	<ul style="list-style-type: none"> No likely significant effects anticipated.
Cultural Heritage	<ul style="list-style-type: none"> Permanent significant adverse effects are anticipated at the Roman Fort and Prehistoric 	<ul style="list-style-type: none"> No likely significant effects anticipated.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	<p>enclosed settlement 400m west of Carkin. Subject to on-going mitigation design and further assessment.</p> <ul style="list-style-type: none"> Permanent significant adverse effects are anticipated to affect the Roman vicus at Carkin Moor Fort. Subject to ongoing design and assessment. 	
Geology and Soils	<ul style="list-style-type: none"> Likely significant effects due to the potential permanent land take and loss of high and medium value agricultural soil resource (Grade 3a and 3b agricultural land). 	<ul style="list-style-type: none"> No likely significant effects anticipated.
Landscape and Visual Effects	<ul style="list-style-type: none"> Likely significant effects on a localised part of Moors Fringe landscape character type Likely significant effects on residents of West Layton along West Lane, Browson Bank, Dunsa Bank, the Fox Grove Area, Monks Rest Farm and near Carkin Moor Farm Likely significant effects on users of PRoW west of West Layton, PRoW east of West Layton, PRoW south of the A66 Likely significant effects on visitors to Mainsgill Farm Shop and Fox Hall Inn 	<ul style="list-style-type: none"> Likely significant effects at year 1 on: <ul style="list-style-type: none"> A localised part of Moors Fringe landscape character type Residents at Browson Bank, Dunsa Bank and Monks Rest Farm Users of PRoW west of West Layton, PRoW east of West Layton, PRoW 20.55/1/1 and 20.55/6/1 south of the A66 Visitors to Mainsgill Farm Shop Likely significant effects at year 15 on: <ul style="list-style-type: none"> A localised part of Moors Fringe landscape character type Residents at Monks Rest Farm Users of PRoW 20.55/1/1 and 20.55/6/1 south of the A66 Visitors to Mainsgill Farm Shop
Material Assets and Waste	<ul style="list-style-type: none"> Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above).

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Noise and Vibration	<ul style="list-style-type: none"> • There is potential for significant effects across the scheme. Effects will be temporary and localized depending on the specific activity and construction stage. • The location and duration of these effects are yet to be determined and are subject to further assessment. 	<ul style="list-style-type: none"> • Significant adverse effects are predicted to 26 residential receptors and one non-residential receptor. Subject to on-going mitigation design and further assessment. • Significant beneficial effects are predicted to eight residential receptors.
Population and Human Health	<ul style="list-style-type: none"> • Walkers, cyclists and horse riders – potential likely significant effects due to the severance of PRoW and other WCH provisions due to the land required for the construction of the project. • Agricultural land holdings – potential likely significant effects due to the loss of or damage to key characteristics, features or elements of the agricultural holding and potential effect of this change on viability. • FP 20.23/8/1 - potential likely significant effects as the Footpath will be severed by the draft DCO boundary. • BW 20.23/5/1 - potential likely significant effects as the Bridleway will be severed by the draft DCO boundary. • Potentially negative effects on mental wellbeing due to a perceived reduction in the quality of the living environment and concerns about air quality and road safety due to increased HGV movements. • Residents of rural properties, potentially negative health effects on wellbeing and quality of life due to noise effects. • Rural communities – potentially negative health effect due to severance caused by construction 	<ul style="list-style-type: none"> • Walkers, cyclists and horse riders – potential for beneficial significant effects if additional formal crossing points are introduced across the A66, that will bring improvements to WCH journey times, in some cases. However, there is also the potential for adverse significant effects due to increased journey times dependent upon the permanent scheme design. • Residents of rural properties, potentially negative health effects due to impacts on quality of life from noise and visual effects. • Rural communities - potentially positive health effect due to improved access to community facilities resulting from improved traffic flows on the A66.

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
	activities and traffic, leading to reduced access to services and facilities.	
Road Drainage and the Water Environment	<ul style="list-style-type: none"> No likely significant effects anticipated. 	<ul style="list-style-type: none"> No likely significant effects anticipated.

A1(M) Junction 53 Scotch Corner

Table 5-9: Summary of preliminary assessment of likely significant environmental effects – A1(M) Junction 53 Scotch Corner

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Air Quality	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above).
Biodiversity	<ul style="list-style-type: none"> There is the potential for significant adverse effects on habitats (Deciduous woodland, Hedgerow and Poor semi-improved grassland) due to loss of mature woodland). Subject to ongoing design and mitigation. 	<ul style="list-style-type: none"> There is the potential for significant adverse effects on habitats (Deciduous woodland, Hedgerow and Poor semi-improved grassland) due to loss of mature woodland). Subject to ongoing design and mitigation.
Climate	<ul style="list-style-type: none"> No likely significant effects anticipated. 	<ul style="list-style-type: none"> No likely significant effects anticipated.
Cultural Heritage	<ul style="list-style-type: none"> No likely significant effects anticipated. 	<ul style="list-style-type: none"> No likely significant effects anticipated.
Geology and Soils	<ul style="list-style-type: none"> No likely significant effects anticipated. 	<ul style="list-style-type: none"> No likely significant effects anticipated.
Landscape and Visual Effects	<ul style="list-style-type: none"> No likely significant effects anticipated. 	<ul style="list-style-type: none"> No likely significant effects anticipated at year 1 or year 15.
Material Assets and Waste	<ul style="list-style-type: none"> Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above). 	<ul style="list-style-type: none"> Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above).

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Noise and Vibration	<ul style="list-style-type: none"> • There is potential for significant effects across the scheme. Effects will be temporary and localized depending on the specific activity and construction stage. • The location and duration of these effects are yet to be determined and are subject to further assessment and mitigation design. 	<ul style="list-style-type: none"> • Significant adverse effects are predicted to 12 residential receptors one non-residential receptors. Subject to on-going mitigation design and further assessment.
Population and Human Health	<ul style="list-style-type: none"> • Strategic Direction of Growth Area – Scotch Corner Designer Outlet Village – potential for significant effects related to disruption of access to this site during construction cannot be ruled out at this stage. • Local residents – potentially negative effects from temporary traffic delays affecting access from rural communities to Middleton Tyas. • Rural communities – potentially negative health effect due to severance caused by construction activities and traffic, leading to reduced access to services and facilities. 	<ul style="list-style-type: none"> • Moderate beneficial effects for the Strategic Direction of Growth Area – Scotch Corner Designer Outlet Village. • Rural communities - potentially positive health effect due to improved access to community facilities resulting from improved traffic flows on the A66.
Road Drainage and the Water Environment	<ul style="list-style-type: none"> • No likely significant effects anticipated. 	<ul style="list-style-type: none"> • No likely significant effects anticipated.

6 Consultation and next steps

- 6.1.1 This NTS has been prepared to provide a summary of the information and preliminary environmental assessment undertaken to date, as set out in the detailed PEI Report.
- 6.1.2 The PEI Report and NTS have been prepared to support consultees in developing an informed view of the likely significant environmental effects of the project based on preliminary information available at this time.
- 6.1.3 Highways England invites comments on the project and the environmental issues addressed in the PEI Report.

6.2 How to find out more

- 6.2.1 Further details on the consultation and downloadable copies of the PEI Report and NTS, the draft Environmental Masterplan, the consultation booklet and response form, and further information on the project can be downloaded at: <http://www.highwaysengland.co.uk/A66-NTP>

6.3 How to have your say

- 6.3.1 There are various ways of providing your consultation responses as follows:
- Completing the feedback form on the project webpage or virtual consultation room at: www.highwaysengland.co.uk/A66-NTP
 - Attending a consultation event where you can meet the project team and complete a paper copy. Details of our events can be found at www.highwaysengland.co.uk/A66-NTP
 - Picking up a hard copy feedback form and freepost envelope at one of our deposit locations, subject to COVID-19 restrictions, which can be posted out to us via freepost at Freepost A66 NORTHERN TRANS-PENNINE PROJECT.
 - Requesting a hard copy of the feedback form via telephone on 0333 090 1192 and sending it to us using the Freepost address below.
 - Alternatively, you can email A66NTP@highwaysengland.co.uk, or write to us at Freepost A66 NORTHERN TRANS-PENNINE PROJECT
- 6.3.2 Please submit your responses by 11.59pm on 6 November 2021.

6.4 After the consultation

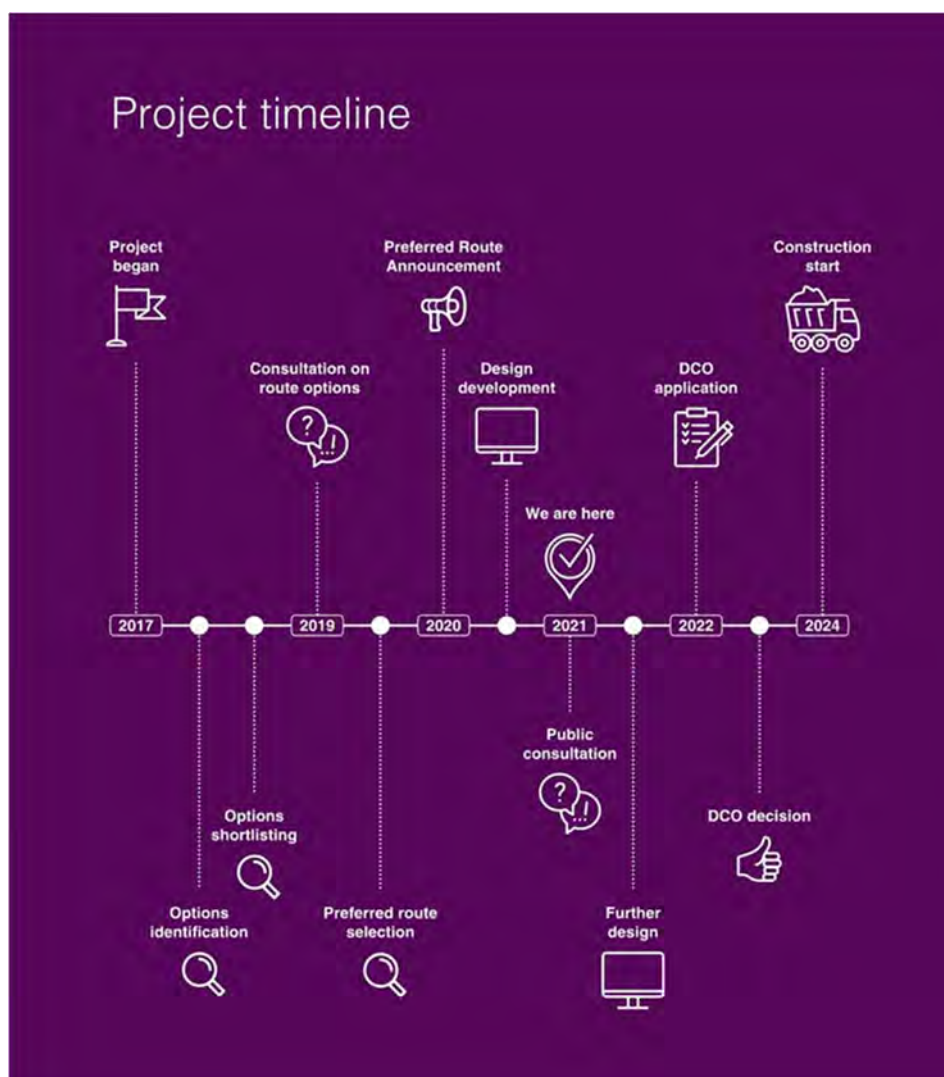
- 6.4.1 Your feedback will inform our continuing development of the project. Once we have taken your feedback into consideration, we plan to submit our application for a DCO in spring 2022. We will also prepare a report on the consultation, recording the feedback and our response, which will be published with our application.
- 6.4.2 Your comments will be analysed by Highways England and any of its appointed agents. Copies may be made available in due course to the Secretary of State, the Planning Inspectorate and other relevant statutory authorities so that your comments can be considered as part of the DCO application process. We will request that your personal details are not placed on public record and will be held securely by Highways England in accordance with the Data Protection Act 1998 and will be used

solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties.

- 6.4.3 After the consultation period, all responses will be considered in finalising the project design and completing the EIA. Comments will be taken into account when considering the need for further assessment or modification to the project design or mitigation measures.

6.5 Next steps

- 6.5.1 If our application for a DCO is accepted by the Planning Inspectorate, there will be an examination of the application during which an Examining Authority (appointed by the Planning Inspectorate) will consider the application and in which the public can participate. This examination will take a maximum of six months. The Examining Authority then has three months to make a recommendation to the Secretary of State, who then has a further three months to make a final decision as to whether consent should be granted for the project. If our application is approved, work on the project is planned to start in the first quarter of 2024 as indicated on the illustrated Timeline below.



- 6.5.2 If you would like any further information on the DCO application process, please visit the Planning Inspectorate's website: <http://infrastructure.planningportal.gov.uk> then

[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.](#)

- 6.5.3 The Planning Inspectorate’s website may also provide some updates on the project’s application process, and will provide access to the submitted application documents once the application is accepted.

6.6 Contact us

- 6.6.1 Visit our webpages for information about the project and how to have your say, call or email us to find out more.

A66NTP@highwaysengland.co.uk

www.highwaysengland.co.uk/A66-NTP

Via telephone on 0333 090 1192

