

**A66 Northern Trans-Pennine Project
TR010062**

4.4 Consultation Report

APFP Regulations 5(2)(q)

Planning Act 2008

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

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4.4 CONSULTATION REPORT

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This Consultation Report (the “report”) relates to the A66 Northern Trans-Pennine project (the “Project”). A detailed description of the Project can be found in Chapter 2 of the Environmental Statement [Application Document 3.2]. In seeking the legal powers to construct the Project, National Highways are making an application for a Development Consent Order (DCO) to the Secretary of State for Transport.
- 1.1.2 The Planning Act 2008 (PA 2008) requires National Highways to undertake consultation on the Project before submitting its DCO application. Section 37(3)(c) of the PA 2008 requires National Highways to submit this report as part of our DCO application. This report will explain how we have complied with the consultation requirements set out in the PA 2008, the Infrastructure Planning (Application: Prescribed Forms and Procedure) Regulations 2009 (APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). Guidance about the report and the pre-application process, including statutory consultation, is found in the ‘*Department for Communities and Local Government’s document Planning Act 2008: guidance on the pre-application process*’ (DCLG pre-application guidance, March 2015) (the “Guidance”).
- 1.1.3 This report sets out our approach to stakeholder engagement and public consultation on the Project. As such it provides details of key engagement and consultation activities undertaken since 2017 including the regard given to all consultation responses, how the development of the Project has been influenced by feedback, how feedback has been addressed, changes made to the Project to address feedback as appropriate and explains when feedback suggesting changes to the Project has not been taken forward.
- 1.1.4 This report has been developed following the information presented in the DCLG pre-application guidance document and the Planning Inspectorate’s ‘*Advice Note 14: Compiling the Consultation Report*’ (Version 3, February 2021).
- 1.1.5 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. The statutory consultation on this project was carried out under the Highways England branding to avoid confusion for our stakeholders. However, the business is referred to throughout this document as National Highways to reflect our new brand.

1.2 Approach to engagement and consultation

- 1.2.1 We have extensive experience in undertaking pre-application consultation on highway projects across England. Our approach to engagement is

underpinned by the Government's Consultation Principles¹ which explains that consultation is only one part of the engagement, which should be an ongoing, two-way process.

1.2.2 The importance of front-loading engagement with key stakeholders and local communities is recognised as well as the need for continued discussions throughout design development. This approach has enabled us to fully consider matters identified by those directly impacted or with an interest in the proposals, throughout the development of the Project.

1.2.3 We developed an approach to consultation and engagement in partnership with the host local authorities (Cumbria County Council, Eden District Council, North Yorkshire County Council, Richmondshire District Council and Durham County Council) with the aim of ensuring consultation is as effective and inclusive as possible.

1.2.4 The Project engaged with several stakeholders early in the Project, including the host local authorities, Tees Valley Combined Authority, Transport for the North, Logistics UK, and the Statutory Environmental Bodies (SEBs) (Environment Agency, Historic England, and Natural England). The project team also met with large landowners and held focus groups with stakeholders spanning business, freight and ports; emergency and public services; environmental interest; and walking, cycling and horse riding (WCH).

1.2.5 The project team has regularly engaged with all these stakeholders to understand their feedback with respect to the individual schemes and the overall impact of the Project. Further details of how consultation and engagement has taken place is provided throughout this report. Throughout the stages of the Project there has been ongoing feedback into the environmental and design teams on the comments and requests for changes from stakeholders; and these requests for changes have been factored into the design where possible and appropriate.

1.2.6 Public consultation is a critical part of the delivery of this project and provides a real opportunity to influence the proposals and help the project team better understand the local area and any potential impacts the Project may have on road users, local communities, and other stakeholders such as local authorities and walkers, cyclists, and horse riders. It also gives us an opportunity to help local communities and the wider public fully understand the Project and resolve any concerns.

1.2.7 Methods of engagement used to consult the public at various stages of the Project have included (but are not limited to):

- Public consultation drop-in events
- Project webpage
- Public consultation brochure
- MP briefings
- Local authority briefings
- Town and parish council briefings

¹ UK Government Consultation Principles (2018)

- Collaborative working groups such as Technical Working Groups (TWGs), see 3.2 of this report
- Community Liaison Groups (CLGs) in each area
- Direct mail to households
- Posters sited in local public buildings such as libraries and supermarkets
- Stakeholder briefings
- Stakeholder groups and focus groups
- Consultation feedback forms
- Media and social media
- Landowner meetings

1.2.8 In light of the COVID-19 pandemic, it was important for us to continue with project delivery but equally important to ensure our engagement and consultations were safe and accessible in line with Government Guidelines. Our consultation approach was continually reviewed and revised to ensure we had a robust strategy that adhered to COVID-19 rules and regulations at the time of consulting and to ensure our staff and the public were kept safe. When face-to-face contact was not possible, we accommodated alternative means of discussion with landowners and stakeholders such as, online meetings, phone calls and where appropriate, outdoor meetings, to continue engaging fully despite the challenging circumstances.

1.2.9 Further details on our approach to public consultation on the A66 project is set out in the '*A66 Northern Trans-Pennine project: Approach to public consultation (Summer 2019)*' booklet, provided in Annex A.

1.3 Summary of engagement and consultation activities

1.3.1 The timeline below shows key engagement and consultation activities from 2017 to 2022, throughout Project Control Framework (PCF) stages 1 to 3.

1.3.2 PCF is a joint Department for Transport and National Highways approach to managing major infrastructure projects. It is designed to support the development and delivery of major projects and comprises of a standardised project life cycle, deliverables, project control processes and governance arrangements.

1.3.3 All major road projects are progressed through PCF, which is split into three phases, shown in Figure 1-1:

- The Options phase – identifies the preferred road solution to the transport problem.
- The Development phase – focuses on the design of the preferred solution taking it through the necessary statutory processes up to the point where a decision to commit to invest in building the road solution can be made.
- The Construction phase – is where the road solution is built, handed over for operation and the Project is closed down.

Figure 1-1: PCF stages

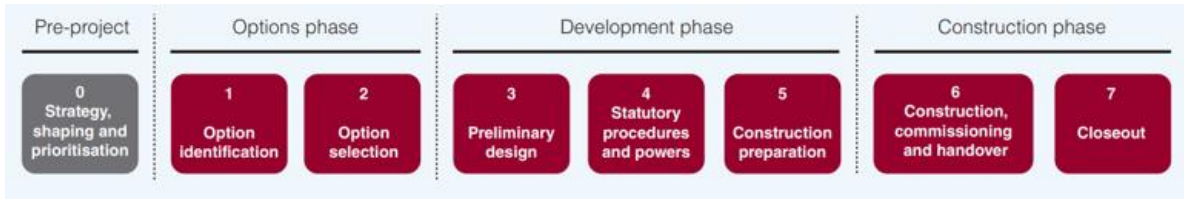
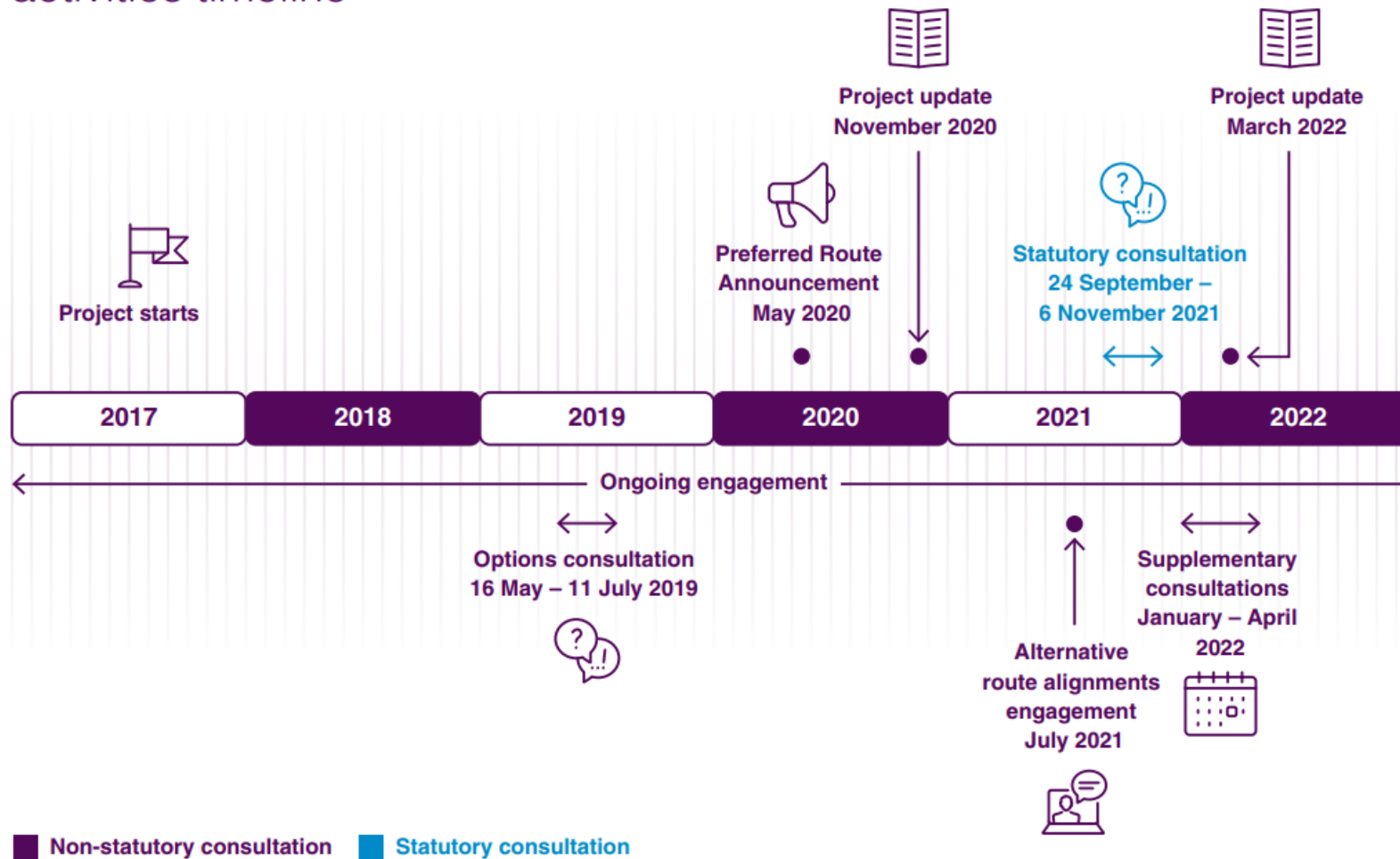


Figure 1-2: Key engagement and consultation activities timeline

Key engagement and consultation activities timeline



1.3.4 Figure 1.2 and Table 1.1 provide headlines of key engagement and consultation activities carried out and highlight the statutory elements of the consultation. Alongside the key activities listed, continued engagement with landowners, local communities, statutory bodies, the host local authorities and other stakeholders has been undertaken. A detailed summary of all consultation and engagement activities and awareness raising methods is included in Chapters 2, 3, 5 and 7.

Table 1.1 Key engagement and consultation activities and statutory elements			
Activity Undertaken	Date	Who	Statutory elements
Engagement prior to options consultation			
Strategic Stakeholder Group meetings <i>See Section 2.3 of this Consultation Report</i>	October 2017 February 2018 March 2018 April 2018 May 2018 June 2018	Department for Transport (DfT), Transport for the North (TfN), Logistics UK, Tees Valley Combined Authority, Cumbria County Council, North Yorkshire County Council and Durham County Council	Non-statutory engagement activity
Stakeholder Reference Group (SRG) – this group later merged into the relevant Focus Groups in March 2019 <i>See Section 2.3 of this Consultation Report</i>	October 2017 March 2018 May 2018 September 2018 February 2019	Representatives of organisations from emergency services, local authorities, business representative bodies and special interest groups such as environmental interest and WCH	Non-statutory engagement activity
Statutory Environmental Bodies (SEBs) meetings <i>See Section 2.3 of this Consultation Report</i>	January 2018 May 2018 July 2018 January 2019	Environment Agency, Historic England, and Natural England	Non-statutory engagement activity
Focus Groups	February 2018 July 2018 March 2019	See SRG	Non-statutory engagement activity
Local authority members meeting	February 2018	The host local authorities	Non-statutory engagement activity
Town and Parish Council meetings	June 2018 May 2019	Town and Parish councils along the route	Non-statutory engagement activity
Councillor briefing events held in Darlington and Penrith	July 2018	Councillors along the route	Non-statutory engagement activity
One-to-one briefing for local MPs and Mayors <i>See Section 2.3</i>	July 2018	Invitation taken up by the MP for Penrith and the Border and the Mayor of Tees Valley	Non-statutory engagement activity

<i>of this Consultation Report</i>			
Options consultation 16 May – 11 July 2019			
Public consultation events	16 May – 22 June 2019	Public	Non-statutory consultation
Preferred Route Announcement May 2020 <i>See Chapter 2</i>			
Project update November 2020 <i>See Chapter 2</i>			
Engagement prior to statutory consultation <i>See Chapter 3</i>			
First informal consultation on the Statement of Community Consultation (SoCC) <i>See Chapter 4</i>	January 2021 (for a period of 14 days)	The host local authorities	Informal consultation with the host local authorities
Second informal consultation on the SoCC <i>See Chapter 4</i>	June 2021 (for a period of 14 days)	The host local authorities	Informal consultation with the host local authorities
Warcop drop-in to share updates on the alternative route alignments	July 2021	Public	Non-statutory engagement activity
Kirkby Thore drop-in to share updates on the alternative route alignments	July 2021	Public	Non-statutory engagement activity
Rokeby drop-in to share updates on the alternative route alignments	August 2021	Public	Non-statutory engagement activity
Notification leaflet – to notify of the upcoming statutory consultation <i>See Chapter 5</i>	August 2021	Local community	Section 47, Part 5, Chapter 2 of the PA 2008
Community Liaison Groups – briefing on the upcoming statutory consultation	September 2021	Town and Parish Council and community representatives	Non-statutory engagement activity
Ongoing engagement forums			
Landowner meetings <i>See Section 2.3 of this Consultation</i>	2017 – ongoing (programme of regular meetings)	Landowners impacted by the Project	Non-statutory engagement activity

<i>Report</i>			
Local authority officer meetings	2018 – ongoing (weekly or as required)	The host local authorities	Non-statutory engagement activity
Statutory Environmental Bodies (SEBs) meetings	January 2018 – ongoing (monthly or as required)	Environment Agency, Historic England, and Natural England	Non-statutory engagement activity
Focus Groups	February 2018 – ongoing (quarterly)	Local authority, environmental interest groups (non-statutory), non-motorised users (walking, cycling and horse riding), emergency and public services, business, freights, and ports	Non-statutory engagement activity
Community Liaison Groups (CLGs) <i>See Section 3.2 of this Consultation Report</i>	February 2021 – ongoing (bi-monthly or as required)	Town and Parish Council and community representatives	Non-statutory engagement activity
Technical Working Groups (TWGs) <i>See 3.2 of this Consultation Report</i>	March 2021 – ongoing (monthly or as required)	Ecological Impact Assessment TWG Habitat Regulations Assessment TWG Landscape TWG Water TWG Heritage TWG	Non-statutory engagement activity
Local authority members' meetings	April 2021 August 2021	Members of the local authorities along the route	Non-statutory engagement activity
Local authority leaders' meetings	May 2021 July 2021	Leaders of the local authorities along the route	Non-statutory engagement activity
Statutory consultation 24 September – 6 November 2021 <i>See Chapters 4 and 5</i>			
Formal consultation on SoCC <i>See 4.1 of this Consultation Report</i>	12 July 2021 (for a period of 30 days)	The host local authorities	Section 47(2), Part 5, Chapter 2 of the PA 2008
SoCC published on the website	24 September 2021	Public	Section 47(6), Part 5, Chapter 2 of the PA 2008
S47 notices published	17 – 24 September 2021	Public	Section 47(6)(a), Part 5, Chapter 2 of the PA 2008
First s48 notices published	10 – 17 September 2021	Public	Section 48(1), Part 5, Chapter 2 of the PA 2008
Letters issued to prescribed persons notifying of consultation	20 September 2021	Section 42 consultees <i>See Chapter 5</i>	Section 42, Part 5, Chapter 2 of the PA 2008

Notification of consultation delivered to the Secretary of State (Planning Inspectorate)	20 September 2021	Secretary of State (Planning Inspectorate)	Section 46, Part 5, Chapter 2 of the PA 2008
Second s48 notices published	17 – 24 September 2021	Public	Section 48(1), Part 5, Chapter 2 of the PA 2008
Public consultation events	26 September – 14 October 2021	Public	Section 47(7), Part 5, Chapter 2 of the PA 2008
Other engagement and consultation activities included staffed deposit point, the Engagement Van and Virtual Q&As.	30 September – 5 November 2021	Public	Section 47(7), Part 5, Chapter 2 of the PA 2008
Supplementary consultations January – April 2022 <i>See Chapter 7</i>			
M6 Junction 40 to Kemplay Bank: Provision of replacement open space for that lost at Kemplay Bank Consultation event	28 January – 27 February 2022 9 February 2022	Directly impacted PILs Relevant host local authorities, SEBs and AONB Partnership People living in vicinity to the proposed design changes	Non-statutory engagement activity Statutory consultation with new land interest
Temple Sowerby to Appleby: Changes to Kirkby Thore junction, Long Marton Lane End junction and Appleby junction Consultation events	28 January – 27 February 2022 3 February – 4 February 2022	Directly impacted PILs Relevant host local authorities, SEBs and AONB Partnership People living in vicinity to the proposed design changes	Non-statutory engagement activity Statutory consultation with new land interests
Appleby to Brough: Warcop West and Warcop Central Consultation	28 January – 27 February 2022 7 February – 8	Directly impacted PILs Relevant host local authorities, SEBs and AONB	Non-statutory engagement activity

events	February 2022	Partnership People living in vicinity to the proposed design changes	
Walking, cycling and horse riding provision, landform and compounds	16 February – 20 March 2022	Directly impacted PILs Host local authorities	Non-statutory engagement activity
Appleby to Brough: Brough Hill Fair Consultation events	11 March – 3 April 2022 16 March – 17 March 2022	Gypsy and Traveller community representatives Directly impacted PILs Relevant host local authorities People living in vicinity to the proposed design change	Non-statutory engagement activity
Bowes Bypass: Hulands quarry access and Bowes Cross Farm access	28 January – 27 February	Directly impacted PILs Relevant host local authority, SEBs and AONB Partnership	Non-statutory engagement activity Statutory consultation with new land interests

1.4 Covering letter and completed Section 55 checklist

- 1.4.1 A Covering Letter [Application Document 1.1] and completed section 55 checklist [Application Document 1.2] are submitted as part of the DCO application.
- 1.4.2 This report provides evidence of compliance with the pre-application consultation requirements within the PA 2008. The section 55 checklist confirms compliance, signposting to the relevant sections of this report.

2 Options consultation 2019

2.1 Overview

2.1.1 This chapter:

- Describes the engagement activities undertaken to support project development in the lead-up to options consultation in May 2019.
- Outlines the non-statutory options consultation process.
- Sets out the engagement undertaken around the preferred route announcement in May 2020.

2.2 Engagement prior to and alongside options consultation

Strategic Stakeholder Group

- 2.2.1 A series of meetings were held with the Strategic Stakeholder Group (SSG) established in support of the Project. The SSG was principally a strategic transport group, and the purpose of the group was to provide

advice, guidance and support concerning the strategic and regional plans that the group members are responsible for and how these may affect or be affected by the Project. The SSG members included the Department for Transport (DfT), Transport for the North (TfN), Logistics UK, Tees Valley Combined Authority, Cumbria County Council, North Yorkshire County Council and Durham County Council. Meetings were held in October 2017, February 2018, March 2018, April 2018, May 2018, and June 2018.

2.2.2 SSG is a forum for proactively engaging the above stakeholders in the development process to gather advice and guidance and share information to a wider group. In the meetings we discussed progress of the Project, provided updates on our local activities, and provided updates on the communications plan and engagement activities such as the approach to focus groups.

Stakeholder Reference Group and focus groups

2.2.3 The Stakeholder Reference Group (SRG) met at various stages in the Project throughout this period and was designed to be a consultative and advisory group. It comprised up to 136 representatives of organisations such as the emergency services, host local authorities, business representative bodies and special interest groups. Meetings were held in October 2017, March 2018, May 2018, September 2018, and February 2019. A list of organisations that were invited to the SRGs are included in Table 2.1.

2.2.4 The SRG was organised in order for the project team to proactively involve stakeholders in the Project development process and to begin the process of gathering knowledge and insight from representatives of some cross cutting themes important to the Project. Early understanding of the needs, priorities, and opinions around the options for dualling the remaining single carriageway sections of the A66 was sought through the SRG.

2.2.5 In line with feedback from the SRG, a series of focus groups were established which were held at the Holiday Inn Scotch Corner in March 2019. The focus groups included the business and freight group, local authority group, emergency services group, environmental interest groups, Statutory Environmental Bodies (SEBs) and walkers, cyclists, and horse riders group. The focus groups gave the project team the opportunity to outline the proposed options and explore any local constraints and issues raised by members. The focus groups also had an opportunity to discuss the options consultation and stress test the proposed consultation materials prior to non-statutory options consultation.

Table 2.1 List of organisations invited to the SRGs		
Department for Transport	Transport for the North	Appleby Travelling Community
British Horse Society	Campaign for Better Transport	Cleveland Police

Table 2.1 List of organisations invited to the SRGs

Country Landowners Association	Campaign for Rural England	Friends of the Lake District
Cycling UK	Cumbria County Council	Cumbria LEP
Cumbria Tourism	Darlington Borough Council	Durham County Council
Durham Police	Eden District Council	Environment Agency
Fire and Rescue Services – Cumbria	Fire and Rescue Services - North Yorkshire	Logistics UK
Local Access Forum – Durham	Local Access Forum – North Yorkshire	National Farmers Union
Natural England	North East Ambulance NHS Trust	North West Ambulance NHS Trust
North Yorkshire County Council	North Yorkshire County Council (Rights of Way)	North Yorkshire Police
Ports – Teesport PD Ports	Road Haulage Association	Stockton-on-Tees Borough Council
Sustrans	West and North Yorkshire Chamber of Commerce	Yorkshire Ambulance Services
Fire and Rescue Services – County Durham	Port of Barrow	Port of Tyne
Sunderland City Council	Cumbria Wildlife Trust	Fire and Rescue Services – Cumbria
National Trust	RSPB	CBI North West
Durham and Tees Valley Airport	Cumbria Chamber of Commerce	CBI North East
British Horse Society	Cumbria Police	Durham Wildlife Trust
Eden Rivers Trust	Eden Valley Cycling UK	Federation of Small Businesses North
Forestry Commission North East and Yorkshire	Forestry Commission North of England	Forestry Commission (North West and West Midlands)
Forestry Commission (North West)	The Gardens Trust	Great North Air Ambulance
Historic England	Lake District National Park Authority	Cumbria and Lakes Joint Local Access Forum
MASCG 'Multi Agency Strategic Co-ordinating Group'	Middlesbrough Borough Council	North East Chamber of Commerce
North East Combined Authority	North East Freight Partnership	North Pennine Area of Outstanding Natural Beauty
North Yorkshire LEP	Port of Sunderland	Port of Workington
Teesport PD Ports	Ports of Hull and Immingham	Ramblers Association
Richmondshire District Council	Road Haulage Association	Tees Valley Combined Authority
Transport Scotland	Woodland Trust	Yorkshire Wildlife Trust
Yorkshire Dales National Park		

Statutory Environmental Bodies

2.2.6 We engaged with SEBs early in the process to share the emerging options and explore the environmental appraisal of the routes. These bodies comprised of the Environment Agency (EA), Historic England (HE) and Natural England (NE), who were engaged through a series of meetings as the proposals for the Project developed. Meetings were held in January 2018, May 2018, July 2018, and January 2019.

2.2.7 Through this engagement, we gained a detailed understanding of the environmental constraints associated with each of the route options. In particular we worked collaboratively with the SEBs to gather additional information on the scheduled monuments along the route, the North Pennines AONB, and special habitats. Information gathered on the River Eden Special Area of Conservation (SAC) and the Roman Fort Scheduled Monument at Carkin Moor was particularly important in the development of options.

Businesses, industry and utilities

2.2.8 We contacted major businesses along each of the route options ahead of options consultation as part of the landowner engagement strategy and a number of meetings took place with landowning and tenant businesses.

2.2.9 We also engaged with wider industry stakeholders comprising prominent road users with a strategic interest in the route, local businesses in the freight and ports sectors, along with membership organisations such as the Chambers of Commerce and the Federation of Small Businesses. These organisations were part of the business, freight, and ports workstream which conducted face-to-face, telephone and online interviews in September and October 2019. While larger numbers were invited to take part in the online survey and by phone, face-to-face interviews were held with limited numbers including A W Jenkinson Transport LTD, Eddie Stobart, Aggregate Industries, Teesport (PD Ports), Taylor and Braithwaite, British Gypsum, Cumbria Cold Storage, Teesside International Airport and Tees Valley Combined Authority strategic freight team. The intention of this work was to support and inform the Outline Business Case by exploring the benefits the improved road could deliver for businesses in the region and wider.

2.2.10 Key major industry stakeholders, such as utility companies, were identified to seek important technical information including constraints associated with existing assets and future development plans. Preliminary enquiries were made to all utility companies about the locations of their assets to assist with understanding the impact on the route options.

Host local authorities, town and parish councils and Members of Parliament

2.2.11 Prior to options consultation, meetings were held with district and county councils along the route as well as neighbouring authorities. Host local

authority councillor briefing sessions were held in February 2018 and July 2018.

- 2.2.12 Prior to the consultation period, town and parish councils along the route were invited to one of two briefing meetings which were held in Penrith and Darlington in March 2019 to outline the Project and the consultation process. The town and parish councils that were invited are shown in Table 2.2.
- 2.2.13 In March 2018 we invited nine local Members of Parliament, the Minister for the Northern Powerhouse, Secretary of State for Scotland, and the Mayor for Tees Valley to have a one-to-one briefing. The invitation for local MPs and mayors was accepted by the MP for Penrith and the Border and the Mayor of Tees Valley. Briefings were held in July 2018.

Table 2.2 Town and parish councils contacted prior to options consultation		
Appleby Town Council	Bolton Parish Council	Brigham Parish Council
Brough Parish Council	Brougham Parish Council	Crackenthorpe Parish Council
Kirkby Stephen Parish Council	Long Marton Civil Parish	Murton Parish Council
Musgrave Parish Council	Penrith Town Council	Ravensworth Parish Council
Stainmore Parish Council	Temple Sowerby Parish Council	Warcop Parish Council
Boldron Parish Council	Bowes Parish Council	East/West Layton and Carkin Parish Meeting
Gilling with Hartforth and Sedbury Parish Council	Hutton Magna Parish Council	Helbeck Parish Council
Middleton Tyas Parish Council	Rokeby, Brignall and Eggleston Parish Council	Wycliffe with Thorpe Parish Council

2.3 Options consultation

- 2.3.1 The options consultation period ran for eight weeks from 16 May to 11 July 2019. Although non-statutory in nature, the consultation was conducted having regard to the principles of pre-application statutory consultation set out in the PA 2008 and related guidance and in compliance with UK Government’s Consultation Principles 2018. We also identified potential statutory consultees and those considered at this stage to be directly affected and interested and invited them to engage with and feedback on the Project proposals.
- 2.3.2 The purpose of this consultation was to gain feedback on the proposed options to dual the remaining single carriageway sections of the A66 to help inform the selection of a preferred option. Feedback gathered also assisted in gaining a better understanding of the local area and any potential impacts the Project would have on the road users, businesses, and local community.
- 2.3.3 In total, 21 consultation events were held during the consultation period to provide opportunities for the local communities to meet and speak with the project team. Twenty of these events were open to the public and one targeted event was held for the members of staff at Center

Parcs as a major local employer. Further details on the public consultation brochure and consultation events are provided in Annex A.

2.3.4 All impacted landowners were contacted prior to the launch of consultation and invited to meet with the project team and District Valuer during the consultation events. Separate, private meeting rooms were established at each consultation venue and meetings were held with around 70 landowners. Some landowners preferred not to engage at this stage and chose to wait until the options were confirmed.

2.3.5 The 'A66 Northern Trans-Pennine project: Options Consultation Report' was published in spring 2020 and presents the feedback received during the options consultation, provided in Annex A. A summary of the feedback received is provided in Table 2.5.

What we consulted on

2.3.6 During the options consultation, dualling on seven sections of single carriageway was proposed. Of these seven sections, five sections had multiple route options and the remaining two sections offered a single proposal. An underpass or overpass choice was also proposed at the Kemplay Bank roundabout as part of the M6 Junction 40 to Kemplay Bank scheme. In total, there were 15 different options for respondents to comment on. Initial proposals for the M6 Junction 40 Penrith scheme and A1(M) Junction 53 Scotch Corner scheme were not included in the options consultation as the focus of the consultation was to seek views on the preferred route options for the improvement schemes on the A66, and because junction layouts and positions were dependent on the final chosen route.

- There were two options presented for the M6 Junction 40 to Kemplay Bank scheme: Option A (underpass) which would provide a new dual carriageway under Kemplay Bank roundabout; and Option B (overpass) over the existing Kemplay Bank roundabout.
- Two options were presented for the Penrith to Temple Sowerby (Center Parcs) scheme – Option C and Option D were similar, with the exception that Option C would be rerouted to avoid a hamlet and Option D would require demolition of some buildings.
- Two options were presented for the Temple Sowerby to Appleby – Kirkby Thore scheme: Option E would bypass Kirkby Thore to the north; and Option F would bypass Kirkby Thore to the south.
- Two options were presented for the Temple Sowerby to Appleby – Crackenthorpe scheme: Option G (northern bypass closest to Crackenthorpe); and Option H (northern bypass furthest away from Crackenthorpe).
- Option I was presented for the Appleby to Brough (Warcop) scheme. This option involves widening of the existing A66 to be utilised as the eastbound carriageway and a new westbound carriageway will be constructed directly to the south of the current A66.
- Option J was presented for the Bowes Bypass scheme. This option involves widening the carriageway to the north of Bowes village with a new eastbound slip road junction.
- Two options were presented for the Cross Lanes to Rokeby scheme: Option K to divert both carriageways to the south of the existing A66 before re-joining at

Rokeby; and Option L with the new westbound carriageway constructed next to the current carriageway.

- Three options were presented for the Stephen Bank to Carkin Moor (Layton) scheme: Option M a new dual carriageway to the south of the existing A66 after West Layton; Option N a new dual carriageway to the north of the existing A66 after West Layton; and Option O following the same route as Option M but diverting north avoiding Mainsgill Farm shop.

2.3.7 Further details of the options consulted on can be found in the options consultation brochure provided in Annex A.

Who we consulted

2.3.8 Local communities, landowners and stakeholder groups and organisations were contacted and invited to participate in the options consultation to understand their views towards the proposed dualled route options. This included:

- The public including people who live and work in the vicinity of the proposed route
- Landowners
- Town and councils along the route
- The host local authorities and neighbouring authorities
- Local, regional, and national businesses
- Utility providers
- SEBs²
- Focus groups held with specialist groups of walkers, cyclists, and equestrians; members of the business, freight, and ports community; local authorities; emergency services and environmental interest groups.

Awareness-raising methods

2.3.9 Early engagement started in March 2019 to alert people to the forthcoming consultation events and to understand constraints and priorities for local people and road users.

2.3.10 A number of meetings with key stakeholders were undertaken prior to the consultation period. These included town and parish councils along the route, the host local authorities, Tees Valley Combined Authority, Transport for the North, Logistics UK, Environment Agency, Historic England, and Natural England.

2.3.11 Prior to the consultation period, all town and parish councils along the route were invited to one of two briefing meetings which were held in Penrith and Darlington, to outline the Project and the consultation process.

2.3.12 Residents within 2.5km of the route (14,076 homes) were sent a leaflet promoting the consultation events, shown in Figure 2.1. The leaflet detailed the consultation events with locations and times and signposted to the Project webpage for further details. The leaflet is provided in Appendix F of the Options Consultation Report, included in Annex A.

² Although the options consultation was non statutory, the Environment Agency, Historic England and Natural England who would be statutory consultees at statutory consultation were engaged.

The leaflets were also distributed through the deposit points set out in Table 2.3.

2.3.13 A consultation brochure and a covering letter was distributed to 1,823 homes within 250m of the route, timed to arrive on the first day of consultation, shown in Figure 2.1. The options consultation brochure, along with freepost envelopes, was also made available at 18 publicly accessible deposit points along the route (set out in Appendix E of the Options Consultation Report, included in Annex A). Venue specific posters were produced for each consultation location, advertising the details of the events which were to be held there (an example poster is provided in Appendix H of the Options Consultation Report included in Annex A). These were displayed in the venues in the run-up to the consultation events.

2.3.14 The 250m and 2.5km zones were agreed with the host local authorities prior to consultation.

Figure 2.1 Map showing areas of residents within a 250m buffer and a 2.5km buffer of the A66 options consultation route



Table 2.3 Options consultation deposit locations

Location	Point	Address
Scotch Corner	Scotch Corner Services	Middleton Tyas, Richmond DL10 6PQ
Middleton Tyas	Middleton Lodge	Middleton Lodge, Kneeton Lane, Middleton Tyas, Richmond, North Yorkshire DL10 6NJ
Gilling West / Richmond	The White Swan pub	The White Swan, 51 High Street, Gilling West, Richmond DL10 5JG
Richmond	Lidl Richmond	Queens Rd, Richmond DL10 4AJ
	Richmond Town Hall	Town Hall, Market Pl, Richmond DL10 4QL
	Richmond Post Office	6a Finkle St, Richmond DL10 4QB
	The Georgian Theatre Royal	Victoria Road, Richmond, North Yorkshire DL10 4DW

Table 2.3 Options consultation deposit locations

Location	Point	Address
	Richmond Library	10 Queens Rd, Richmond DL10 4AE
	Richmond Yorks Golf Club	Richmond DL10 5EX
Barnard Castle	Cross Lanes Organic Farm	Cross Lanes, Barnard Castle DL12 9RT
	Co-Op	Prospect PI, Barnard Castle DL12 8HL
	TCR Hub Community Centre	Shaw Cres, Middleton-In-Teesdale, Barnard Castle DL12 8TD
	Barnard Castle Doctors Surgery	Barnard Castle Surgery, Victoria Rd, Barnard Castle DL12 8HT
	Morrisons	23 Galgate, Barnard Castle DL12 8EJ
Stainmore	Stainmore Café	A66, Kirkby Stephen CA17 4EU
Brough	Brough Community Primary School	Kirkby Stephen CA17 4EY
	Brough Castle Ice Cream Parlour and Tearoom	Church Brough CA17 4EJ
Appleby	Old Hall Veterinary Centre	Cross Croft, Industrial Estate, Appleby-In-Westmorland CA16 6HX
	The Haybergill Centre	Hayber Lane, Warcop, Appleby, Cumbria CA16 6NP
	Warcop Primary School	Warcop, Appleby-In-Westmorland CA16 6NX
	Café Sixty Six	Ketland Moor, Appleby-In-Westmorland CA16 6LN
	Appleby Golf Club	Brackenber, Appleby-In-Westmorland CA16 6LP
	Appleby Leisure Centre	Chapel Street, Appleby, Cumbria CA16 6QR
Kirkby Thore	Kirkby Thore Post Office	Somerset House, Kirkby Thore, Penrith CA10 1UD
	Temple Sowerby Medical Practice	Linden Park, Temple Sowerby, Penrith CA10 1RW
Temple Sowerby	Hazel Dene Garden Centre	Hazel Dene Garden Centre, Penrith CA10 1QF
Penrith	Penrith Hospital	Bridge Ln, Penrith CA11 8HX
	Penrith Cricket Sports and Social Club	27 Wetheriggs Ln, Penrith CA11 8PE
	Morrisons	24-25 Brunswick Rd, Penrith CA11 7JU
	Booths	Westgate House, Brunswick Rd, Penrith CA11 7JU

2.3.15 Landowners were identified by using numerous methods including sending out Land Interest Questionnaires (all methods are provided in paragraph 5.4.18 of this report). Letters were sent in May 2019 to all 224 landowners along all of the route options inviting them to book a one-to-

one session with the project team during the consultation period. A follow-up letter was issued in June 2019 to remind landowners of the opportunity to meet. Further information on the resulting meetings is provided in paragraph 2.3.24.

2.3.16 Host local authorities, parish councils, other statutory consultees, members of focus groups and landowners were emailed on the first day of the consultation to inform them that the consultation period had opened.

2.3.17 The online A66 project webpage promoted the consultation and provided details of the consultation events. The Project webpage also included a full summary of the Project, the public consultation brochure and consultation feedback form available to download.

2.3.18 We advertised the consultation in the local newspapers including the Northern Echo, Gazette Live, and the Cumberland and Westmorland Herald. Press releases detailing the public consultation period and how the community and road users could get involved were also issued. The Project also generated considerable media interest and was featured on local and national press, social media, television, and radio outlets. The public consultation and events were tweeted from @HighwaysNWest and @HighwaysNEast. TfN also hosted a blog on their webpage.

2.3.19 Throughout the consultation period, media releases and photocalls generated considerable media coverage locally which further publicised the events. A key element of this activity was the consultation launch at Gilling West, attended by Chris Grayling MP who was, at the time, Secretary of State for Transport. He spoke with media on the route and addressed key stakeholders.

How we consulted

2.3.20 As referenced in paragraph 2.3.13, a public consultation brochure was produced and distributed, provided in Annex A. The brochure provided background information to the Project, how to respond to the consultation and details on the consultation events. It also included a map to show each single carriageway section of the route and the proposed options and benefits, and impacts tables were presented for each option. Information on proposed mitigation solutions was provided as well as information on discounted options. Supporting the brochure was a public consultation approach booklet which set out our approach to the options consultation (see Annex A).

2.3.21 Public consultation events were held at local venues where members of the project team were available to answer any questions, hear the views on the existing road and gather feedback and information to feed into the proposals. Visitors to the events were able to submit their consultation responses in person if they chose to, as well as responding online or by email or post.

2.3.22 Table 2.4 provides details of the consultation events.

Table 2.4 Options consultation public consultation events

Location	Date	Time	No. of visitors
Gilling West Village Hall, Richmond, DL10 5JG	16 May 2019	11am – 1pm	134
	16 May 2019	1pm – 7pm	136
	22 May 2019	11am – 7pm	109
	23 May 2019	11am – 7pm	97
Penrith Rugby Club, Penrith, CA11 8RQ	17 May 2019	11am – 7pm	184
	18 May 2019	10am - 2pm	119
The Appleby Hub, Appleby-in- Westmorland, CA16 6QR	29 May 2019	11am – 7pm	154
	30 May 2019	11am – 7pm	96
	31 May 2019	11am – 7pm	154
	1 June 2019	10am - 2pm	109
Penrith Parish Centre, Penrith, CA11 7XX	4 June 2019	11am – 7pm	109
	5 June 2019	10am - 2pm	69
	6 June 2019	10am - 2pm	52
	17 June 2019	10am - 2pm	46
	18 June 2019	11am - 7pm	79
The Witham, Barnard Castle, DL12 8LY	12 June 2019	11am - 7pm	94
	13 June 2019	11am - 7pm	117
	14 June 2019	11am - 7pm	114
	15 June 2019	10am-2pm	49
The Station, Richmond DL10 4LD	21 June 2019	11am - 7pm	138
	22 June 2019	Midday - 4pm	127
Center Parcs, Penrith, CA10 2DW	25 June 2019	10am - 2pm	63
Total			2,349

2.3.23 We also delivered a workshop for children at Kirkby Thore Primary School on the Project on Wednesday 25 June 2019. The workshop centred on the plans for the A66 and around how National Highways operates and aimed to increase awareness of the consultation with teachers and pupils and, through them, reach out to parents and carers.

2.3.24 We contacted 224 identified landowners and invited them to a one-to-one meeting to discuss the Project, the potential impact to their land and answer any questions they had. A total of 70 meetings were held with landowners and their representatives throughout the consultation period and were attended by one of our representatives. We discussed with the landowners and their representatives: the optioneering process taken to date and the process for selecting a preferred route; land take; impacts of the proposals; the compensation process; and timescales.

2.3.25 The consultation feedback form was available on the project website and at local information points, such as libraries, for people to provide their feedback. Respondents could respond to the options consultation:

- By completing the online feedback form

- By submitting a paper copy of the feedback form in person at public consultation events
- By post using a freepost address printed on the paper feedback forms
- By email to the dedicated project email address

2.3.26 We used the following methods to encourage a wide range of involvement from consultees, including typically seldom heard groups:

- All information distributed to consultees was written in plain English.
- All drop-in events were held at times and places convenient and accessible to as many people as possible. Verbal feedback was captured, as needed, at the drop-in events by the project team.
- Posters publicising the consultation were displayed at appropriate public locations.
- Media releases about the consultation were issued to local and national press, radio, and television.
- Advertisements were placed in local newspapers.
- Our dedicated project telephone number was provided on consultation materials for people to speak to a member of the project team.
- Hard copies of consultation materials were made available at local deposit points and at drop-in events.
- Although no requests were received, we were prepared to provide consultation materials in another format on request such as, large print, braille, or another language.
- Social media was used to share information on the consultation, including dates and times of events.

2.3.27 The consultation feedback form covered the following key areas:

- The extent to which the respondent agreed or disagreed with each of the options set out for each scheme (or the single option for the scheme where only one option was presented). This was a tick-box question with the following options: strongly agree; tend to agree; neither agree nor disagree; tend to disagree; strongly disagree; and don't know.
- A free text box for each scheme to explain the answers given and provide more information on the options.
- General questions about whether the respondent was in favour of dualling the remaining single carriageway sections of the A66 as set out in the consultation brochure, as well as whether they felt the proposals would: improve connectivity in the region; make journeys more reliable; enhance safety along the route; improve access to tourism; and reconnect local communities. These were tick-box questions with the following options: yes; no; and don't know.
- A free text box for general comments on the proposed improvements to the A66.
- Free text boxes for comments on the M6 Junction 40 Penrith scheme and A1(M) Junction 53 Scotch Corner scheme which were not included in the consultation.
- Name, address, and email address, plus an optional section collecting personal information and where consultation material was viewed (for example, at an event or online), for analysis purposes. The form also asked whether the response was made by an individual or on behalf of an organisation or group.

2.3.28 Respondents were able to provide feedback on as many or as few schemes as were of interest to them.

How we had regard to responses to the options consultation and summary of feedback received

- 2.3.29 The results of the options consultation helped us to refine the option designs, incorporating feedback provided where practicable. The data received was fed into the development of a preferred route.
- 2.3.30 A total of 854 consultation responses were received. 391 of those were paper feedback forms, 375 via the online feedback form, 84 responses were received by email and four as posted correspondence³.
- 2.3.31 Of the 854 responses, 90 responded on behalf of an organisation or group and the remaining 764 responses were from individuals. Of the 90 organisations/groups which responded, 38 were submitted via either email or post. These responses therefore did not follow the structure of the consultation feedback form. It is common for organisations and groups to respond via this method due to the nature of their responses.
- 2.3.32 One petition was submitted as part of the consultation. This petition was submitted by attendees of the Crackenthorpe Parish Council and was signed by 62 individuals and organisations. This petition overwhelmingly supported Option H (northern bypass furthest away from Crackenthorpe) for the Appleby to Brough (Warcop) scheme.
- 2.3.33 Table 2.5 summarises the key themes raised from the options consultation by the general public and stakeholders. The table also shows in summary how we responded to each of the themes raised.
- 2.3.34 All feedback received through the options consultation process was reviewed, coded, and interpreted by a specialist analysis partner. This included comments received through the online and offline consultation feedback forms and those received by email and letter. All this information was collated into themes and passed to the relevant teams within the project team to have regard and to support and inform continued design development.

Table 2.5 Summary of feedback received to options consultation and how the Project has had regard		
Summary of comments received		How the Project has had regard to comments received
M6 Junction 40 to Kemplay Bank		
Feedback received on route options (closed question and open question)		
Option A: new dual carriageway under Kemplay Bank roundabout (underpass)	358 respondents supported Option A. The most frequent reason for supporting this option can be summarised as: 'The underpass would cause minimal visual intrusion'	Feedback on the route options was taken into consideration in choosing the preferred route and in informing preliminary design, alongside other information.

³ In addition, three responses were received outside of the consultation period. As these were email responses and did not answer the specific questions asked in the consultation feedback form, they were not included in the charts in the Options Consultation Report and do not factor in the number of respondents set out in **Error! Reference source not found.**4 of this Consultation Report, but at National Highways' discretion were considered as part of the preferred route decision.

Table 2.5 Summary of feedback received to options consultation and how the Project has had regard

	31 respondents opposed Option A. The most frequent reason for not supporting this option can be summarised as: 'Poor drainage and potential for flooding of an underpass'	The preferred route announced in May 2020 (see Section 2.4) took forward Option A – new dual carriageway under Kemplay Bank roundabout (underpass).
Option B: new dual carriageway overpass Kemplay Bank roundabout (overpass)	87 respondents supported Option B. The most frequent reason for supporting this option can be summarised as: 'An overpass will be better value for money/cheaper/cost less'	
	226 respondents opposed Option B. The most frequent reason for not supporting this option can be summarised as: 'An overpass would be visually intrusive and spoil the character/landscape'	
Other comments on proposals for the scheme (open question)		
Respondents welcomed plans for the Kemplay Bank roundabout because the improvement works are necessary (27) ⁴ and would help to improve safety at this critical roundabout (10) and ease congestion and improve traffic flow (30). There were 10 mentions of the need to prioritise improvements at this junction over other areas of the A66.		Support for the scheme was welcomed.
Respondents requested the project team to review the plan for an underpass in the light of potential flooding issues (5), especially relating to the impact in the water table.		During the preliminary design stage, detailed ground investigation has been commissioned to determine the most appropriate solution for the Kemplay Bank roundabout improvements and a full flood risk assessment (FRA) has been undertaken in order to understand potential flooding issues and inform the design.
Respondents expressed a desire to minimise the environmental impact with planting and woodland (5).		During the preliminary design appropriate mitigation measures will be identified to minimise any adverse environmental impacts.
Respondents asked the project team to consider access for the Cumbria Fire and Rescue service (10) and the public rights of way used by cyclists (10).		Consideration has been given to adjacent landowners to ensure continuity of access is maintained in the proposals as well as during construction.
Respondents referenced the need for clear road markings and electronic signage (5).		These comments were not relevant to the choice of the route alignment but were taken into consideration as the design progressed.

⁴ Numbers in brackets indicate number of respondents raising issues on a particular topic.

Table 2.5 Summary of feedback received to options consultation and how the Project has had regard		
<p>Respondents provided feedback on traffic light sequencing in this area (10) and the potential to remove the lights on this section altogether to improve traffic flow (10).</p>		<p>These comments were not relevant to the choice of the route alignment but were taken into consideration as the design progressed.</p>
<p>Penrith to Temple Sowerby (Center Parcs)</p>		
<p>Feedback received on route options (closed question and open question)</p>		
<p>Option C: routed to avoid demolitions</p>	<p>234 respondents supported Option C. The most frequent reason for supporting this option can be summarised as: ‘A southern diversion does not require the demolition of nearby buildings’</p>	<p>Feedback on the route options was taken into consideration in choosing the preferred route and in informing preliminary design, alongside other information.</p>
	<p>44 respondents opposed Option C. The most frequent reason for not supporting this option can be summarised as: ‘A southern diversion would result in land take of local farmland’</p>	
<p>Option D: route involves demolitions</p>	<p>105 respondents supported Option D. The most frequent reason for supporting this option can be summarised as: ‘Option D aligns better with the existing A66 route’</p>	<p>The preferred route announced in May 2020 (see Section 2.4) took forward Option C – diverting the road to the south from Whinfell Park Farm to Swine Gill to avoid the hamlet of Lane End.</p>
	<p>128 respondents opposed Option D. The most frequent reason for not supporting this option can be summarised as: ‘The northern diversion would require demolition of nearby buildings’</p>	
<p>Other comments on proposals for the scheme (open question)</p>		
<p>Respondents welcomed the plans for the improvement of this section, particularly with respect to how those works would improve safety (17). Respondents particularly welcomed the plans to improve the access at Center Parcs for both safety reasons (20) and to improve traffic flow and ease congestion (5).</p>		<p>Support for the scheme was welcomed.</p>
<p>Respondents asked the project team to review the junction at Center Parcs (6) and at Llama Karma Kafe (5).</p>		<p>Safety is important to the design of the Project and as such, access to the A66 for cyclists, local businesses and villages have been carefully considered. Arrangements have either been improved to current design standards or a suitable, safe alternative provided. The junctions at Center Parcs and the old Llama Karma Kafe have been developed throughout this stage of the Project. Both have been subject to a Road Safety Audit as well as design audits, leading to minor</p>

Table 2.5 Summary of feedback received to options consultation and how the Project has had regard

		changes to the geometry and alignment.
Temple Sowerby to Appleby – Kirkby Thore		
Feedback received on route options (closed question and open question)		
Option E: northern Kirkby Thore bypass	314 respondents supported Option E. The most frequent reason for supporting this option can be summarised as: 'Option E would remove HGVs and other large vehicles from the village of Kirkby Thore'	Feedback on the route options was taken into consideration in choosing the preferred route and in informing preliminary design, alongside other information. The preferred route announced in May 2020 (see Section 2.4) took forward Option E – bypassing Kirkby Thore to the north.
	118 respondents opposed Option E. The most frequent reason for not supporting this option can be summarised as: 'Option E would give poorer access and connections to local areas'	
Option F: southern Kirkby Thore bypass	171 respondents supported Option F. The most frequent reason for supporting this option can be summarised as: 'Option F is a more direct route'	
	211 respondents opposed Option F. The most frequent reason for not supporting this option can be summarised as: 'The negative economic impact on local businesses and jobs'	
Other comments on proposals for the scheme (open question)		
Respondents showed support for the improvement works in this location. Reasons cited for supporting these plans included that they are necessary (6) with some respondents specifically relating this to safety reasons (19) and how it would ease congestion (nine) and improve traffic flow for HGVs through Kirkby Thore (11).		Support for the scheme was welcomed.
Respondents asked the project team to consider moving the junction north of Kirkby Thore (14) to Main Street and to provide a link road from Main Street to the British Gypsum access road (13).		This suggestion was taken onboard and was included in the Project update in November 2020.
Respondents asked the project team to consider noise impact (11).		A detailed noise assessment has been undertaken to support the proposed route, and appropriate noise mitigation has been incorporated into the design to minimise noise impacts.
Respondents asked the project team to consider biodiversity and wildlife (6).		Engagement with the Environment Agency and Natural England and additional survey work and modelling has helped identify the

Table 2.5 Summary of feedback received to options consultation and how the Project has had regard

		options least likely to impact on biodiversity.
Respondents asked the project team to consider the impact on the water table and the potential for flooding (5).		Engagement with the Environment Agency and additional survey work and modelling has helped identify the options least likely to impact on flood risk.
Respondents asked the project team to consider rights of way and access provision for cyclists (9), pedestrians (7) and to local roads through underpasses or overpasses (5).		These comments were not relevant to the choice of the route alignment but were taken into consideration as the design progressed.
The designs for Kirkby Thore presented two very different options for improving this section of the A66. More specific comments were therefore received which focused on the individual sections of the route to the south and the north of the village. In relation to the southern bypass there were very few comments relating to this option. The only alternative suggestions were to move the bypass further to the south (2) and to consider an all movement junction at the petrol station. In relation to the northern bypass, 24 respondents asked the team to consider upgrading the junction on Main Street at Kirkby Thore and a further five asked for the current road to be retained for local traffic. While there were very few comments on this section, three people mentioned moving the road further to the north and two suggested moving it further to the east.		All these suggestions and considerations were fed back to the design team. The alignment of both the northern and southern options were carefully considered based on a high number of physical and environmental constraints and, as such, there is minimal opportunity for variants of either option. During the preliminary design stage, all comments raised regarding junction locations will be considered as part of the ongoing junction strategy work.
Temple Sowerby to Appleby – Crackenthorpe		
Feedback received on route options (closed question and open question)		
Option G: northern bypass closest to Crackenthorpe	95 respondents supported Option G. The most frequent reason for supporting this option can be summarised as: 'A bypass closest to Crackenthorpe would require least land'	Feedback on the route options was taken into consideration in choosing the preferred route and in informing preliminary design, alongside other information. The preferred route announced in May 2020 (see Section 2.4) took forward Option H – a northern bypass furthest away from Crackenthorpe.
	286 respondents opposed Option G. The most frequent reason for not supporting this option can be summarised as: 'The unsuitability of the land for a new road'	
Option H: northern bypass furthest away from Crackenthorpe	286 respondents supported Option H. The most frequent reason for supporting this option can be summarised as: 'Option H takes the road further away from unsuitable land especially in relation to the River Eden and land slips'	

Table 2.5 Summary of feedback received to options consultation and how the Project has had regard		
	54 respondents opposed Option H. The most frequent reason for not supporting this option can be summarised as: 'Use of the original Roman Road'	
Other comments on proposals for the scheme (open question)		
Respondents provided positive feedback for dualling at Crackenthorpe.		Support for the scheme was welcomed.
Respondents to this section were keen to see consideration given to mitigating the environmental impact (5).		During the preliminary design, appropriate mitigation measures have been identified to minimise any adverse environmental impacts, in collaboration with Statutory Environmental Bodies such as Natural England.
Appleby to Brough (Warcop)		
Feedback received on route options (closed question and open question)		
Option I: widening of the existing A66 to be used as the eastbound carriageway	251 respondents supported Option I. The most frequent reason for supporting this option can be summarised as: 'An improvement in safety conditions'	Feedback on the route options was taken into consideration in choosing the preferred route and in informing preliminary design, alongside other information. The preferred route announced in May 2020 (see Section 2.4) took forward Option I – widening of the existing A66 to be used as the eastbound carriageway.
	31 respondents opposed Option I. The most frequent reason for not supporting this option can be summarised as: 'Option I would provide poor access and connections to local villages from A66 westbound'	
Other comments on proposals for the scheme (open question)		
Respondents supported the need for improvements in this area (15), with people welcoming the dual carriageway plans (13). Most of the respondents cited safety reasons (28) for their support.		Support for the scheme was welcomed.
Some respondents (14) asked the project team to consider building the dual carriageway on the Ministry of Defence land, while others (19) simply stipulated it be built further to the north.		The land to the north of the A66 is within the Area of Outstanding Natural Beauty (AONB) and the current alignment of the A66 is the boundary of that designation. The designation, and the planning restrictions inherent within it therefore curb any significant incursions to the north of the existing alignment.
Respondents asked the project team to review access issues along the new dualled carriageway, for both local towns and villages (5) and farmland (6). Suggestions were		For safety reasons, access to the A66 for cyclists, local farms and villages has been carefully

Table 2.5 Summary of feedback received to options consultation and how the Project has had regard		
	also put forward around underpasses and overpasses to improve local connectivity with mentions of fields (7), Flitholme (6) and Langrigg (6).	considered. Arrangements have either been improved to current design standards or a suitable, safe alternative provided.
	Respondents raised the need for cycleways and cycle crossing points.	These comments were not relevant to the choice of the route alignment but were taken into consideration as the design progressed.
	Respondents asked the project team to review the water table locally and the potential for flooding in this area (7).	Additional work on flood risk and on road drainage and water environment was subsequently undertaken as the Project has progressed.
	Respondents wanted the Project to minimise noise (6), with suggestions including screening (2) and planting (2). Planting was also suggested to minimise environmental impacts (3).	A detailed noise assessment has been undertaken to support the proposed route, and appropriate noise mitigation has been incorporated into the design to minimise noise impacts. During the preliminary design, appropriate mitigation measures have been identified to minimise any adverse environmental impacts, in collaboration with Statutory Environmental Bodies such as Natural England.
	Respondents supported the option of retaining of the de-trunked section of A66 (16).	Support for this aspect of the scheme was welcomed.
Bowes Bypass		
Feedback received on route options (closed question and open question)		
Option J: widening the carriageway to the north of Bowes	223 respondents supported Option J. The most frequent reason for supporting this option can be summarised as: 'Option J is the most obvious solution'	Feedback on the route options was taken into consideration in choosing the preferred route and in informing preliminary design, alongside other information. The preferred route announced in May 2020 (see Section 2.4) took forward Option J – widening the carriageway to the north of Bowes.
	8 respondents opposed Option J. The most frequent reason for not supporting this option can be summarised as: 'Option J would result in poorer access and connections to the local area'	
Other comments on proposals for the scheme (open question)		
	Respondents felt saying the works were necessary (10), especially in relation to safety (15) and the A66/A67 junction (5).	Support for the scheme was welcomed.
	Respondents asked the project team to be aware of the water table at this location (7) and the potential for flooding.	Additional work on flood risk and on road drainage and water environment was subsequently undertaken as the Project has progressed.

Table 2.5 Summary of feedback received to options consultation and how the Project has had regard		
	Respondents raised issues around connectivity and access, particularly around farms (7) and public rights of ways (7).	Access to the A66 for local farms and villages has been carefully considered, as have public rights of way. All existing provision has been reviewed and arrangements have either been improved to current design standards or a suitable, safe alternative provided.
	Respondents raised the potential to retain Bowes Station as a heritage site (4).	In order to provide a full movement junction at Bowes the land upon which Bowes Station sits will be acquired for the Project and as such the remaining station buildings will need to be removed.
	Respondents raised the issue of noise mitigation (7).	A detailed noise assessment will be undertaken for the preferred option and appropriate noise mitigation will be incorporated into the design to minimise noise impacts.
Cross Lanes to Rokeby		
Feedback received on route options (closed question and open question)		
Option K: divert both carriageways to the south	176 respondents supported Option K. The most frequent reason for supporting this option can be summarised as: 'Option K minimises the need to demolish buildings'	Feedback on the route options was taken into consideration in choosing the preferred route and in informing preliminary design, alongside other information.
	37 respondents opposed Option K. The most frequent reason for not supporting this option can be summarised as: 'This option would result in poorer access'	
Option L: new westbound carriageway constructed next to the current carriageway	85 respondents supported Option L. The most frequent reason for supporting this option can be summarised as: 'Option L is a straighter road with fewer bends'	The preferred route announced in May 2020 (see Section 2.4) took forward Option K – diverting both carriageways to the south of The Old Rectory and St Mary's Church.
	108 respondents opposed Option L. The most frequent reason for not supporting this option can be summarised as: 'The route north of Old Rectory would provide poor access and connections'	
Other comments on proposals for the scheme (open question)		
	Respondents agreed that works on this section are required, with safety (11) featuring – specifically around Rokeby (5).	Support for the scheme was welcomed.

Table 2.5 Summary of feedback received to options consultation and how the Project has had regard

<p>Respondents asked the project team to consider what mitigation might be possible in this area with planting (4), screening (5) and minimising land take (4) all being suggested.</p>	<p>During the preliminary design appropriate mitigation measures will be identified to minimise adverse environmental impacts, which will be undertaken in collaboration with Statutory Environmental Bodies such as Natural England.</p> <p>Throughout the design development the project team have been challenged to reduce the land required for the Project. Where possible, temporary land e.g., for compounds will be returned to previous uses following construction, whilst the detailed design process will continue to seek to minimise the wider permanent footprint of the Project.</p>			
<p>Respondents suggested making the junction at Rokeby Park an all-movement junction (11) rather than the eastbound-only junction. Other suggestions included under and overpasses and slip roads.</p>	<p>The eastern junction at Rokeby is now proposed to be all-movement.</p>			
<p>Stephen Bank to Carkin Moor (Layton)</p>				
<p>Feedback received on route options (closed question and open question)</p>				
<p>Option M: new dual carriageway to the south of the existing A66 after West Layton</p>	<table border="1"> <tr> <td data-bbox="445 1108 938 1317"> <p>137 respondents supported Option M. The most frequent reason for supporting this option can be summarised as: 'This option minimises damage to local heritage sites'</p> </td> <td data-bbox="938 1108 1380 1491" rowspan="2"> <p>Feedback on the route options was taken into consideration in choosing the preferred route and in informing preliminary design, alongside other information.</p> </td> </tr> <tr> <td data-bbox="445 1317 938 1491"> <p>92 respondents opposed Option M. The most frequent reason for not supporting this option can be summarised as: 'An increase in traffic noise'</p> </td> </tr> </table>	<p>137 respondents supported Option M. The most frequent reason for supporting this option can be summarised as: 'This option minimises damage to local heritage sites'</p>	<p>Feedback on the route options was taken into consideration in choosing the preferred route and in informing preliminary design, alongside other information.</p>	<p>92 respondents opposed Option M. The most frequent reason for not supporting this option can be summarised as: 'An increase in traffic noise'</p>
<p>137 respondents supported Option M. The most frequent reason for supporting this option can be summarised as: 'This option minimises damage to local heritage sites'</p>	<p>Feedback on the route options was taken into consideration in choosing the preferred route and in informing preliminary design, alongside other information.</p>			
<p>92 respondents opposed Option M. The most frequent reason for not supporting this option can be summarised as: 'An increase in traffic noise'</p>				
<p>Option N: new dual carriageway to the north of the existing A66 after West Layton</p>	<table border="1"> <tr> <td data-bbox="445 1491 938 1702"> <p>179 respondents supported Option N. The most frequent reason for supporting this option can be summarised as: 'Better access to local villages and places'</p> </td> <td data-bbox="938 1491 1380 1877" rowspan="2"> <p>The preferred route announced in May 2020 (see Section 2.4) took forward Option N – a new dual carriageway to the north of the existing A66.</p> </td> </tr> <tr> <td data-bbox="445 1702 938 1877"> <p>70 respondents opposed Option N. The most frequent reason for not supporting this option can be summarised as: 'Causing damage to the local scheduled monument'</p> </td> </tr> </table>	<p>179 respondents supported Option N. The most frequent reason for supporting this option can be summarised as: 'Better access to local villages and places'</p>	<p>The preferred route announced in May 2020 (see Section 2.4) took forward Option N – a new dual carriageway to the north of the existing A66.</p>	<p>70 respondents opposed Option N. The most frequent reason for not supporting this option can be summarised as: 'Causing damage to the local scheduled monument'</p>
<p>179 respondents supported Option N. The most frequent reason for supporting this option can be summarised as: 'Better access to local villages and places'</p>	<p>The preferred route announced in May 2020 (see Section 2.4) took forward Option N – a new dual carriageway to the north of the existing A66.</p>			
<p>70 respondents opposed Option N. The most frequent reason for not supporting this option can be summarised as: 'Causing damage to the local scheduled monument'</p>				
<p>Option O: as Option M but avoiding Mainsgill Farm</p>	<p>41 respondents supported Option O. The most frequent reason for supporting this option can be summarised as:</p>			

Table 2.5 Summary of feedback received to options consultation and how the Project has had regard	
	<p>'Option O is my preferred option / the best / sensible option / logical choice'</p> <p>160 respondents opposed Option O. The most frequent reason for not supporting this option can be summarised as: 'An increase in traffic noise'</p>
Other comments on proposals for the scheme (open question)	
<p>Respondents supported improvements, specifically the dualling programme (5). Safety (10) was the most cited reason for agreement – with Mainsgill Farm access (13), New Lane junction (5) and the Ravensworth Road (11) being mentioned as particular areas of concern. Respondents were also concerned about speeding (5) and congestion (8).</p>	<p>Support for the scheme was welcomed.</p>
<p>Respondents raised public rights of way, including for equestrians (9), cyclists (6) and pedestrians (7).</p>	<p>These comments were not relevant to the choice of the route alignment but were taken into consideration as the design progressed.</p>
<p>Respondents asked for the de-trunked A66 to be maintained for local use (14).</p>	<p>During preliminary design, lengths of A66 to be de-trunked will be identified and proposals for their continued use discussed with the local highway authority.</p>
<p>Respondents asked the team to consider building the route further south (6).</p>	<p>During PCF Stage 2, a number of route options were considered which travelled to the north and south of the current route. As part of option selection, these routes were discounted based on the findings of environmental surveys and following consultation with the public resulting in the current alignment being selected to be taken forward for preliminary design.</p>
<p>Respondents raised the need to upgrade junctions (5).</p>	<p>The provision of an offline upgrade will allow strategic traffic to be moved away from the current alignment of the A66 and the side road junctions which join it. In addition, central reserve gaps and crossings within the scheme extents will be closed as part of the proposals further improving safety therefore addressing junctions.</p>

2.4 Preferred Route Announcement

- 2.4.1 We analysed the responses to the non-statutory options consultation alongside other information, including additional environmental and site considerations and relevant policy – to inform selection of a preferred route for the Project.
- 2.4.2 Selection of the preferred route was an important stage in the Project as it was both a commitment by us to invest and progress the Project, and the starting point for preliminary design as the preferred route was progressed.
- 2.4.3 The Preferred Route Announcement (PRA) was made on 23 May 2020. Details of the preferred route can be found in the A66 Northern Trans-Pennine project Preferred Route Announcement (spring 2020) brochure in Annex A. The Scheme Assessment Report and the Project Development Overview Report [Application Document 4.1] set out in detail how the preferred route was decided on.
- 2.4.4 The immediate impact of COVID-19 and related restrictions on consultation and engagement activities meant face-to-face public events were cancelled for the PRA 2020, and deposit points were unable to be used as lockdown measures began. Because of this, we announced the PRA through online channels for people to access information and shared the PRA brochure with stakeholders and interested parties. We also had a project phone number for those without internet to speak to the project team. Hard copies of the Options Consultation Report and PRA brochure were available on request.
- 2.4.5 To communicate the announcement of the preferred route, we delivered the following activities:
- Details of the preferred route were publicised on the project website and through the PRA brochure. A frequently asked questions documents was published on the project website.
 - An email was sent to SSG members, focus groups, town and parish councils, residents, and all consultation respondents to notify that the PRA brochure and Options Consultation Report was available online, with the link provided. Hard copies were available on request.
 - A letter was sent to impacted landowners to notify them of the PRA and inviting them to have an online or telephone one-to-one meeting to discuss the PRA and how it affects their land. The Project Stakeholder Lead's telephone number was included in this letter.
 - A letter was sent to residents and businesses within 2.5km of the route to notify them of the PRA.
 - A letter, including a project summary was issued to the relevant MPs together with an invitation for a follow up meeting. A copy of the Options Consultation Report and PRA brochure was provided via email to MPs, the Mayor of Tees Valley and TfN in advance of publication for information and to offer an online one-on-one meeting if required.
 - Focus group members were invited to a round of online focus groups on 1 June 2020, following the PRA announcement.

- Press releases were sent to local press, including local radio. The press release and samples of press coverage are provided in Annex A.
- Information about the PRA was tweeted from @HighwaysNWest and @HighwaysNEast.

3 Engagement activity from 2020 - 2021

3.1 Overview

3.1.1 This chapter sets out the engagement activity between the Preferred Route Announcement (PRA) on 23 May 2020 and the autumn 2021 statutory consultation which began on 24 September 2021, which included:

- Strategic Stakeholder Group (SSG) engagement
- Engagement with landowners and agents
- Community Liaison Groups (CLGs) and engagement with town and parish councils
- Engagement with focus groups and other special interest groups
- Engagement with statutory environmental bodies, including the technical working groups
- Engagement with local authorities
- Engagement with Councillors and MPs
- Engagement with the Planning Inspectorate

3.1.2 In addition, this chapter sets out pre-statutory consultation engagement in July and August 2021 for the Warcop, Kirkby Thore and Rokeby locations along the route (see Section 3.12). It also describes the Project update given in winter 2020 (see Section 3.9).

3.2 Ongoing engagement between May 2020 and September 2021 (pre-statutory consultation engagement)

Strategic Stakeholder Group

3.2.1 The Strategic Stakeholder Group (SSG), as set out in Chapter 2, is a forum for proactively engaging stakeholders in the development process. Within this stage, meetings were held in May 2020, July 2020, September 2020, January 2021, May 2021, July 2021, and September 2021.

3.2.2 The meetings involved providing programme updates (including providing information on the PRA, the 2020 project update, and the upcoming statutory consultation), SSG member updates and ongoing stakeholder engagement and our approach. This also involved receiving feedback and engaging in discussion on the information and updates provided.

Landowner engagement

3.2.3 We liaised with affected landowners throughout the development of the Project. Meetings with landowners and through other forms of communication (letters, emails, and telephone calls) are a significant area of the engagement activity on the Project. We engaged with around

200 landowners between PRA in May 2020 and statutory consultation in September 2021.

3.2.4 The route was divided into three parts to enable a dedicated public liaison officer (PLO) to be identified for and as the main point of contact for landowners and stakeholders within the area identified in each part.

3.2.5 A PLO was dedicated to specific areas of the Project:

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

3.2.6 The PLOs have liaised with landowners and undertaken regular meetings to:

- build relationships with affected landowners
- understand the impact on land and how this impact on land and/or business can be minimised
- consider in circumstances where land is required, how it is used and managed
- understand any accommodation works and access arrangements that are needed

3.2.7 Meetings with landowners and/or their land agents have been held online and face-to-face, in line with prevailing COVID-19 regulations (see Chapter 1 for our approach to COVID-19). Where required, senior members of the National Highways and wider project team (including the District Valuer, design specialists, environmental specialists, stakeholder engagement leads and other technical specialists) have also attended meetings. Landowners and agents have direct contact with the PLOs to ensure that there has been an ongoing dialogue as the Project has progressed, with PLOs contactable by phone and email throughout the Project development.

3.2.8 The purpose of engagement with landowners has been to:

- regularly update the landowner on emerging design changes
- directly explain the emerging design to the landowner (including the overall approach and the rationale behind the design) and gain their feedback on the proposals
- provide an opportunity to ask questions of the design team, for example around particular design features or the need for surveys
- understand how the landowner is impacted by the emerging design and work together to minimise the impact as far as practicable
- be a direct point of contact on the Project

3.2.9 Feedback from landowners into the design team has either been direct at the meetings (where design leads have been present), between the PLO and the design team following the meetings, or in regular multidisciplinary team meetings.

3.2.10 We are preparing position statements with landowners impacted by the Project as part of our ongoing meaningful engagement. The purpose of the position statements is to record the engagement, areas of discussion and matters that have been agreed, not agreed and where further discussion is needed and ongoing, between ourselves and the

landowner. This is in part based on their formal consultation response, where these have been submitted. Feedback received as part of the formal statutory consultation is discussed in Chapter 6.

3.2.11 Some examples of key issues raised through landowner engagement and our response to these issues are summarised in Table 3.1 and Table 3.2. It is noted that engagement with landowners has continued beyond statutory consultation and will be ongoing throughout the Project.

Table 3.1 Landowner engagement - key themes (general)		
Topic	Summary of issue raised	How we have had regard
Loss of farmland	Discussions around impact that proposals have on farming activities and ways that this could be mitigated.	The approach has been to avoid land most valued by the landowner where practicable. This has been a driver for a number of the changes listed below such as private means of access and relocation of ponds for example.
Impact on business activity	Understanding the impact on business operations and minimising impact as far as possible.	Requirements have been discussed with landowners to understand business functions and to ensure the business can continue to operate in the future, for example, ensuring junctions can accommodate large machinery.
Private means of access	This has been a key area of discussion with landowners, who were keen to ensure they will still be able to access their businesses, properties and/or land by way of access tracks, underpasses, or overbridges.	The approach has been to ensure that landowners are able to continue to access their business, properties, or land. Examples of this include an underpass added to the Temple Sowerby to Appleby scheme to enable the safe movement of livestock following landowner engagement. Amended field accesses and underpasses and access tracks were added to the Stephen Bank to Carkin Moor (Layton) scheme following landowner engagement.
Balancing ponds	Concerns about impact of balancing ponds on use of surrounding land.	Locations of balancing ponds were discussed to make sure that, whilst technical requirements are met, impacts on landowners are minimised where practicable. For example, an alternative location for a balancing pond on the Appleby to Brough (Warcop) scheme was found to better meet the needs of farm operations.
Road alignment	Junction arrangements were discussed with impacted landowners.	How junctions would be used, and impact landowners was a key discussion point. This has impacted the junction designs. For example, following landowner engagement, the road alignment was amended on the Appleby to Brough (Warcop) scheme to avoid headlight dazzle. Noise and visual concerns were raised by a landowner in relation to the Stephen Bank to Carkin Moor (Layton) scheme, and so alignment options were considered.

Table 3.1 Landowner engagement - key themes (general)

Technical reports and surveys	Where raised by a landowner, the technical reports and surveys were discussed in order to incorporate local knowledge where appropriate, for example when determining assessment areas.	For example, the area of study for the flood risk assessment area for the Appleby to Brough (Warcop) scheme was amended to include areas of concern from a landowner. The project team undertook a 'walkover' with a landowner to discuss key points of concern for flooding.
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Table 3.2 Landowner engagement - key themes (scheme-specific)

Topic	Issue raised	Summary of how we have had regard
M6 Junction 40 to Kemplay Bank	<ul style="list-style-type: none"> Concern about impact on emergency service 	<ul style="list-style-type: none"> Relocated pond to minimise impact on future expansion of key emergency services facility.
Penrith to Temple Sowerby (Center Parcs)	<ul style="list-style-type: none"> Concern about movement across fields and the new A66 Concern with how smaller elements of the design (e.g., ponds) could impact on use of fields and land Concern about overall scale of landtake 	<ul style="list-style-type: none"> Additional access track to facilitate movement across fields. Relocation of smaller pieces of infrastructure to minimise impact on fields. Ensuring underpass can accommodate vehicles that would be using it. Inclusion of an additional underpass to ensure severance is avoided. Refining alignment to minimise landtake.
Temple Sowerby to Appleby	<ul style="list-style-type: none"> Concern about movement across fields and the new A66 Concern about how footpath provision impact on use of fields and land Concern about impact of scheme on landtake Concern about impact of ongoing surveys on wellbeing of landowner Concern about tone and language in National Highways' suppliers' letters to landowners 	<ul style="list-style-type: none"> Added underpass to design after landowner raised issues of moving livestock. Designed out footpath incursion on landowner's land after stakeholder discussions. Discussed plans for landowner's new-build home and gave assurances around landtake. The landowner's wellbeing was taken into consideration and the project team suspended any further surveys on impacted land. Concern around language and tone was taken on board and the internal National Highways style guide and tone of voice guidance document was recirculated to suppliers and the project team.
Appleby to Brough (Warcop)	<ul style="list-style-type: none"> Concern about movement across fields and the new A66 Concern about impact of junction on access to land Concern about headlight dazzle Concern about noise and visual impact 	<ul style="list-style-type: none"> Amended field accesses and included underpasses and access tracks to consider access requirements. Discussed different configurations for junctions to consider how landowners would access the A66. Amended road alignment to avoid headlight dazzle. Discussed potential planting or placing road in a cutting to address noise and visual concerns.

Table 3.2 Landowner engagement - key themes (scheme-specific)

<p>Bowes Bypass</p>	<ul style="list-style-type: none"> • Questions asked about the closure of the existing access into Bowes at Stonebridge • Concern about movement across fields and the new A66. Concerns about how some access closures could result in other, potentially unsafe accesses, being used more frequently. • Issues raised about potential noise from construction activities, and when operational • Concerns raised about the existing drainage issues in the village. • Landowners worried about the large areas of land identified for environmental mitigation. 	<ul style="list-style-type: none"> • Provision of accommodation tracks to ensure appropriate access to land. • Further information was requested around noise impacts from the environment team and provided back to the landowner to address their concerns. Noise mitigation such as bunds were explained, and confirmation given that detailed information would be provided in the Environmental Statement. • Confirmed that drainage takes account of existing flooding issues in the village. • Environmental mitigation located in areas that will minimise any potential impact on properties and local businesses.
<p>Cross Lanes to Rokeby</p>	<ul style="list-style-type: none"> • Concerns that the proposed location of the Rokeby junction, further west along the A66, would encourage more traffic to use the B6277 at Cross Lanes to travel to/from Barnard Castle. More traffic on this route was raised as a safety issue, as the footways are very narrow. • Concern around severance of walking and cycling route • Concern about access to local businesses and impact on business. • Preference for access tracks to be located on less productive land to minimise the impact on agricultural business. • Concern around impact of environmental mitigation 	<ul style="list-style-type: none"> • The design of the Cross Lanes junction was amended to provide a direct north-south connection across the A66 following liaison with the local community and cycling groups. • In liaison with Cross Lanes Farm shop, the junction layout has been further refined to better accommodate the needs of the farm shop. • Accommodation works have been amended following feedback from local residents and we have made amendments to the environmental mitigation to minimise any impacts on properties and local businesses.
<p>Stephen Bank to Carkin Moor (Layton)</p>	<ul style="list-style-type: none"> • Concern about impact of design (for example ponds and public rights of way) on use of fields and land • Concerns around impact of the scheme on flood risk • Concern about movement across fields and the new A66 	<ul style="list-style-type: none"> • Moved balancing ponds and public rights of way based on feedback from landowners and how they operate their farms. • Amended the area of study for the flood risk assessment area to include areas of concern from a landowner. • Amended field accesses and included underpasses and access tracks.

Table 3.2 Landowner engagement - key themes (scheme-specific)

	<ul style="list-style-type: none"> Concern around access from the junction 	<ul style="list-style-type: none"> Discussed different configurations for junctions to take into account how the landowner would access the A66.
A1(M) Junction 53 Scotch Corner	<ul style="list-style-type: none"> No issues raised 	<ul style="list-style-type: none"> No issues raised.

3.3 Community liaison groups and engagement with town and parish councils

3.3.1 The PLOs set up several community liaison groups (CLGs) to cover geographic areas of the Project, with seven CLGs in total. These groups were set up as part of ongoing engagement to develop relationships with local communities, share information, support members in building a level of understanding and for group feedback to inform the design. The focus was to discuss issues specific to the area covered by the CLG.

3.3.2 Attendees at CLGs were encouraged to share information from the CLGs with their wider networks. Local community representatives such as schools, churches and community groups were identified (following research into active groups in the local area), as well as town and parish councils along the route were invited to join their relevant CLG. The town and parish councils that were invited are shown in Table 3.3. Invitations were emailed (being the agreed form of communication and contact), explaining the purpose of the CLGs, asking invitees to participate and to nominate any other community representatives. The meetings were invite-only as the aim was to build relationships and encourage discussion with representatives.

3.3.3 The objectives of the CLGs were as follows:

- To develop ongoing and sustainable relationships with local communities.
- To gather information and viewpoints from the community.
- To disseminate information to the community and to guide wider information-sharing and consultation activities.
- To support members in building an advanced level of understanding of the Project.
- To inform the approach taken to the design such as mitigation, community benefit and potential legacy.
- To allow representatives to disseminate information more widely in their communities.

3.3.4 The CLGs were set up in early 2021 and occurred regularly, as and when required, and held with regard to prevailing COVID-19 restrictions. Dates of the CLG meetings are set out in Table 3.4 to Table 3.10.

Table 3.3 Town and parish councils invited to join their relevant CLG

Lowther Parish Council	Clifton Parish Council	Penrith Town Council
Yanwath and Eamont Bridge Parish Council	Catterlen Parish Council	Dacre Parish Council

Table 3.3 Town and parish councils invited to join their relevant CLG

Sockbridge and Tirril Parish Council	Askham and Helton Parish Council	Barton and Pooley Bridge Parish Council
Culgaith Parish Council	Great Strickland Parish Council	Brougham Parish Council
Hunsonby Parish Council	Cliburn Parish Council	Great Salkeld Parish Council
Langwathby Parish Council	Kirkby Thore Parish Council	Temple Sowerby Parish Council
Bolton Parish Council	Crackenthorpe Parish Council	Milburn Parish Council
Newbiggin Parish Council	King's Meaburn Parish Council	Morland Parish Council
Dufton Parish Council	Long Marton Civil Parish	Brough Parish Council
Brough Sowerby Parish Council	Crosby Garrett Parish Council	Crosby Ravensworth Parish Council
Helbeck Parish Council	Hoff Parish Council	Kaber Parish Council
Kirkby Stephen Parish Council	Murton Parish Council	Musgrave Parish Council
Soulby Parish Council	Stainmore Parish Council	Waitby Parish Council
Warcop Parish Council	Winton Parish Council	Appleby-in-Westmorland Town Council
Asby Parish Council	Muker Parish Council	Boldron Parish Council
Bowes Parish Council	Cotherstone Parish Council	Gilmonby Parish Council
Lartington Parish Council	Marwood Parish Council	Startforth Parish Council
Arkengarthdale Parish Council	Hope and Scargill Parish Council	Rokeby, Brignall and Eggleston Parish Council
Whorlton and Westwick Parish Council	Wycliffe with Thorpe Parish Meeting	Barnard Castle Town Council
Barningham Parish Council	Newsham Parish Council	Aldbrough St. John Parish Council
Caldwell Parish Council	Dalton Parish Council	East, West Layton and Carkin Parish Meeting
Gayles Parish Council	Hutton Magna Parish Council	Kirby Hill Parish Meeting
Ovington Parish Council	Ravensworth Parish Council	Stanwick St. John Parish Council
Whashton Parish Council	Barton Parish Council	Melsonby Parish Council
Gilling with Hartforth and Sedbury Parish Council	Croft-on-Tees Parish Council	Middleton Tyas Parish Council
Moulton Parish Meeting	Skeeby Parish Council	

Table 3.4 CLG events held in 2020 and 2021 (up to statutory consultation) for the M6 Junction 40 Penrith scheme

Date	Scheme
5 July 2021	M6 Junction 40 Penrith

23 August 2021	M6 Junction 40 Penrith (joint with M6 Junction 40 to Kemplay Bank)
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Table 3.5 CLG events held in 2020 and 2021 (up to statutory consultation) for the M6 Junction 40 to Kemplay Bank scheme

Date	Scheme
17 February 2021	M6 Junction 40 to Kemplay Bank
6 July 2021	M6 Junction 40 to Kemplay Bank
23 August 2021	M6 Junction 40 to Kemplay Bank (joint with M6 Junction 40 Penrith)
26 August 2021	M6 Junction 40 to Kemplay Bank
22 September 2021	M6 Junction 40 to Kemplay Bank

Table 3.6 CLG events held in 2020 and 2021 (up to statutory consultation) for the Penrith to Temple Sowerby (Center Parcs) scheme

Date	Scheme
18 February 2021	Penrith to Temple Sowerby (Center Parcs)
27 August 2021	Penrith to Temple Sowerby (Center Parcs)
23 September 2021	Penrith to Temple Sowerby (Center Parcs)

Table 3.7 CLG events held in 2020 and 2021 (up to statutory consultation) for the Temple Sowerby to Appleby scheme

Date	Scheme
17 May 2021	Temple Sowerby to Appleby
12 July 2021	Temple Sowerby to Appleby (in-person focus group in advance of engagement to support the development of the preferred route (see Section 3.4))
24 August 2021	Temple Sowerby to Appleby
20 September 2021	Temple Sowerby to Appleby

Table 3.8 CLG events held in 2020 and 2021 (up to statutory consultation) for the Appleby to Brough (Warcop) scheme

Date	Scheme
17 May 2021	Appleby to Brough (Warcop)
22 July 2021	Appleby to Brough (Warcop) (in-person focus group in advance of engagement to support the development of the preferred route (see Section 3.12))
21 September 2021	Appleby to Brough (Warcop)

Table 3.9 CLG events held in 2020 and 2021 (up to statutory consultation) for the Bowes Bypass scheme

Date	Scheme
11 November 2020	Bowes Bypass (joint with Cross Lanes to Rokeby)

11 February 2021	Bowes Bypass
25 March 2021	Bowes Bypass
20 May 2021	Bowes Bypass
27 July 2021	Bowes Bypass
14 September 2021	Bowes Bypass

Table 3.10 CLG events held in 2020 and 2021 (up to statutory consultation) for the Cross Lanes to Rokeby scheme

Date	Scheme
11 November 2020	Cross Lanes to Rokeby (joint with Bowes Bypass)
15 December 2020	Cross Lanes to Rokeby
4 February 2021	Cross Lanes to Rokeby
9 February 2021	Cross Lanes to Rokeby
23 March 2021	Cross Lanes to Rokeby
21 May 2021	Cross Lanes to Rokeby (Durham County Council councillor meetings)
25 May 2021	Cross Lanes to Rokeby
28 July 2021	Cross Lanes to Rokeby (Durham County Council councillor meetings)
29 July 2021	Cross Lanes to Rokeby
16 September 2021	Cross Lanes to Rokeby

Table 3.11 CLG events held in 2020 and 2021 (up to statutory consultation) for the Stephen Bank to Carkin Moor (Layton) scheme

Date	Scheme
11 March 2021	Stephen Bank to Carkin Moor (Layton)
15 June 2021	Stephen Bank to Carkin Moor (Layton)
20 September 2021	Stephen Bank to Carkin Moor (Layton)

3.3.5 PLOs ran the sessions with support from a member of the design team to discuss the Project and answer any questions. CLG members were encouraged to gather questions and concerns from their local communities, suggest topics for discussion and request for project team technical specialists to attend or respond to interests from each CLG.

3.3.6 The CLGs covered topics relevant to the local area as well as project-wide topics such as walking, cycling and horse riding routes. The CLG members also suggested topics to tailor the sessions to their community's interest in the Project. In the lead up to statutory consultation, CLGs focused on the importance of encouraging the community to attend one of the consultation events, engage with the consultation materials and submit their formal feedback.

3.3.7 The key issues raised through the CLGs, and our response are summarised in Table 3.12.

Table 3.12 CLG engagement – key themes

Scheme	Issue raised	Summary of how we have had regard
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Table 3.12 CLG engagement – key themes

<p>M6 Junction 40 Penrith; M6 Junction 40 to Kemplay Bank</p>	<ul style="list-style-type: none"> • Regular questions about design and drainage • Interest in heritage • Positive feedback regarding the proposed traffic signals upgrade and efforts to manage and avoid congestion. • Concern over rat-runs along the route • Concerns raised about consideration of walkers and cyclists, with CLG raising additional provision of routes • Flood events have had major impacts for many residents and businesses near Eamont bridge; the group suggested a more proactive approach to flood defence measures delivered in tandem with the Project • CLG wish to see construction undertaken in a manner that does not restrict the economic activity and daily lives of the community 	<ul style="list-style-type: none"> • Design updates were regularly shared and explained, including information on drainage issues. Comments received from the CLG were fed back to the design team, through the design lead who attended sessions which focused on design issues. • Updates were provided on upcoming and ongoing surveys and Ground Investigation and Archaeological Trial Trenching works to inform the group of the work undertaken to understand the potential impact on heritage assets of the Project. • Support for upgrade to traffic signals and efforts to manage and avoid congestion was welcomed. • Concerns over rat-runs has been fed back to the team and will be considered as the Project moves forward with more detailed construction and diversion proposals. Balance is needed between providing diversion routes and not closing alternatives for emergency services. • Interest in laybys was noted and information was shared on approach to layby provision so the CLG could understand approach taken. Laybys will be provided to meet current standards. • Ensuring WCH routes severed by the new road are reconnected is a key principle of the Project. Comments were noted and the approach to WCH provision was explained. Concerns on walking and cycling where this related to reconnecting routes severed by the proposed new road were considered by the design team and where possible, feedback provided in the CLG meeting. Where the improvements suggested were outside the scope of the Project, this was explained to the CLG. • In relation to flood issues, the design team explained the approach to be delivered by the A66NTP Project. The proposed design considered current standards in relation to flooding and we worked in collaboration with the Environment Agency and the local flood authority to reflect the best available option. • Minimising disruption is part of the construction principles for this Project. This will be considered in detail as the proposals for CTMP are developed further. These aims were reflected in the emerging Construction Management Plan as presented at statutory consultation.
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Table 3.12 CLG engagement – key themes

<p>Penrith to Temple Sowerby (Center Parcs)</p>	<ul style="list-style-type: none"> Interested in design, balancing pond locations queried, and consideration of environmental impact and balancing pond locations queried. The operation of junction at Center Parcs was queried and explained. Concern was raised around the elevation of the junction at Center Parcs and its impact (noise, light and air pollution) for the small number of houses to the northeast of the junction Interest in heritage Concerns raised about consideration of walkers and cyclists, with CLG raising additional provision of routes 	<ul style="list-style-type: none"> Regular updates on design included explanation of balancing pond's function and location were provided to the CLG. Further information on how the Project was considering and mitigating environmental impact was explained. Information on environmental impact was presented in the PEI report at statutory consultation. The design team considered the comments around the junction at Center Parcs and explained the evolution of the junction design. They explained that the Project would meet the required design and environmental standards. If required, mitigation will be provided to meet the environmental standards. Updates on upcoming and ongoing surveys and Ground Investigation and Archaeological Trial Trenching works were provided to the CLG to inform the group of the work undertaken to understand the potential impact on heritage assets on the Project. The design team considered the feedback on walking and cycling where this related to reconnecting routes severed by the proposed new road. Most improvements suggested were outside the scope of the Project at this stage, and this was explained.
<p>Temple Sowerby to Appleby</p>	<ul style="list-style-type: none"> Raised concerns about the decision to drop the junction at Long Marton Supported parish council-run 'consultation and cake' event, providing brochures and exhibition boards for organisers to encourage maximum engagement Emerging alternatives for Kirkby Thore Interested in construction programme Request for materials to support the parish council-run 'consultation and cake' event 	<ul style="list-style-type: none"> The junction at Long Marton was raised with the design team. A dedicated, single-issue CLG session with input from the design team was organised by the PLO to explain the rationale for removing the junction at Long Marton. CLG members were encouraged to make representations to statutory consultation. Time dedicated to specific discussions around the emerging alternatives for Kirkby Thore consultation with community (see Section 3.4). This included the use of the SoundLab demonstration (see paragraph 3.4.9) so that the CLG could understand the different noise impacts of the three options Indicative construction timeline was explained to the CLG, but it was noted that details on phasing would be progressed later. Brochures and exhibition boards were provided to facilitate the parish council's event.
<p>Appleby to Brough (Warcop)</p>	<ul style="list-style-type: none"> Queries raised relating to the height of overbridge at the Warcop east 	<ul style="list-style-type: none"> The design team explained that the overbridge would be constructed to current standards. The structures across

Table 3.12 CLG engagement – key themes

	<p>junction. Also, in relation to the structures over Crinkle Beck and Moor Beck</p> <ul style="list-style-type: none"> • Concerns around visual, noise and air quality impacts • Warcop CLG had consistently suggested that the carriageway should go further north into MOD land and AONB • Concerns around potential increase in flood risk • Request for additional WCH provision between Appleby and Brough (additional east-west provision) • Queries around construction programme • Request for an engagement event as part of the statutory consultation period in Brough 	<p>the becks would be 3m above the ground level.</p> <ul style="list-style-type: none"> • It was explained that visual, noise and air quality impacts are a key consideration for the design and environment teams and are outlined in the PEI report and will be fully assessed in the Environmental Statement which will support the DCO and addressed in more detail in the next stage of the Project. • The project team did consider the suggestion of a northern route, but it was not considered to be consentable, or a viable option, due to impacts on the Area of Outstanding Natural Beauty. There have been extensive discussions with the CLG and Warcop Parish Council on this matter. • The team noted the concerns around flood risk and explained the approach to flood risk and drainage on the Project. The scheme is designed to prevent increase in flood risk because of the proposals. • The WCH comments were considered but were out of scope at this time (as they did not relate to reconnecting severed routes). This was explained to the CLG. • Indicative construction timeline was explained to the CLG, but it was noted that details on phasing would be progressed later. • Events were held at Brough Memorial Hall, the Engagement Van attended as part of statutory consultation and a deposit point was located here.
<p>Bowes Bypass</p>	<ul style="list-style-type: none"> • Questioned the reason to close the existing off-slip into the village. • Raised concerns about the existing drainage issues in the village, with a view that some of the drainage issues are related to the construction of the A66 Bowes bypass in the 1980's. • Requested updates on the proposals for Clint Lane Bridge. • Asked what noise mitigation may look like. • Queried if laybys would be replaced as the existing laybys are well used. Also raised concerns about vehicle speeds on the A66, 	<ul style="list-style-type: none"> • This was considered by the traffic modelling team, and they were invited to the meeting to provide information on forecast traffic flows with and without the existing slip-road to the CLG. The transport modelling team were able to answer questions directly in the meeting. • The team noted the flood risk concerns and explained the approach to flood risk and drainage on the Project. The scheme is designed to prevent increase in flood risk because of the proposals. • Interest in Clint Lane Bridge was noted. The proposals for this area were explained in the CLG meetings. The intention was to retain the bridge, but it was noted that further design work was being undertaken and alternatives may need to be considered. • The interest in noise was noted. The design team explained the approach to

Table 3.12 CLG engagement – key themes

	<p>particularly at off peak times.</p> <ul style="list-style-type: none"> Expressed interest in the archaeological trial trenching. 	<p>noise mitigation measures in the CLG meeting.</p> <ul style="list-style-type: none"> Interest in delivery was noted. Members of the operations team attended a CLG session to discuss operational details including laybys, signage, and speed measures. Interest in heritage was noted. Invited the heritage specialist to present to the meeting about the archaeological trial trenching to directly answer questions and inform the group of the work undertaken to understand the potential impact on heritage assets on the Project.
Cross Lanes to Rokeby	<ul style="list-style-type: none"> Concerns that the proposed location of the Rokeby junction, further west along the A66, would encourage more traffic to use the B6277 at Cross Lanes to travel to/from Barnard Castle. More traffic on this route was raised as a safety issue, as the footways are very narrow. Questions asked about how the Cross Lanes junction could impact on access to the farm shop. Queries about how the heritage and environmental designations impact on design, and where new environmental mitigation could be located. Questions raised over how the local network would be signed from the A66. The need to accommodate walkers and cyclists. 	<ul style="list-style-type: none"> Project team developed an alternative junction at Rokeby, closer to its current location. Transport data was presented to the meeting to show the forecast volume of traffic on local routes for the Rokeby junction options. Durham County Council officer was invited to the CLG to discuss impact on local network and approach to signage strategy. Interest in access to farm shop noted. Design team revised the Cross Lanes junction layout to better accommodate the needs of local businesses and visitors. Also created an improved walking and cycling connection across the A66. The project team has explained to the CLG the importance of the historic and environmental designations and how the Project must meet the requirement of the policies. Interest in signage was noted. This would be addressed at a later design stage (as part of a signage strategy). The design team considered the feedback on WCH where this related to reconnecting routes severed by the proposed new road. Where suggestions were in scope, the design team looked to incorporate them. Where they were out of scope, this was explained to the group.
Stephen Bank to Carkin Moor (Layton)	<ul style="list-style-type: none"> Raised suggestion for the road to be placed in cutting and with planting where possible with concerns surrounding visual and noise. Request made by residents that the carriageway is put in cutting where possible and tree planting to hide the road. Questions raised about Mains Gill junction. 	<ul style="list-style-type: none"> Suggestion around the road being placed in a cutting was noted. Amended design was shared with the CLG based on their suggestion. The design included tree planting along the A66 mainline to further reduce visual impact. Comments on the junction at Mainsgill were noted. Orientation of junction at Mainsgill amended, including follow-up meetings held with East and West Layton Parish including a walkover. Interest in Moor Lane junction was noted. Discussions around the height of the road and structures and the impact on local

Table 3.12 CLG engagement – key themes

	<ul style="list-style-type: none"> • Queries around the height of Moor Lane junction. • Timeline for DCO. 	<p>residents – this was fed back to the design team. A grade separated junction would be constructed at Moor Lane junction to current standards.</p> <ul style="list-style-type: none"> • Discussed timeline of the DCO and indicative construction programme outlined.
A1(M) Junction 53 Scotch Corner	<ul style="list-style-type: none"> • Whilst this section of the scheme did not have a dedicated CLG, the following is a summary of issues raised by other CLGs • Queries around the extent of works at the junction • Concern that the A66 project considers the proposed developments around the junction 	<ul style="list-style-type: none"> • The work was not substantial enough to require the ongoing input from a CLG. The work is being carried out on the existing highway. Also due to the location, there is not a local community nearby. Engagement was undertaken with local businesses and the strategic importance of A1(M) junction 53 was discussed with strategic stakeholders in SSG, Focus Groups and direct engagement. • The extent of works around the A1(M) junction 53 at Scotch Corner was explained. • Confirmed that the Project was considering committed development in this location when considering impacts.

3.4 Focus groups and engagement with other special interest groups

3.4.1 A series of project-wide focus groups were held ahead of statutory consultation. The purpose of the focus groups was to:

- Share emerging information with interested groups and organisations.
- Explain the background, project scope and rationale for the proposed design.
- Ensure that the information is shared (where appropriate) within wider networks.
- To gather feedback and test the emerging design and enable the group to input to the scheme development.

3.4.2 There are four categories of focus groups for the Project:

- Emergency and public services (including invited representatives from host local authorities and police and ambulance services along the route)
- Business, freight, and ports (including invited representatives from the Federation of Small Businesses, the Road Haulage Association, Logistics UK and local enterprise partnerships and chambers of commerce along the route)
- Environmental interest (including invited representatives from the Forestry Commission, the North Yorkshire Area of Outstanding Natural Beauty (AONB), Yorkshire Dales National Park Authority and Lake District National Park Authority, the National Farmers Union, and wildlife trusts and river trusts along the route)
- Walking, cycling and horse riding (including invited representatives from Sustrans, Cycling UK, the British Horse Society and local and regional walking, cycling and horse riding organisations along the route)

3.4.3 Relevant topical organisations were invited to join the Project-wide focus groups to ensure a spread of issues, voices, and geographies. Attendees were also asked to reach out to other interested organisations and parties. Emails (being the agreed form of

communication and contact) were sent to organisations to invite them to the relevant focus groups in a best effort to reach the appropriate stakeholders. The organisations invited to be represented within each focus group are set out in Table 3.13.

3.4.4 Focus groups were held every two or three months and to match Project milestones, as set out in Table 3.13.

Table 3.13 Focus group invitees held in 2020 and 2021 (up to statutory consultation)		
Focus group		Dates
Business, freight and ports		
Cumbria Tourism	North Yorkshire LEP	10 November 2020
North East Combined Authority	Cumbria LEP	25 February 2021
Port of Barrow	CBI North East	19 August 2021
Logistics UK	North East Chamber of Commerce	20 September 2021
Cumbria Chamber of Commerce	Nuclear Decommissioning Authority	
Road Haulage Association	North East Freight Partnership	
Port of Tyne	Federation of Small Businesses North West	
Teesport PD Ports	Port of Sunderland	
Transport Scotland	Port of Workington	
Durham and Tees Valley Airport	Ports of Hull and Immingham	
West and North Yorkshire Chamber of Commerce	CBI North West	
Federation of Small Businesses North East	Stagecoach	
Arriva Bus		
Environmental interest		
National Farmers Union	Eden Rivers Trust	12 November 2020
Garden History Society / The Gardens Trust	Yorkshire Dales National Park Authority	24 February 2021
Campaign for Better Transport	Friends of the Earth	14 May 2021
RSPB	Forestry Commission	26 May 2021
North Pennine Area of Outstanding Natural Beauty	Durham Wildlife Trust	24 September 2021
Lake District National Park Authority	Durham Wildlife Trust	
Woodland Trust	Yorkshire Wildlife Trust	
Emergency and public services		
Multi Agency Strategic Coordinating Group (Eden District Council)	North East Ambulance Trust	13 November 2020
		26 February 2021
		12 August 2021
Fire and Rescue Services – North Yorkshire	Fire and Rescue Services – Cumbria (North West)	20 September 2021

Table 3.13 Focus group invitees held in 2020 and 2021 (up to statutory consultation)

Durham Police	Fire and Rescue Services – County Durham and Darlington	
North West Ambulance Trust	Cumbria Police	
Cleveland and Durham Police	North Yorkshire Police	
Great North Air Ambulance	NHS	
NHS North Cumbria CCG	1NHS North Yorkshire CCG	
NHS County Durham CCG	Yorkshire Ambulance Services	
<p>Walking, cycling and horse riding (This included single sessions covering all schemes and sessions where the route was split into three sections)</p>		
North Yorkshire County Council (Rights of Way)	Cumbria County Council (Rights of Way)	13 November 2020 2, 3 & 4 March 2021
Local Access Forum – Cumbria and Lakes Joint	Country Landowners Association – Northern Region	28 June 2021 25 & 27 August, 1 September 2021
Local Access Forum – Durham	Cycling Forum – Richmondshire	
Sustrans North East and Cumbria	Appleby Traveller Lead	
British Horse Society	North Yorkshire Local Access Forum	
Durham County Council (Rights of Way)	CTC / Cycling UK	
Ramblers	Swaledale Outdoor Club	
Barnard Castle Ramblers	Eden Valley Cycling UK	
Kirkby Stephen and District Walkers are Welcome	Cumbria British Horse Society	
The Ramblers, Penrith		

3.1.1 Members of the design team were present at focus group meetings and key issues were shared with the wider design and project team as required. The key issues raised through the focus groups are summarised in Table 3.14.

Table 3.14 Focus group engagement – key themes		
Topic	Issue raised	Summary of how we have had regard
Emergency and public services	<ul style="list-style-type: none"> Overall support for dualling and safety improvements to the scheme. Concern about minimising closures and ensuring free flow of traffic during construction. Request for advanced notice of work, diversions, and closures. Concerns raised relating to sections outside the scope of this project (existing dualled sections). Queries raised around extent of changes to Scotch Corner. Queries raised about impact on Appleby Horse Fair, with group keen to ensure that it was considered as the scheme progresses. Potential impact on emergency services at Kemplay Bank raised. 	<ul style="list-style-type: none"> Support for dualling and safety improvements was welcomed. Safe flow of traffic and minimising closures is noted. Minimising disruption and enabling flow of traffic is a key principle of delivery of the Project. At the February focus group session, introduction to the approach to construction was presented which explained the principles of keeping traffic flowing and minimising road closures. The group will continue to be engaged on this matter. This requirement is understood and the CTMP notes that advanced notice of work, diversions and closures will be communicated to all users. The group will continue to be engaged on this matter. Some concerns raised on sections outside the scope of the Project were passed onto the National Highways Operations Team who dealt with issues directly (the Operations Team was also present at consultation events to answer questions about existing issues, e.g., existing dualled sections). Queries around Scotch Corner were noted. The minor improvements at Scotch Corner were explained to the focus group to address queries of the extent of the changes. Interest in implementation, and impact on Appleby Horse Fair was noted. It was confirmed that we were in discussions with representatives from the Fair to ensure consideration as the scheme progresses. This will continue as the scheme progresses It was noted that further detailed discussions would be needed around the emergency services at Kemplay Bank. Detailed discussions have been undertaken by the PLO and design team for this aspect of the scheme. Ensured that current access has been maintained. Design changes around ponds and bridges were made as a result.
Business and freight	<ul style="list-style-type: none"> Overall support for dualling and safety improvements to the scheme. Concerns raised about potential disruption. Several measures were suggested including advanced notice of works, diversions, and closures; 	<ul style="list-style-type: none"> Support for dualling and safety improvements was welcomed. Focus on the emerging approach to construction and how disruption will be mitigated. The CTMP references keeping this group engaged as the detail develops. There will be advanced notice of works and communicating any disruption to users. Some concerns raised on sections outside the scope of the Project were passed onto National Highways Operations Team who dealt with issues directly.

Table 3.14 Focus group engagement – key themes

	<p>ensuring diversions are appropriate for HGVs; and communicating disruption to tourists.</p> <ul style="list-style-type: none"> Concerns raised on existing dualled sections of the route. Queries around provision of further laybys. 	<ul style="list-style-type: none"> Approach to laybys and lorry parks was explained to the group. The laybys affected are being provided in accordance with current standards. Lorry parks are not within the scope of this project.
<p>Environmental interest</p>	<ul style="list-style-type: none"> General interest in how the Project is progressing. Queries raised around approach to surveys. Questions asked regarding approach to biodiversity net gain. Detailed questions around new habitats and principle of locations along the route. Concerns around potential impact of lighting on habitats. 	<ul style="list-style-type: none"> The CLG sessions provided an opportunity for detailed explanation of the emerging scheme by the design leads. Interests in surveys was noted. The approach to the surveys was explained to the group. Information was also provided on the approach to environmental mitigation. Updates were provided on progress of environmental evidence base and PEI report. Issue of biodiversity net gain was discussed and position at the time clarified, (it was noted that National Highways will continue to monitor any changes because of the Environment Bill (now Act)). Queries about new habitats were noted and approach explained in the meetings. Opportunity to discuss technical issues such as impact on the setting of the AONB and lighting.
<p>Walking, cycling and horse riding</p>	<ul style="list-style-type: none"> Concern about the scope of the Project and not including more / continuous east-west provision. Concern around WCH provision on existing dualled section (outside the scope of the Project). Detailed feedback raised on a scheme-by-scheme basis with regards to proposed diversions, crossing provision and nature of the new proposed routes/ connections. Detailed design points raised for example relating to surfacing, boundary treatments and crossing points. 	<ul style="list-style-type: none"> Discussions around the scope of the Project. Some concerns raised on sections outside the scope of the Project, including walking, cycling and horse-riding provision along the existing dualled sections and east-west connectivity. Comments were passed onto the National Highways Operations Team (for existing dualled sections) who dealt with the comments directly. The interest in wider improvement to connectivity were noted, and we commissioned an additional piece of work to look at opportunities for further east west connectivity, focusing primarily on land owned by National Highways and the local authorities. Discussions around the use of the detrunked A66 were noted. It was explained that discussions around these areas were ongoing with the County Council's. As further information comes forward this will be fed back to the group. The sessions around the design have been attended by the design team for that section of the route and a member of the team looking at the WCHR report. This enabled direct feedback to be responded to by the design team. The feedback was considered by the design team. Discussions around diversion routes have resulted in refinement/ amendments to the design where possible, for example around Mainsgill Farm.

Table 3.14 Focus group engagement – key themes

		<ul style="list-style-type: none">• Discussions around safety, with works to improve safety discussed and explained.• Detailed design comments have been noted and will be picked up by the design teams as the Project moves forward to the next stage.
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- 3.4.5 In addition to focus groups, additional engagement was undertaken with other special interest groups related to the Project. Additional pieces of work around walking, cycling and horse riding and detailed engagement with the emergency services at Kemplay Bank have supported this activity.
- 3.4.6 Given the area around the A66 and its role in the local and national tourism economy, we also engaged with the local tourism organisations. We presented to Eden Tourism Network in May 2021, which is an established group of key tourism organisations in the Eden area, to update them on the overall project, key principles of the design and a focus on approach to construction and minimising of disruption to the route. We have joined Visit Cumbria and Welcome to Yorkshire and held a meeting with each organisation to discuss the overall Project, key principles of the design and a focus on approach to construction and minimising of disruption to the route.
- 3.4.7 In addition, we engaged in detail with the Gypsy and Traveller community representatives around access to Appleby Fair and the relocation of Brough Hill Fair. Regular meetings were held with representatives from this community to discuss the emerging design, identify issues and concerns and amend the design to mitigate issues identified. Meetings were held largely in person, but also over the phone.

3.5 Statutory environmental bodies and technical working groups

- 3.5.1 Our approach to engagement with statutory environmental bodies (SEBs) has adopted principles from the 'Evidence Plan' approach as a tool to be used to aid consultation with key stakeholders and enhance agreements reached during the pre-application process. The Evidence Plan is Appendix 1.1 of the Environmental Statement [Application Document 3.2]. This is an optional approach which is routinely utilised in the offshore wind sector and is being applied for the first time on a highways project. This is being extended beyond the Habitat Regulations Assessment to also cover key aspects of the Environmental Impact Assessment.
- 3.5.2 The Evidence Plan process was initially developed by the Major Infrastructure Environment Unit (MIEU) of Defra to provide a formal mechanism to agree between applicants and statutory bodies what information and evidence an applicant for a NSIP should submit in support of an application. The MIEU note has now been superseded by the Natural England advice on Evidence Plans for NSIPs as an Annex to the Planning Inspectorate's '*Advice Note Eleven: Evidence Plans for Habitats Regulations Assessments of Nationally Significant Infrastructure Projects*'⁵.
- 3.5.3 The full formal Evidence Plan process as guided by MIEU and Natural England has not been applied directly to the Project. However, the

⁵ Natural England (2017) *Evidence Plans for Habitats Regulations Assessments of Nationally Significant Infrastructure Projects*

Project was aiming to optimise the DCO process, ensuring a focus on key issues and requirements, and therefore the Evidence Plan approach was identified as an important tool for engagement and consultation. The process followed in the preparation of the Evidence Plan has been to produce a non-legally binding agreement of matters discussed between us and the relevant statutory authorities and other relevant stakeholders, covering the matters to be addressed by the impact assessments undertaken, the data that will be used to support the assessments and the methodologies to be applied. Further details can be found in the Evidence Plan, Appendix 1.1 of the Environmental Statement [Application Document 3.2].

3.5.4 This approach allowed us to engage much more closely with SEBs and share more information (including design development) than comparable projects normally would at this stage in the Project.

3.5.5 Several key stakeholders were invited to participate in the development of the Evidence Plan:

- **Statutory environmental bodies:** Environment Agency, Historic England, Natural England
- **The host local authorities**
- **Non-statutory bodies:** North Pennines AONB Partnership

3.5.6 The Evidence Plan has been prepared to address topics that are of relevance to the Project. It does not cover all environmental assessment topics or all aspects of the EIA and HRA that will be undertaken. It also does not replace the wider stakeholder and community consultation and engagement that is being carried out for the Project.

3.5.7 The topics covered in technical working groups, and the organisations making up the memberships of these groups, are set out in Table 3.15.

Table 3.15 Membership of technical working groups and statutory environmental bodies focus groups						
Organisation	HRA	Heritage assessment	Ecological impact assessment	Road drainage and the water environment	Landscape and visual impact	SEBs focus group
Environment Agency	Yes		Yes	Yes		Yes
Historic England		Yes				Yes
Natural England	Yes		Yes		Yes	Yes
Local authorities		Yes	Yes	Yes	Yes	
North Pennines AONB Partnership					Yes	
Planning Inspectorate	Yes	Yes	Yes	Yes	Yes	Yes

3.5.8 Technical working groups and SEBs focus groups were held approximately monthly to fit with project milestones. Our stakeholder relationship managers routinely engaged with the SEBs prior to, during, and following statutory consultation. Table 3.16 – Table 3.23 set out the meetings held with the SEBs and TWGs (the tables also include meetings held following statutory consultation).

Ecological Impact Assessment Technical Working Group (TWG)

3.5.9 The following were invited to the Ecological Impact Assessment TWG: Natural England and Environment Agency, Cumbria County Council, Eden District Council, North Yorkshire County Council, Richmondshire District Council and Durham County Council. Table 3.16 presents a list of meetings with this group.

Table 3.16 Meetings with Ecological Impact Assessment TWG	
Meeting Date	Meeting
11 February 2021	TWG 1
16 March 2021	TWG 2
29 April 2021	TWG 3
10 June 2021	TWG 4
10 August 2021	TWG 5
11 November 2021	TWG 6
26 January 2022	TWG 7

Habitats Regulations Assessment TWG

3.5.10 The following were invited to the Habitats Regulations Assessment TWG: Natural England and Environment Agency, Cumbria County Council, Eden District Council, North Yorkshire County Council, Richmond District Council and Durham County Council. Table 3.17 presents a list of meetings with this group.

Table 3.17 Meetings with Habitats Regulations Assessment TWG	
Meeting Date	Meeting
08 February 2021	TWG 1
18 March 2021	TWG 2
8 July 2021	TWG 3
12 August 2021	TWG 4
3 November 2021	TWG 5
26 January 2022	TWG 6

Landscape TWG

3.5.11 The following were invited to the Landscape TWG: Natural England, North Pennines AONB Partnership, Cumbria County Council, Eden District Council, North Yorkshire County Council Richmond District Council and Durham County Council. Table 3.18 presents a list of meetings with this group.

Table 3.18 Meetings with Landscape TWG	
Meeting Date	Meeting
12 March 2021	TWG 1
26 April 2021	TWG 2
24 May 2021	TWG 3
28 June 2021	TWG 4
16 August 2021	TWG 5
1 December 2021	TWG 6
20 January 2022	TWG 7 - Pt 1
31 January 2022	TWG 7 - Pt 2

Water TWG

- 3.5.12 The following were invited to the Water TWG: Environment Agency, Cumbria County Council, Eden District Council, North Yorkshire County Council Richmond District Council and Durham County Council. Table 3.19 presents a list of meetings with this group.

Table 3.19 Meetings with Water TWG	
Meeting Date	Meeting
11 February 2021	TWG 1
2 March 2021	TWG 2 - Part 1
2 March 2021	TWG 2 - Part 2
6 May 2021	TWG 3 - Part 1
6 May 2021	TWG 3 - Part 2
15 June 2021	TWG 4 - Part 1
15 June 2021	TWG 4 - Part 2
11 August 2021	TWG 5
2 November 2021	TWG 6 - Part 1
2 November 2021	TWG 6 - Part 2

Heritage TWG

- 3.5.13 The following were invited to the Heritage TWG: Historic England, Cumbria County Council, Eden District Council, North Yorkshire County Council Richmond District Council and Durham County Council. Table 3.20 presents a list of meetings with this group.

Table 3.20 Meetings with Heritage TWG	
Meeting Date	Meeting
9 February 2021	TWG 1
12 March 2021	TWG 2
14 May 2021	TWG 3
8 June 2021	TWG 4
18 August 2021	TWG 5
2 November 2021	TWG 6
18 January 2022	TWG 7

- 3.5.14 Table 3.21 presents other meetings with Historic England.

Table 3.21 Meetings with Historic England	
Meeting Date	Meeting
05/05/2021	Geoarchaeological model
11/05/2021	Trenching
13/05/2021	Research agenda
17/06/2021	Roman Roads
18/06/2021	Milestone Society
25/06/2021	Evidence and Survey Strategy
06/07/2021	Kirkby Thore heritage discussion
08/07/2021	Carkin Moor discussion
24/08/2021	Rokeby
11/11/2021	Carkin Moor design discussion
02/12/2021	Historic England December design update

Statutory Environmental Bodies Focus Group

- 3.5.15 The following were invited to the SEBs focus group: Historic England, Natural England, and Environment Agency.

Table 3.22 Meetings with SEBs Focus Group	
Meeting Date	Meeting
25 February 2021	SEBs Focus Group Feb
25 March 2021	SEBs Focus Group March
22 April 2021	SEBs Focus Group April
27 May 2021	SEBs Focus Group May
24 June 2021	SEBs Focus Group June
22 July 2021	SEBs Focus Group July
26 August 2021	SEBs Focus Group August
25 November 2021	SEBs Focus Group November
13 January 2021	SEBs Focus Group January

Other meetings

- 3.5.16 Table 3.23 presents other meetings with Natural England, Environment Agency, and AONB Partnership.

Table 3.23 Other meetings	
Meeting Date	Meeting
07 April 2021	Geology Soils meeting – Natural England
21 May 2021	AONB meeting 1 - Natural England and AONB Partnership
16 June 2021	AONB meeting 2 - Natural England and AONB Partnership
05 July 2021	Sleastonhowe – Eden Rivers Trust
03 November 2021	Warcop - Natural England
11 November 2021	Warcop - Natural England and AONB Partnership
02 December 2021	Warcop - Environment Agency

- 3.5.17 The key issues raised in these meetings and our responses have been technical in nature. They are set out in detail in the Evidence Plan, Appendix 1.1 of the Environmental Statement [Application Document 3.2].

3.6 Host local authority engagement

- 3.6.1 Host local authority meetings took place regularly ahead of statutory consultation from September 2020, at a minimum of monthly or as when required, as well at milestones in the Project. The purpose of regular meetings was to share documents such as technical notes and computer aided design (CAD) drawings for early feedback and local knowledge. We also held meetings led by different disciplines such as design, drainage, and structures so that any technical questions could be answered. These meetings allowed local authority officers to understand the rationale behind design development decisions, frontloaded information sharing as far as possible, and encouraged collaborative working.

3.6.2 We held separate meetings with each of the host local authorities (covering the elements of the Project falling within their respective administrative boundaries), as well as joint meetings with all the host local authorities, to encourage collaboration and joint working across the route. The meetings held are set out in Table 3.17, Table 3.18, and Table 3.19⁶ and refer to meetings up to statutory consultation in September 2021.

Table 3.17 Engagement with Cumbria County Council and Eden District Council in 2020 and 2021 (up to statutory consultation)		
Date	Meeting	Meeting topic and summary of outcomes
21 September 2020	Meeting between Eden District Council and the project team	Introductory discussion around drainage. It was agreed that Eden District Council would provide a list of key contacts and the project team would arrange a meeting with Cumbria County Council Highways team as well to go into more detail, which took place on 5 October 2020.
5 October 2020	Meeting between Cumbria County Council drainage team and the project team	Discussion around drainage. It was agreed that a Council project team would help streamline the process.
12 November 2020	Meeting between Cumbria County Council and the project team	General project update and discussion. Cumbria County Council requested a joint meeting with Eden District Council to discuss the draft planning performance agreements (PPA).
7 December 2020	Meeting between Cumbria County Council, National Highways, and the project team	General project update and discussion. A schedule for fortnightly meetings was arranged.
8 December 2020	Meeting between Cumbria County Council highways team and the project team	Discussion around highway design and discussed Cumbria County Council's existing signage strategy. Separate highways focused meetings to discuss specific areas were arranged for 2 February 2021 and 11 February 2021.
23 December 2020	Meeting between Cumbria County Council structures team and the project team	Discussion around structures. Cross sections were shared on screen. It was agreed that overbridge and underbridge designs would be proposed on a case-by-case basis with proposals to be sent to Cumbria County Council for consideration and agreement. The proposals were sent by the end of January 2021.
11 January 2021	Meeting between Cumbria County Council environment and heritage officers and the project team	Discussion around environmental impacts including heritage. The opportunity to provide Technical Working Groups was discussed, which began in February 2021.
15 January 2021	Meeting between Cumbria County Council, Eden District Council, and the project team	General project update and discussion. Cumbria County Council mentioned their Area Managers who were invited to a meeting on 20 January 2021 to discuss the draft SoCC.

⁶ The list of meetings included in the tables excludes meetings relating to establishing or managing Planning Performance Agreements or general project management discussions, and excludes environmental meetings covered as part of the technical working groups. All meetings were online rather than face-to-face unless otherwise stated.

Table 3.17 Engagement with Cumbria County Council and Eden District Council in 2020 and 2021 (up to statutory consultation)

Date	Meeting	Meeting topic and summary of outcomes
20 January 2021	Meeting between Cumbria County Council, Eden District Council, and the project team	General project update and draft SoCC discussion. The draft SoCC was shared with the host local authorities on 18 January 2021 for the first round of informal consultation. In this meeting it was agreed that Cumbria and Eden would issue their informal response in one document.
2 February 2021	Meeting between Cumbria County Council highways team and the project team	Discussion around highway design and traffic modelling. It was asked if the traffic data considers how the A66 interfaces with the local road network and the project team confirmed that original traffic modelling covered key entry and exit points. A meeting to discuss traffic modelling further was arranged for 19 February 2021.
5 February 2021	Meeting between Cumbria County Council, National Highways, and the project team	General project update and discussion around leaflet and poster venues in, Cumbria County Council suggested additional venues. An environmental update was provided with further discussion on the approach to Technical Working Groups.
11 February 2021	Meeting between Cumbria County Council highways team and the project team	Discussion around highway design, in particular Skirsgill Depot and cut and fill balance.
11 February 2021	Strategic meeting between the project team and Cumbria County Council	Strategic meeting to discuss proposed dates for statutory consultation and a forward look of agenda items.
19 February 2021	Meeting between Cumbria County Council and the project team	Discussion around transport modelling in more detail.
5 March 2021	Meeting between Cumbria County Council, Eden District Council and the project team	General project update and discussion. Cumbria County Council asked about engagement with emergency services. The project team have had ongoing discussions and a combined discussion with the emergency services and Cumbria County Council was arranged for 27 April 2021.
16 March 2021	Meeting between Cumbria County Council structures team and the project team	Discussion around the impact of structures adjacent to Skirsgill depot and the approach to Kemplay roundabout.
17 March 2021	Meeting between Cumbria County Council highways team and the project team	Discussion around highway design in particular local road connections and guidance on the approach to any departure from DMRB standards.
18 March 2021	Meeting between Cumbria County Council and the project team	Discussion around signage and technology in particular, diversions, CCTV, and signage for height limits.
19 March 2021	Meeting between Cumbria County Council, Eden District Council and the project team	Discussion around purpose and distinction of focus groups and CLGs.
19 March 2021	Meeting between Cumbria County Council highways team and the project team	Discussion around topography, drainage, and location of attenuation ponds. Alternative access to the depot was discussed and a draft design drawing sent through to be discussed at a future meeting.

Table 3.17 Engagement with Cumbria County Council and Eden District Council in 2020 and 2021 (up to statutory consultation)

Date	Meeting	Meeting topic and summary of outcomes
25 March 2021	Meeting between Cumbria County Council highways team and the project team	Discussion around highway design including WCH. Cumbria County Council raised the importance of north-south connectivity. The detrunked sections of the A66 to be considered for WCH use was also discussed.
26 March 2021	Meeting between Cumbria County Council and the project team	Discussion around highway design including detrunking and maintenance. Cumbria County Council requested existing maintenance programme and condition of assets to be shared with the project team at a future meeting.
29 March 2021	Meeting between Cumbria County Council and the project team	General project update and discussion around Appleby to Brough.
23 April 2021	Meeting between Cumbria County Council highways team and the project team	General project update and highways discussion. It was agreed to share draft General Arrangement plans to be reviewed.
23 April 2021	Meeting between Cumbria County Council, Eden District Council, and the project team	General project update and confirmation of when the second round of informal consultation on the SoCC would be in early June.
26 April 2021	Meeting between Cumbria County Council highways team and the project team	Discussion around highway design and how the noise and visual impact of the design can be reduced such as, noise barriers and planting.
7 May 2021	Meeting between Cumbria County Council, Eden District Council, and the project team	General project update and discussion. An overall drainage strategy with principles was shared.
14 May 2021	Meeting between Cumbria County Council and the project team	General project update and discussion. A list of documents to be shared with Cumbria County Council before statutory consultation was requested and provided following the meeting.
18 May 2021	Meeting between Cumbria County Council and their consultants and the project team	Discussion around highway design. It was agreed there would be a staggered approach to sending through draft options for Kirkby Thore for Cumbria County Council to review.
20 May 2021	Meeting between Cumbria County Council and their consultants, Eden District Council, and the project team	General project update and discussion around highway design in particular underpasses for bridleway links and side road strategy.
21 May 2021	Meeting between Cumbria County Council, Eden District Council, and the project team	General project update and discussion of upcoming work packages including reviewing the Local Traffic Report.
11 June 2021	Meeting between Cumbria County Council, Eden District Council, and the project team	General project update and discussion of the Project programme.
18 June 2021	Meeting between Cumbria County Council, Eden District Council, and the project team	General project update and discussion of programme of DCO documents and detrunking principles.

Table 3.17 Engagement with Cumbria County Council and Eden District Council in 2020 and 2021 (up to statutory consultation)

Date	Meeting	Meeting topic and summary of outcomes
2 July 2021	Meeting between Cumbria County Council, Eden District Council, and the project team	General project update and discussion of cross section drawings.
16 July 2021	Meeting between Cumbria County Council, Eden District Council, and the project team	General project update and discussion around arranging a Council members meeting.
30 July 2021	Meeting between Cumbria County Council, Eden District Council, and the project team	General project update and discussion around National Highways land ownership. It was agreed to arrange a session between the project team and the Council's socio-economic team.

Table 3.18 Engagement with North Yorkshire County Council and Richmondshire District Council in 2020 and 2021 (up to statutory consultation)

Date	Meeting	Meeting topic and summary of outcomes
23 September 2020	Meeting between North Yorkshire County Council and the project team	Introductory drainage meeting. It was agreed that North Yorkshire County Council would send their drainage Design Guidance document to the project team for reference.
29 September	Meeting between Richmondshire District Council, drainage team and the project team	General project update and discussion around environment and drainage. The indicative EIA milestones were shared including survey timescales. Richmondshire District Council provided a key contact list. The project team plan for upcoming engagement was shared.
17 December 2020	Meeting between North Yorkshire County Council and the project team	General project update and discussion around the timescales for the SoCC with the first meeting planned on 14 January 2021.
8 January 2021	Meeting between North Yorkshire County Council, Richmondshire District Council and the project team	General project update and environmental impact discussion. The Scoping paper was shared following this meeting.
14 January 2021	Meeting between North Yorkshire County Council, Richmondshire District Council and the project team	General project update and first discussion of the SoCC to outline key milestones. The draft SoCC was provided following this meeting. The approach to Technical Working Groups was also discussed.
11 February 2021	Meeting between North Yorkshire County Council, Richmondshire District Council and the project team	General project update and discussion around seldom heard groups, the Council's provided feedback on how to reach these groups. North Yorkshire County Council provided contacts for minerals and waste. A transport modelling update was also provided.
16 February 2021	Meeting between North Yorkshire County Council highways team and the project team	Discussion around highway design including detrunking and signage as well as drainage. A structures discussion was arranged for 20 July 2021.
8 April 2021	Meeting between North Yorkshire County Council, Richmondshire District	General project update and discussion around opportunities for joint host local authority meetings.

Table 3.18 Engagement with North Yorkshire County Council and Richmondshire District Council in 2020 and 2021 (up to statutory consultation)

Date	Meeting	Meeting topic and summary of outcomes
	Council and the project team	
20 May 2021	Meeting between North Yorkshire County Council, Richmondshire District Council and the project team	General project update and discussion around Virtual Engage planned for statutory consultation.
10 June 2021	Meeting between North Yorkshire County Council, Richmondshire District Council and the project team	General project update and discussion.
1 July 2021	Meeting between North Yorkshire County Council, Richmondshire District Council and the project team	Discussion around highway design including WCH.
20 July 2021	Meeting between North Yorkshire County Council, Richmondshire District Council and the project team	Discussion around structures.
22 September 2020	Meeting between Durham County Council, National Highways and the project team	Introductory project update and discussion around key contacts.
1 October 2020	Meeting between Durham County Council highways team and the project team	Discussion around drainage. Durham County Council shared the North East Sustainable Urban Drainage System (SuDS) standards following the meeting.
14 October 2020	Meeting between Durham County Council and the project team	Discussion around highway design and local authority highway adoption.
14 December 2020	Meeting between Durham County Council and the project team	General project update and discussion around key milestones for the SoCC. The indicative programme was shared.
14 January 2021	Meeting between Durham County Council and the project team	Discussion around highway design and structures including central reserve gaps and PRow.
21 January 2021	Meeting between Durham County Council and the project team	General project update and the draft SoCC was shared for the first round of informal consultation.
11 February 2021	Meeting between Durham County Council and the project team	General project update and discussion. Durham County Council provided contacts for consultation including seldom heard groups.
25 March 2021	Meeting between Durham County Council and the project team	General project update and discussion. Discussion on landscape was arranged for a future meeting.
13 May 2021	Meeting between Durham County Council and the project team	General project update and discussion around updated draft General Arrangement plans.
21 June 2021	Meeting between Durham County Council and the project team	General project update and discussion around balancing ponds, traffic numbers and PRow.

Table 3.18 Engagement with North Yorkshire County Council and Richmondshire District Council in 2020 and 2021 (up to statutory consultation)

Date	Meeting	Meeting topic and summary of outcomes
20 July 2021	Meeting between Durham County Council and the project team	General project update and discussion around alternative design for Rokeby.
05 August 2021	Meeting between Durham County Council highways team the project team	Discussion around highway design and traffic flows. Update on statutory consultation was provided.

3.6.3 Planning performance agreements (PPAs) have been used to manage the engagement with the host local authorities. Cumbria County Council and Eden District Council have a signed joint PPA and North Yorkshire County Council and Richmondshire District Council are in the process of agreeing a joint PPA. This has ensured that expectations are clear from the outset and that there is a shared understanding of project drivers and programme. It has also allowed local authorities to have sufficient resources (both in-house and consultancy support) to engage with the Project. Durham County Council were offered the opportunity for a PPA but they confirmed that they did not wish to enter into a PPA with National Highways.

3.6.4 Draft Statements of Common Ground (SoCGs) have been prepared to reflect the consultation and engagement that has taken place with the host local authorities, as well as other statutory consultees and key stakeholders. The outcomes of the engagement with the host local authorities are contained within the relevant SoCGs [Application Document 4.5].

3.7 Councillors and Members of Parliament

3.7.1 We held meetings with local authority councillors and leaders of the council in the lead up to statutory consultation to provide a summary position, design updates and how we have been engaging with local communities. A summary of these meetings is provided in Table 3.20. Information was also shared regularly with local authority officers who were able to share this with councillors if required.

Table 3.20 Summary of councillor and leader of the council engagement

Host local authority	Date	Attendance	Outcomes
Durham County Council	Bi-monthly November 2020 to September 2021	Deputy Leader of the Council (at the request of the councillor)	Particular focus on design changes and approach to Cross Lanes and Rokeby junction. Responses provided to concerns around impact of any increase in traffic on the B6277 - particularly in regard to the impact on road safety Discussed approach to consultation and engagement.
Eden District Council	17 June 2021	Councillors, Leader of the Council, Deputy Leader of the Council, Deputy Chief Executive	Provided an update on the Project and headline issues for their area, NH approach to consultation and engagement and an update on the proposed design. Q&A session provided

Table 3.20 Summary of councillor and leader of the council engagement

Host local authority	Date	Attendance	Outcomes
			further information on DfT commitment to the scheme, alternatives consultation planned for July 2021 (and impacts of each route), environmental standards for the Project, job creation, engagement with traveller communities.
North Yorkshire County Council	28 June 2021	Leader of the Council, Corporate Director for NYCC	Provided an update on the Project and headline issues for their area, NH approach to consultation and engagement and an update on the proposed design. Q&A session provided further information on construction timelines, interest raised in CLG, engagement with traveller community. It included queries on including impacts from proposed developments around Scotch Corner in the A66 calculations. Use of PPA was also discussed.
Durham County Council	28 June 2021	Deputy Leader of the Council	Provided an update on the Project and headline issues for their area, NH approach to consultation and engagement and an update on the proposed design. Q&A session provided further information on the approach to the Rokeby junction. Concerns raised regarding construction impacts and diversions. Suggest that parish councils are updated before formal consultation (agreed that this can be achieved through the CLGs).
Eden District Council	28 June 2021 (continued session from 17 June 2021)	Councillors, Leader of the Council, Deputy Leader of the Council	Completed the explanation of the proposed design. Q&A session provided further information on engagement with the AONB partnership, queries around tree removal and further information provided on WCH provision.
Cumbria County Council	1 July 2021	Councillors, Leader of the Council	Provided an update on the Project and headline issues for their area, NH approach to consultation and engagement and an update on the proposed design. Q&A session provided further information on impact on properties, issues around detrunking of old A66, WCH funding and safety. Desire for a parallel WCH route raised by CCC. Queries around HGV movements and restrictions.
Richmondshire District Council	1 July 2021	Leader of the Council, Deputy Leader of the Council	Provided an update on the Project and headline issues for their area, NH approach to consultation and engagement and an update on the proposed design. Q&A session provided further information on

Table 3.20 Summary of councillor and leader of the council engagement

Host local authority	Date	Attendance	Outcomes
Cumbria County Council and Eden District Council	25 August 2021	Cumbria and Eden Councillors, Cumbria, and Eden Officers	Overview of statutory consultation. Explain the process, approach, drop-in sessions, deposit points, webinars, and engagement van. Explained how to respond and Leaders/members asked to encourage communities to get involved.
Durham Council	24 September 2021	Leaders/members	Overview of statutory consultation. Explain the process, approach, drop-in sessions, deposit points, webinars, and engagement van. Explained how to respond and Leaders/members asked to encourage communities to get involved.
Richmondshire County Council	30 September 2021	Leaders/members	Overview of statutory consultation. Explain the process, approach, drop-in sessions, deposit points, webinars, and engagement van. Explained how to respond and Leaders/members asked to encourage communities to get involved.

3.7.2 There was an MP forum held in March 2021 to discuss the national and strategic role of the A66, the work undertaken so far on the Project (including describing engagement with CLGs, landowners, focus groups and technical working groups), an update on the Project programme, and key issues for the MP’s constituencies. The MP for Bishop and Auckland and a representative for the MP for Penrith and the Border attended the meeting. Apologies were sent from the MP for Richmond.

3.7.3 An additional meeting was held with the MP for Bishop Auckland as requested to provide a briefing on the upcoming statutory consultation and key issues for the MP’s constituency.

3.8 Planning Inspectorate

3.8.1 Since September 2020 (up until submission of the DCO application), we have held a fortnightly meeting with the Planning Inspectorate (PINS), adopting an open approach to sharing information about the Project. The Project has taken this early engagement approach with the PINS to ensure transparency on Project development, as part of the Government’s Project Speed initiative.

3.8.2 The purpose of the meetings was to share information with the PINS and explore different and innovative ways of preparing a DCO application. This included:

- considering and challenging the consenting strategy
- discussing the approach to the DCO process and the evolution of the project
- discussing the process of preparing the Environmental Statement (ES) and the scoping of the ES

- exploring the flexibility built into the design and intended limits of deviation and the role of the contractor at the Pre-Application Stage
- discussing the engagement and consultation process
- confirming the scope and format of application documents and use of digital documents

3.9 ‘Project update’ activity

- 3.9.1 We provided a project update from 16 November to 15 December 2020 to provide further information about the emerging design and, especially, the new junctions along the route.
- 3.9.2 Ongoing social distancing measures following the initial COVID-19 lockdown period meant activities were predominantly online. To maximise accessibility over the update period, we also had a phone number for those who wanted to speak to the project team and posted hard copies of the brochure, on request, to those without internet access who requested a copy.
- 3.9.3 During the period of the Project update, landowner engagement and the other forms of engagement set out earlier in this chapter were ongoing.

3.10 Awareness-raising activities

- 3.10.1 An awareness-raising leaflet was sent to households within 2.5km of the whole route to publicise the upcoming project update. Posters were also sent to local public and community facilities to be displayed. Copies of the leaflet and poster are provided in Annex B.
- 3.10.2 An email (being the agreed form of communication and contact) was sent to stakeholders and statutory consultees to inform them of the upcoming project update. Some stakeholders also shared the information on their websites.
- 3.10.3 We advertised the opportunity to engage in the local newspapers including the Northern Echo, Gazette Live, and the Cumberland and Westmorland Herald. Newspaper adverts detailing how members of the public, local communities and road users could get involved were also issued. A copy of the newspaper advert issued to newspapers is provided in Annex B.
- 3.10.4 Information about the Project update and opportunities to engage were tweeted from @HighwaysNWest and @HighwaysNEast.

3.11 How we updated

3.11.1 The following methods were used as part of the Project update:

- Hard copies of the Project update brochure were posted to households within 500m of the proposed new sections along the route, shown in Figure 3.1. The brochure provided further information about why the Project is needed and an update on progress. It explained design considerations and proposed junction layouts for each of the schemes along the route. A copy of the brochure can be found in Annex B.
- Details of the Project update were provided on the project website with an online version of the Project update brochure available.

- For those wanting further clarification or to discuss the update further, they were able to use the dedicated project phone number and email address. They were also able to request further hard copies of the brochure.
- Landowner meetings, host local authority meetings and CLGs were held to provide a project update.
- A virtual room was set up, with information, videos, and a live chat function for visitors to ask questions to the project team. In total there were 1,127 visitors to the virtual consultation room during the period 16 November to 15 December 2020. The dates and times of the live chat falling within the Project update period can be seen in Table 3.21.

Figure 3.1 Map showing a 500m buffer around the proposed new sections along the route

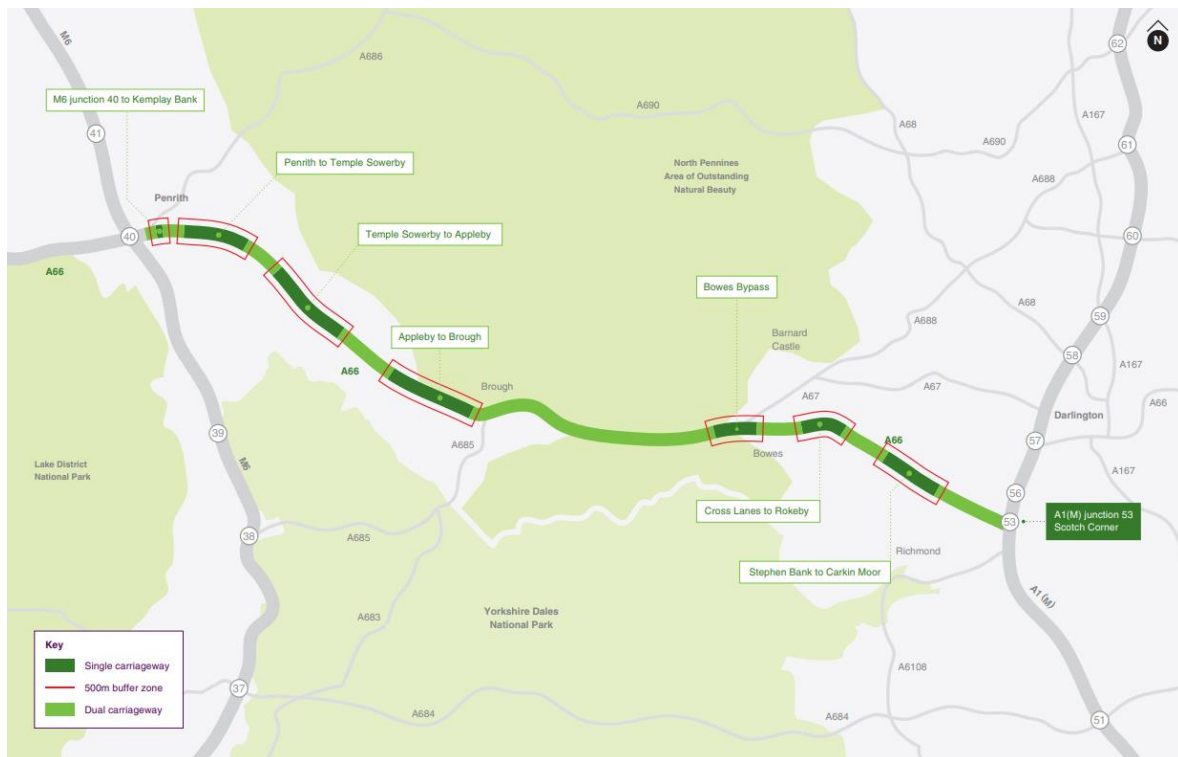


Table 3.21 Virtual room live chat dates and times

Week one – November	Week two – December
Monday 23 November 2020 4pm to 6pm	Monday 7 December 2020 4pm to 6pm
Tuesday 24 November 2020 12pm to 2pm	Tuesday 8 December 2020 12pm to 2pm
Wednesday 25 November 2020 12pm to 2pm	Wednesday 9 December 2020 midday to 2pm
Thursday 26 November 2020 8am to 10am	Thursday 10 December 2020 8am to 10am
Friday 27 November 2020 11am to 1pm	Friday 11 December 2020 11am to 1pm

3.12 Engagement to support development of the preferred route

- 3.12.1 As work progressed on the design for the A66, two locations – Kirkby Thore (part of the Temple Sowerby to Appleby scheme) and Warcop (part of the Appleby to Brough scheme) – were identified as areas where there were opportunities to revisit the proposed route, to further reduce the environmental and ecological impact. In addition, alternatives for how the junctions could work at Cross Lanes and Rokeby (part of the Cross Lanes to Rokeby scheme) were also considered, to best serve the local area and minimise impact on designated heritage assets and other environmental features. These alternatives to the route set out in the PRA arose from the normal process of design development and are explained below from paragraph 3.4.11 of this chapter. Further detail of the design development is provided in the Project Development Overview Report [Application Document 4.1].
- 3.12.2 Engagement on these sections of the route was undertaken to provide additional information for stakeholders and local communities to help them understand the alignment alternatives before statutory consultation. Attendees were encouraged to participate in the statutory consultation and make their comments formally through that channel where they would be reviewed, and regard given to them in the final preparation of the application for development consent. Attendees were also advised by the project team that a route preference would be stated at statutory consultation.
- 3.12.3 To share updates on the alternative route alignments, the local community and stakeholders' community drop-in events were held at local venues in Kirkby Thore, Warcop and Rokeby, shown in Table 3.22.
- 3.12.4 These events, held in July 2021, were attended by the project team, and gave the community the opportunity to find out more about the emerging design, in advance of the statutory consultation in autumn 2021.

Table 3.22 Community drop-in events at alternative alignment locations

Location and venue	Date and time	Who
Kirkby Thore, Kirkby Thore Memorial Hall	Monday 12 July 2021 Tuesday 13 July 2021 11am to 7pm	CLG Local community and stakeholders
Warcop, Warcop Parish Council	Thursday 22 July 2021 7pm to 9pm Friday 23 July 2021 10am to 3pm	Local community and stakeholders
Rokeby, The Witham	Wednesday 4 August 2021 11am to 8pm	Local community and stakeholders

3.13 Awareness-raising activities and consultation materials

- 3.13.1 Information leaflets setting out the alternatives for the Kirkby Thore, Warcop and Rokeby locations were sent out to stakeholders and local communities. The leaflets provided information on the reasons

alternative routes or junction locations were being considered, including information from further environmental and heritage surveys and traffic modelling, and a description of the alternatives. Given work was ongoing, preferred alternatives were not presented at this stage. Copies of the leaflets are provided in Annex C.

3.13.2 To publicise the drop-in events being held at Kirkby Thore, Warcop and Rokeby, awareness-raising leaflets were sent to residents and stakeholders. Copies of the leaflets are provided in Annex C. The events were Covid-safe, with measures implemented to keep staff and attendees as safe as possible. All activities met Covid restrictions in place at that time. The landowner engagement process was used to inform affected landowners of the impacts of route alternatives – both where landowners become impacted by an alternative and where they may no longer be impacted by an alternative option.

3.13.3 Engagement on alternatives with local authorities, SEBs and focus groups were undertaken using the engagement processes set out earlier in this chapter. Dedicated CLG meetings to cover alternatives also took place.

3.13.4 The drop-in events included exhibition boards which explained the alternative routes being explored and the rationale behind them, based on further environmental and heritage surveys undertaken since the PRA. Relative impacts were also discussed. The event was attended by members of the project team to talk the members of the CLG and the community through the options and answer any questions they had. The design specialists also attended the meeting to listen to feedback. CLG members were encouraged to submit their formal feedback at statutory consultation.

3.13.5 The Kirkby Thore and Warcop events also included the opportunity for stakeholders to book an appointment to experience a SoundLab simulation of the proposals. SoundLab enabled attendees to listen virtually to existing noise levels and proposed noise levels for each of the alternatives. This used the latest technology to demonstrate the anticipated noise levels of traffic on each route. It enabled attendees to listen to the noise of the road with and without mitigation measures, including special surfaces and sound barriers.

3.13.6 The Project phone number was also made available on the awareness raising leaflets, if stakeholders or the community wanted to talk to the project team directly over the phone.

3.14 Alternative Alignments Considered

3.14.1 The following briefly explains the options which were presented to stakeholders and local communities.

3.15 Kirkby Thore (part of the Temple Sowerby to Appleby scheme)

3.15.1 A summary of the alternatives included as part of the engagement is provided below.

- ‘Blue alternative’: a new bypass around the north of Kirkby Thore and a new bypass to the north of Crackenthorpe. Following the line of the preferred route, the blue alternative would then travel in a north-easterly direction from the end of the 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 and under Sleastonhowe. Here the route would deviate from the preferred route, with the alignment around 100m further east to allow a shorter crossing of Trout Beck and its floodplain. The blue alternative then follows the line of the preferred route.
- ‘Red alternative’: a new bypass north of Kirkby Thore between the village and the gypsum works, a new bypass to the north of Crackenthorpe. Following the line of the preferred route, the red alternative would travel in a north-easterly direction from the end of the Temple Sowerby Bypass. It would then cross over Priest Lane and under Station Road, before turning south after passing north of Kirkby Thore village. The route would pass under Main Street and under Sleastonhowe Lane before turning eastwards. The road would then run parallel to the existing A66 to cross over Keld Syke followed by Trout Beck and its floodplain. This would be approximately 500m further east than the preferred route. After crossing Trout Beck, the red alternative would head southeast to re-join the line of the preferred route near Crackenthorpe.
- ‘Orange alternative’: The orange alternative mostly follows the route of the existing A66 along the southern edge of Kirkby Thore, before bypassing Crackenthorpe to the north. From the end of the Temple Sowerby Bypass the option initially runs to the north of the existing A66 before crossing to the south, close to Piper Lane. It would then run parallel to the A66, Trout Beck at Bridge End. East of Trout Beck, the route would pass through Bridge End Farm and behind the petrol filling station, running parallel to the existing A66. The orange alternative would then follow the line of the preferred route.

3.16 Warcop (part of the Appleby to Brough (Warcop) scheme)

3.16.1 A sifting exercise was carried out to compare the alternative routes for the western, central, and eastern sections of Appleby to Brough:

- For the western section, the route remained that set out in the PRA in May 2020 (referred to as the ‘black route’).
- For the central section, a comparison was undertaken between the ‘black route’ set out in the PRA and the ‘blue alternative’, set out below.
- For the eastern section, a comparison was undertaken between the ‘black route’ set out in the PRA and the ‘orange alternative’, set out below.

3.16.2 A summary of the combination of alternatives included as part of the engagement is provided below.

- ‘Black-black-black alternative’: the ‘black route’ was announced as the preferred route in May 2020, running mainly to the south of the A66. From the end of the existing Appleby bypass (near Café Sixty Six) to a point west of Wildboar Hill, the existing A66 would be used as the eastbound carriageway with a new westbound carriageway to the south.
- ‘Black-blue-black alternative’: this combination starts and ends with the black route but incorporates the ‘blue route’ in its central section. The alternative blue route moves further away from the community of Warcop compared to the black route.

This route would follow the line of the existing A66 by using the old A66 as the new eastbound carriageway and building the westbound carriageway to the south. This route would encroach into the AONB and move the highway network closer to the Ministry of Defence site and properties to the north of the A66.

- 'Black-black-orange alternative': this combination starts with the black route but incorporates the 'orange route' in the eastern section. For the orange element of the route, the new A66 would be built to the south of West View Farm starting at Langrigg and tie in to the Brough Bypass further east than the preferred route.
- 'Black-blue-orange alternative': this combination incorporates the black route in the west, the blue route in the central section, and the orange route in the east.

3.17 Rokeby (part of the Cross Lanes to Rokeby scheme)

3.17.1 A summary of the alternatives included as part of the engagement is provided below.

- 'Black alternative': Cross Lanes junction located west of Cross Lanes Organic Farm Shop and Café and Rokeby junction located west of St Mary's Church and the Old Rectory.
- 'Red alternative': Cross Lanes junction located east of Cross Lanes Organic Farm Shop and Café and Rokeby junction located east of St Mary's Church and the Old Rectory.
- 'Blue alternative': Cross Lanes junction located west of Cross Lanes Organic Farm Shop and Café and Rokeby junction located east of St Mary's Church and the Old Rectory.

4 Statement of Community Consultation

4.1 Preparation of the Statement of Community Consultation

- 4.1.1 Our approach to the statutory consultation began with preparing the Statement of Community Consultation (SoCC). The content of the SoCC was developed in accordance with the guidance provided in the Planning Inspectorate's 'Advice Note 14: Compiling the consultation report', Version 3 (February 2021) and the DCLG Pre-Application Guidance (2015), including confirmation that the proposed project is an EIA development.
- 4.1.2 To support the preparation of the SoCC, and as required by section 47(2) of the PA 2008, we consulted with the host local authorities identified under section 43(1) of the PA 2008 on the proposed approach to statutory consultation for people living in the vicinity of the Project. The host local authorities are Eden District Council, Richmondshire District Council, Cumbria County Council, North Yorkshire County Council and Durham County Council. The proposed project runs through the administrative areas of these local authorities and therefore we are required to consult on the SoCC with them.
- 4.1.3 In line with Regulation 12 of the EIA regulations, the SoCC explained the Project required an Environmental Statement and set out how we would consult on the preliminary environmental information.
- 4.1.4 The SoCC outlined our approach to consultation in light of the COVID-19 pandemic. Our approach to consultation is discussed further in Chapter 5.
- 4.1.5 The SoCC contained information about the Project, previous consultation and engagement with the community, the upcoming statutory consultation, who can take part, how we will consult during the statutory consultation, how to respond to the consultation, where to find out more and next steps. It also included a table containing proposed methods for consultation and awareness-raising activities. The final SoCC, as was published, is provided in Annex G of this Report.

4.2 Consultation on the draft SoCC

- 4.2.1 We adopted an early and proactive approach to engagement and consultation on the SoCC, starting in January 2021. We held regular meetings with the host local authorities to discuss and refine the SoCC, allowing us to capture ongoing feedback. A summary of this engagement and consultation on the SoCC with the host local authorities is shown in Table 4.1.

Table 4.1 Summary of engagement and consultation on the SoCC with host local authorities and dates of their responses

Host local authority	Date of first SoCC meeting	Date draft SoCC shared for informal consultation (14-day period)	Date of first round of informal consultation response received	Date draft SoCC shared for second informal consultation (14-day period)	Date of second round of informal consultation response received	Date draft SoCC shared for formal statutory consultation (30-day period)	Date of formal statutory consultation response received	Date final SoCC shared for information
North Yorkshire County Council	14 January 2021	18 January 2021	No comments	11 June 2021	7 July 2021	12 July 2021	20 August 2021	15 September 2021
Richmondshire District Council	14 January 2021	18 January 2021	8 February 2021	11 June 2021	1 July 2021 (update in meeting to say no more comments)	12 July 2021	No comments	15 September 2021
Cumbria County Council	20 January 2021	18 January 2021	28 January 2021	11 June 2021	25 June 2021	12 July 2021	12 August 2021	15 September 2021
Eden District Council	20 January 2021	18 January 2021	22 January 2021	11 June 2021	25 June 2021	12 July 2021	2 August 2021	15 September 2021
Durham County Council	21 January 2021	21 January 2021	3 February 2021	11 June 2021	22 June 2021	12 July 2021	4 August 2021	15 September 2021

- 4.2.2 We shared the draft SoCC with the host local authorities by email on 18 and 21 January 2021 for the first round of informal consultation. We shared the draft SoCC for the second round of informal consultation on 11 June 2021. For both rounds of informal consultation, we requested comments from the host authorities within 14 days. Copies of these emails are provided in Annex E of this Report.
- 4.2.3 We shared the draft SoCC with the host local authorities on 12 July 2021 for formal statutory consultation and requested comments by 12 August 2021. This allowed the host local authorities 30 calendar days to provide comments on the draft SoCC, which is greater than the 28 calendar days required to be provided for comments as prescribed by s47(3) of PA 2008. A copy of the email is provided in Annex E.
- 4.2.4 Following each round of consultation on the SoCC, we emailed the host local authorities to show how we had responded to their comments and meetings were held to discuss updates to the SoCC.
- 4.2.5 A meeting was held on 15 July 2021, with all host local authorities in attendance, to share and discuss the refined awareness-raising approach proposed within the draft SoCC that had been provided for formal consultation on 12 July 2021. A copy of the draft SoCC is provided in Annex G. The meeting included an overview of the publicity approach, other awareness-raising activities being considered (such as the Engagement Van), an update on the leaflet notification zone and allowed time for questions and feedback.
- 4.2.6 During the formal consultation period on the draft SoCC, we made the decision to hold public drop-in events for the upcoming statutory consultation, superseding appointment-only events that were stated in the draft SoCC. This decision was made following the COVID-19 guidance at that time. An email was sent to the host local authorities on 27 July 2021 to explain this decision and how the draft SoCC would be updated. The email explained that in-person events would follow COVID-19 guidance and protocols for the safety of staff and public in attendance. A copy of the email is provided within Annex E.
- 4.2.7 For the first round of informal consultation on the draft SoCC, a response from North Yorkshire County Council was not received. During our regular local authority meetings, North Yorkshire County Council provided verbal comments, but were reminded to provide a written response to the SoCC.
- 4.2.8 For the formal statutory consultation on the draft SoCC, responses were not received from North Yorkshire County Council and Richmondshire District Council by the deadline date. Chaser emails were sent on 16 August 2021, which are provided in Annex E. We also reminded these host local authorities at our regular meetings to respond to the consultation on the SoCC. A response was received from North Yorkshire County Council on 20 August 2021 stating there were no more comments to be made and they were in support of the SoCC. A written response was not received from Richmondshire District Council.

4.2.9 The final SoCC for publication was sent via email to the host local authorities on 15 September 2021. Attached to the email was a letter and a summary table, listing the comments received throughout the informal and formal consultations on the SoCC and how National Highways have responded to those comments. A copy of the email is provided within Annex E and the summary table is provided in Annex F. A copy of the published SoCC is provided in Annex G.

4.3 How the SoCC was finalised having regard to comments from the hosting authorities

4.3.1 Through the iterative consultation process outlined above, we refined our approach for the statutory consultation with the host local authorities' inputs and captured this within the final SoCC. This included issues such as identifying and engaging with seldom heard groups in their local authority areas and requests for additional deposit points. We also worked with the host local authorities to define a leaflet notification area to raise awareness about the consultation.

4.3.2 Key changes made to our statutory consultation and the SoCC are provided in Table 4.2. The full summary table with all comments received by the host local authorities to the informal and formal consultation, and how we've responded to these comments, is provided in Annex F.

Table 4.2 Key changes made to the SoCC

Who	Comment	Key changes made
Eden District Council, Cumbria County Council and Richmondshire District Council	Concerns were raised over the length of the consultation period	<p>Careful consideration was given to ensure there was a full opportunity to engage with the Project and the environmental information, in a way that allowed people to understand, influence and contribute to its development. We discussed with the host local authorities the extension of the consultation period from 30 days to 6 weeks to address the host local authorities' concerns that the period proposed was not long enough for the public to consider the consultation material and respond.</p> <p>We explained that the consultation period is the formal opportunity to respond and is part of a wider ongoing engagement and consultation ongoing process. The project team have been extensively engaging with a wide range of stakeholder groups in order to share evolving designs, understand feedback and amend the emerging design. The designs brought forward at statutory consultation are a cumulation of many months of proactive engagement with landowners, communities and stakeholders who have been actively involved in their development.</p> <p>We also explained about our awareness raising materials, including letter notifications, email alerts, posters in local community facilities, use of the Engagement Van, briefings for CLGs and focus groups,</p>

Table 4.2 Key changes made to the SoCC

Who	Comment	Key changes made
		<p>social media, media adverts and press releases, so that the public and stakeholders were aware and well notified of the upcoming statutory consultation and public drop-in events.</p> <p>We ensured the consultation materials were appropriate for different audiences for example, the PEI report included technical information to enable the SEBs, prescribed consultees and other consultees interested in technical detail, enough information to understand the likely environmental effects. We also provided a non-technical summary and the consultation brochure which were designed to be accessible for less technical readers or people with less time to understand the Project and environmental impacts without needing the full detail of the PEI report. The non-technical summary and consultation brochure also referenced and signposted the technical information documents for those who wanted more detail, and the non-technical summary and brochure were prepared with appropriate headings so that people could find information on specific aspects and schemes if they wanted, without reading the full document.</p>
Durham County Council, Eden District Council and Cumbria County Council	Identification of seldom heard groups to share consultation materials with	The approach to encouraging seldom heard groups to engage with the consultation included, but was not limited to, contacting key representatives to share information about the consultation and using posters and leaflets at community facilities these groups visit. Contact information for key seldom heard groups was supplied by the host local authorities.
Richmondshire District Council, Eden District Council and Cumbria County Council	Leaflet notification zone is not proportionate to project	The leaflet notification zone was extended from those living within 2.5km of the route centreline to 5km, capturing over 47,000 addresses to ensure the target area was proportionate to the Project and its likely impacts.
Eden District Council and Cumbria County Council	Concern raised about lack of drop-in events in Kirkby Stephen area	We held two consultation events at Kirkby Stephen Sports & Social Club and the Engagement Van visited a venue in Kirkby Stephen to address this concern.
Durham County Council, Richmondshire District Council, Eden District Council and Cumbria County Council	Identification of additional deposit locations and locations for leaflets and posters	Suggested deposit locations were included where possible and where this was not possible, leaflets and posters were sent to the locations to raise awareness about the statutory consultation.
Eden District Council, Cumbria County Council	Need to capture wider communities	We included the Engagement Van visiting local communities, where possible, to help raise awareness about the statutory consultation.

Table 4.2 Key changes made to the SoCC

Who	Comment	Key changes made
	where drop-in events were not being held	

4.4 SoCC compliance

- 4.4.1 The SoCC compliance provided in Table 4.3 details how the statutory consultation was undertaken in compliance with the published SoCC, as per the requirements of section 47(7) of the PA 2008.

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
The Project	Additional information about the Project, including detailed maps, plans and associated benefits will be included in the consultation brochure and the map booklet (Paragraph 3.12 of the SoCC).	Additional information about the Project, including detailed maps, plans and associated benefits were included in the consultation brochure and the map booklet. A copy of the consultation brochure is provided in Annex L. A copy of the map book is provided in Annex L.
	The Project will require an Environmental Impact Assessment (EIA). We will evaluate the likely impacts the Project could have on the existing environment. Measures to reduce negative impacts, such as landscape screening and noise barriers, will be identified where possible and we will investigate opportunities to improve existing environmental conditions. This information will be published in a Preliminary Environmental Information Report as part of the consultation material (Paragraph 3.11 of the SoCC).	A list of documents, including the Preliminary Environmental Information (PEI) report and the non-technical summary, made available at public consultation events, online and deposit points can be found in Chapter 5. A copy of the PEI report is provided in Annex L. The PEI report provided detailed information on the potential environmental impacts of the Project and the mitigation measures that could be undertaken in relation to topics such as noise and vibration, biodiversity, and air quality.
Next consultation – why and when	Your comments will help us achieve these objectives. We will listen to everyone’s views and we will consider your feedback when finalising the design of the Project. We will explain how we took your views into account when we prepare our Consultation Report as part of our DCO application. The Consultation Report will identify how we have responded to the issues raised at statutory consultation, key topics raised during pre-consultation engagement and where we considered it appropriate to make changes (Paragraph 5.3 of the SoCC).	Please refer to Chapter 6 and Annex N on how we have had regard to consultation responses.
	The consultation will run for six weeks from 24 September until 6 November 2021 (Paragraph 5.4 of the SoCC).	The consultation was held from 24 September until 6 November 2021 for 44 days. The dates were advertised in consultation documents, including in the published SoCC, Section 47 and Section 48 notices, consultation brochure and feedback form. The dates were also published on the project website, social media posts and in the consultation press releases. Early awareness raising leaflets, were sent to local residents and businesses in advance of consultation opening. Posters were also displayed in consultation venues and other public buildings. Evidence of this can be found in Annex L.
	During the consultation period, in addition to the Project generally, we will be consulting on the following elements of the Project:	A range of materials were provided for the statutory consultation, both digitally and physically, to help enable everyone to have a clear understanding of the Project, its potential effects, and the way that feedback could be provided. Opportunities were also

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Section	Commitment within the SoCC	Accordance with the commitment
	<ul style="list-style-type: none"> Route alignment and preliminary design, including route alignment alternatives considered within specific areas Junction layouts, including junction location alternatives considered within specific areas Construction compounds and other land potentially required for construction Proposed DCO boundary (the area of land needed to carry out the Project) Proposals for walking, cycling and horse riding including the diversion of routes Environmental assessments and potential environmental impacts Environmental mitigation measures and associated land requirements Arrangements to mitigate the impact on any communities, farms, or businesses <p>(Paragraph 5.4 of the SoCC)</p>	<p>provided for individuals to request hard copies of the materials. These materials include:</p> <ul style="list-style-type: none"> Public consultation brochure Consultation feedback form Map book PEI Report and Non-Technical Summary Technical Reports including the Project Design Report, Route Development Report, Draft Construction Method Statement and Local Traffic Report Outline Environmental Management Plan Statement of Community Consultation <p>Please refer to Chapter 5 of the Consultation Report for a full overview of consultation materials and the detailed information provided within, which includes all of the points listed.</p>
	<p>Where it has not been possible to address this feedback in our proposals for consultation, we will provide a high-level overview of the feedback within our consultation material and give an indication of the kind of project changes that may on further consideration, alongside the outcome of the consultation, flow from it (Paragraph 5.8 of the SoCC).</p>	<p>Please refer to Chapter 6 and Annex N on how we have had regard to consultation responses.</p>
	<p>If, because of feedback from this statutory consultation or from our pre consultation engagement, the proposals change to the extent that it is necessary to undertake further targeted consultation, this will be undertaken in a manner that is consistent with the</p>	<p>Supplementary consultations were undertaken between 28 January and 3 April 2022 in relation to nine specific proposed changes to the Project following the statutory consultation which ran from 24 September 2021 to 6 November 2021. These were</p>

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
	principles and methods set out in this SoCC, to the extent they are relevant to the targeted consultation (Paragraph 5.9 of the SoCC).	<p>undertaken in a manner consistent with principles of the SoCC, where considered relevant.</p> <p>Following the consideration of feedback to the statutory consultation and the progression of the preliminary design and assessment the team identified nine potential design change areas. The nature of these design changes meant that additional consultation was required, which took place in the form of supplementary consultations on the relevant scheme and topic areas. Changes identified to the proposals, and associated supplementary consultations, are set out in Chapter 7.</p> <p>Supplementary consultations were undertaken in the following areas:</p> <ul style="list-style-type: none"> • Kemplay Bank – localised non-statutory consultation (9am on 28 January 2022 to 11.59pm on 27 February 2022) • Temple Sowerby to Appleby – non-statutory consultation (9am on 28 January 2022 to 11.59pm on 27 February 2022) • Appleby to Brough – non-statutory consultation (9am on 28 January 2022 to 11.59pm on 27 February 2022) • Walking, cycling and horse-riding provision, landform and compounds – targeted non-statutory consultation (9am on 16 February 2022 to 11.59pm on 20 March 2022) • Brough Hill Fair – targeted non-statutory consultation (9am on 11 March 2022 to 11.59pm on 3 April 2022) • Bowes Bypass – statutory consultation with new land interests and non-statutory consultation with other land interests and local authorities (9am on 28 January 2022 to 11.59pm on 27 February 2022) <p>For the design changes proposed at each of these supplementary consultations and for our response to feedback, please refer to Chapter 7.</p>

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
Who can take part?	Anyone who is interested in this project is welcome to take part. We welcome all views and will take them into account before we submit our DCO application (Paragraph 6.1 of the SoCC).	<p>We welcomed all responses at consultation and offered a range of mechanisms to provide feedback, including via the website, freepost, email, and in-person. Analysis of responses raised and our response to these issues raised are provided in Chapter 6 and Annex N.</p> <p>Members of the public could request alternative formats of the public consultation brochure, additional copies, or request that a hard copy be posted to their address by contacting the A66 Northern Trans-Pennine Project team via email or telephone. The consultation brochure included a detailed summary of the proposals for the Project and included information on the potential environmental impacts of the Project and information on how we proposed to mitigate the potential impacts.</p>
How will we consult?	<p>Considering the current COVID-19 pandemic, it is important for us to continue with project delivery but equally important to ensure consultations are safe and accessible in line with Government guidelines. Our consultation approach will be continually reviewed and revised to ensure we have a robust consultation strategy that also adheres to COVID-19 rules and regulations that apply at the time of consulting and ensure our staff and the public are kept safe (Paragraph 7.1 of the SoCC).</p> <p>Any activities that cannot be undertaken due to circumstances beyond our control will, where possible, be substituted with similar activity(s) and advertised in local newspapers (via press release) circulating in the vicinity of project, through the Project webpage (http://www.highwaysengland.co.uk/A66-NTP), on the A66 Northern Trans-Pennine Project Twitter account: @A66NTP and on the A66 Northern Trans-Pennine Project Facebook page (Paragraph 7.2 of the SoCC).</p>	<p>All events were undertaken as stated in the SoCC. In total, we held 24 public consultation events at a range of times and locations during the consultation period. In total, 1,663 people attended at least one of our consultation events.</p> <p>Public consultation events were held in the following venues:</p> <ul style="list-style-type: none"> • The A66 Project Hub, previously the Llama Karma Kafé, Penrith • Haydock Community Centre • Dalton & Gayles Village Hall • Kirkby Thore Memorial Hall • Bowes Village Hall • Warcop Parish Hall • Appleby Hub • The Witham, Barnard Castle • Kirkby Stephen Sports & Social Club • Gilling West Village Hall <p>A breakdown of the number of attendees at each event is available in Chapter 5.</p>

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
		<p>In addition, we conducted four virtual Q&A events and visited local communities with the Engagement Van to raise awareness of statutory consultation. Details of such engagement can be viewed in Chapter 5.</p> <p>To maximise access to the consultation, paper copies of materials were offered to stakeholders at deposit points and consultation events. Individuals were invited to request hard copy versions if they were unable or unwilling to visit a deposit point or event or unable to access the online version.</p>
	<p>Where possible, we will hold a series of public consultation events, following COVID-19 safety protocols, where members of the team will be available to answer questions about the proposals. Visitors to the events will be able to submit their consultation responses at these events if they choose to.</p> <p>The face-to-face events are proposed to take place at the following locations, but may have to be moved/cancelled as a result of unforeseen circumstances or because of COVID-19 Government guidance and regulations:</p> <ul style="list-style-type: none"> • The former Llama Karma Café Penrith • Haydock Community Centre • Dalton & Gayles Village Hall • Kirkby Thore Memorial Hall • Bowes Village Hall • Warcop Parish Hall • Appleby Hub • The Witham, Barnard Castle • Kirkby Stephen Sports & Social Club • Gilling West Village Hall <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>We held 24 public consultation events at a range of times and locations during the consultation period. In total, 1,663 people attended at least one of National Highway's consultation events.</p> <p>Copies of the feedback form and freepost envelopes were made available during all public consultation events. Feedback boxes were provided for consultees wishing to leave their feedback.</p> <p>The dates and times were included on the project website, consultation documents, Section 47 and Section 48 notices.</p> <p>We provided hand sanitiser stations and face masks which could be worn by members of the public and we ensured that the venues were well ventilated. In addition, the number of individuals within the consultation event locations was closely monitored.</p>

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
	<p>We will continue to use digital engagement to ensure dialogue with consultees and offer additional ways for people to engage regardless of whether face-to-face consultation events take place.</p> <p>We will use a virtual consultation room (accessible via http://www.highwaysengland.co.uk/A66-NTP), open throughout the consultation period, as an alternative to face-to-face events, which mimics a face-to-face event online allowing users to source information interactively at a time that suits them. This online platform is planned to be shared with local authorities for access to wider audiences.</p> <p>Visitors to the platform can also request a call back from a specialist in the area or subject which they are interested in by phone or filling out a form.</p> <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>We provided a virtual consultation room throughout consultation which provided stakeholders, landowners, local communities, and customers with the opportunity to browse the consultation materials, watch flythrough animations of the Project, watch a series of talking heads videos and provide their feedback to consultation. The virtual consultation room was accessible via the A66 project website: http://highwaysengland.co.uk/A66-NTP and was open for the duration of formal statutory consultation from 24 September 2021 to 6 November 2021.</p> <p>The virtual consultation room received 518 visitors throughout consultation.</p> <p>Visitors to the virtual consultation room could request a call back from a specialist in the area or subject which they were interested in. We received six requests for a call back during the consultation period and members of the National Highways statutory consultation team responded to each request.</p> <p>Screenshots of the virtual consultation room can be found in Chapter 5.</p>
	<p>We will also provide other digital communication tools including a fly through animation of the Project; various design and environmental constraints animations; and talking head videos on the Highways England website.</p> <p>We will have the SoundLab tool available at event venues. The SoundLab tool allows users to understand potential noise impacts from a set location and then experience the noise with proposed mitigation in place. A visualisation/ flythrough of the Project will be available at the consultation events for visitors to watch on a screen.</p> <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>Seven flythrough animations were made available on the project website in the virtual consultation room. Flythroughs were also shown at the physical consultation events.</p> <p>The following flythrough animations were provided:</p> <ul style="list-style-type: none"> • M6 junction 40 to Kemplay Bank • Penrith to Temple Sowerby • Temple Sowerby to Appleby • Appleby to Brough • Bowes Bypass • Rokeby • Stephen Bank to Carkin Moor

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		<p>Eight talking heads videos were also deployed in the virtual consultation room.</p> <p>The talking head videos were available for members of the public to watch and covered the following areas:</p> <ul style="list-style-type: none"> • Welcome • Design considerations • Environmental considerations • Appleby to Brough • Cross Lanes to Rokeby • Temple Sowerby to Appleby • What happens next? <p>To help explain the complex issues of design and environmental considerations in a user-friendly fashion, talking head videos were produced.</p> <p>The SoundLab booth was available online in the virtual consultation room for users and at the physical events, except for Kirkby Stephen where it was considered not relevant due to distance from the Project. The acoustically calibrated booth allows users to experience sound demonstrations to understand the potential noise impacts at their chosen location with and without the proposed scheme. The user could also listen to the effect of potential noise mitigation measures.</p> <p>A timelapse video of the journey by car between M6 junction 40 and the A1(M) Scotch Corner was developed and shared online on the project website and in the virtual consultation room. The timelapse video was developed to highlight several challenges that road users faced when journeying on the A66.</p> <p>An interactive fly through animation was also created which allowed visitors to the consultation events to navigate around the route to explore features or areas which were of interest to them.</p>

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Section	Commitment within the SoCC	Accordance with the commitment
	<p>We plan to visit local communities with the Engagement Van, subject to COVID-19 restrictions, to help raise awareness about the events. We plan to advertise these visits on the Project webpage and/or mentioned to Community Liaison Groups.</p> <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>We visited local communities with the Engagement Van to help raise awareness of statutory consultation events and to encourage individuals to provide their feedback on the proposals. Prior to engagement, we worked with local authorities to understand which communities would benefit from a site visit from the Engagement Van.</p> <p>We engaged with 279 people through nine events held with the Engagement Van. Dates, times, and locations were made available on the project website. The details were also shared with members of the CLG in September 2021 prior to statutory consultation. A comprehensive list of the dates, times, and locations is provided in Chapter 5.</p>
	<p>We will hold several virtual Q&A events on Microsoft Teams (an online meeting format), where members of the project team will present our consultation material and answer any questions from the public.</p>	<p>We held four virtual Q&A events on Microsoft Teams (an online meeting format), where members of the project team presented consultation materials and answered any questions from the public. A total of 16 individuals attended. Please refer to Chapter 5 for further information on the virtual Q&A events.</p>
	<p>A full summary of the Project; this SoCC; the consultation brochure; status of events information; feedback form; the PEIR and nontechnical summary; technical reports; and the map booklet showing the extent of the Project (including the proposed red line boundary) will be available at: http://www.highwaysengland.co.uk/A66-NTP</p> <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>All consultation materials listed (including the SoCC) were provided on the project website, alongside a full summary of the Project and information on how to get in touch and how to provide feedback.</p>
	<p>Panels explaining what we are consulting on. Physical and digital versions of these will be available and will appear at face-to-face consultation events, on the Project webpage and in the virtual consultation room.</p> <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>A series of 12 exhibition boards were displayed in physical consultation rooms and made available digitally via the consultation website and virtual consultation room. Samples of the exhibition boards are provided in Annex L. In addition, large scale copies of the maps provided in the map book were available in hard copy to view at all consultation events.</p>

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
	<p>This brochure will provide a summary of the proposals including the potential benefits and impacts of the Project, and how we propose to mitigate the potential impacts. Detailed maps will be available for each section within the Project. Copies of the brochure and map booklets will be available to view at deposit locations detailed in Section 9 of this SoCC during the consultation period.</p> <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>The consultation brochure and map book were made available on the project website, in the virtual consultation room and at the deposit point locations referenced in Chapter 5.</p> <p>Members of the public could request alternative formats of the public consultation brochure, additional copies, or request that a hard copy be posted to their address by contacting the A66 Northern Trans-Pennine Project team via email or telephone. The consultation brochure included a detailed summary of the proposals for the Project and included information on the potential environmental impacts of the Project and information on how we proposed to mitigate the potential impacts.</p>
	<p>The PEIR and non-technical summary will set out environmental impacts and possible mitigation measures – all of which we would like your views on. Technical reports will provide further explanation of the findings of the PEIR and provide background to the design and engineering of the Project.</p> <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>All consultation materials were provided on the project website, alongside a full summary of the Project and information on how to get in touch and how to provide feedback.</p> <p>The PEI report contained preliminary information on the likely significant environmental effects of the Project. It detailed how we proposed to mitigate significant adverse effects and where environmental enhancement may be provided. Printed copies of the PEI report were available at the public consultation events and deposit points. It could also be viewed online on the consultation website.</p> <p>The Draft Construction Method and management statement provided a high-level overview on how the Project will be constructed and how construction impacts will be managed. It detailed how we proposed to manage the impacts of construction on the environment and local communities.</p> <p>The Route Development Report provides a complete narrative of how the alignment of the A66 project route was established. The Route Development Report begins at the non-statutory consultation and continues through to the Preferred Route Announcement (PRA) and from PRA to statutory consultation. At statutory consultation, the alignment was presented on a scheme-</p>

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		<p>by-scheme basis. This included the findings from the appraisal of different alignment options that have been considered.</p> <p>The Project design report sets out the design principles for the Project and how the design proposals have evolved over time. It provides illustrative examples of how the design could look to accord with the design principles.</p> <p>The local traffic report described the transport impacts of the Project at both the construction and operational phases of the Project.</p>
	<p>Leaflets will be sent to those within a consultation target area to inform the local community about the consultation. This is based on those in the local area who we think will be most affected by our proposals and advice from local authorities. The consultation target area is shown in Annex A. The leaflet will publicise this consultation and highlight the website where materials will be available. If possible, the leaflets will include dates and locations for the face-to-face consultation events and Engagement Van visits.</p> <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>Leaflets were sent to those within a leaflet notification zone to inform the local community about the consultation. The leaflet notification zone was 5km either side of the proposed project area. The leaflet provided information on the opening and closing dates and times of the formal statutory consultation period; 9am on 24 September 2021 and 11.59pm on 6 November 2021, respectively.</p> <p>The leaflet provided information on the dates, locations, and times of the consultation events to be held within the local community across the site of the proposed project. Individuals who could not attend the events or who did not have access to the internet were encouraged to contact us on 0333 090 1192 to request a hard copy of the materials.</p> <p>Individuals were provided with the contact details of the project team, including a project telephone number, an email address (A66NTP@highwaysengland.co.uk) and social media handles.</p> <p>Individuals were provided with the project website where they could view the latest project information and find out more about the statutory consultation.</p> <p>A map of the leaflet notification zone is available to view in Annex L.</p>

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
		The leaflet is available to view in Annex L.
	S42 consultees, non-statutory stakeholders (those organisations or bodies identified by Highways England based on previous consultation exercises and work undertaken on the Project to date as being likely to have an interest in the Project), Focus Groups, Community Liaison Groups and signed up members of the public (from previous rounds of consultation) will be sent a letter or email notification prior to the statutory notice letter to raise awareness about the upcoming consultation and inviting people to visit the website for further details. This notification will also invite people without internet access to contact us to pre-order hard copies or electronic versions on memory sticks of the materials. This is also an opportunity for those requiring materials in an alternative format, such as other languages, large print, braille etc. to request them.	<p>S42 consultees, non-statutory stakeholders, focus groups, Community Liaison Groups and signed up members of the public were contacted by email or letter between late August and mid-September 2021 providing notification of the upcoming statutory consultation. Examples of these email/letter notifications are provided in Annex I.</p> <p>The notification provided consultees with information on the proposed dates of consultation. In addition, the notification encouraged individuals and organisations that required hard copies of the statutory consultation materials or materials in an alternative format, such as other languages, large print, braille etc. to get in touch via the contact details provided.</p>
	<p>Statutory letters will be issued to s42 consultees in accordance with the requirements of that section. This letter identifies stakeholders as prescribed consultees, informs them about this upcoming statutory consultation and requests feedback. This includes sending letters to all land interests within the extent of the Project (DCO boundary) and those that fall within category 3 (persons who might be entitled to make a relevant claim if the DCO were made and fully implemented) as set out by section 44 of the Planning Act 2008.</p> <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>Statutory consultees were contacted on Wednesday 20 September 2021 by letter and/or email, inviting comments on the scheme under section 42 of the PA 2008. Letters were sent via Royal Mail Special Delivery Guaranteed by 1pm next day (to arrive on 21 September).</p> <p>Persons with an Interest in Land (PILs) received tailored versions of the statutory letter, which included information identifying the plots of their land affected by the Project.</p> <p>A sample copy of the letters sent to each category of section 42 consultee is in Annex I.</p>
	<p>Where timing allows an email alert will be issued before the start of this statutory consultation to non-statutory stakeholders, Community Liaison Groups, Focus Groups and signed up members of the public. This alert will remind stakeholders about the start of this statutory consultation.</p> <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>We issued an email on 20 September 2021 to non-statutory stakeholders and members of the public who previously signed up for notifications. This email contained information on the consultation period and how to find out more through the consultation events, the project website, phone number, visiting our engagement van or attending one of our deposit points. Refer to Annex I for a copy of this email issued to non-statutory stakeholders and signed up members of the public.</p>

Table 4.3 Statement of Community Consultation (SoCC) compliance table

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	<p>Posters and leaflets 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 leaflets. The places we plan to share posters and leaflets includes (subject to their agreement and availability):</p> <ul style="list-style-type: none"> • 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 	<p>Posters and leaflets were shared in advance of consultation with those listed in the SoCC and also additional facilities. The full list of local community facilities posters and leaflets were sent to is as follows:</p> <ul style="list-style-type: none"> • 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 Doctors Surgery, DL12 8HT • Barnard Castle Co-op, DL12 8HL • Barnard Castle Lowfield Gardens, DL12 8UW • 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 • Brough Memorial Hall, CA17 4EJ • Café Sixty Six, CA16 6LN • Center Parcs, CA10 2DW • Cross Lanes Organic Farm Shop, 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

Table 4.3 Statement of Community Consultation (SoCC) compliance table

Section	Commitment within the SoCC	Accordance with the commitment
	<ul style="list-style-type: none"> • 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 • Method Detail 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>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 	<ul style="list-style-type: none"> • Middleton Tyas Village Shop, DL10 5QY • 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 Rugby Club, CA11 8RQ • Penrith Sainsbury's, CA11 7FG • Penrith Tourist Information Centre, CA11 7PT • Ravensworth Bay Horse Inn, DL11 7ET • Richmond Yorks Golf Club, DL10 5EX • Richmond Georgian Theatre Royal, DL10 4DW • Richmond Library, DL10 4AE • Richmond Lidl, DL10 4AJ • Richmond Post Office, DL10 4QB • Method Detail 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>The above list includes every venue listed in the SoCC except for Richmond Co-op, S13 8LU. However, allowances were made and five other venues in Richmond did receive posters and leaflets ensuring that local people were notified of the upcoming statutory consultation.</p> <p>In addition to the venues listed above, we also supplied posters and leaflets to the following venues:</p>

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
	<ul style="list-style-type: none"> • 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 <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<ul style="list-style-type: none"> • Ancient Unicorn Pub, DL12 9HL • Bowes Hitchinson C of E Primary School, DL12 9LG • Bowes Post Office, DL12 9HU • Bowes Social Club, DL12 9HR • Co-op, DL10 4HU • Cumbria County Council, CA1 1RD • Durham County Council, DH1 5UZ • Eden District Council, CA11 7QF • Great Musgrave Institute, CA17 4DW • Holiday Inn Scotch Corner, DL10 6NR • Kirkby Stephen Social Club, CA17 4QN • Morrisons, CA11 8PE • North Stainmore Parish Hall, CA17 4ET • North Yorkshire County Council, DL7 8A • Richmondshire District Council, DL10 4JX • Rokeby Inn, DL11 7QW • The Kings Arms Hotel, CA10 1SB • Upper Eden Medical Practice, CA17 4RB • 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
	<p>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</p>	<p>Regular Community Liaison Group (CLG) meetings were held in the lead up to Statutory Consultation, while specific CLG meetings were held in the 10 days prior to consultation launching to promote</p>

Table 4.3 Statement of Community Consultation (SoCC) compliance table

Section	Commitment within the SoCC	Accordance with the commitment																												
	<p>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.</p> <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>the statutory consultation and ensure members could promote it within their networks and communities.</p> <table border="1" data-bbox="1234 352 1957 746"> <tbody> <tr> <td>14 September 2021</td> <td>Bowes Bypass CLG</td> </tr> <tr> <td>16 September 2021</td> <td>Cross Lanes to Rokeby CLG</td> </tr> <tr> <td>20 September 2021</td> <td>Stephen Bank to Carkin Moor (Layton) CLG</td> </tr> <tr> <td>20 September 2021</td> <td>Temple Sowerby to Appleby CLG</td> </tr> <tr> <td>21 September 2021</td> <td>Appleby to Brough (Warcop) CLG</td> </tr> <tr> <td>22 September 2021</td> <td>M6 Junction 40 / to Kemplay Bank CLG</td> </tr> <tr> <td>23 September 2021</td> <td>Penrith to Temple Sowerby (Center Parcs) CLG</td> </tr> </tbody> </table> <p>Follow up CLG meetings were held before the end of statutory consultation to ensure that any final questions were answered and the deadline for feedback was promoted.</p> <table border="1" data-bbox="1234 908 1995 1177"> <tbody> <tr> <td>19 October 2021</td> <td>Temple Sowerby to Appleby CLG</td> </tr> <tr> <td>21 October 2021</td> <td>M6 junction 40 / Kemplay Bank CLG</td> </tr> <tr> <td>22 October 2021</td> <td>Penrith to Temple Sowerby CLG</td> </tr> <tr> <td>01 November 2021</td> <td>Stephen Bank to Carkin Moor CLG</td> </tr> <tr> <td>02 November 2021</td> <td>Cross Lanes to Rokeby CLG</td> </tr> <tr> <td>02 November 2021</td> <td>Appleby to Brough CLG</td> </tr> <tr> <td>03 November 2021</td> <td>Bowes CLG</td> </tr> </tbody> </table> <p>Public Liaison Officers also regularly shared information via email, including announcing the forthcoming consultation and to promote the digital engagement events. The members of the CLGs also had the opportunity to contact the PLOs directly via email if they had any questions.</p>	14 September 2021	Bowes Bypass CLG	16 September 2021	Cross Lanes to Rokeby CLG	20 September 2021	Stephen Bank to Carkin Moor (Layton) CLG	20 September 2021	Temple Sowerby to Appleby CLG	21 September 2021	Appleby to Brough (Warcop) CLG	22 September 2021	M6 Junction 40 / to Kemplay Bank CLG	23 September 2021	Penrith to Temple Sowerby (Center Parcs) CLG	19 October 2021	Temple Sowerby to Appleby CLG	21 October 2021	M6 junction 40 / Kemplay Bank CLG	22 October 2021	Penrith to Temple Sowerby CLG	01 November 2021	Stephen Bank to Carkin Moor CLG	02 November 2021	Cross Lanes to Rokeby CLG	02 November 2021	Appleby to Brough CLG	03 November 2021	Bowes CLG
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		<p>In addition, meetings were held with council leaders in June and July 2021 to promote the Project, as set out below.</p> <table border="1"> <tr> <td>26 June 2021</td> <td>Meeting with North Yorkshire County Council leaders</td> </tr> <tr> <td>28 June 2021</td> <td>Meeting with Durham County Council leaders</td> </tr> <tr> <td>28 June 2021</td> <td>Meeting with Eden District County Council members</td> </tr> <tr> <td>1 July 2021</td> <td>Meeting with Cumbria County Council leaders</td> </tr> <tr> <td>1 July 2021</td> <td>Meeting with Richmondshire District Council leaders</td> </tr> <tr> <td>17 July 2021</td> <td>Follow up meeting with Eden District Council members</td> </tr> </table> <p>Leaders were emailed on 10 September 2021 to remind them that the statutory consultation opened on 24 September 2021. All council leaders were invited to the official launch of the consultation period held at the Former Llama Karma Kafe on the 24 September 2021.</p> <p>The host authorities were asked to provide contact details for key community groups or seldom heard groups so information could be shared with the wider community. Durham County Council and Cumbria County Council provided a list of key contacts, North Yorkshire County council and Richmondshire District Council did not provide additional contact details. The contacts provided were then emailed with details of the upcoming statutory consultation on 2 July 2021 and encouraged to forward on the information with their wider networks of relevant community and seldom heard groups.</p> <p>This list of key contacts was also added to the official distribution list and included in the office notice on the 20, 21, and 22nd September.</p>	26 June 2021	Meeting with North Yorkshire County Council leaders	28 June 2021	Meeting with Durham County Council leaders	28 June 2021	Meeting with Eden District County Council members	1 July 2021	Meeting with Cumbria County Council leaders	1 July 2021	Meeting with Richmondshire District Council leaders	17 July 2021	Follow up meeting with Eden District Council members
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	<p>We currently hold a number of focus group meetings online throughout the year. 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.</p>	<p>Focus groups were held every throughout 2020 and 2021 to align with project milestones, for example the announcement of alternatives at Kirkby Thore and Warcop. The frequency also responded to the requests of the members of the focus groups.</p> <p>A full list of the focus groups and the date these were held is provided below.</p> <table border="1" data-bbox="1234 507 1993 1394"> <thead> <tr> <th data-bbox="1234 507 1525 547">Date</th> <th data-bbox="1525 507 1993 547">Focus group</th> </tr> </thead> <tbody> <tr> <td data-bbox="1234 547 1525 587">10 November 2020</td> <td data-bbox="1525 547 1993 587">Business, freight and ports</td> </tr> <tr> <td data-bbox="1234 587 1525 627">12 November 2020</td> <td data-bbox="1525 587 1993 627">Environmental interest</td> </tr> <tr> <td data-bbox="1234 627 1525 667">13 November 2020</td> <td data-bbox="1525 627 1993 667">Emergency and public services</td> </tr> <tr> <td data-bbox="1234 667 1525 707">13 November 2020</td> <td data-bbox="1525 667 1993 707">Walking, cycling and horse riding</td> </tr> <tr> <td data-bbox="1234 707 1525 746">24 February 2021</td> <td data-bbox="1525 707 1993 746">Environmental interest</td> </tr> <tr> <td data-bbox="1234 746 1525 786">25 February 2021</td> <td data-bbox="1525 746 1993 786">Business, freight and ports</td> </tr> <tr> <td data-bbox="1234 786 1525 826">26 February 2021</td> <td data-bbox="1525 786 1993 826">Emergency and public services</td> </tr> <tr> <td data-bbox="1234 826 1525 962">2 March 2021</td> <td data-bbox="1525 826 1993 962">Walking, cycling and horse riding (M6 Junction 40 to Kemplay Bank and Penrith to Temple Sowerby (Center Parcs) schemes)</td> </tr> <tr> <td data-bbox="1234 962 1525 1098">3 March 2021</td> <td data-bbox="1525 962 1993 1098">Walking, cycling and horse riding (Temple Sowerby to Appleby and Appleby to Brough (Warcop) schemes)</td> </tr> <tr> <td data-bbox="1234 1098 1525 1249">4 March 2021</td> <td data-bbox="1525 1098 1993 1249">Walking, cycling and horse riding (Bowes Bypass, Cross Lanes to Rokeby, Stephen Bank to Carkin Moor (Layton) and A1(M) Junction 53 Scotch Corner schemes)</td> </tr> <tr> <td data-bbox="1234 1249 1525 1289">14 May 2021</td> <td data-bbox="1525 1249 1993 1289">Environmental interest</td> </tr> <tr> <td data-bbox="1234 1289 1525 1329">26 May 2021</td> <td data-bbox="1525 1289 1993 1329">Environmental interest</td> </tr> <tr> <td data-bbox="1234 1329 1525 1369">28 June 2021</td> <td data-bbox="1525 1329 1993 1369">Walking, cycling and horse riding</td> </tr> <tr> <td data-bbox="1234 1369 1525 1394">12 August 2021</td> <td data-bbox="1525 1369 1993 1394">Emergency and public services</td> </tr> </tbody> </table>	Date	Focus group	10 November 2020	Business, freight and ports	12 November 2020	Environmental interest	13 November 2020	Emergency and public services	13 November 2020	Walking, cycling and horse riding	24 February 2021	Environmental interest	25 February 2021	Business, freight and ports	26 February 2021	Emergency and public services	2 March 2021	Walking, cycling and horse riding (M6 Junction 40 to Kemplay Bank and Penrith to Temple Sowerby (Center Parcs) schemes)	3 March 2021	Walking, cycling and horse riding (Temple Sowerby to Appleby and Appleby to Brough (Warcop) schemes)	4 March 2021	Walking, cycling and horse riding (Bowes Bypass, Cross Lanes to Rokeby, Stephen Bank to Carkin Moor (Layton) and A1(M) Junction 53 Scotch Corner schemes)	14 May 2021	Environmental interest	26 May 2021	Environmental interest	28 June 2021	Walking, cycling and horse riding	12 August 2021	Emergency and public services
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	<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>	<p>Consultation was publicised on social media channels including the National Highway's Northwest Facebook page, The A66 Northern Trans-Pennine Project Facebook page and on Twitter, using the following handles: @HighwaysNWest, @HighwaysNEast and @A66NTP.</p> <p>Leaflets were sent to residential, business, organisational and local community facility addresses within a zone of 5km around the proposed site of the Project. The area was expanded, based on consultation with the host local authorities, from 2.5km to 5km to capture a wider community of villages and hamlets.</p> <p>Posters were shared with local community facilities. The full list of locations that received posters is outlined earlier in this table under the section on <i>posters and leaflets</i>.</p>														

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
	<ul style="list-style-type: none"> Utilising a range of awareness-raising methods such as newspapers, social media, posters and leaflets. Using posters and leaflets publicity at community facilities and hubs that seldom heard groups may frequent. For example, we will share posters and leaflets with several tourist centres such as Appleby Tourist Information Centre, Penrith Tourist Information Centre and Center Parcs. We will also be contacting key community group representatives for them to share information about the consultation with their wider network. We also will ensure our phone number and email address are available on materials for those who may find have questions or find it difficult to submit comments. Accessible versions of consultation materials can be requested on 0333 090 1192. • We have selected the venues listed above and will seek to set timing of events with a view to their accessibility and Covid safe protocols. 	<p>Newspaper notices were published in the Darlington and Stockton Times, Cumberland News, Cumberland and Westmorland Herald, Northern Echo, Teesdale Mercury, Darlington and Stockton Times and Gazette Live.</p> <p>Our phone number and email address were widely published on the statutory letters, leaflets, posters and consultation packs.</p> <p>Hard copies and accessible versions of consultation materials could be accessed by calling the Project phoneline, 0333 090 1192.</p> <p>Covid safe protocols were followed at all venues, including the following measures:</p> <ul style="list-style-type: none"> Regular hand washing and wearing facemasks when travelling and on site Project team encouraged to take lateral flow test before leaving home. Maintaining social distancing and wearing a face mask during events (face masks will be provided) Ventilate event spaces as much as possible Sanitise all equipment that will be used by members of the public between each event Safety screens to be used between attendees if required Limit number of people in the hall for the junction event to maintain social distancing (this will be the responsibility of the identified runner for each event), this will not be based on numbers as it may be due to concentration around certain areas Masks available for attendees who do not have one Disposable pens are also being used for signing in purposes, again to reduce touch points. Pointers were provided to attendees to point at maps to reduce touch points.

Table 4.3 Statement of Community Consultation (SoCC) compliance table

Section	Commitment within the SoCC	Accordance with the commitment
		<p>Posters and leaflets were shared in advance of consultation with those community venues listed in the SoCC and additional facilities. The full list of local community facilities that received posters and leaflets is available in the <i>posters and leaflets</i> section outlined earlier in this table. Posters and leaflets were shared with the likes of Appleby Tourist Information Centre, CA16 6XE, Barnard Castle TCR Hub Community Centre, DL12 8TD, and Penrith Tourist Information Centre, CA11 7PT.</p> <p>In addition to physical advertisements for the statutory consultation, we asked members of the CLG to spread the word about the upcoming opportunity to have their say on our proposals for the A66.</p>
	<p>Statutory notices to publicise the proposed DCO application and the SoCC will be issued:</p> <ul style="list-style-type: none"> • S48 notice: Proposed DCO application - once in a national newspaper and the London Gazette and twice in local circulating newspapers (including the Cumberland News, Northern Echo, Gazette Live and Cumberland and Westmorland Herald, Teesdale Mercury and Darlington and Stockton Times) • S47 notice: Publicising the SoCC – in local circulating newspapers (including the Cumberland News, Northern Echo, Gazette Live and Cumberland and Westmorland Herald, Teesdale Mercury and Darlington and Stockton Times) <p>Where, for reasons outside our control, it is not possible to run the notices in the above listed newspapers, an alternate newspaper / publication will be chosen with a similar distribution and in consultation with the relevant local authority.</p> <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>Section 47 notices were placed in the Cumberland and Westmorland Herald (18 September), Cumberland News (17 September), the Gazette Live (Evening Gazette in Teesside) (20 September), and the Northern Echo and the Teesdale Mercury (22 September).</p> <p>Section 48 notices were placed in two national titles: The Times and The London Gazette (20 September). The Section 48 notices were also placed in the following local newspapers: Northern Echo (15 September and the 22 September), the Cumberland and Westmorland Herald (11 September and 18 September), Gazette Live (Evening Gazette in Teesside) (13 September and 20 September), Teesdale Mercury (15 September and 22 September), Darlington and Stockton Times (17 September and 24 September), and Cumberland News (News and Star) (10 September and 17 September).</p> <p>Copies of the published statutory notices can be found in Annex L and Annex M.</p> <p>One commitment made in the SoCC for advertising the publication of the SoCC in autumn 2021 was not fulfilled. We submitted our</p>

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
		<p>request for the section 47 notice to be published on 24 September 2021 in the Darlington and Stockton Times (DST); however, due to an administrative error the section 47 notice was not placed in the DST, resulting in non-compliance with a commitment.</p> <p>Regarding commitments in the SoCC for the DST, we complied with the commitment to publish s48 notices in the DST on 17 and 24 September. We also placed a newspaper advert in the DST on 17 September (evidence of these can be found in Annex L).</p> <p>We placed section 47 notices in the Gazette Live/Evening Gazette in Teesside (20 September), the Northern Echo (22 September) and Teesdale Mercury (22 September). We placed section 48 notices in the Gazette Live/Evening Gazette in Teesside (13 and 20 September), the Northern Echo (15 and 22 September) and Teesdale Mercury (15 and 22 September). These newspapers have crossover in their circulation areas with the DST. We also published newspaper adverts in the Richmondshire Today on 24 September, Northern Echo on 17 September, and Teesdale Mercury (22 September).</p> <p>In addition to the paid for advertising, we undertook a number of awareness-raising activities for the statutory consultation including:</p> <ul style="list-style-type: none"> • Flyer notification to those living within 5km of the Project centreline, this equated to over 47,00 addresses, including areas covered by the DST distribution. • Posters shared in local community facilities, including areas covered by the DST distribution such as Bowes Post Office, several locations in Barnard Castle, Mainsgill Farm, Richmond Theatre Royal, Richmond Library, Richmond Post Office, to name a few. • Use of organic and paid for adverts (including social media and at service stations covered by the DST distribution, such as Leeming Bar and Scotch Corner services.

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
		<ul style="list-style-type: none"> • 24 consultation events, including in areas covered by the DST distribution such as Dalton & Gayles Village Hall, Bowes Village Hall, and the Witham, Barnard Castle. • Press releases • Community Liaison Group meetings to push out information wider. Meetings with Community Liaison Groups in areas covered by the DST distribution included: Stephen Bank to Carkin Moor held on 20 September; Cross Lanes to Rokeby CLG on 16 September; and Bowes Bypass CLG on 14 September. • Statutory letter notification and notification to key stakeholders • Engagement Van at nine locations with over 275 interactions, including in areas covered by the DST distribution such as Mainsgill Farm Shop, Cross Lanes Organic Farm Shop and Richmond Market. <p>Considering the above, the geographical area covered by the DST was more than adequately covered, and the failure to publish the section 47 notice in the DST has not impacted the effectiveness of the consultation, and no prejudice has been caused to consultees as a result.</p>
	<p>We will advertise the public consultation in local newspapers and magazines, including the Eden Local, the Northern Echo, Gazette Live, Cumberland and Westmorland Herald, Teesdale Mercury and Richmondshire Today. Adverts will be placed in local newspapers to promote the launch of the consultation and reminders will be placed ahead of the events.</p> <p>Press releases detailing the public consultation period and how the community and road users can get involved will be issued.</p> <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>Three press releases were issued to the media during statutory consultation to raise awareness. The releases contained details of the consultation including opening and closing date of the statutory consultation. Copies of the press releases are provided in Annex L.</p> <p>Newspaper adverts were placed in the following publications:</p> <ul style="list-style-type: none"> • Teesdale Mercury (22 September 2021) • Richmondshire Today (24 September 2021) • Northern Echo (17 September 2021) • The Gazette (newspaper counterpart to Gazette Live) (22 September 2021) • Darlington & Stockton Times (17 September 2021) • Eden Local (31 August 2021) • Cumberland & Westmorland Herald (18 September 2021)

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
		<ul style="list-style-type: none"> • Cumberland News (17 September 2021) <p>Copies of the newspaper adverts are provided in Annex L.</p> <p>Section 47 notices were placed in five publications between 17 September 2021 and 24 September 2021:</p> <ul style="list-style-type: none"> • Cumberland News (17 September 2021) • Cumberland and Westmorland Herald (18 September 2021) • Gazette Live (20 September 2021) • Northern Echo (22 September 2021) • Teesdale Mercury (22 September 2021) <p>Section 48 notices were placed in eight publications between 10 September 2021 and 24 September 2021:</p> <ul style="list-style-type: none"> • The Times (20 September 2021) • The London Gazette (20 September 2021) • Northern Echo (15 September 2021 and 22 September 2021) • Cumberland and Westmorland Herald (11 September 2021 and 18 September 2021) • Gazette Live (Evening Gazette in Teesside) (13 September 2021 and 20 September 2021) • Teesdale Mercury (15 September 2021 and 22 September 2021) • Darlington and Stockton Times (17 September 2021 and 24 September 2021) • Cumberland News (News and Star) (10 September 2021 and 17 September 2021)
	<p>The public consultation will be advertised using the following:</p> <ul style="list-style-type: none"> • Highways England’s Northwest Facebook page • The A66 Northern Trans-Pennine Project Facebook page • Twitter: @HighwaysNWest, @HighwaysNEast and @A66NTP 	<p>In total, we ran 53 organic posts on Facebook and 66 organic posts on Twitter using the handles provided.</p> <p>Examples of posts shared on social media are set out below and are also available in Chapter 5:</p>

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
	<p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	
	<p>We will be using paid for advertising in local service stations and targeted social media to raise awareness of the consultation.</p> <p>(Paragraph 7.3, Table 1: Consultation and awareness-raising activities, of the SoCC).</p>	<p>In total, we ran four paid-for social media posts on Facebook (examples set out below and available in Chapter 5).</p>

Table 4.3 Statement of Community Consultation (SoCC) compliance table


Section	Commitment within the SoCC	Accordance with the commitment
		 <p>Paid for advertising was placed on petrol pumps in the following local service stations:</p> <ul style="list-style-type: none"> • Penrith Petrol Filling Station • Southwaite Service Area North • Southwaite Service Area South • Carlisle Service Station • Co-op Barnard Castle <p>Paid for advertising was placed on digital screens in the following service stations:</p> <ul style="list-style-type: none"> • Scotch Corner <p>Paid for advertising was placed on sanitiser screens in the following service stations:</p> <ul style="list-style-type: none"> • Scotch Corner • Southwaite Service Area North • Southwaite Service Area South • Barton Park SM • Leeming Bar

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
		Sample copies of the paid-for advertising are provided in Annex L. Sample copies of the advertising displayed in local service stations is provided in Annex L.
How to respond to consultation	Completing the feedback form on the Project webpage or virtual consultation room (Paragraph 8.1 of the SoCC).	A copy of the feedback form can be found at Annex L.
	Attending a consultation event where you can meet the project team and complete a paper copy or take a feedback form and freepost envelope away to complete and send to us (Paragraph 8.1 of the SoCC).	A copy of the feedback form which was available in hard copy format at the consultation events is provided in Annex L.
	Picking up a hard copy feedback form and freepost envelope at one of our deposit locations, subject to COVID-19 restrictions (Paragraph 8.1 of the SoCC).	A copy of the feedback form is provided in Annex L. The feedback form and freepost envelope were made available at the deposit point locations. A list of deposit points is provided in Chapter 5 of the Consultation Report.
	Requesting a hard copy of the feedback form via telephone on 0333 090 1192 and sending it to us using the Freepost address (Paragraph 8.1 of the SoCC).	The consultation booklet, feedback questionnaire, media coverage and Section 48 notices indicating how people can request paper copies of the consultation materials can be found at Annex L and Annex M. Individuals could also request hard copies by contacting us via telephone on 0333 090 1192.
	Alternatively, you can: email A66NTP@highwaysengland.co.uk (Paragraph 8.1 of the SoCC).	Copies of the consultation materials which contain the Freepost address and email address can be found in Annex L.
	Write to us Freepost A66 NORTHERN TRANS-PENNINE PROJECT (Paragraph 8.1 of the SoCC).	The consultation materials which listed the freepost address as an option to submit a formal response to the consultation can be found in Annex L.
Information available at and details of local deposit locations	The below list, in addition to this SoCC, will be made available for your information to help inform your consultation response: <ul style="list-style-type: none"> • Consultation brochure and map booklet • Consultation feedback form and Freepost envelope • Preliminary Environmental Information Report, non-technical summary and Technical Reports (Paragraph 9.1 of the SoCC).	The consultation brochure, map book and SoCC were available in hard copy format at the deposit point locations, at consultation events, digitally via the consultation website and virtual consultation room, and in hard copy format upon request. A full list of the deposit point locations dates the materials would be available and hours of operation can be viewed in Chapter 5 of the Consultation Report.

Table 4.3 Statement of Community Consultation (SoCC) compliance table		
Section	Commitment within the SoCC	Accordance with the commitment
	These documents will be available at deposit point locations (Paragraph 9.2 of the SoCC) and available upon request by contact us via email or telephone (Paragraph 9.4 of the SoCC).	A copy of the statutory consultation booklet is provided in Annex L. A copy of the map book is provided in Annex L.
	Consultation feedback form and freepost envelope – Available at deposit point locations and upon request (Paragraph 9.1 and 9.4 of the SoCC).	Feedback forms were available in physical format at deposit point locations and at consultation events. Individuals could also complete a digital version of the feedback form via the project website and the virtual consultation room. A hard copy version was also available upon request. A copy of the feedback form can be found in Annex L.
	Preliminary Environmental Information Report, non-technical summary, and Technical Reports (Paragraph 9.1 of the SoCC).	A copy of the PEI report, the PEI report NTS, Local Traffic Report, Project Design Report, Route Development Report and Draft Construction Method and Management Statement is provided in Annex L. The documents were available at deposit point locations and at consultation events.
Next steps	All consultation responses received during the public consultation will be recorded and considered. The content of each response will be categorised and broken down by themes and respondent profile – helping us to understand your comments and why you have made them. Where appropriate, we will use your feedback to help influence the Project design or to help identify ways to address concerns about the impacts of the Project (Paragraph 10.1 of the SoCC).	Please refer to Chapter 6 and Annex N on how we have had regard to consultation responses.
	We will summarise our findings in a Consultation Report, which will include a description of how our application was informed by the responses received, and outline any changes made because of consultation (Paragraph 10.2 of the SoCC).	Please refer to Chapter 6 and Annex N on how we have had regard to consultation responses.
	For more information, please visit our project webpage where you can also sign up for email alerts whenever the webpage is updated (Paragraph 10.4 of the SoCC).	A screenshot of the project website is provided in Annex L.

5 Statutory consultation approach

5.1 Overview of the statutory consultation

5.1.1 This chapter explains how we carried out statutory consultation to comply with sections 42, 46, 47, 48 and 49 of the PA 2008, and the accompanying provisions of the APFP Regulations. Chapter 4 sets out details of our compliance with the Statement of Community Consultation (SoCC).

5.1.2 The formal statutory consultation period ran between 09:00am on 24 September 2021 and 11:59pm on 6 November 2021. This gave consultees 44 calendar days to provide their feedback, which is more than the minimum 28 days as prescribed by section 45(2) of the PA 2008.

5.1.3 Revised consultation periods were provided in the case of 19 consultees prescribed under section 42 of the PA 2008. These additional periods were granted to the formal consultation period due to statutory notification letters, which were issued, being undelivered and returned to sender. Please see paragraph 5.5.8-5.5.11 for further information of individuals who received a formal extension to the statutory consultation period. Please refer to paragraphs 5.5.2-5.5.13 for further information on the content of the letters issued and the reason for their distribution. Copies of the letters provided to 42 consultees are provided within Annex I.

5.1.4 The purpose of the statutory consultation was to provide information and seek feedback on the Project generally, and specifically, on the following elements.

- Route alignment and preliminary design, including route alignment alternatives considered within specific areas
- Junction layouts, including junction location alternatives considered within specific areas
- Construction compounds and other land potentially required for construction
- Proposed DCO boundary (the area of land needed to carry out the Project)
- Proposals for walking, cycling and horse riding including the diversion of routes
- Preliminary environmental assessments and potential environmental impacts
- Environmental mitigation measures and associated land requirements
- Arrangements to mitigate the impact on any communities, farms, or businesses

5.1.5 National Highways carried out the consultation under section 42 of the PA 2008 in parallel with consultation under section 47 and section 48 of the PA 2008. This meant that all consultation materials made available under section 47 of the PA 2008 (“Duty to consult local community”) were also available to those consultees prescribed under section 42 of the PA 2008 and in response to the “Duty to publicise” under section 48 of the PA 2008. For further information on how National Highways has had regard to engagement with section 47 consultees please refer to paragraphs 5.5.20-5.5.31. For information on how National Highways has had regard to section 42 consultees, please refer to paragraphs 5.4.1-5.5.14.

- 5.1.6 Copies of the letters provided to s42 consultees are provided within Annex I.
- 5.1.7 Analysis of the feedback received to the statutory consultation, and any changes made to the Project as a result, are set out in Chapter 6 and Annex N of this report.

5.2 Consultation under EIA Regulations

- 5.2.1 Regulation 14 of the EIA Regulations states that an application for an order granting development consent for EIA development must be accompanied by an Environmental Statement (ES).
- 5.2.2 The Project falls within Schedule 1 to the EIA Regulations on the basis that it is: “Construction of a new road of four or more lanes, or realignment and/or widening of an existing road of two lanes or less so as to provide four or more lanes, where such new road, or realigned and/or widened section of road, would be 10 kilometres or more in a continuous length” (Schedule 1, Paragraph 7 (3)) and is therefore what is referred to as “EIA development”. Accordingly, the application for the Project is accompanied by an ES [Application Documents 3.2 to 3.4]. ES Chapter 1: Introduction (ES Volume 1, Application Document 3.2) describes the scoping process that has been followed in accordance with the EIA Regulations, and Table 1-1 of ES Chapter 1 sets out the information for inclusion in environmental statements (as specified in Schedule 4 to the EIA Regulations) and where the information is presented in the ES to ensure compliance with the EIA Regulations.
- 5.2.3 The consultation required under the EIA Regulations is in addition to that required under the PA 2008. This chapter provides a general overview of the pre-application engagement and consultation carried out by National Highways pursuant to the EIA Regulations.
- 5.2.4 Regulation 8(1) of the EIA Regulations provides that an applicant proposing to make an application for a DCO must, prior to carrying out consultation under section 42 of the PA 2008, either (a) ask the SoS to adopt a screening opinion in respect of the development to which the application relates or, (b) notify the SoS in writing that the applicant proposes to provide an environmental statement in respect of that development.
- 5.2.5 As the Project was “EIA development” (as explained in paragraph 5.2.2), a screening opinion to confirm whether an environmental statement was required was not necessary. Notification by way of a letter from National Highways was therefore sent to the Planning Inspectorate (PINS) (acting on behalf of the SoS) under Regulation 8(1)(b) of the EIA Regulations on 11 June 2021, notifying the Secretary of State in writing that National Highways proposed to provide an environmental statement in respect of the Project. This letter was accompanied by a request for a scoping opinion pursuant to Regulation 10 of the EIA Regulations. The letter was sent with a copy of an Environmental Scoping Report and the GIS shapefile which identified the land for which the request for a scoping opinion was made.

- 5.2.6 A copy of the letter sent to PINS under Regulation 8(1)(b) of the EIA Regulations, is provided in Annex D.
- 5.2.7 An acknowledgement of the scoping opinion request from PINS was received by National Highways on 23 July 2021 via email. A copy of the acknowledgement email shared by PINS is provided in Annex D.
- 5.2.8 The Scoping Report set out the key topics that were expected to be included in (or ‘scoped in’) the EIA, as well as outlining the methods to be applied in carrying out the EIA, and the proposed structure of the Environmental Statement (ES).
- 5.2.9 Regulation 13 of the EIA Regulations states that where the proposed application for an order granting development consent is an application for EIA development, the applicant must, at the same time as publishing notice of the proposed application under section 48 (1) of the PA 2008, send a copy of that notice to the consultation bodies and to any person notified to the applicant by the Planning Inspectorate in accordance with Regulation 11(1)(c). A copy of the section 48 notice can be found in Annex M.
- 5.2.10 The Planning Inspectorate confirmed in a letter to National Highways on 23 July 2021 that no further persons had been identified under Regulation 11(1)(c) of the EIA Regulations. A copy of this letter is provided in Annex D. Regulation 11(1)(c) of the EIA Regulations relates to particular person(s) whom the Planning Inspectorate considers “to be, or to be likely to be, affected by, or to have an interest in” a Proposed Development and who are “unlikely to become aware of the proposed development by means of the measures taken in compliance with Part 5 (applications for orders granting development consent) of the Act”. “Consultation bodies” is defined in the EIA Regulations as the prescribed consultation bodies listed within Schedule 1 of the APFP Regulations and local authorities as defined by Sections 42(1)(b) and 43 of the PA 2008. The s42 list of consultation bodies included all bodies in the list of consultees PINS consulted with on the scoping opinion, as notified to National Highways under regulation 11(1)(b) of the EIA Regulations.

5.3 Compliance with the requirements of the PA 2008

- 5.3.1 Sections 5.4-5.7 provide a summary of the activities undertaken by National Highways for the 2021 statutory public consultation to ensure compliance with the requirements of the PA 2008. Evidence of this compliance is supplied in the consultation report annexes and Chapter 4 Table 4.3 where relevant and appropriate.

5.4 Section 42: Identification of statutory consultees

Section 42 of the PA 2008 overview

- 5.4.1 Section 42(1) of the PA 2008 states:
- “42. Duty to consult*
- (1) The applicant must consult the following about the proposed application –*
- a. such persons as may be prescribed,*

- aa. the Marine Management Organisation, in any case where the proposed development would affect, or would be likely to affect any of the areas specified in subsection (2),*
- b. each local authority that is within section 43,*
- c. the Greater London Authority if the land is in Greater London, and*
- d. each person who is within one or more of the categories set out in section 44.”*

5.4.2 Sub sections 42(aa) and 42(c) are not relevant to this scheme because it is an inland scheme which is not located within Greater London.

5.4.3 For the purposes of section 42(1)(a) of the PA 2008, the persons prescribed are those listed in column 1 of the table in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the APFP Regulations), as applicable. A review of this list has been undertaken to ascertain if they are applicable or not, pursuant to the circumstances set out in column 2 of the table in Schedule 1 to the APFP Regulations.

5.4.4 Section 42(1)(b) (local authorities) are defined in section 43 of the PA 2008. There are ‘A’, ‘B’, ‘C’ and ‘D’ category local authorities, depending on the tier of the authority and its location in relation to the scheme.

5.4.5 Section 42(1)(d) (persons within section 44 of the PA 2008) are defined and categorised under section 44 of the PA 2008:

- A person is within Category 1 if the applicant, after making diligent inquiry, knows that the person is an owner, lessee, tenant (whatever the tenancy period) or occupier of the land.
- A person is within Category 2 if the applicant, after making diligent inquiry, knows that the person a) is interested in the land, or b) has power (i) to sell and convey the land, or (ii) to release the land.
- A person is within Category 3 if the applicant thinks that, if the order sought by the proposed application were to be made and fully implemented, the person would or might be entitled (a) as a result of the implementing of the order, (b) as a result of the order having been implemented, or (c) as a result of use of the land once the order has been implemented, to make a relevant claim. This is subject to section 44(5): a person is within Category 3 only if the person is known to the applicant after making diligent inquiry.

5.4.6 An assessment of the categorisation of Category 1, 2, and 3 consultees is available in paragraphs 5.4.14-5.4.29.

5.4.7 A ‘relevant claim’ under Category 3 means a claim under section 10 of the Compulsory Purchase Act 1965, under Part 1 of the Land Compensation Act 1973 or under section 152(3) of the PA 2008.

5.4.8 All section 42(1)(d) consultees are referred to as Persons with an Interest in the Land (PILs).

Prescribed consultees (section 42 (1)(a))

5.4.9 We compiled a list of statutory consultees, which was derived from the prescribed consultees listed in column 1 of the table in Schedule 1 to the APFP Regulations. This list included organisations consulted by PINS on the EIA Scoping Opinion identified in accordance with regulation

11(1)(b) of the EIA Regulations. We determined whether a consultee was relevant to the A66 Northern Trans-Pennine project in accordance with column 2 and column 3 of Schedule 1 to the APFP Regulations. A precautionary approach was taken, whereby a consultee was not discounted unless there was a clear and evidenced reasoning for doing so. Annex H of this report provides the list of the prescribed consultees and the reasoning behind the decision to discount or include consultees.

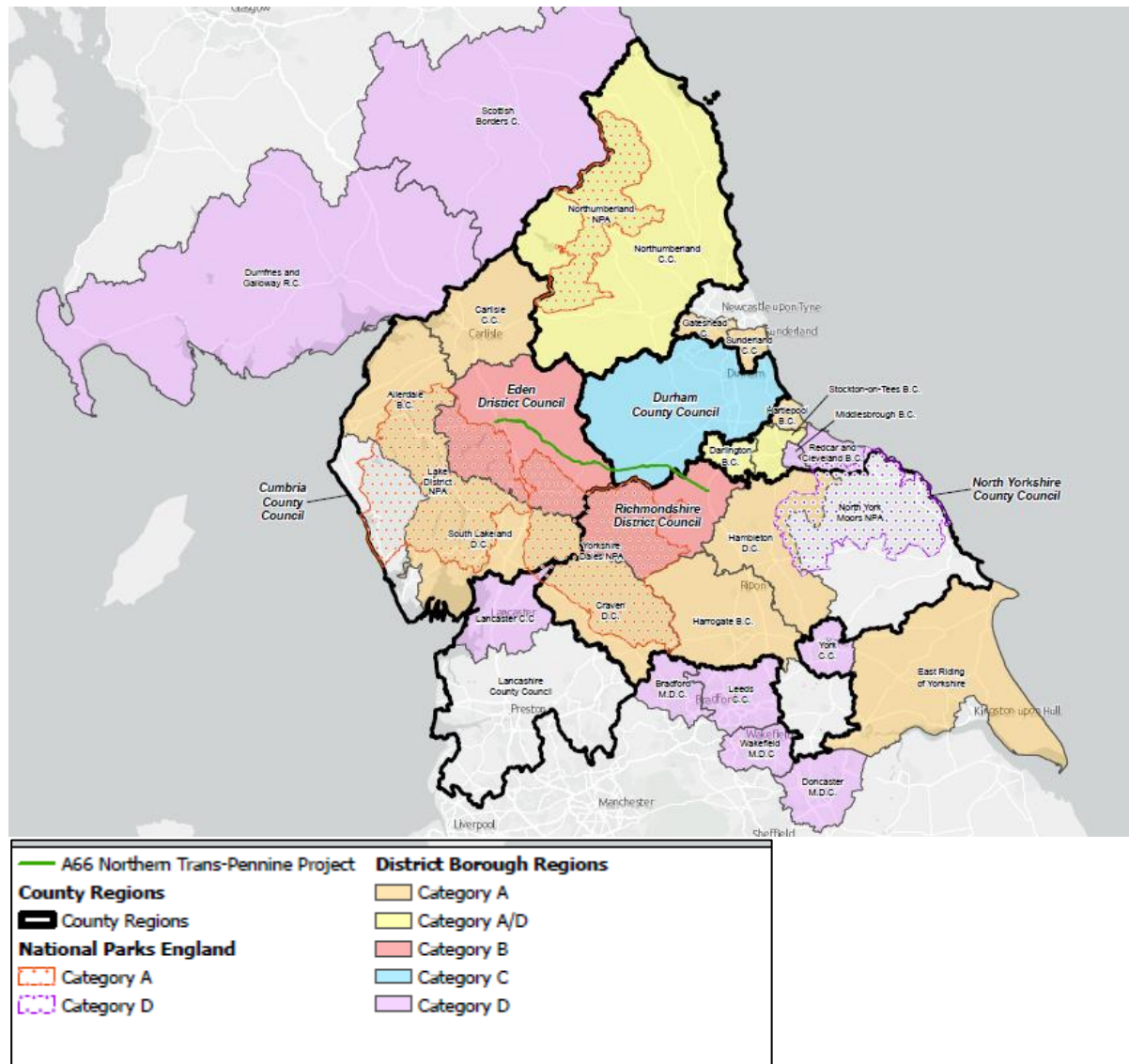
5.4.10 We had regard to the information in PINS Advice Note 3. The purpose of this advice note is to explain the approach taken by PINS, on behalf of the Secretary of State, when identifying consultation bodies to be notified under Regulation 11 of the EIA Regulations and where relevant, consulted on the scope of the Environmental Statement under Regulation 10 of the EIA Regulations. This advice note also identifies non-prescribed consultation bodies that PINS may consult on a discretionary basis.

5.4.11 Consideration was also given to PINS Advice Note 3 in identifying relevant consultees under section 42(1)(a), including in relation to the requirement to consult relevant statutory undertakers.

Local authorities (Section 42 (1)(b))

5.4.12 Table 5.1 identifies the relevant local authorities for the Project pursuant to section 42(1)(b) of the PA 2008 as defined by reference to section 43 of the PA 2008, according to whether they are 'A', 'B', 'C' and/or 'D' category local authorities. Figure 5.1 identifies the host and neighbouring local authorities falling within the scope of section 43 of the PA 2008.

Figure 5.1 Map of the relevant local authorities



Name	Category	Criteria for identification
Allerdale Borough Council	A	Allerdale Borough Council is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated and is therefore an 'A' authority for the purposes of section 43 of the PA 2008. Allerdale Borough Council shares a boundary with South Lakeland District Council, Eden District Council and Carlisle City Council.
Carlisle City Council	A	Carlisle City Council is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated and is therefore an 'A' authority for the purposes of section 43 of the PA 2008. Carlisle City Council shares a boundary with Eden District Council and Northumberland County Council.
Craven District Council	A	Craven District Council is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated

Table 5.1 Identification of relevant local authorities

Name	Category	Criteria for identification
		and is therefore an 'A' authority for the purposes of section 43 of the PA 2008. Craven District Council shares a boundary with Bradford Metropolitan District Council, Richmondshire District Council, Harrogate Borough Council, and South Lakeland District Council.
Gateshead Council	A	Gateshead Council is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated and is therefore an 'A' authority for the purposes of section 43 of the PA 2008. Gateshead Council shares a boundary with Sunderland City Council, Durham County Council, and Northumberland County Council.
Hambleton District Council	A	Hambleton District Council is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated and is therefore an 'A' authority for the purposes of section 43 of the PA 2008. Hambleton District Council shares a boundary with Redcar and Cleveland Borough Council, Stockton-on-Tees Borough Council, Darlington Borough Council, Richmondshire District Council, City of York Council, and Harrogate Borough Council.
Harrogate Borough Council	A	Harrogate Borough Council is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated and is therefore an 'A' authority for the purposes of section 43 of the PA 2008. Harrogate Borough Council shares a boundary with Hambleton District Council, City of York Council, Leeds City Council, Bradford Metropolitan District Council, Craven District Council, Yorkshire Dales National Park Authority, and Richmondshire District Council.
Hartlepool Borough Council	A	Hartlepool Borough Council is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated and is therefore an 'A' authority for the purposes of section 43 of the PA 2008. Hartlepool Borough Council shares a boundary with Stockton-on-Tees Borough Council, Redcar and Cleveland Borough Council and Durham County Council.
Lake District National Park Authority	A	Lake District National Park Authority is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated and is therefore an 'A' authority for the purposes of section 43 of the PA 2008. A precautionary approach was taken which saw us include the Lake District National Park Authority within its list of relevant local authorities for the purposes of engagement during statutory consultation. The Lake District National Park Authority is the Local Planning Authority for the National Park which sits within the administrative boundary of Eden District Council, a category 'B' authority. Lake District National Park Authority shares a boundary with South Lakeland District Council, Eden District Council and Allerdale Borough Council
Northumberland National Park Authority	A	Northumberland National Park Authority is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated and is therefore an 'A' authority for the purposes of

Table 5.1 Identification of relevant local authorities

Name	Category	Criteria for identification
		section 43 of the PA 2008. A precautionary approach was taken which saw us include the Northumberland National Park Authority within its list of relevant local authorities for the purposes of engagement during statutory consultation. The Northumberland National Park Authority is the Authority for the National Park which sits within the administrative boundary of Northumberland County Council, a category 'A' and 'D' authority. Northumberland National Park Authority shares a boundary with Northumberland County Council and Carlisle City Council.
South Lakeland District Council	A	South Lakeland District Council is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated and is therefore an 'A' authority for the purposes of section 43 of the PA 2008. South Lakeland District Council shares a boundary with Lancaster City Council, Allerdale Borough Council, Craven District Council, Richmondshire District Council and Eden District Council.
Sunderland City Council	A	Sunderland City Council is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated and is therefore an 'A' authority for the purposes of section 43 of the PA 2008. Sunderland City Council shares a boundary with Gateshead Borough Council and Durham County Council.
Yorkshire Dales National Park Authority	A	Yorkshire Dales National Park Authority is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated and is therefore an 'A' authority for the purposes of section 43 of the PA 2008. Yorkshire Dales National Park Authority shares a boundary with Craven District Council, Harrogate Borough Council, Richmondshire District Council, Durham County Council, Eden District Council and South Lakeland District Council.
Eden District Council	B	Within the boundaries of the three category "C" authorities, the Project is located within the administrative area of Eden District Council. This is a category 'B' authority for the purposes of section 43 of the PA 2008.
Richmondshire District Council	B	Within the boundaries of the three category "C" authorities, the Project is located within the administrative area of Richmondshire District Council. This is a category 'B' authority for the purposes of section 43 of the PA 2008.
Durham County Council	B	Within the boundaries of the three category "C" authorities, the Project is located within the administrative area of Durham County Council. This is a category 'B' authority for the purposes of section 43 of the PA 2008.
Cumbria County Council	C	The Project is within the administrative area of Cumbria County Council which makes it a category "C" authority.
North Yorkshire County Council	C	The Project is within the administrative area of North Yorkshire County Council which makes it a category "C" authority.
Scottish Borders Council	D	Scottish Borders Council shares a boundary with a 'C' authority – a neighbouring authority(S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. Scottish Borders Council shares a boundary with Dumfries and Galloway

Table 5.1 Identification of relevant local authorities

Name	Category	Criteria for identification
		Regional Council, Carlisle County Council, Northumberland County Council, and Northumberland National Park Authority.
Bradford Metropolitan District Council	D	Bradford Metropolitan District Council shares a boundary with a 'C' authority – a neighbouring authority(S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. Bradford Metropolitan District Council shares a boundary with Harrogate Borough Council, Leeds City Council, Lancashire County Council, and Craven District Council.
Dumfries and Galloway Regional Council	D	Dumfries and Galloway Regional Council shares a boundary with a 'C' authority – a neighbouring authority(S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. Dumfries and Galloway Regional Council shares a boundary with Allerdale Borough Council, Carlisle County Council, and Scottish Borders Council.
Doncaster Metropolitan Borough Council	D	Doncaster Metropolitan Borough Council shares a boundary with a 'C' authority – a neighbouring authority(S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. Doncaster Metropolitan Borough Council shares a boundary with East Riding of Yorkshire and Wakefield Metropolitan District Council.
East Riding of Yorkshire Council	D	East Riding of Yorkshire Council shares a boundary with a 'C' authority – a neighbouring authority(S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. East Riding of Yorkshire Council shares a boundary with City of York Council, North Yorkshire County Council, and Doncaster Metropolitan Borough Council.
Lancashire County Council	D	Lancashire County Council shares a boundary with a 'C' authority – a neighbouring authority(S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. Lancashire County Council shares a boundary with Lancaster County Council, Bradford Metropolitan District Council and Craven District Council.
Lancaster City Council	D	Lancaster City Council shares a boundary with a 'C' authority – a neighbouring authority(S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. Lancaster City Council shares a boundary with Wakefield Metropolitan District Council, Harrogate Borough Council, and Bradford Metropolitan District Council.
Leeds City Council	D	Leeds City Council shares a boundary with a 'C' authority – a neighbouring authority(S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. Leeds City Council shares a boundary with Wakefield Metropolitan District Council, Harrogate Borough Council and Bradford Metropolitan District Council.
Middlesbrough Borough Council	D	Middlesbrough Borough Council shares a boundary with a 'C' authority – a neighbouring authority(S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. Middlesbrough Borough Council shares a boundary with Redcar and Cleveland Borough Council, Stockton-on-Tees Borough Council, North York Moors National Park Authority, and Hambleton District Council.

Table 5.1 Identification of relevant local authorities

Name	Category	Criteria for identification
North York Moors National Park Authority	D	North York Moors National Park Authority shares a boundary with a 'C' authority – a neighbouring authority(S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. A precautionary approach was taken which saw us include the North York Moors National Park Authority within its list of relevant local authorities for the purposes of engagement during statutory consultation. The North York Moors National Park Authority is the Authority for the National Park which sits within the administrative boundary of North Yorkshire County Council, a category 'C' authority. North York Moors National Park Authority shares a boundary with North Yorkshire County Council, Hambleton District Council, Redcar and Cleveland Borough Council, and Middlesbrough Borough Council.
Redcar and Cleveland Borough Council	D	Redcar and Cleveland Borough Council shares a boundary with a 'C' authority – a neighbouring authority(S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. Redcar and Cleveland Borough Council shares a boundary with Middlesbrough Borough Council, Hartlepool Borough Council, North York Moors National Park Authority, North Yorkshire County Council, Stockton-on-Tees Borough Council, and Hambleton District Council.
Wakefield City Council	D	Wakefield City Council shares a boundary with a 'C' authority – a neighbouring authority (S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. Wakefield City Council shares a boundary with Doncaster Metropolitan District Council and Leeds City Council.
City of York Council	D	City of York Council shares a boundary with a 'C' authority – a neighbouring authority (S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. City of York Council shares a boundary with East Riding of Yorkshire, North Yorkshire County Council, Hambleton District Council, and Harrogate Borough Council.
Darlington Borough Council	D / A	Darlington Borough Council shares a boundary with a 'C' authority – a neighbouring authority(S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. Darlington Borough Council is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated and is therefore 'A' authority for the purposes of section 43 of the PA 2008. Darlington Borough Council shares a boundary with Stockton-on-Tees Borough Council, Richmondshire District Council, Hambleton District Council and Durham County Council.
Northumberland County Council	D / A	Northumberland County Council shares a boundary with a 'C' authority – a neighbouring authority(S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. Northumberland County Council is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated and is therefore 'A' authority for the purposes of section 43 of the PA 2008. Northumberland County Council shares a boundary with Gateshead Council, Durham County Council, Eden District Council, Carlisle City Council, Northumberland National Park Authority, and the Scottish Borders Council.

Table 5.1 Identification of relevant local authorities

Name	Category	Criteria for identification
Stockton-on-Tees Borough Council	D / A	Stockton-on-Tees Borough Council shares a boundary with a 'C' authority – a neighbouring authority(S43(3)) and is therefore a "D" authority for the purposes of section 43 of the PA 2008. Stockton-on-Tees Borough Council is a neighbouring local authority (S43(3)) that shares a boundary with a unitary council or lower tier district council within whose area development is situated and is therefore 'A' authority for the purposes of section 43 of the PA 2008. Stockton-on-Tees Borough Council shares a boundary with Hartlepool Borough Council, Redcar and Cleveland Borough Council, Middlesbrough Borough Council, Darlington Borough Council, Hambleton District Council, and Durham County Council.

5.4.13 It is noted that under section 43 of the PA 2008, some local authorities are defined as both an 'A' and a 'D' category authority.

Section 42(1)(d) Consultees (Landowners and other persons with interest in land (PILS))

5.4.14 S42(1)(d) of the PA 2008 states that National Highways must consult each person who is within one or more of the categories set out in s44. Identified PILs were categorised as Category 1, Category 2 or Category 3, according to the definitions set out under s44 of the PA 2008. Some PILs were identified as falling within more than one category, while several consultees prescribed under section 42(1)(a) were also identified as being a PIL.

5.4.15 The categories of persons to be consulted are as follows:

- Category 1 - an owner, lessee, tenant (whatever the tenancy period) or occupier of the land.
- Category 2 - a person interested in the land, or who has the power (i) to sell and convey the land, or (ii) to release the land.
- Category 3 - if the applicant thinks that, if the DCO were to be made and fully implemented, the person would or might be entitled (a) because of the implementing of the DCO, (b) as a result of the DCO having been implemented, or (c) as a result of use of the land once the DCO has been implemented, to make a relevant claim.

5.4.16 A 'relevant claim' is defined by Section 44(6) as meaning:

- (a) a claim under Section 10 of the Compulsory Purchase Act 1965 (compensation where satisfaction not made for the taking, or injurious affection, of land subject to compulsory purchase).
- (b) a claim under Part 1 of the Land Compensation Act 1973 (compensation for depreciation of land value by physical factors cause by use of public works);
- (c) a claim under Section 152(3) of the PA 2008 (compensation in case where no right to claim in nuisance).

5.4.17 Section 44 places a duty on applicants to make 'diligent inquiry' as to the identification of Category 1, 2, or 3 persons (the 'Section 44 persons'). The term 'diligent inquiry' is not defined in the PA 2008, but it

sets a threshold of inquiry to allow the termination of that inquiry when reasonable and recognised avenues of research have been exhausted.

5.4.18 National Highways' land referencing company employed several methods to identify Section 44 persons taking account of best practice and relevant guidance, including PINS 'Advice Note 4: Section 52' (March 2017). Methods included:

- the issue of Land Interest Questionnaires to potentially affected landowners / occupiers
- searches at the Land Registry
- review of legal title reports
- Companies House and Electoral Roll searches
- searches for registered correspondence to the relevant address (where appropriate)
- site visits
- discussions with known owners/occupiers

5.4.19 Where an interest remained in 'unknown' ownership or where it was not clear whether an interest existed or not (in each case following diligent inquiry), we posted a site notice on or close to the land in question as part of the consultation. The other consultation methods employed (including local and national newspaper adverts / notices, press releases and posters) also had the potential to notify those interested in the relevant land of the Project.

5.4.20 It is important to note that National Highways' land referencing company continued with their methods seeking to identify Section 44 persons throughout the pre-application stage of the Project, to ensure the greatest possible chance of identifying people who may be relevant.

5.4.21 National Highways' land referencing company worked alongside the District Valuer / Valuation Office Agency to identify any Part 1 Claimants for compensation for use of the altered carriageway post project completion.

5.4.22 National Highways' land referencing company identified various parties with interests in land who have potential Category 3 interests, regarding section 152(3) PA 2008 or section 10 claims, in particular those parties who rely on roads which are within the Order limits for the Project (and who do not own land within the Order Limits and whose access could be affected). The land referencing company worked with National Highways' legal team to ensure a robust approach was taken when identifying potential section 10 and section 152(3) PA 2008 claimants.

5.4.23 To identify potential Category 3 persons who may have a claim pursuant to section 10 of the CPA 1965 or section 152(3) PA 2008, an initial 10 metre buffer was applied to the proposed land requirements to ensure adjacent landowners, frontage interests and potentially relevant claims under section 10 of the CPA 1965 and section 152(3) PA 2008 were included, as well as carrying out a desk-based assessment to identify properties with a potential claim. In addition, we liaised with the design team, engineers, and District Valuer's to confirm any potential claimants. The Land Referencing company worked with National Highways' legal team to ensure a robust approach was taken when identifying potential

section 10 claimants. This relates to the 300m buffer around the line of route used at statutory consultation, this was then refined for DCO submission.

5.4.24 A list of the section 42(1)(d) PILs consulted is included in Annex H. The PILs have been assigned an identification number for the purposes of this report to avoid the use of information that may identify an individual. As part of the statutory consultation, no new PILs were identified. A small number of PILs were identified following the close of statutory consultation, as part of an ongoing review of the Book of Reference further to design refinement and further consultation exercises. Refer to Chapter 7 for newly identified PILs related to the supplementary consultations.

5.4.25 In accordance with Advice Note 14, the s42(1)(d) list has been cross checked against the Book of Reference [Application Document 5.7]. As a consequence of the continued project development during and since consultation, as well as changes in land interests, the list of parties originally identified as section 42(1)(d) has some differences to those listed in the Book of Reference. Annex H identifies section 42(1)(d) consultees and groups them according to:

- Persons consulted in accordance with s42(1)(d) who are included in the Book of Reference
- Persons consulted in accordance with s42(1)(d) who are not included in the Book of Reference
- Persons included in the Book of Reference who have not been consulted under section 42(1)(d) with reason given for the persons not being consulted

5.4.26 Annex H lists all the parties that were consulted that now feature within the Book of Reference. All parties that held a Category 1, 2 or 3 interest in the Project have been consulted, either having been included in the original consultation or subsequently, as and when their interest was identified, except as outlined below.

5.4.27 Annex H also lists all parties that were consulted under section 42(1)(d) but no longer feature within the Book of Reference. The majority of these who are no longer included in the Book of Reference are a result of further survey and assessment work following statutory consultation. A cautious approach was adopted for notifying under section 42(1)(d) as the design was continuing to evolve. A cautious approach was also taken in including Category 3 interests for the statutory consultation. Once further data and environmental impact assessment information was available, the parties identified were reviewed and many of these parties fell away as they were no longer impacted or expected to experience an effect that might give rise to a compensation claim.

5.4.28 Annex H also provides a list of parties that have not been included in the S.42(1)(d) consultation process. These parties were identified after statutory consultation, for the various reasons explained in Annex H and summarised below. For the avoidance of doubt, whilst these parties did not receive S42(1)(d) notices, all were within the areas covered by the extensive publication of the Application carried out by National Highways in accordance with S.47 and S.48 of the 2008 Act.

Engagement with PILs, including those identified after the statutory consultation, has continued since the autumn. Where new PILs have been identified, through further land referencing for example, the dedicated public liaison officers are actively meeting with landowners to discuss their individual cases. These discussions will input into position statements which will identify any outstanding issues as we move into the examination period. We will continue to engage throughout Examination and it is our intention to extend the PLO role throughout construction now that relationships have been established.

5.4.29 The reason for the non-inclusion of those parties in the statutory consultation, as set out in Annex H, can be summarised as follows:

- Boundary changes as a result of project design refinement occurring in March 2022. For instance, an area known as part of Collier Lane was incorporated into the Project in order to address issues relating to drainage connections and improvements. This new land inclusion consequently incorporated subsoil interests of four properties (equating to seven interests) on the unregistered highway, and occurred after the main tranche of s42(1)(d) notification letters were despatched on 20 September 2021 for the statutory consultation period. It should be noted however that, while these incorporated subsoil interests were not notified, the freeholders of those interests (who are the same parties) had all been previously contacted via Land Interest Questionnaires in February 2021, as they were adjacent to the draft Order limits. Land Interest Questionnaire responses were received from three out of four properties confirming their interests. Attempts were made to contact all non-respondents. Should the Application be accepted for Examination, these freeholders will be notified of and invited to engage with the Project in Examination in accordance with section 56 of the PA 2008 (“Notifying persons of accepted application” process).
- The occupiers of Skirsgill Business Park were not served with s42(1)(d) notices. The access road serving Skirsgill Business Park is within the Order Limits, and consequently the freeholder was served with a s42(1)(d) notification letter on 20 September 2021. The Applicants have, subsequently, undertaken extensive consultation with the freeholder and their land agent. The properties were all sent a flyer advertising statutory consultation and were all subject to the other non targeted publicity, such as posters in the local area, social media and press advertising etc. Should the Application be granted consent, access to Skirsgill Business Park will remain open throughout construction. Should the Application be accepted for Examination, the occupiers will be notified of and invited to engage with the Project in Examination in accordance with the section 56 of the PA 2008. Consultation with the freeholder and their land agent will continue and all occupiers of the business park will be notified of work throughout the construction phase.
- There is one instance where new tenants have recently occupied a property (Respondent ID 44551 / 44552 within Annex H), with the tenancy date following that of the close of statutory consultation. The previous tenant was sent a Land Interest Questionnaire, which was unreturned, and a s42(1)(d) notification letter on 20 September 2021. The freeholder (Respondent ID 9757 in Annex H) has had extensive and significant consultation throughout the pre-application period, and was sent a section 42(1)(d) notification letter on 20 September 2021. Should the Application be accepted for Examination, these new occupiers will be notified of and

invited to engage with the Project in Examination in accordance with the section 56 of the PA 2008.

5.5 Publicity for statutory consultation

Section 45 of the PA 2008

5.5.1 Under section 45 of the PA 2008, there is a duty on the applicant, when consulting a person under section 42, to notify them of the deadline for the receipt of comments to the consultation. This must be a minimum of 28 days, that begins with the day after the day on which the person receives the consultation documents. Consultation materials must be supplied to the person by the applicant for the purpose of consulting them.

Section 42 (Notifying consultees in line with the PA 2008)

5.5.2 Prior to statutory consultation, we emailed section 42(1)(a) and section 42(1)(b) consultees on 12 August 2021 to give advance notice of the upcoming statutory consultation and its formal start date of 24 September 2021. This was not the formal notice of the commencement of statutory consultation. Consultees were asked to confirm receipt of the email, to provide further information as to whether they were the right person from their organisation to receive the notification of the statutory consultation (and any notices or other correspondence in connection with the DCO application for this Project), and to confirm whether their email address is correct. The letter also asked the consultees to confirm whether they would accept notice of consultation and accompanying materials via email.

5.5.3 In addition, consultees were asked to notify us as to whether they required hard copies of the consultation materials.

5.5.4 Consultees were notified via the email that if they did not reply or request a hard copy before 20 August 2021, a link to the consultation room and the accompanying materials would be sent via email, additionally, we would issue a hard copy letter and physical consultation materials.

5.5.5 National Highways sent a physical letter on 20 September 2021 to all statutory consultees identified under section 42(1)(a), section 42(1)(b) and section 42(1)(d) of the PA 2008 to notify them of the forthcoming statutory consultation. Letters, and the information included with them (please refer to paragraph 5.5.7 for detailed information on what was included within the letter), were tailored to ensure the letter identified the status of each consultee under different parts of the PA 2008. All email and letter notifications stated the consultation period opened on 24 September 2021 and closed at 11:59pm on 6 November 2021, in accordance with section 45(1) of the PA 2008.

5.5.6 Table 5.2 provides an overview of the approach taken to notifying section 42 consultees about the statutory consultation.

Table 5.2 Section 42 consultee notification

Category	Email	Letter	Notes
S42(1)(a) S42(1)(b)	Emailed section 42(a) and section 42(b) consultees on 12 August 2021 to notify them of the upcoming statutory consultation. Upon confirmation of receipt of the email and once the consultee had confirmed that they were willing to receive notification of the consultation and be contacted via email, an email inviting them to participate in statutory consultation was issued on 22 September 2021.	Yes, letter posted on 20 September 2021 via Royal Mail Special Delivery Guaranteed by 1pm next day on 21 September 2021 to those who did not confirm acceptance of the email.	Section 48 notice included in both email and letter.
S42(1)(d)	No	Letters posted 20 September 2021 via Royal Mail Special Delivery Guaranteed by 1pm next day on 21 September 2021.	Included a consultation pack consisting of a consultation brochure, a map book, a freepost envelope and a consultation feedback form.

5.5.7 All of the statutory S42(1)(a), S42(1)(b), and S42(1)(d) letters included:

- A list of consultation documents available during statutory consultation
- A website address directing consultees to the consultation website where materials were available for viewing and downloading
- A list of consultation events being held during consultation
- A list of deposit locations where consultees could view hard copies of materials
- A website address for taking consultees to the National Infrastructure Planning website where consultees can learn more about the PA 2008 process and Development Consent Orders
- The date that formal consultation began and closed; 24 September 2021 and closed at 11:59pm on 6 November 2021 respectively
- A statement on the development being an EIA development as it falls within Schedule 1 to the EIA Regulations
- Information on how to get involved in consultation. This included getting in touch via the Project telephone number, emailing the project team or by providing a response via a consultation feedback form and the Freepost envelope
- Information on how to request hard copies of all documentation. Consultees were advised to contact the project team via the Project telephone number
- Information on how to arrange an appointment with the project team if they were unable to attend a statutory consultation event

5.5.8 A total of 19 revised consultation periods for statutory consultees were granted to the formal consultation period in respect of s42(1)(d) letters that were issued but went undelivered owing to the occupier of the property returning the letter to sender.

5.5.9 Consultees who could not be reached were re-served the notice. In 16 instances, the notice was re-served in person by a member of the project team. In one instance, the notice was re-served to the consultee at a new address via first class signed for delivery. In two other

instances, the notice was re-served via first class post only as the registered addresses of these two were for banks located in London.

- 5.5.10 Sixteen of these consultees received an extension to the statutory consultation period to the 6 December 2021. Three of these consultees received extensions to the statutory consultation period to 16 December 2021.
- 5.5.11 A list of those consultees who received extensions to the statutory consultation is provided in Annex J. Feedback from these consultees was taken into account in the same way as feedback received within the original consultation period.
- 5.5.12 PILs received tailored versions of the consultation letter, which included information identifying their title numbers for plots of land affected by the Project and a plan of these land plots. The letter included an invitation to provide feedback on our proposals for the Project using the contact details provided and the impacts the Project may have on their land, their interest in land or their surrounding land / adjacent land which is not proposed to be acquired or used for the Project.
- 5.5.13 Sample copies of the letters sent to each category of section 42 consultees are in Annex I.
- 5.5.14 We also issued an email on 20 September 2021 to non-statutory stakeholders and members of the public who previously signed up for notifications. This email contained information on the consultation period and how to find out more through the consultation events, the project website, phone number, visiting our engagement van or attending one of our deposit points. Refer to Annex I for a copy of this email issued to non-statutory stakeholders and signed up members of the public.

Section 46: duty to notify the Secretary of State of proposed application

- 5.5.15 Under section 46 of the PA 2008, we are required to notify the Secretary of State of the proposed application. This must be done on or before commencing consultation under section 42. The Secretary of State must be supplied with the same information on the proposed application as is being supplied to those being consulted under section 42.
- 5.5.16 We wrote to PINS (acting on behalf of the Secretary of State) via email on 22 September 2021 and letter via first class guaranteed delivery on 21 September 2021, notifying the Secretary of State of our intention under section 46 of the PA 2008 to submit a DCO application. In accordance with section 46(1), the letter provided the same information as was provided to section 42 consultees, including details of the Project, the dates of the consultation and a link to the consultation documents on the consultation website. A copy of the s46 notification letter is provided in Annex K.
- 5.5.17 In accordance with section 46(2), this letter was sent before commencing consultation under section 42, which commenced on 24 September 2021.

5.5.18 PINS were sent five USBs alongside the letter on 21 September 2021. The same information that was shared on the USBs was also sent to PINS via email on 22 September 2021. The following items were contained on the USBs and shared via email:

- Copy of letter sent to consultees prescribed in Schedule 1 to the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 as required by section 42(1)(a) of the PA 2008
- Copy of letter sent to host local authorities and to neighbouring local authorities as defined in Section 43 of the PA 2008 as required by section 42(1)(b) of the PA 2008
- Copy of letter sent to Category 1 and 2 land interests as defined in Section 44 of the 2008 Act as required by section 42(1)(d) of the PA 2008
- Copy of letter sent to Category 3 land interests as defined in Section 44 of the 2008 Act as required by section 42(1)(d) of the PA 2008
- Section 48 Notice
- Consultation brochure
- Consultation feedback form
- Statement of Community Consultation
- Preliminary Environmental Information (PEI) report, accompanied by a Non-Technical Summary and an Environmental Management Plan
- Consultation plans and drawings as set out in the map book
- Technical Reports: Local Traffic Report, Project Design Report, Route Development Report and Draft Construction Method and Management Statement

5.5.19 An acknowledgement of receipt for letter and the items listed in paragraph 5.5.18 was provided by PINS. A copy of this is provided in Annex K.

Section 47: local community consultation

5.5.20 Section 47 of the PA 2008 requires the preparation of '*a statement setting out how the applicant proposes to consult, about the proposed application, those people living in the vicinity of the land*'.

5.5.21 Section 47(7) of the PA 2008 requires that consultation is carried out in accordance with the proposals contained in the SoCC.

5.5.22 Chapter 4 provides details of the production of the SoCC and the identification of the leaflet notification zone. A plan showing the leaflet notification zone is included in Annex L.

5.5.23 We consulted with the local community in accordance with the published SoCC provided in Annex G. This is evidenced in Chapter 4, table 4.3.

5.5.24 We consulted on the following documents throughout statutory consultation and used the consultation feedback form in Annex L to gain feedback on:

- Public consultation brochure
- Map book
- PEI Report and Non-Technical Summary
- Technical Reports including the Project Design Report, Route Development Report, Draft Construction Method and Management Statement and Local Traffic Report

- Environmental Management Plan
- Statement of Community Consultation (SoCC) (this document was solely for inspection throughout statutory consultation. The SoCC had previously been consulted on with the five host local authorities. Please refer to chapter four for engagement on the SoCC)
 - 5.5.25 We ensured the consultation materials were appropriate for different audiences for example, the PEI report included technical information to enable the SEBs, prescribed consultees and other consultees interested in technical detail, enough information to understand the likely environmental effects. We also provided a non-technical summary and the consultation brochure which were designed to be accessible for less technical readers or people with less time to understand the Project and environmental impacts without needing the full detail of the PEI report. The non-technical summary and consultation brochure also referenced and signposted the technical information documents for those who wanted more detail, and the non-technical summary and brochure were prepared with appropriate headings so that people could find information on specific aspects and schemes if they wanted, without reading the full document.
 - 5.5.26 The final SoCC, which took account of the comments received from the host local authorities, was published online via the statutory consultation website on 24 September 2021 and was available for inspection at deposit point locations and during statutory consultation events.
 - 5.5.27 The section 47 consultation was carried out at the same time as the section 42 consultation, between 24 September 2021 and 6 November 2021, allowing 44 calendar days for the local community to respond.
 - 5.5.28 As required by section 47 of the PA 2008, we consulted people who live, as well as those who work, in the vicinity of the proposed development. As well as the general public, this included various representatives, groups and organisations who were contacted and invited to participate in the consultation to seek their views on the proposed development.
 - 5.5.29 We worked with the host local authorities to identify groups who are traditionally seldom heard to ensure as many people as possible are consulted with who could be affected by the proposals. These people are unlikely to participate in or respond to traditional consultation techniques. They may find it harder to get involved in consultation and need additional support to access materials. Examples include Gypsy and Traveller communities, the ageing population, and the younger population.
 - 5.5.30 To encourage these groups to get involved in the consultation, materials were prepared to be accessible and clear. Our consultation included measures to communicate effectively with these groups and provided them with an opportunity to have their say.
 - 5.5.31 We adopted a broad range of methods to engage with seldom heard consultees, including:
- Using publicity in the form of posters and leaflets at community facilities and hubs that seldom heard groups may frequent. For example, we shared posters and

leaflets with several tourist centres such as Appleby Tourist Information Centre, Penrith Tourist Information Centre and Center Parcs as well as community-led venues such as Appleby Hub

- We contacted key community group representatives by email (as identified by the host local authorities) for them to share information about the consultation with their wider network (as noted in Paragraph 5.5.14).
- We ensured their contact phone number and email address were available on materials for those who may have questions or find it difficult to submit comments.
- Accessible versions of consultation materials (consisting of braille, large font, interactive PDFs with alternative text, and audio described versions) could be requested on 0333 090 1192.
- We visited local communities with the Engagement Van to help raise awareness of statutory consultation events and to encourage individuals to provide their feedback on the proposals.

Community Liaison Group

5.5.32 Regular Community Liaison Group (CLG) meetings were held in the lead up to statutory consultation, as shown in Table 5.3, while specific CLG meetings were held in the 10 days prior to consultation launching to promote the statutory consultation and ensure members could promote it within their networks and communities. Refer to Chapter 3 for further information on CLG engagement.

Table 5.3 CLG meetings in the lead up to statutory consultation

Date	Meeting
14 September 2021	Bowes Bypass CLG
16 September 2021	Cross Lanes to Rokeby CLG
20 September 2021	Stephen Bank to Carkin Moor (Layton) CLG
20 September 2021	Temple Sowerby to Appleby CLG
21 September 2021	Appleby to Brough (Warcop) CLG
22 September 2021	M6 Junction 40 / to Kemplay Bank CLG
23 September 2021	Penrith to Temple Sowerby (Center Parcs) CLG

5.5.33 Follow up CLG meetings, as shown in Table 5.4, were held before the end of statutory consultation to ensure that any final questions were answered and the deadline for feedback was promoted.

Table 5.4 CLG meetings before the end of statutory consultation

Date	Meeting
19 October 2021	Temple Sowerby to Appleby CLG
21 October 2021	M6 junction 40 / Kemplay Bank CLG
22 October 2021	Penrith to Temple Sowerby CLG
01 November 2021	Stephen Bank to Carkin Moor CLG
02 November 2021	Cross Lanes to Rokeby CLG
02 November 2021	Appleby to Brough CLG
03 November 2021	Bowes CLG

5.5.34 Public Liaison Officers (PLOs) also regularly shared information with the CLG members via email, including announcing the forthcoming consultation and to promote the digital engagement events. The members of the CLGs also had the opportunity to contact the PLOs directly via email if they had any questions.

Section 47 Publication of the SoCC

5.5.35 In accordance with Section 47(6)(b) PA 2008, a notice publicising the SoCC was published in the five newspapers, “circulating in the vicinity of the land” as listed in Table 5.5. These notices publicised the locations and hours of operation of the venues where the SoCC could be viewed by the public. Copies of the final section 47 notices of publication of the SoCC as published are provided in Annex L and were made available on the consultation website. Details of the section 47 statutory notices can be found in Table 5.5.

5.5.36 The SoCC was made available on 24 September 2021 online via the statutory consultation website and in person for inspection at deposit point locations and at the venues of the statutory consultation events.

Table 5.5 Section 47 Notice publication dates	
Date published	Newspapers
17 September 2021	Cumberland News
18 September 2021	Cumberland and Westmorland Herald
20 September 2021	Gazette Live
22 September 2021	Northern Echo
22 September 2021	Teesdale Mercury

5.5.37 Within the SoCC, we indicated that we would advertise the s47 notice in the Darlington and Stockton Times (DST). We submitted our request to have the s47 notice published in the DST on 24 September; however, due to an administrative error, the section 47 notice was not placed in the DST. Section 4.4 explains how this did not result in the geographical coverage from the DST being excluded from the publicity of the consultation, did not undermine the effectiveness of the consultation, and did not cause any prejudice to consultees.

5.5.38 We informed the host local authorities, Durham County Council, North Yorkshire County Council and Richmondshire District Council, via email of this non-compliance with the SoCC, as it was located within the extent of their local authority boundaries. We received one reply from Durham County Council, and they confirmed they had no adverse comments about the non-compliance. Copies of the emails sent to these local authorities can be found in Annex Q.

Additional publicity

5.5.39 In addition to the statutory obligations to publicise the statutory consultation, we carried out a range of additional activities to publicise and notify consultees of the opportunity to provide feedback on National Highways’ proposals for the A66 Northern Trans-Pennine project. Paragraphs 5.5.40-5.5.49 detail the additional publicity undertaken.

Further information on the publicity can be found in the SoCC Compliance Table in section 4.4.

Leaflet notification

5.5.40 In addition to the statutory notices outlined above and working with the host local authorities, we identified a leaflet notification zone for local communities of 5km from the centreline of the proposed Project. This zone incorporated those living within and near to the proposed Order Limits of the Project. The notification zone is based on those in the local area who we think will be most affected by our proposals and advice from the host local authorities. A map of the leaflet notification zone is available in Annex L, which is considered to include those “*people living in the vicinity of the land*” as required by Section 47.

5.5.41 Leaflets were sent on 19 August 2021 to residential, business, organisation and local community facility addresses within this notification zone to inform the local community about the statutory consultation. A copy of the leaflet is provided in Annex L.

5.5.42 The leaflet stated that consultation opened on 24 September 2021. It highlighted the website where materials were available and shared a list of events being held during statutory consultation. The leaflet also provided contact details for stakeholders to contact the project team for more information or to request hard copies of materials.

Poster notification

5.5.43 Posters were used to raise awareness with local communities and were shared with local community facilities. Through further discussions with the host local authorities, we added additional public buildings, some relevant parish councils (as prescribed within S42(1)(a)) and event venues for awareness-raising to the list for sharing posters and leaflets. A full list of where posters were shared is available in section 4.4.

5.5.44 The poster was designed to draw attention to the upcoming consultation and inform people of how they could get involved and have their say. A copy of the poster is provided in Annex L.

Social media

5.5.45 The statutory consultation was publicised on social media using both targeted paid for advertising on social media and organic means of promotion.

5.5.46 The following were used to publicise the consultation:

- National Highway’s Northwest Facebook page
- The A66 Northern Trans-Pennine project Facebook page
- On Twitter, using the following handles: @HighwaysNWest, @HighwaysNEast and @A66NTP

5.5.47 In total, we ran 53 organic posts on Facebook and 66 organic posts on Twitter using the handles provided, a few examples can be seen in Figure 5.2. We also ran four paid-for social media posts on Facebook.

Figure 5.2 Examples of social media posts



5.5.48 Samples of the social media posts, organic and paid-for are provided in Annex L. Please refer to the SoCC compliance table in section 4.4 for more information.

Media coverage

5.5.49 Press releases raising awareness about the statutory consultation period were issued on 23 September 2021, 8 October 2021, and 15 October 2021. These press releases are provided in Annex L.

Section 48 statutory notices

5.5.50 Under section 48 of the PA 2008, we are required to publicise the proposed application in the prescribed manner, which is provided for in Regulation 4 of the APFP Regulations. Regulation 13 of the EIA Regulations also provides that when publishing notice under section 48(1), at the same time the applicant must send a copy of that notice to the relevant consultation bodies. A copy of the section 48 notice was issued to prescribed consultees as set out in Paragraphs 5.5.2 – 5.5.7 and Table 5.2.

5.5.51 As per the requirements of Regulation 4 of the APFP Regulations, a notice pursuant to section 48 of the PA 2008 was published once in a national newspaper and the London Gazette and for two successive weeks in local circulating newspapers – see Table 5.6.

5.5.52 The section 48 notice included the following information pursuant to Regulation 4(3) of the APFP Regulations:

- the name and address of the applicant
- a statement that the applicant intends to make an application for development consent to the Secretary of State
- a statement as to whether the application is EIA development
- a summary of the main proposals, specifying the location or route of the proposed development
- a statement that the documents, plans, and maps showing the nature and location of the proposed development are available for inspection free of charge on a website maintained by or on behalf of the applicant
 - the address of the website where the documents, plans and maps may be inspected
 - the place on the website where the documents, plans and maps may be inspected

- a telephone number which can be used to contact the applicant for enquiries in relation to the documents, plans and maps
- the latest date on which those documents, plans and maps will be available for inspection on the website (being a date not earlier than the deadline in the final bullet below)
- whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge
- details of how to respond to the publicity; and
- a deadline for receipt of those responses by the applicant, being not less than 28 days following the date when the notice is last published

5.5.53 Table 5.6 provides the newspapers and publication dates for the section 48 notice, chosen to fulfil the requirements of Regulation 4(2)(a) – (c) of the APFP Regulations. The publications were chosen as they circulate in the vicinity in which the proposed development would be situated. The Project does not relate to offshore development therefore Regulation 4(2)(d) does not apply.

5.5.54 A copy of the section 48 notice was made available on the consultation website and at deposit point locations during the statutory consultation. A copy of the section 48 notice is provided in Annex M.

Table 5.6 Section 48 notices		
National Newspaper	Week 1:	N/A
The Times	20 September 2021	N/A
The London Gazette	20 September 2021	N/A
Local Newspaper(s)	Week 1:	Week 2 (local only):
Northern Echo	15 September 2021	22 September 2021
Cumberland and Westmorland Herald	11 September 2021	18 September 2021
Gazette Live (Evening Gazette in Teesside)	13 September 2021	20 September 2021
Teesdale Mercury	15 September 2021	22 September 2021
Darlington and Stockton Times	17 September 2021	24 September 2021
Cumberland News (News and Star)	10 September 2021	17 September 2021

5.5.55 In accordance with Regulation 4(2) of the APFP Regulations, we were required to publish the section 48 notice once in a national newspaper (The Times, 20 September 2021) and once in The London Gazette (20 September 2021).

5.5.56 Copies of the published section 48 notices are provided in Annex M.

5.6 Consultation activities

5.6.1 A range of activities were undertaken during the statutory consultation to help stakeholders and the local community find out more about the Project proposals and to share their feedback.

Engagement van

5.6.2 We visited local communities with the Engagement Van to help raise awareness of statutory consultation events and to encourage individuals to provide their feedback on the proposals. Table 5.7 provides a summary of the locations that the Engagement Van visited and the number of people we interacted with.

Date	Time	Location	Number of interactions
30 September 2021	09am-midday	Stainton (Kings Arms Inn, Stainton, Penrith CA11 0EP)	21
30 September 2021	1pm-4pm	Temple Sowerby (The Kings Arms Hotel, Temple Sowerby, Penrith, CA10 1SB)	19
1 October 2021	9am-midday	Stainmore café services, A66, CA17 4EU	0
1 October 2021	1pm-4pm	Grand Prix Services, Main St, Brough, Kirkby Stephen CA17 4AY	31
2 October 2021	10am-3pm	Mainsgill Farm Shop Richmond DL11 7PN	29
3 October 2021	10am-3pm	Cross Lanes Organic Farm Shop, Cross Lanes, Barnard Castle, DL12 9RT	53
5 October 2021	9am-2pm	Sainsburys, 1 Common Garden Square, Penrith CA11 7FG	4
6 October 2021	10am-3pm	Richmond (Wednesday Market, Richmond Market, Market Place, DL10 4PX)	82
7 October 2021	10am-3pm	Scotch Corner Services, Middleton Tyas, Richmond DL10 6PQ	40

Digital engagement events

5.6.3 We held four virtual Q&A events on Microsoft Teams (an online meeting format), where members of the project team presented consultation material and answered any questions from the public. Table 5.8 shows the date and time of each event and the number of attendees.

Date	Time	Name of event	Number of attendees
13 October 2021	6pm-7:30pm	M6 junction 40 to Kemplay Bank, Penrith to Temple Sowerby, and Temple Sowerby to Appleby-Kirkby Thore	5
20 October 2021	11:30am-1pm	Temple Sowerby to Appleby-Crackenthorpe, Appleby to Brough	5
27 October 2021	11:30am-1pm	Bowes Bypass, Cross Lanes to Rokeby, Stephen Bank to Carkin Moor, A1(M) junction 53 Scotch Corner	8

3 November 2021	6pm-7:30pm	General Q&A Session	7
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Public consultation events

5.6.4 Twenty-four consultation events were held at a range of times and locations during the consultation period, which gave attendees the opportunity to view and discuss the consultation materials with members of the project team. In total, 1,663 people attended our public consultation events. Table 5.9 provides a breakdown of the times, dates, locations, and number of attendees for each of the public consultation events.

Table 5.9 Events undertaken with the local community			
Event	Time	Location	Number of attendees
26 September 2021	2pm-6pm	The former Llama Karma Kafe, Brougham, Penrith CA10 2AB	75
27 September 2021	3pm-8pm	Haydock Centre, Penrith, 26 Drovers Ln, Penrith CA11 9EN	58
27 September 2021	3pm-8pm	Dalton & Gayles Village Hall, Dalton, near, Richmond DL11 7HS	56
28 September 2021	10am-4pm	Haydock Centre, Penrith, 26 Drovers Ln, Penrith CA11 9EN	57
28 September 2021	10am-4pm	Dalton & Gayles Village Hall, Dalton, near, Richmond DL11 7HS	61
29 September 2021	8am-2pm	Haydock Centre, Penrith, 26 Drovers Ln, Penrith CA11 9EN	33
30 September 2021	2-6pm	The former Llama Karma Kafe, Brougham, Penrith CA10 2AB	33
1 October 2021	Midday-8pm	Kirkby Thore Memorial Hall, 2 Hall Cottages, Kirkby Thore, Penrith CA10 1UE	121
1 October 2021	Midday-8pm	Bowes Village Hall, 2 The Wynd, Bowes, Barnard Castle DL12 9HR	89
2 October 2021	9am-4pm	Kirkby Thore Memorial Hall, 2 Hall Cottages, Kirkby Thore, Penrith CA10 1UE	110
2 October 2021	9am-4pm	Bowes Village Hall, 2 The Wynd, Bowes, Barnard Castle DL12 9HR	46
4 October 2021	3pm-8pm	Warcop Parish Hall, Warcop, Appleby-in-Westmorland, CA16 6NX	55
4 October 2021	3pm-8pm	Gilling West Village Hall, 76 High Street, Gilling West, Richmond, DL10 5JW	89
5 October 2021	10am-4pm	Warcop Parish Hall, Warcop, Appleby-in-Westmorland CA16 6NX	45
5 October 2021	10am-4pm	Gilling West Village Hall, 76 High Street, Gilling West, Richmond, DL10 5JW	77
6 October 2021	8am-2pm	Warcop Parish Hall, Warcop, Appleby-in-Westmorland CA16 6NX	40
9 October 2021	3pm-8pm	Appleby Hub, Chapel St, Appleby-in-Westmorland, CA16 6QR	68
9 October 2021	3pm-8pm	The Witham, Barnard Castle, 3 Horse Market, Barnard Castle, DL12 8LY	95
10 October 2021	10am-4pm	Appleby Hub, Chapel St, Appleby-in-Westmorland, CA16 6QR	73

Table 5.9 Events undertaken with the local community

Event	Time	Location	Number of attendees
10 October 2021	10am-4pm	The Witham, Barnard Castle, 3 Horse Market, Barnard Castle, DL12 8LY	125
11 October 2021	8am-2pm	Appleby Hub, Chapel St, Appleby-in-Westmorland, CA16 6QR	69
11 October 2021	8am-2pm	The Witham, Barnard Castle, 3 Horse Market, Barnard Castle, DL12 8LY	129
13 October 2021	3pm-8pm	Kirkby Stephen Sports & Social Club, Market St, Kirkby Stephen, CA17 4QN	50
14 October 2021	10am-4pm	Kirkby Stephen Sports & Social Club, Market St, Kirkby Stephen, CA17 4QN	36
Total:			1,663

5.7 Consultation materials

Overview of consultation materials

5.7.1 A range of materials were provided at the statutory consultation, both digitally and physically, to help enable everyone to have a clear understanding of the Project, its potential effects, and the way that feedback could be provided. The consultation materials enabled consultees to take an informed response to the consultation. Opportunities were also provided for individuals to request hard copies of the materials. These materials are:

- Public consultation brochure
- Consultation feedback form
- Map book
- PEI Report and Non-Technical Summary
- Technical Reports including the Project Design Report, Route Development Report, Draft Construction Method and Management Statement, and Local Traffic Report
- Environmental Management Plan
- Statement of Community Consultation (this document was solely for inspection throughout statutory consultation. The SoCC had previously been consulted on with the five host local authorities. Please refer to chapter four for engagement on the SoCC)

5.7.2 Members of the public could request alternative formats of all materials, additional copies, or request that a hard copy be posted to their address by contacting the project team via email or telephone. Consultees were notified of these opportunities in the advance notification, at the statutory consultation events, on the project website and on written communications, including on the leaflet, statutory letters, and posters.

5.7.3 Hard copies of the public consultation brochure, consultation feedback form and Freepost envelope were available to take away from deposit point locations during the formal consultation period from the 24 September 2021 to 6 November 2021. Hard copies were also available to take away from all public consultation events.

5.7.4 The consultation materials, including the SoCC, were displayed and made available for viewing for the duration of the consultation period, at the locations and on the days and times listed in Table 5.10. The deposit

point locations were contacted in advance of SoCC publication to confirm that materials would be placed on public display. The SoCC and these materials were also made available on the project website (see paragraph 5.7.40) and at consultation events.

Table 5.10 Deposit points	
Dates available and hours of operation	Location
Monday to Friday 9.30am-12:30pm and 1:30pm-5pm 24 September to 6 November 2021	Penrith Library, St Andrews Churchyard, Penrith, Cumbria, CA11 7YA
Monday to Sunday 10am-4pm 24 September to 6 November 2021	St Michaels Church, 2 Church Gate, Kirkby Thore, Penrith CA10 1UR
Mondays and Fridays 12pm-6pm and Thursdays 2pm-8pm 24 September to 6 November 2021	The former Llama Karma Kafe, Brougham CA10 2AB
Monday and Friday 10am-12:30pm and 1:30pm-5pm 24 September to 6 November 2021	Appleby Library, Low Wiend, Appleby-in-Westmorland, CA16 6QP
Monday and Wednesday 10am-midday and 1pm-3pm, Saturdays 10am-1pm 24 September to 6 November 2021	Kirkby Stephen Library, Old Grammar School, Vicarage Lane, Kirkby Stephen CA17 4QX
Monday to Sunday 10am-5pm 24 September to 10 October 2021	Brough Castle Ice Cream Parlour and Tea Room, Brough Castle Farm, Brough, Kirkby Stephen CA17 4EJ
Tuesday, Wednesday, and Friday 1pm-6pm 11 October to 6 November 2021	Brough Memorial Hall, New Road, Brough, Kirkby Stephen CA17 4AS
Monday, Tuesday, and Friday 9:30am-4.30pm, Wednesdays 9:30am-5:30pm, Saturdays 9:30am-12:30pm 24 September to 6 November 2021	Barnard Castle Library, Witham Building, 2 Hall Street, Barnard Castle, DL12 8JB
Monday, Wednesday, and Thursday 9am-4:30pm, Tuesdays – closed, Friday and Saturdays 9am-5pm, Sundays 10am-4pm 24 September to 6 November 2021	Cross Lanes Organic Farm, Cross Lanes, Barnard Castle, DL12 9RT
Monday to Sunday 9am-5pm 24 September to 6 November 2021	Mainsgill Farm Shop, East Layton, Richmond, DL11 7PN
Monday to Friday 10am–1pm and 2pm–5pm, Saturdays 10am–1pm 24 September to 6 November 2021	Richmond Library, 10A Queen's Road, Richmond, DL10 4AE
Monday, Thursday to Saturday 9:30am-4:30pm, Tuesday and Wednesday 9:30am-5:30pm 24 September to 6 November 2021	Clayport Library, 8 Millennium Pl, Durham DH1 1WA

Public consultation brochure

5.7.5 As the primary consultation document, this was written in plain English and non-technical language. The consultation brochure contained background information and guidance on the Project. Consultees were provided with information on the changes to the Project since the May 2020 Preferred Route Announcement. Consultees were provided with revised maps of the preferred and alternative routes, and environmental information on the proposals and asked for their feedback on whether they agreed with National Highways' preferred scheme route. The consultation brochure contained:

- The background to the Project
- A summary of the individual schemes
 - 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
- Information about potential benefits, effects, and impacts of the Project
- Information on how we are planning for construction
- How we proposed to mitigate against any potential significant adverse impacts
- Signposts for readers to more detailed information

5.7.6 The public consultation brochure was split into the schemes for the purposes of readability and accessibility:

- 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

5.7.7 The public consultation brochure was made available to view online on the project website. A reader friendly version was also made available online.

5.7.8 Individuals requiring an accessible version (consisting of braille, large font, interactive PDFs with alternative text, and an audio described version) of the consultation brochure were advised to contact National Highways on call 0300 123 5000 and a member of the team would provide the necessary assistance.

5.7.9 A copy of the statutory public consultation brochure is provided at Annex L.

Consultation feedback form

5.7.10 The consultation feedback form was designed to help collect people's views during the consultation process. The form comprised twelve questions seeking feedback on different elements of the proposals, structured around the distinct schemes as set out in the consultation brochure. It also provided opportunities for people to make any additional comments and sought basic demographic information and contact details from each respondent to help us evaluate our approach to consultation.

5.7.11 The consultation feedback form was available in both hard copy format and online via the consultation website. It included details of a Freepost address to return completed hard copy forms; envelopes were also

provided at the public information events, deposit point locations and were sent to statutory consultees. The online version of the consultation feedback form enabled respondents to complete and submit the form virtually.

5.7.12 A copy of the consultation feedback form is provided at Annex L.

Map book

5.7.13 A map book was available online and in hard copy format throughout the statutory consultation at deposit point locations and at consultation events. The map book was also included as part of the consultation pack which was issued by post to PILs and the host local authorities and was available in hard copy format upon request. The book provided the general arrangement drawings of the Project.

5.7.14 The map book showed the layout of the proposed project 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

5.7.15 The map book was split into the following chapters:

- Statutory consultation legend
- 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
- How to have your say

5.7.16 A copy of the map book is provided at Annex L.

Exhibition boards

5.7.17 A series of twelve exhibition boards were created for use in the physical consultation rooms, these were also available in digital format online via the consultation website and in the virtual consultation room.

5.7.18 The following exhibition boards were available in the physical consultation rooms and online in the virtual consultation room and via the consultation website:

- Welcome to our consultation
- Protecting the environment
- Designing a safer 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
- Scotch Corner
- How to have your say

5.7.19 Copies of the exhibition boards are provided in Annex L.

Preliminary environmental information (PEI) report

5.7.20 The PEI report contained preliminary information on the likely significant environmental effects of the Project. It detailed how we proposed to mitigate significant adverse effects and where environmental enhancement may be provided. Printed copies of the PEI report were available at the public consultation events and deposit points. It could also be viewed online on the consultation website. While a technical document by its nature, the PEI report was accompanied by the Non-Technical Summary (NTS) and the public consultation brochure which provided readers with an overview and information on the key impacts associated with the Project. Individuals could read the PEI report for in-depth information pertaining to the Project but could read alternative materials for a succinct insight into information such as environmental mitigation, scheme information, and construction mitigation.

5.7.21 The PEI report has been provided in Annex L.

Draft Construction Method and Management Statement

5.7.22 The Draft Construction Method and Management Statement provided a high-level overview on how the Project will be constructed and how construction impacts will be managed. It detailed how we proposed to manage the impacts of construction on the environment and local communities. Printed copies of the Draft Construction Method and Management Statement were available at the public consultation events and deposit points. It could also be downloaded from the consultation website.

5.7.23 The Draft Construction Method and Management Statement has been provided in Annex L.

Route Development Report

5.7.24 The Route Development Report provided a complete narrative of how the alignment of the A66 project route was established. The route development report begins at the non-statutory consultation and continues through to the Preferred Route Announcement (PRA) and from PRA to statutory consultation. At statutory consultation, the alignment was presented on a scheme-by-scheme basis. This included the findings from the appraisal of different alignment options that have been considered. Printed copies of the Route Development Report were available at the public consultation events and deposit points. It could also be downloaded from the consultation website.

5.7.25 The Route Development Report has been provided as Annex L.

Project Design Report

5.7.26 The Project Design Report sets out the design principles for the Project and how the design proposals have evolved over time. It provides illustrative examples of how the design could look to accord with the design principles. Printed copies of the Project Design Report were available at the public consultation events and deposit points. It could also be downloaded from the consultation website.

5.7.27 The Project Design Report has been provided as Annex L.

Local Traffic Report

5.7.28 The Local Traffic Report described the transport impacts of the Project at both the construction and operational phases of the Project. Printed copies of the Local Traffic Report were available at the public consultation events and deposit points. It could also be downloaded from the consultation website.

5.7.29 The Local Traffic Report has been provided as Annex L.

Digital technologies available

Virtual consultation room

5.7.30 A virtual consultation room, accessible via the project website, was open throughout the duration of the statutory consultation period as an alternative to face-to-face events. The virtual consultation room replicated a face-to-face event online allowing users to source information interactively at a time that suited them. The room allowed those unable to attend in person to explore the consultation online. Individuals could click on exhibition boards and documents and watch the fly through visualisations and project videos. The virtual consultation room had a total number of 518 users and 543 page views. See Figure 5.3 for a screenshot of this room.

5.7.31 The virtual consultation room was sent to local authorities to share with their wider networks.

5.7.32 Visitors to the virtual consultation room could request a call back from a specialist in the area or subject which they were interested in by phone or by filling out an online form.

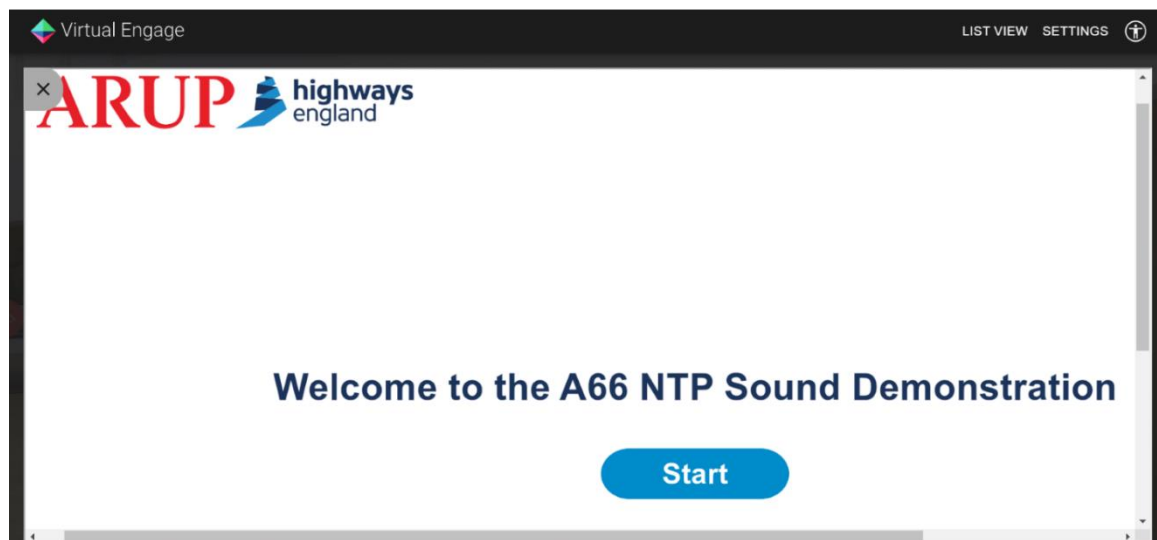
Figure 5.3 Screenshot of virtual consultation room

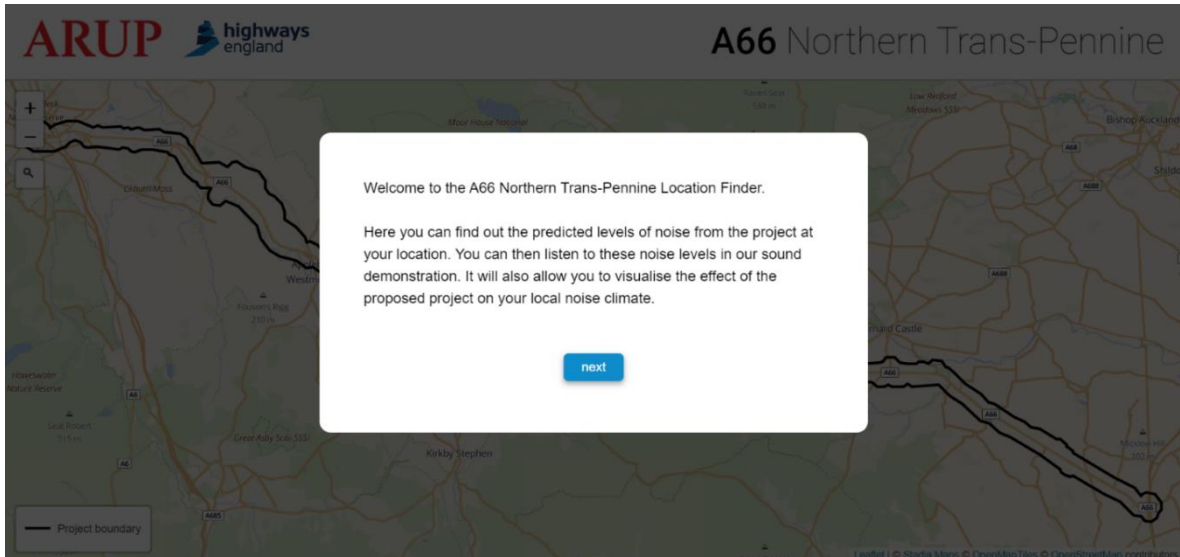


SoundLab

- 5.7.33 A SoundLab booth was available at event venues, with the exception of Kirkby Stephen events. The acoustically calibrated booth allows users to experience sound demonstrations to understand the potential noise impacts at their chosen location with and without the proposed scheme. The user could also listen to the effect of potential noise mitigation measures.
- 5.7.34 A version of the sound demonstrations was also available online in the virtual consultation room for users to experience relative sound level differences, as can be seen in Figure 5.4.

Figure 5.4 Screenshots of virtual SoundLab

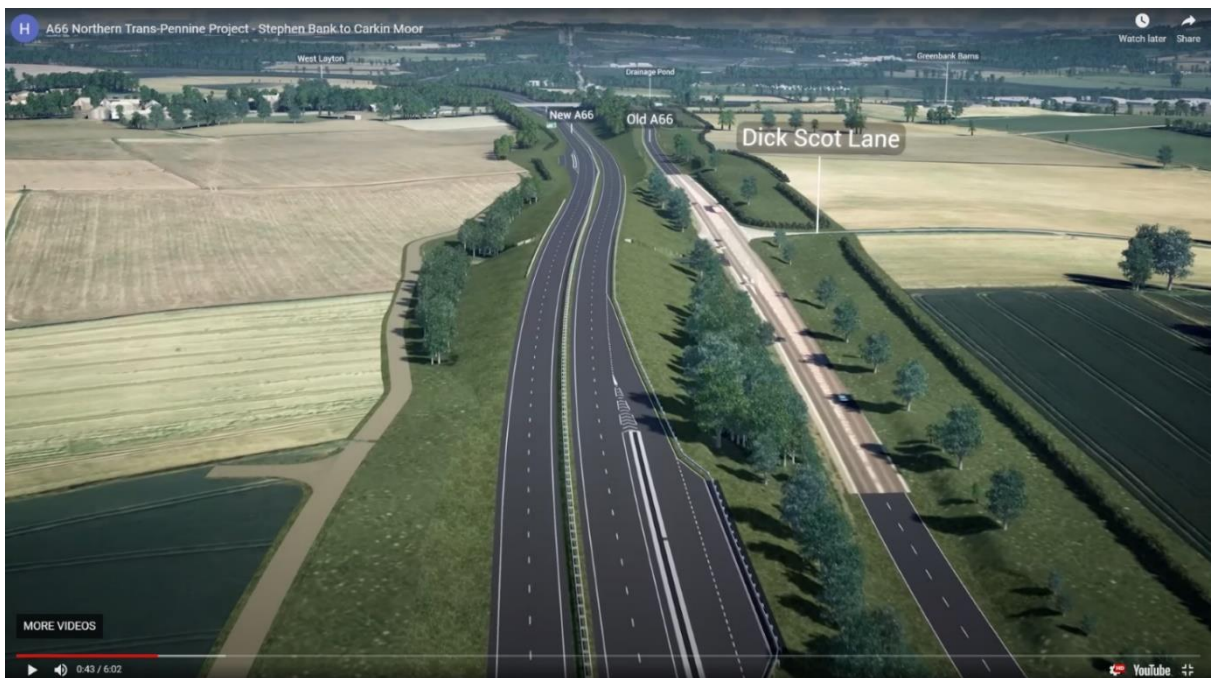


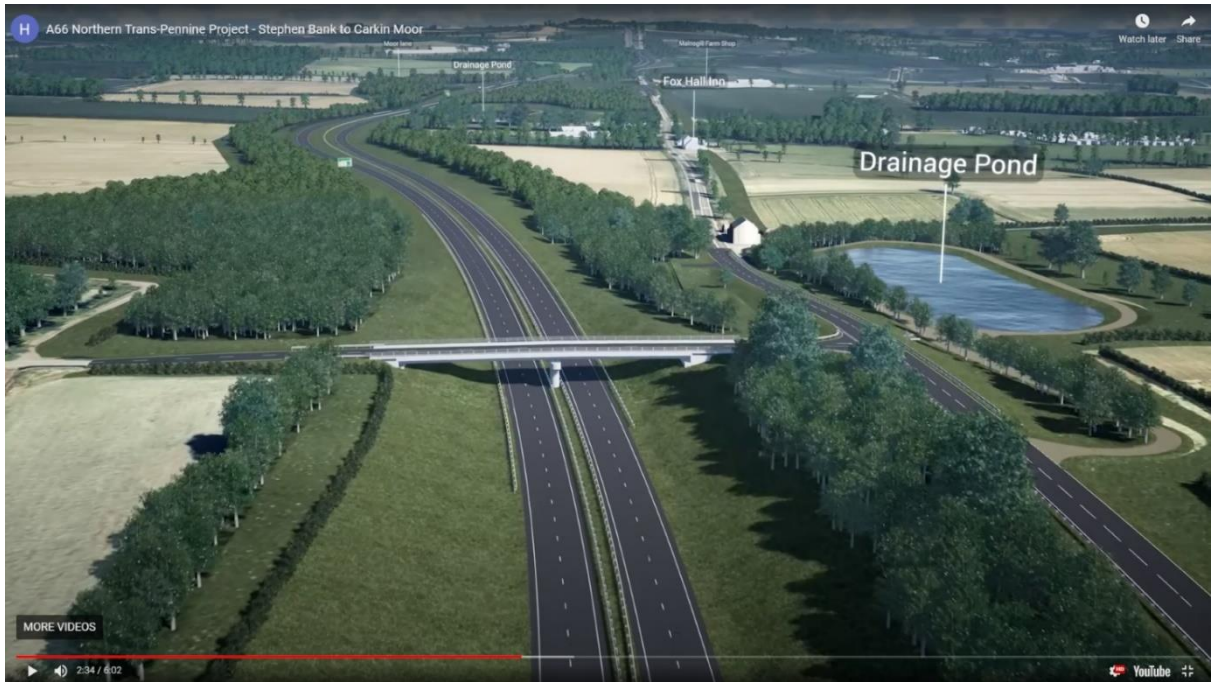


Flythrough visualisations

5.7.35 Seven 3D flythrough visualisations were developed and made available throughout the statutory consultation period both online in the virtual consultation room and in person at the physical consultation events. The visualisations helped to bring the Project to life for people by providing a 'birds eye view' of the proposals, as can be seen in Figure 5.5.

Figure 5.5 Screenshots of the flythrough visualisation





5.7.36 The following flythrough visualisations were provided online in the virtual consultation room and in person at the physical consultation events:

- M6 junction 40 to Kemplay Bank
- Penrith to Temple Sowerby
- Appleby to Brough
- Bowes Bypass
- Rokeby
- Stephen Bank to Carkin Moor
- Kirkby Thore and Crackenthorpe

Talking head video series

5.7.37 Eight talking head videos were created for use during the statutory consultation period. The talking head videos were available on the project website, in the virtual consultation room and in person at the statutory consultation events. The purpose of the videos was to ensure that individuals could hear from a member of the project team even if they could not make it to a physical event. The videos were designed to provide an overview of design and environmental considerations, a friendly welcome to consultation, and to provide a brief update on several changes to the design on three schemes.

5.7.38 The following eight talking head videos were available for stakeholders and the local community to watch online in the virtual consultation room and in person at the statutory consultation events:

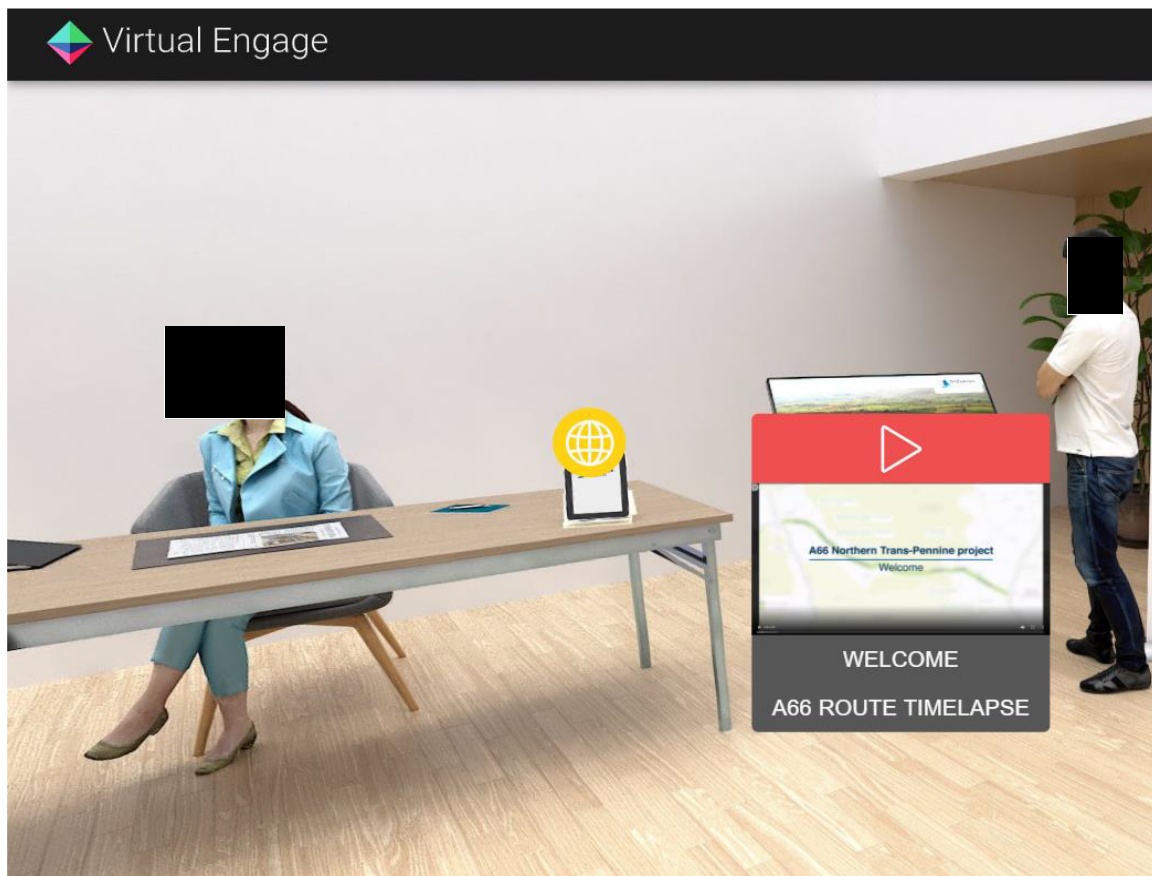
- Welcome
- Design considerations
- Environmental considerations
- Appleby to Brough
- Cross Lanes to Rokeby

- Temple Sowerby to Appleby
- What happens next?

A66 route timelapse video

5.7.39 A timelapse video (Figure 5.6) of the journey by car between M6 junction 40 and the A1(M) Scotch Corner was developed and shared online on the project website and in the virtual consultation room. The timelapse video was created to highlight several challenges that road users face when driving along the A66 including congestion and issues such as access, poor alignment, and road safety.

Figure 5.6 Screenshots of the timelapse video

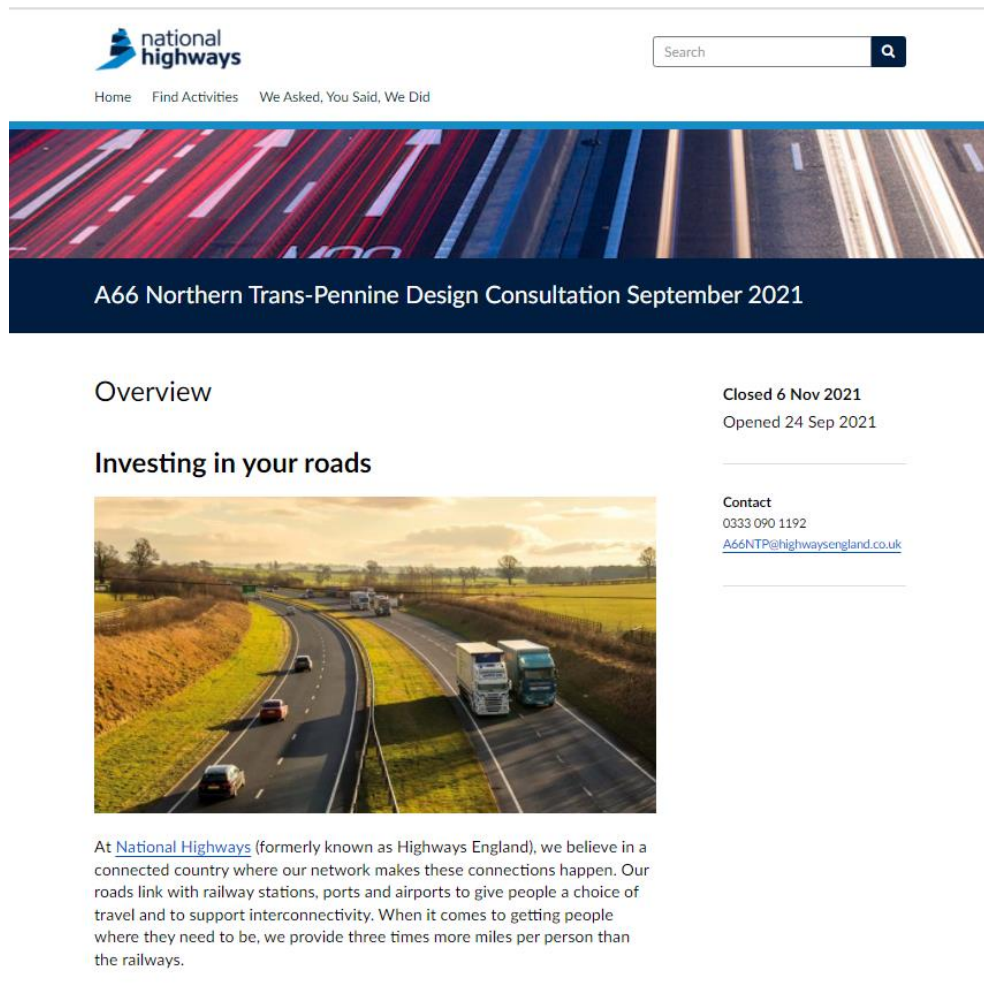




Project website

- 5.7.40 The statutory consultation autumn 2021 website was available for users, free of charge, during the period Friday 24 September 2021 to Saturday 6 November 2021, and remains available for members of the public to refer to and it continues to host all documentation that was provided at statutory consultation (which also allowed those consultees given a revised, later period of consultation as explained in paragraphs 5.5.8 – 5.5.11 to view the consultation material).


Figure 5.7 Screenshots of the project website



The screenshot shows the National Highways website interface. At the top left is the National Highways logo. To its right is a search bar with the text "Search" and a magnifying glass icon. Below the logo are navigation links: "Home", "Find Activities", and "We Asked, You Said, We Did". A large banner image shows a road with red and blue lane markings. Below the banner is a dark blue bar with the text "A66 Northern Trans-Pennine Design Consultation September 2021".

Overview

Investing in your roads

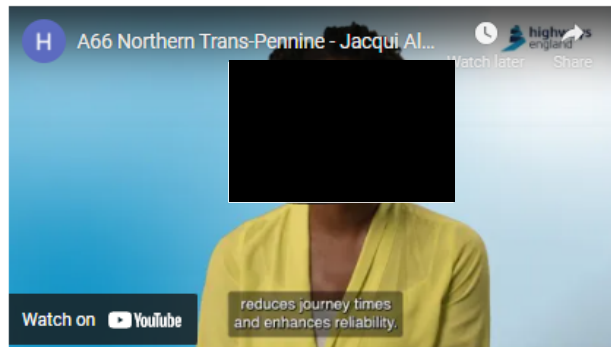


At [National Highways](#) (formerly known as Highways England), we believe in a connected country where our network makes these connections happen. Our roads link with railway stations, ports and airports to give people a choice of travel and to support interconnectivity. When it comes to getting people where they need to be, we provide three times more miles per person than the railways.

Closed 6 Nov 2021
Opened 24 Sep 2021

Contact
0333 090 1192
A66NTP@highwaysengland.co.uk

About the scheme



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.

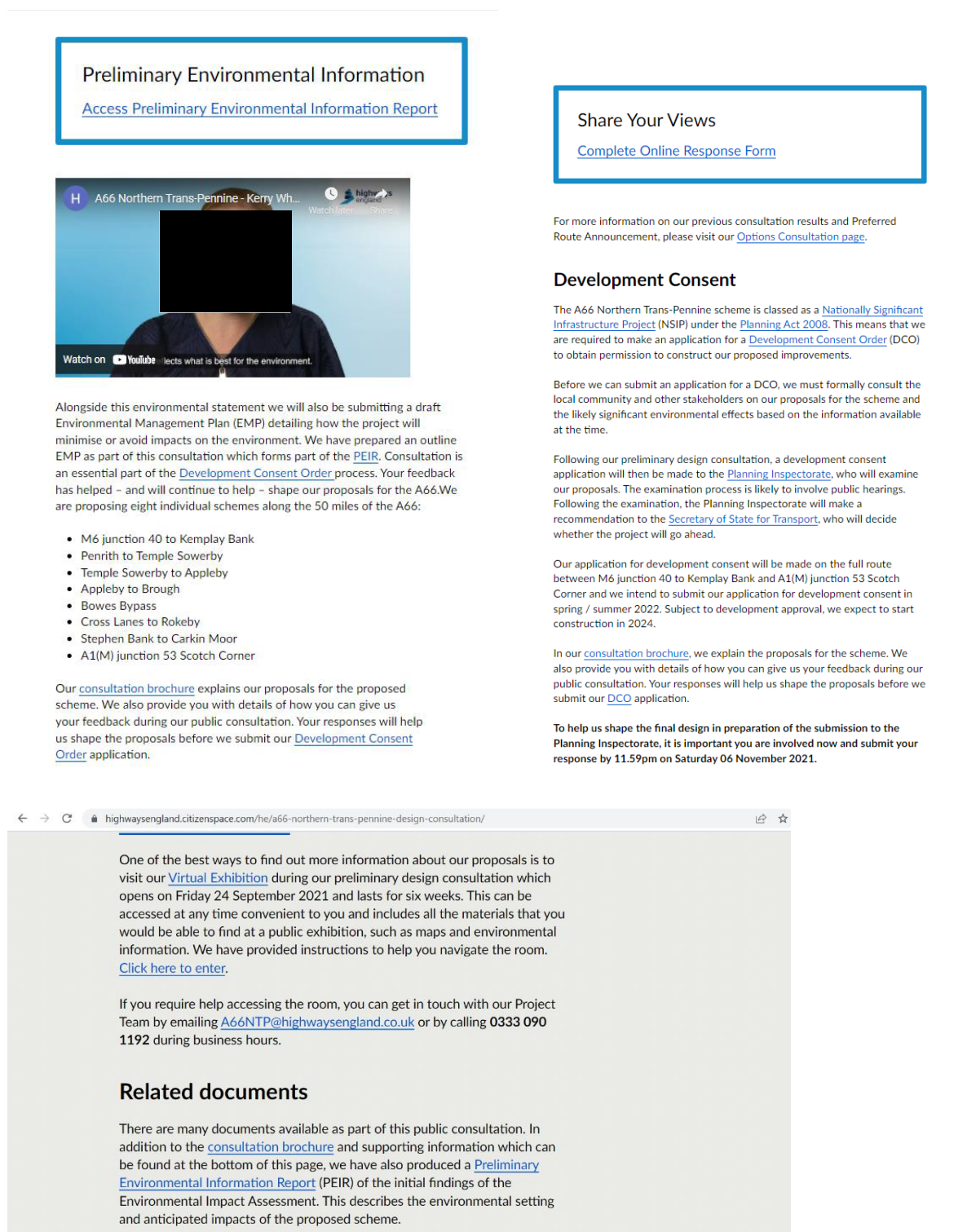
There are important choices to be made before the plans are submitted to the Planning Inspectorate in the form of an application for a [Development Consent Order](#) and a decision is reached by the [Secretary of State for Transport](#). It is vital we listen to feedback from the people that live and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

Since our [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 preliminary design 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.

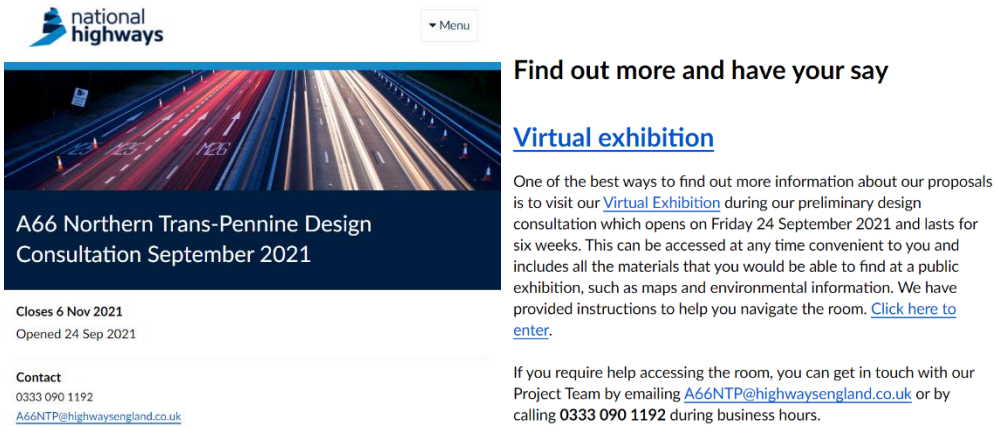
- 5.7.41 The project website provided an overview of the proposals and the need for the Project, and background information on us. In addition, the project website provided users with all relevant consultation materials including the consultation booklet, the consultation feedback form, the map book, the PEI report, and PEI report non-technical summary. The website clearly displayed the contact information for individuals to get in touch with members of the project team and provided individuals with the relevant links to the virtual consultation room and the online consultation feedback form. Refer to Figure 5.8 for screenshots.

Figure 5.8 Screenshots of the project website, relevant consultation materials



5.7.42 The project website provided the list of 24 in-person consultation events and information on a series of online digital engagement events which users could book onto by contacting us via A66NTP@highwaysengland.co.uk. Information on where to get a hard copy or an accessible version of the consultation brochure (consisting of braille, large font, interactive PDFs with alternative text, and an audio described version) was also provided.

Figure 5.9 Screenshot of the project website, find out more and have your say



The screenshot shows the National Highways website interface. At the top left is the 'national highways' logo. To its right is a 'Menu' button with a downward arrow. Below the logo is a large banner image of a highway at night with light trails. Overlaid on the bottom of the banner is a dark blue box with white text: 'A66 Northern Trans-Pennine Design Consultation September 2021'. Below the banner, there is a 'Contact' section with the phone number '0333 090 1192' and the email address 'A66NTP@highwaysengland.co.uk'. To the right of the banner, the heading 'Find out more and have your say' is followed by a sub-heading 'Virtual exhibition' in blue. The main text describes the virtual exhibition, stating it opens on Friday 24 September 2021 and lasts for six weeks. It includes a link 'Click here to enter.' and provides contact information for the Project Team: 'A66NTP@highwaysengland.co.uk' or '0333 090 1192'.

national highways Menu

Find out more and have your say

Virtual exhibition

One of the best ways to find out more information about our proposals is to visit our [Virtual Exhibition](#) during our preliminary design consultation which opens on Friday 24 September 2021 and lasts for six weeks. This can be accessed at any time convenient to you and includes all the materials that you would be able to find at a public exhibition, such as maps and environmental information. We have provided instructions to help you navigate the room. [Click here to enter.](#)

If you require help accessing the room, you can get in touch with our Project Team by emailing A66NTP@highwaysengland.co.uk or by calling **0333 090 1192** during business hours.

Closes 6 Nov 2021
Opened 24 Sep 2021

Contact
0333 090 1192
A66NTP@highwaysengland.co.uk

6 How National Highways have had regard to responses

6.1 Introduction to chapter

6.1.1 Section 49 of the PA 2008 sets out our duty to take account of responses to consultation and publicity. Under section 49(2) of the PA 2008, we must have regard to any relevant responses.

6.1.2 Section 49(3) of the PA 2008 further clarifies that ‘relevant responses’ means:

“(a) a response from a person consulted under section 42 that is received by the applicant before the deadline imposed by section 45 in that person’s case,

(b) a response to consultation under section 47(7) that is received by the applicant before any applicable deadline imposed in accordance with the statement prepared under section 47, or

(c) a response to publicity under section 48 that is received by the applicant before the deadline imposed in accordance with section 48(2) in relation to that publicity.”

6.1.3 This chapter provides an overview of the relevant responses received to the 2021 statutory consultation, our approach to analysis, key themes raised and a summary of how we have had regard to those responses in line with section 49 of the PA 2008. Further detail of how we have had regard to responses is set out in Annex N of this Report.

6.1.4 Section 6.6 and Section 6.7 outline how we considered and assessed any potential design changes resulting from feedback, the key outcomes of this and how it influenced the Project’s design.

6.2 Approach to analysis

6.2.1 In accordance with paragraphs 78 to 84 of the Department for Communities and Local Government (DCLG, 2015) (now named the Department for Levelling Up, Housing and Communities, (DLUHC)) ‘*The Planning Act 2008: Guidance on the pre-application process*’, this report sets out how we have complied with the consultation requirements of the PA 2008. This chapter sets out how the issues raised from statutory consultation have been summarised for the purposes of presenting those responses in Annex N and demonstrates how regard has been had to each of the responses. To capture and summarise each issue from online or written consultation feedback forms, letters, and emails, a process of analysis and coding has been carried out based on issues raised. Coding is the process whereby feedback is reviewed and categorised and collated into different thematic areas. The purpose is so that the relevant topic specialist can access the feedback that is most relevant to their expertise, to help ensure that National Highways can take that feedback into account.

6.2.2 This issues-led approach adheres to the PINS Planning Advice Note 14, which states:

“If the level of response was significant it may be appropriate to group responses under headline issues. Care must be taken to ensure that in doing this the responses are not presented in a mis-leading way or out of context from the original views of the consultee. Were this approach has been adopted it should be clearly identified and explained in the main body of the report, including any safeguards and checking that took place to ensure that responses were grouped appropriately”.

6.2.3 Traverse Ltd, an independent organisation, specialising in public consultation analysis, were commissioned to undertake data processing, coding, and reporting of responses to the 2021 statutory consultation.

6.2.4 Upon receipt of consultation feedback forms and other forms of response, all consultation respondents were assigned a stakeholder category, as set out in the PA 2008. These categories were:

- Prescribed consultees (Section 42(1)a)
- Marine Management Organisation (Section 42(1)aa) (not relevant for this project as not expected to affect or likely to affect any waters in or adjacent to England)
- Local Authorities (Section 42(1)b and 43)
- Greater London Authority (Section 42(1)c) (not relevant for this project as it is located outside of Greater London)
- People with an interest in the land (PIL) (Section 42(1)d and 44) and
- Local communities (Section 47) (this includes any person that responses to the consultation)

6.2.5 To create a robust analysis process, a bespoke coding framework was created using high-level themes. The coding approach is an industry recognised method used to analyse text to establish a framework of thematic ideas. It is comprised of the points raised in consultation feedback. The overarching themes created for this Project were:

- Alternative routes
- Community impact
- Construction
- Consultation and engagement
- Dualling the remaining single sections of A66
- Engineering design and development
- Economics and needs case
- Land
- Traffic, transport, and junctions
- Walking, cycling and horse riding
- Environment (including comments on the PEI Report)
- Requests for further information

6.2.6 Each of the overarching themes were supported by relevant sub-categories for detailed analysis and recording. For example, comments relating to construction were sub-categorised by several related topics such as safety around construction, timescales, or noise impacts.

6.2.7 In addition, each matter raised was categorised according to whether it was a project level matter or related to a specific scheme:

- Project-level / strategic matter

- 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

6.2.8 The following method was used for coding all feedback received:

- Each response was assigned a unique code. The comments within the response were read and each separate matter raised within the response was coded by theme and geographical location, according to the relevant scheme within the Project, or whether the response was general to the Project.
- Each separate matter raised was counted once per question in the consultation feedback form. This means that if the consultee raised the same matter against different feedback form questions, the matter was counted each time.
- If a consultee had responded by email or letter in a free form format, rather than using the consultation form format, each matter raised was counted once per email or letter.
- Where an identical or materially similar matter was raised by more than one respondent, duplicate matters were archived and stored in a database. This means that a matter raised, as presented in Annex N of this report, may be a summary of several identical or materially similar issues by different respondents.
- Quality assurance checks of the coding completed against the respondent's feedback were carried out to make sure the coding represented the original views of the consultee and that responses were grouped appropriately.

6.2.9 This coding process resulted in a log of all matters raised from the feedback received which was then categorised into: section 47 public consultation feedback, section 42(1)(a) prescribed consultees, section 42(1)(b) local authorities and section 42(1)(d) PILs. Consultation responses were separated by the related scheme, if applicable, and topic code. We have presented all these coded and summarised responses in Annex N of this report and have provided a response to all matters raised and demonstrated the regard had to those matters.

6.2.10 The responses from the section 42(1)(a) prescribed consultees, section 42(1)(b) local authorities and section 42(1)(d) PILs were coded with the public responses, and these are presented in tables by scheme, if applicable, or by project-level matter. This is presented in Annex N of this report.

6.2.11 The log of matters raised was carefully considered and assessed by specialists involved in the design, including environmental, engineering and construction experts. From this, further investigations were carried out to test matters raised that may require a design change. The summary of key suggested Project changes, whether made or not made, and why, is set out in Section 6.7 and further detail provided in Annex N.

6.3 Statistical analysis

6.3.1 The 2021 statutory consultation received 1,277 responses overall. This number includes responses received after the deadline, which were accepted by National Highways.

6.3.2 Consultation responses were received via the following channels: online, email, Freepost, at consultation events or by letter. The following number of responses are outlined below by each of these methods:

- 680 consultation feedback forms online
- 329 emails
- 268 hard copy consultation feedback forms via events Freepost address and letters (see Chapter 5, Table 5.9 for event attendance figures)

6.3.3 Verbal comments or feedback provided at public information events or via other channels such as social media were not considered as a relevant response and as such have not been considered in the analysis. Anyone who attended a public consultation event was informed that they must submit relevant responses via the feedback form (hard copy or online) or by the feedback mechanisms set out in section 4.4 of this report, for them to be considered a relevant response and considered accordingly.

6.3.4 Table 6.1 provides a breakdown of the number of responses per consultee category. As all responses were received through the same channels, it is not possible to distinguish those which were responding specifically to section 47 or 48 publicity.

6.3.5 It should be noted that some consultees were notified of the consultation under two different statutory categories under the PA 2008 (for example, they are both a PIL and an additional relevant organisation). For the purposes of this analysis, where such consultees gave only one response, they have been counted under one category only in Table 6.1, to avoid double counting. In such circumstances, the response has been assigned to the relevant category under section 42 in the first instance.

6.3.6 Where two separate responses were given by one consultee in relation to each category under which they were consulted, this has been counted separately if the nature of their responses were different and aligned clearly to each category.

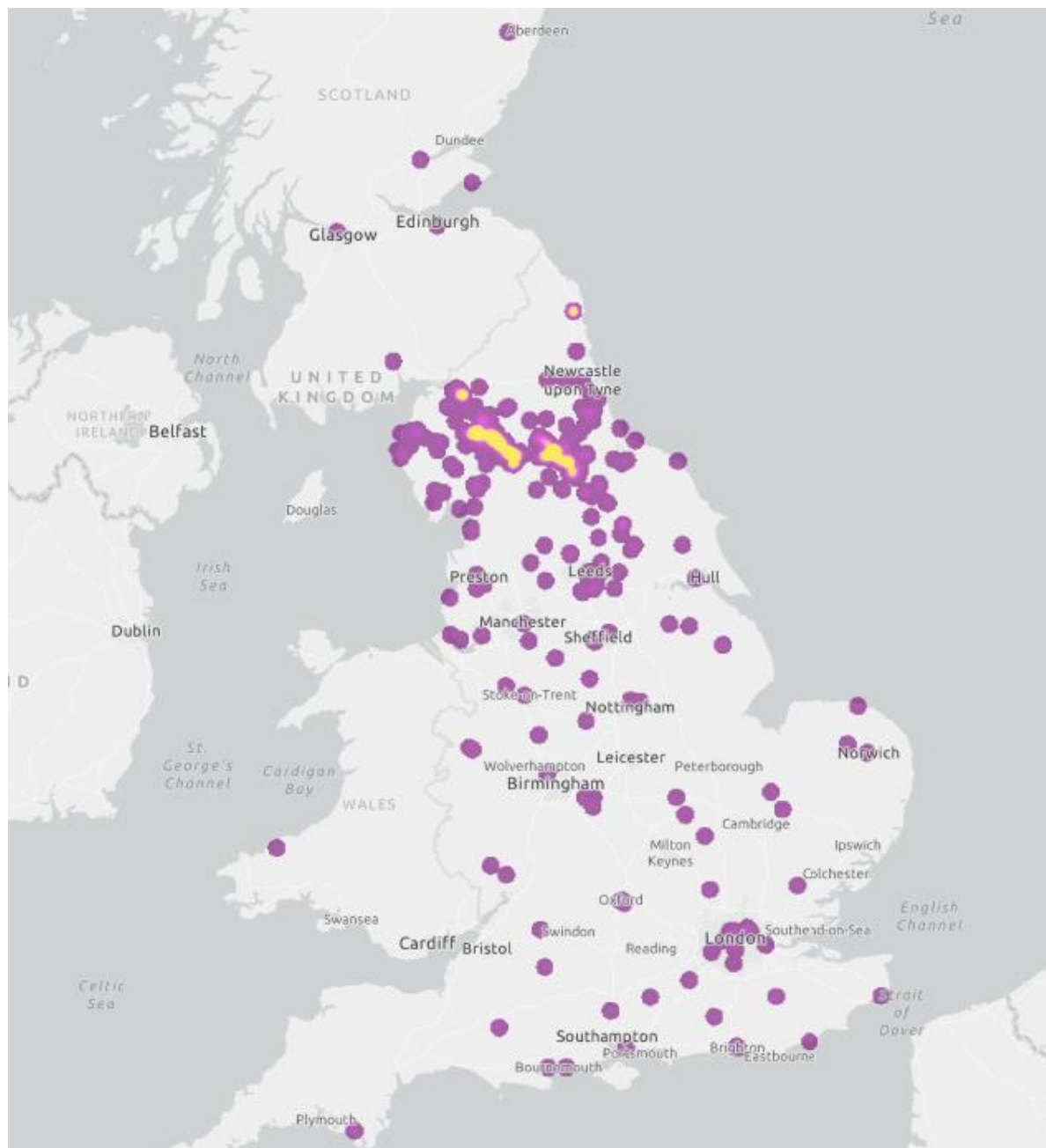
Table 6.1 No. of responses per consultee category

Consultee category	No. of responses
Section 42(1)(a) prescribed consultees	37
Section 42(1)(b) Local authorities	11
Section 42(1)(d) People with an interest in the land (PILs)	269
Section 47 general public, local communities and other stakeholders	960
TOTAL	1,277

6.3.7 Figure 6.1 is an overview of the geographical distribution of all respondents (individuals and organisations) across the UK, using data received from the 2021 statutory consultation feedback. The colour of dots on the maps indicates density of responses with purple dots indicating lower levels of responses to yellow being higher levels of responses.

Figure 6.1 Geographical distribution of responses across the UK

Consultation Postcode Locations



- 6.3.8 Figure 6.2 and Figure 6.3 shows a localised view of where responses were received from individuals and organisations from across the Project area.
- 6.3.9 These maps are focused on the Project's national and regional extent and does not convey the full range of respondents' geographic locations. The greatest concentration of responses was those given by people within the vicinity of the Project, particularly around Kirkby Thore, Warcop and Barnard Castle as can be seen in Figures 6.2 and 6.3.

Figure 6.2 Geographical distribution of responses across the west of the Project area

Consultation Postcode Locations

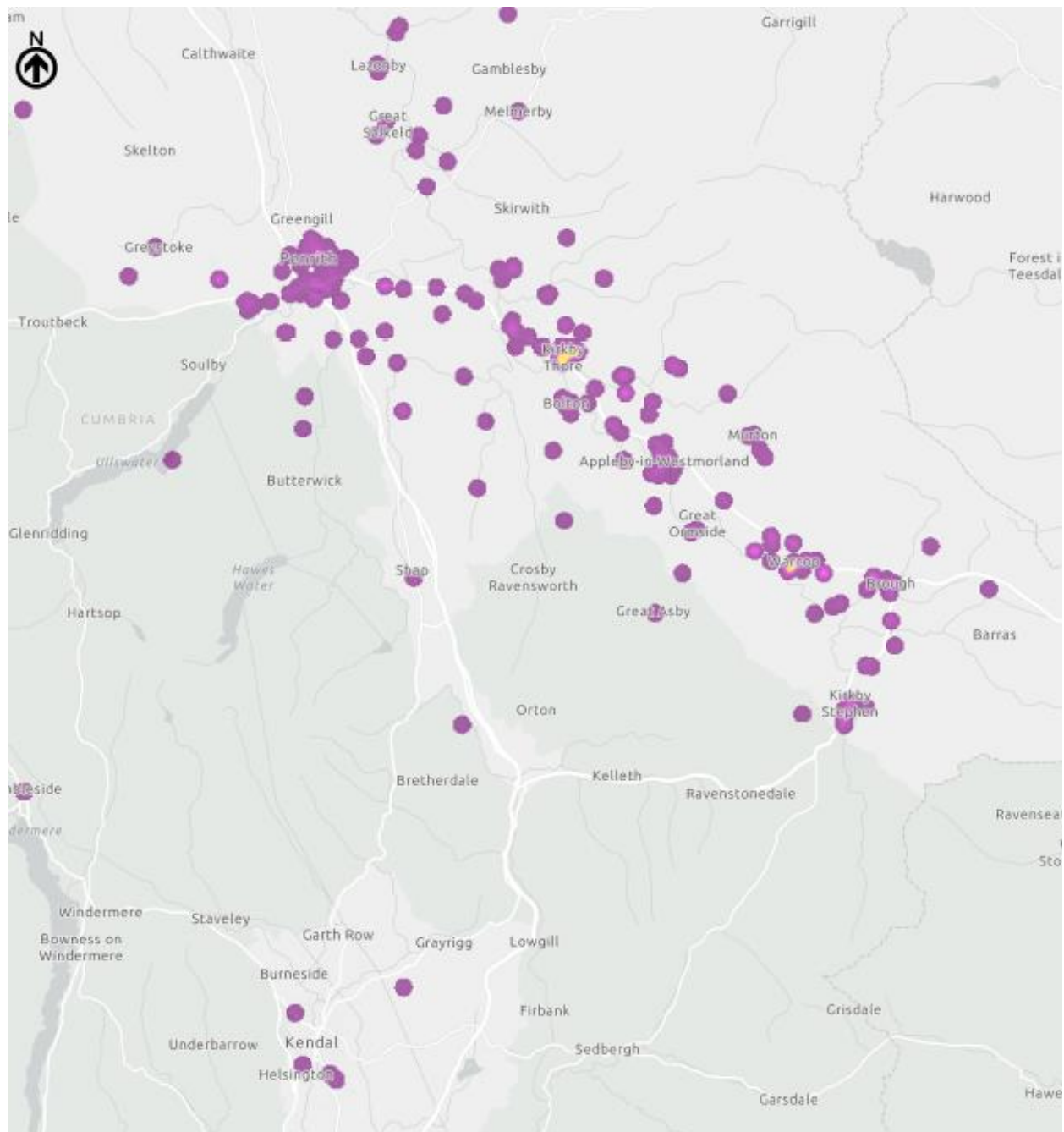
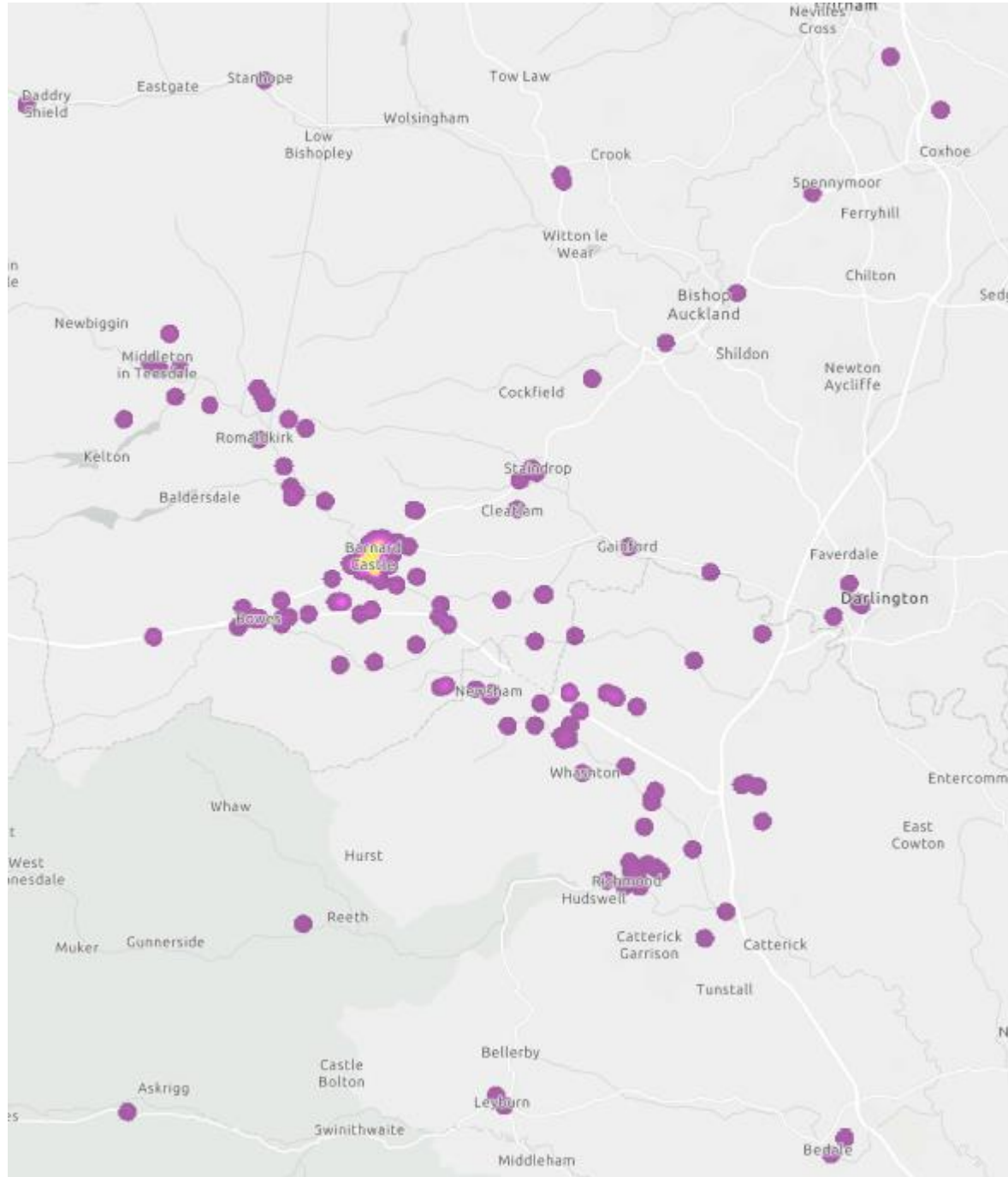


Figure 6.3 Geographical distribution of responses across the east of the Project area

Consultation Postcode Locations



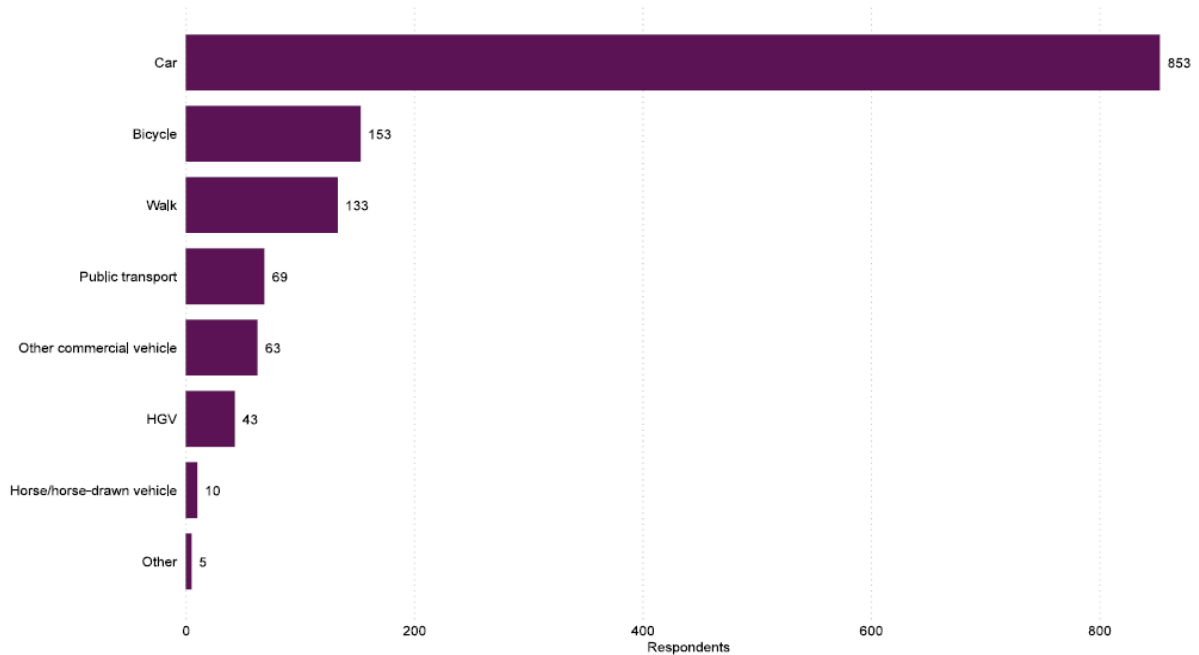
The Consultation Feedback Form - “About you” section

6.3.10 This section presents the results from the demographic questions raised in the front-end section of the consultation feedback form.

Question 1 – What method of transport do you use to travel on the A66?

6.3.11 A total of 876 respondents commented (respondents were able to select more than one option). Travelling by car was the form of transport that was most frequently selected, followed by cycling and walking.

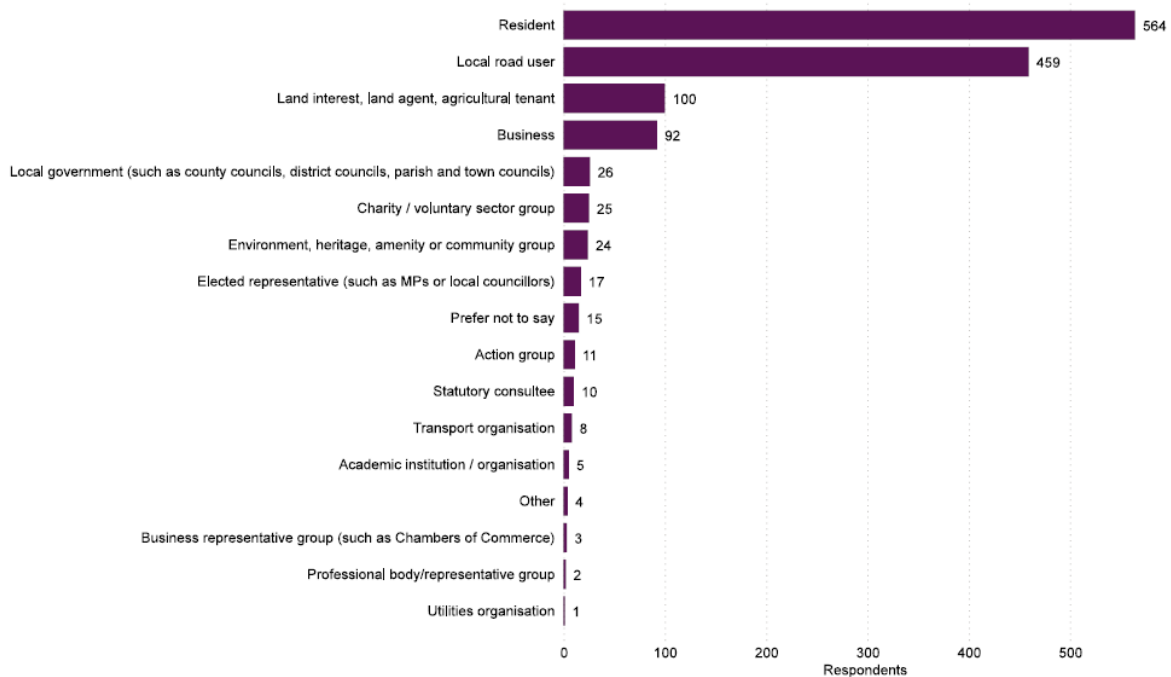
Figure 6.4 Method of transport used by respondents who travel on the A66



Question 2 – I am... or I represent... (select all that apply)

6.3.12 A total of 787 respondents commented (note respondents were able to select more than one option). The most frequently selected category was residents, followed by local road users and people with an interest in land, including land agents and agricultural tenants.

Figure 6.5 Group or groups respondents identified themselves as belonging to



6.4 Project wide findings

6.4.1 Figure 6.6 presents the key themes identified in the feedback supporting the Project.

Figure 6.6 Key supportive themes identified in the feedback



6.4.2 A summary of the most common suggestions and issues raised relating to the Project is set out below:

Construction

- The most common issue raised was the potential for increased congestion during construction, including the potential for bottlenecks while construction takes place.

Traffic and transport

- Some respondents raised issues about an insufficient reduction in traffic when the Project was finished, with a concern that dualling could attract additional traffic from other routes.
- There were concerns about increased speed, because of the dualling, and its impact on traffic safety, particularly at junctions.

Environment

- Some respondents raised the potential for an increase in vehicles to result in an increase in CO2 emissions, air quality and noise pollution.
- Comments were made regarding the Project's impact on climate change.
- Comments were also made regarding visual impacts and disruption of views over the countryside, including local parkland, green spaces, and cycle paths.
- Some respondents raised comments regarding impacts on wildlife and their habitats, particularly within areas of special conservation and protected areas.
- Comments were also made regarding potential impact on cycle paths, footpaths, and bridleways, including concerns over severance and diversions. Many responses suggested ways to improve cycle paths, footpaths and bridleways or create new ones and supported the creation of an active travel route to improve the health of local people and improve connectivity.

Land

- Comments were raised about the specific temporary and permanent uses of land with landowners and the need for further discussion.
- Requests for area of land take to be reviewed and reduced, where possible.

6.4.3 The Design Council's National Highways Design Review Panel also provided their advice and feedback on the Project in April 2022, following two reviews on the Project in September 2019 and May 2021. They stated their support for changes made by the design team since the previous review in May 2021. As part of their advice, the Design Review Panel suggested to create a wider masterplan with the host authorities, landowners and businesses to capitalise on opportunities for upskilling, sourcing local materials and communicating the importance of the Project for residents. Their other recommendations included scoping for EV charging points, exploring how this project can become a visitor attraction with WCH routes, maximising biodiversity net gain, ensuring the Project responds to climate change and ensure that the design of junctions provides safety for motorcyclists and other road users.

6.5 Section specific findings

6.5.1 This section provides a summary of the key themes raised for each section of the Project.

Question 1: Comments on M6 junction 40 to Kemplay Bank

6.5.2 A total of 258 responses were received to our question on this scheme. The main findings were:

- Support for this scheme, particularly the proposals for Kemplay Bank Roundabout and connectivity to Center Parcs.
- Concern about increased congestion at the A66/M6 junction and Kemplay Bank because of the scheme.
- Comments about the capacity of the scheme and impacts on the surrounding roads, particularly when they are used as rat runs and diversion routes. This includes concerns about the potential during operation and construction for increased use of local roads as rat runs through Eamont Bridge and Clifton.
- Concern about the land take on the north of the A66 to accommodate the widening and its impact on land designated for public open space, which is used by local people for recreation. This includes concerns about the football pitch in Wetheriggs County Park.
- Concerns about the impact and disturbance on existing woodlands and mature trees along the scheme.
- Suggestions to improve pedestrian safety for this scheme such as using the central island on the Kemplay Bank roundabout for pedestrians.

Question 2: Comments on Penrith to Temple Sowerby

6.5.3 A total of 222 individuals responded to our question on this section of the Project. The main findings were:

- Support for this scheme, with people commenting that there would be an improvement in safety for road users including HGVs along this section and at junctions.
- Concern around an increase in traffic congestion with this scheme, with people specifically mentioning where the A66 meets the M6 at Eamont Bridge and the B6262 at Culgaith, as well as at the time of Center Parcs visitor changeover days.
- Concern about the impact on the Scheduled Ancient Monuments in the area, particularly Brougham Castle and Brougham Roman fort and civil settlement.
- Concerns about impact on agricultural land.
- A common suggestion for this scheme was the addition of a dedicated route for walkers and cyclists adjacent to the route for people to access Center Parcs and/or St Ninian's.

Question 3: Comments on Temple Sowerby to Appleby – Kirkby Thore

6.5.4 We asked several questions about this scheme including on the Blue Route preferred alignment and alternatives shown (including the Previous Preferred Route, Red Route, and Orange Route) and any additional comments on the scheme.

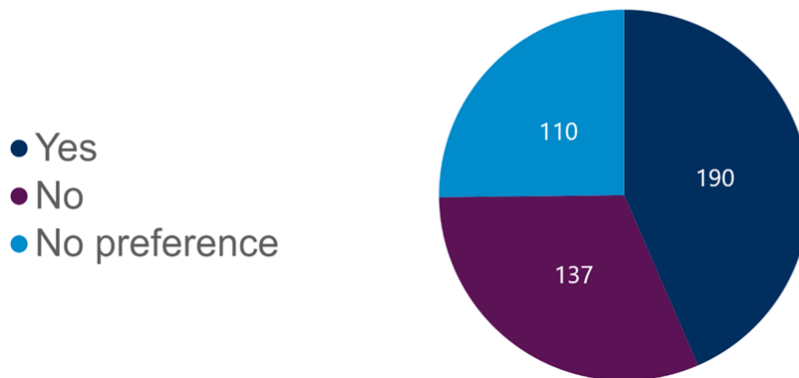
6.5.5 A total of 213 people provided general comments about this scheme and 437 individuals responded to the question on the preferred alignment and alternatives presented (please see more details below). The main general findings were:

- Support for this scheme with people stating it would have a positive impact on local residents, in particular mentioning the opportunity for reduced HGV traffic through local villages, including Kirkby Thore and Long Marton.
- Concerns were raised about the location of the junction north of Kirkby Thore with suggestions to look at alternatives to the west at Fell Lane.
- Potential negative impact on noise levels for local residents at Kirkby Thore and areas close to Sleastonhow Farm, Priest Lane, and Trout Beck.

- 6.5.6 Following the 2020 Route Announcement this section changed in response to non-statutory consultation feedback and further route design development by our engineering design teams. The 2021 statutory consultation consequently presented a preferred alignment along with alternatives. We therefore asked the question ‘Do you agree with our preferred alignment for this scheme?’ asking people to confirm ‘Yes’, ‘No’ or ‘No preference’ and to supply comments.
- 6.5.7 A total of 437 individuals responded to this question with 190 respondents supporting the preferred alignment, while 137 disagreed with the preferred alignment and 110 had no preference. Figure 6.7 shows the outcomes to this question.

Figure 6.7 Responses to ‘Do you agree with our preferred alignment for this scheme?’

Temple Sowerby to Appleby – Kirkby Thore: Do you agree with our preferred alignment for this scheme?



- 6.5.8 Other comments raised included a suggestion that other interventions could be carried out instead of a dual carriageway. The feedback suggested that there could be other do-minimum solutions, such as creating a non-dual carriageway option or new local roads to join at one of the existing junctions on the A66 and connecting to British Gypsum to the north of Kirkby Thore.

Question 4: Comments on Temple Sowerby to Appleby – Crackenthorpe

- 6.5.9 A total of 145 individuals responded to our question on this scheme. The main findings were:

- Support for this scheme, including the new overbridge at Long Marton Road close to Powis House and the proposed junction design near Appleby.
- Concerns raised about the removal of the all-movement junction near Long Marton and suggestions to re-instate this junction.
- Some shared concerns that this scheme would negatively impact connectivity to the A66 for local residents from Penrith, Powis and Long Marton. Also, that the proposed junctions and diversions would increase journey times and encourage road users to use unsuitable local roads.
- Concerns about the proposed two upgraded junctions on the A66 at the eastern end of this scheme, towards Appleby due to safety and community issues.

- Some suggested modifications to the engineering design, such as lay-bys on right-hand curves to improve visibility and improved noise mitigation measures.

Question 5: Comments on Appleby to Brough

6.5.10 We asked several questions about this scheme including on the Black-Blue-Black Route preferred alignment and alternatives shown (including the Black-Black-Black, Black-Black-Orange, and Black-Blue-Orange alternative routes) and any additional comments on the scheme.

6.5.11 221 people provided general comments about this scheme and 423 individuals responded to the question on the preferred alignment and alternatives presented.

6.5.12 The main findings from general comments were:

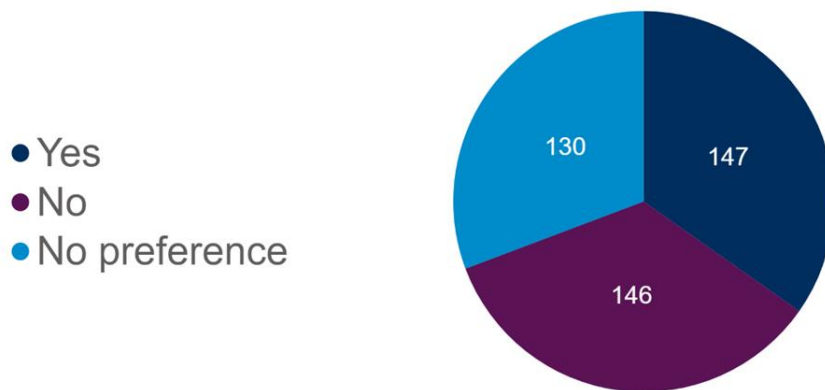
- A suggestion was made for an alternative road further north, crossing the Area of Outstanding Natural Beauty. The support for this alternative route alignment was associated with potential benefits for local communities due to its distance from residential areas and environmental impact on agricultural land and the environment, such as the impact on the landscape and visual amenity of the Eden Valley.
- Concern about the Project's potential impact on the risk of flooding and existing drainage systems in this area.
- Suggestions relating to routes for walkers, cyclists, and horse riders, including specific suggestions on new routes, such as a cycle track from Café sixty-six to the Coupland track.

6.5.13 Following the 2020 Route Announcement this section changed in response to non-statutory consultation feedback and further route design development by our engineering design teams. The 2021 statutory consultation consequently presented a preferred alignment along with alternatives. We therefore asked the question 'Do you agree with our preferred alignment for this scheme?' asking people to confirm 'Yes', 'No' or 'No preference' and to supply comments.

6.5.14 423 people answered our question about whether they agreed with our preferred alignment. A total of 147 people agreed and 146 people disagreed with the preferred alignment for this scheme. Figure 6.8 shows how those who chose to answer this question responded.

Figure 6.8 Responses to 'Do you agree with our preferred alignment for this scheme?'

Appleby to Brough: Do you agree with the preferred alignment for this scheme?



Question 6: Comments on Bowes Bypass

6.5.15 A total of 158 individuals responded to our question on this scheme. The main findings were:

- Support for this scheme, with some stating that there would be an improvement in safety for motorised traffic. There was also support for closing the Stonebridge Farm junction.
- Concern about the potential increase in noise pollution during construction and operation.
- Concerns about flooding and drainage on the existing road and questions if the new road would worsen the problem. Issues were also raised about the location of the proposed balancing ponds.
- Request for the existing slip road onto The Street in Bowes village remains open.
- Suggestions for future-proofing bridges to allow for extra lanes in the future.
- Suggestions on lengthening slip roads for safer acceleration and replacing grass verges with concrete for easier maintenance.

Question 7: Comments on Cross Lanes to Rokeby

6.5.16 We asked several questions about this scheme including on the Black Route preferred alignment and alternatives shown (including the Red Route and Blue Route) and any additional comments on the scheme.

6.5.17 The main findings were:

- Many people supported this scheme and our preferred alignment and junction solution for Cross Lanes but less so for the junction proposal at Rokeby.
- 446 people answered our question about whether they agreed with our preferred junction at Cross Lanes. 163 people stated their support for the junction and 138 people stated they disagreed with the preferred junction. Refer to Figure 6.9 for responses to this question.
- 442 people answered our question about whether they agreed with our preferred junction at Rokeby. 114 people stated their support for the junction and 199 people disagreed with the preferred junction at Rokeby. Many of those who responded to this question supported the alternative Blue Route alignment (which was described in our consultation brochure available in Annex L). The concerns about the

preferred alignment at Rokeby Junction included that it would encourage more traffic to enter Barnard Castle through the Cross Lanes junction. Refer to Figure 6.10 for the numerical breakdown of responses to this question.

6.5.18 Figure 6.9 provides the response analysis to the question about Cross Lanes. Figure 6.10 provides responses to the preferred junction at Rokeby.

Figure 6.9 Responses to 'Do you agree with our preferred alignment for at Cross Lanes?'

Do you agree with the preferred junction at Cross Lanes?

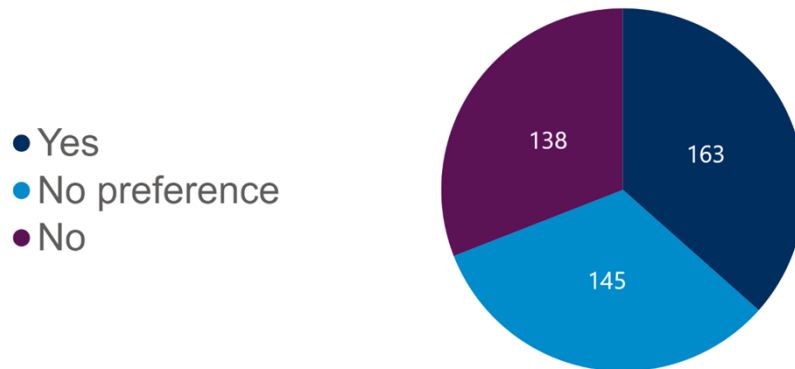
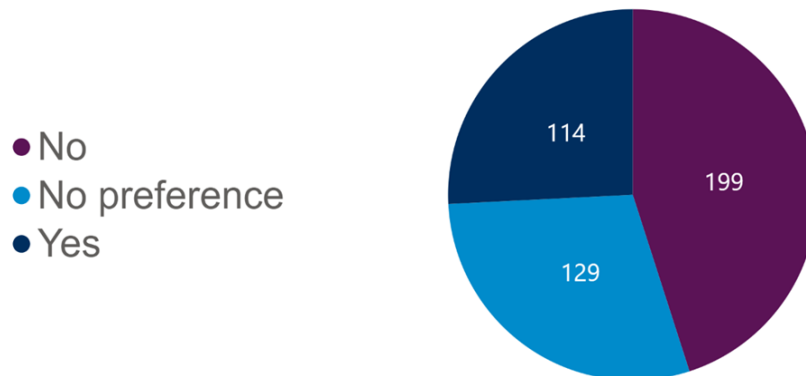


Figure 6.10 Responses to 'Do you agree with our preferred junction at Rokeby?'

Do you agree with the preferred junction at Rokeby?



6.5.19 Other comments raised included:

- Potential impacts to cultural heritage sites such as St Mary's Church, the Old Rectory, County Bridge, and the Butter Market.
- Safety issues due to local roads being unsuitable to deal with additional traffic associated with the Project due to their width or blind bends.
- Some individuals raised a preference for the junction to be located where it has an impact on Rokeby Park, a Grade II* Registered Park and Garden.

- Safety concerns raised regarding vehicle speeds and the number of accidents at junction of the detrunked A66 with the C165 Barnard Castle Road including crashes into the Grade II listed wall at Rokeby Park.

Question 8: Comments on Stephen Bank to Carkin Moor

6.5.20 A total of 171 individuals responded to our question on this scheme. The main findings were:

- Support for this scheme as it would reduce traffic congestion and improve road safety, specifically mentioning local villages and the area near to Mainsgill Farm.
- Concerns raised about the lack of connection of the detrunked A66 to the proposed new carriageway at the western scheme extent in the vicinity of Browson Bank.
- Concerns about the potential for increased flood risk, specifically mentioning Ravensworth Lodge and Carkin Moor.
- Concerns about proposed road closures and changes in road layouts that could hinder access to and from some properties, such as the closure of Moor Lane.
- Suggestions for improved or new routes for walkers, cyclists, and horse riders, including specific proposals for safe routes for horse riders and connectivity for bridleways.

Question 9: Comments on A1(M) junction 53 Scotch Corner

6.5.21 A total of 123 individuals responded to our question on this scheme. The main matters raised were:

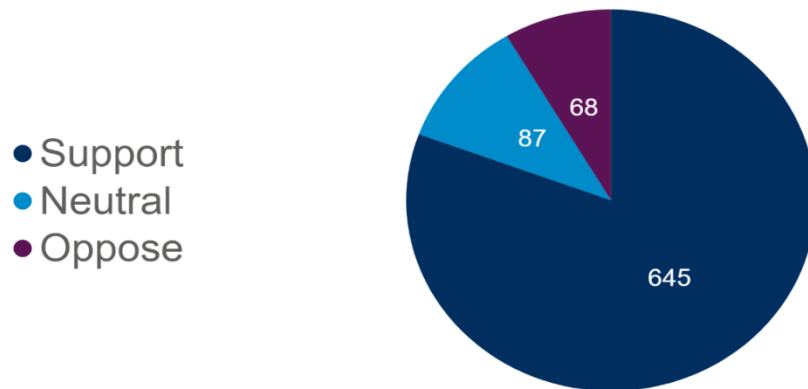
- Comments about existing traffic queues on the A1(M), A66 and roads from Richmond and Middleton Tyas.
- The need to consider the potential for increased traffic levels and congestion caused by the planned retail park at Scotch Corner.
- Various suggestions that work be carried out to alter the A1 northbound approach to the Scotch Corner roundabout. Suggestions included changes to lane markings, signage, and lighting of the slip-road.

Question 10: General questions

6.5.22 In addition to the scheme specific questions, we asked: '*To what extent do you agree with dualling the remaining single carriageway sections of the A66?*'. Respondents had a choice to select from 'support', 'neutral' or 'opposed' and were then asked to provide any additional comments in a free text box.

6.5.23 A total of 645 people supported the dualling of the remaining single carriageway sections of the A66 with 68 people opposed to it. Figure 6.11 provides the response analysis to this question.

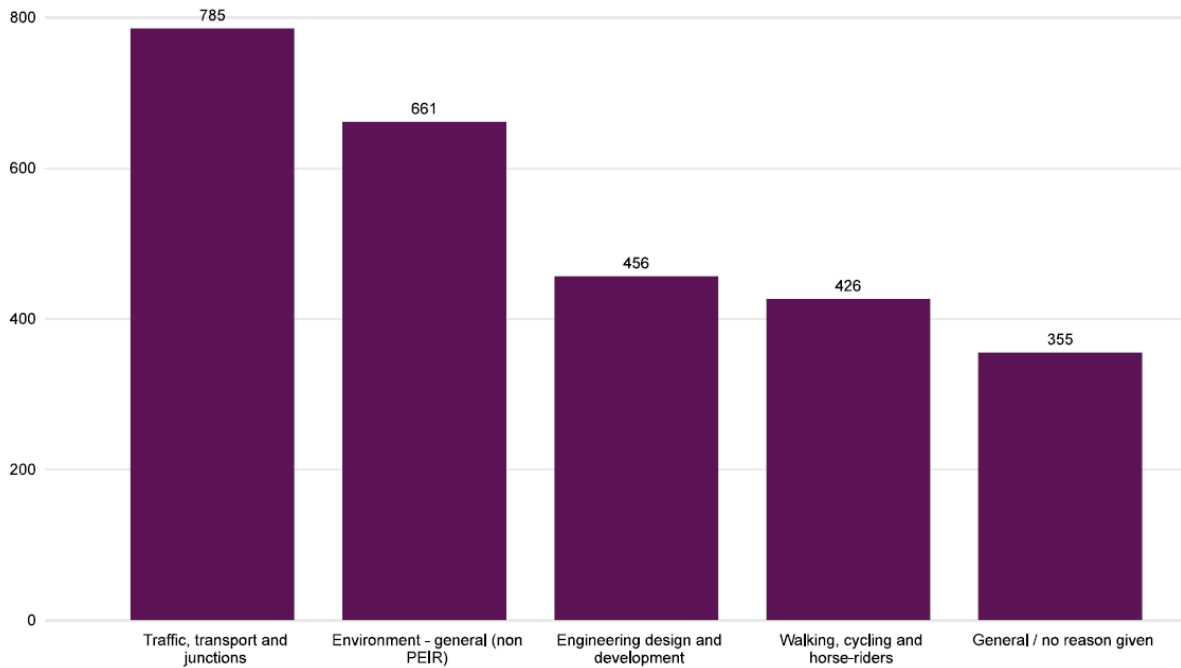
Figure 6.11 'To what extent do you agree with dualling the remaining single carriageway sections of the A66?'



Question 11: Additional comments

6.5.24 Respondents were asked to provide any additional comments to support their response to Question 10. A total of 416 people supplied additional comments. The most frequently raised themes in response to this question were about traffic, transport and junctions, general environmental issues and engineering design and development as can be seen in Figure 6.12.

Figure 6.12 Frequently raised themes in response to Question 11 of the consultation feedback form as set out in paragraph 6.5.23



6.6 Regard to relevant responses (in accordance with s49 of PA 2008)

6.6.1 In accordance with section 49 of the PA 2008, Annex N demonstrates how we have had regard to the matters raised within the responses received to the 2021 statutory consultation. Annex N focuses on summarising the issues raised by stakeholders and whether these issues have resulted in a change to the Project or not.

6.6.2 The Annex N tables provide:

- A summary of matters raised by section 47 general public respondents and organisations, our responses to these matters and whether any of these matters resulted in a design change, in accordance with section 49 of the PA 2008.
- A summary of matters raised by section 42(1)(a) prescribed consultees and section 42(1)(b) local authorities, our responses to these matters and whether any of these matters resulted in a design change, in accordance with section 49 of the PA 2008.
- A summary of matters raised by section 42(1)(d) PILs, our responses to these matters and whether any of these matters resulted in a design change, in accordance with section 49 of the PA 2008.

6.6.3 Annex N tables are separated according to scheme (or project-wide) and then by topic code such as environmental mitigation or engineering design. Each table in Annex N also includes consultee columns (listed below) so it is clear which type of consultee raised the matter:

- section 47 public and local community
- section 42(1)(a) prescribed consultees
- section 42(1)(b) local authorities
- section 42(1)(d) PILs

6.6.4 Annex N provides evidence of how we have had regard to feedback. This includes: demonstrating a clear understanding of the issue raised by the consultee/s; explaining whether or not the views expressed have led to a change to the proposals with reference to the relevant DCO application documents; and where no change is proposed that is relevant to the feedback, explaining why.

6.6.5 All feedback from the consultation has been thoroughly reviewed and we have used it to help improve the DCO application. Alongside this, surveys have been completed to help us gain a better understanding of the local areas, including the environment, ecology and heritage and National Highways have further explored ways to mitigate potential impacts such as noise, drainage, and views.

6.6.6 Following the 2021 statutory consultation, changes were made to the Project. These considered feedback from the consultation, ongoing engagement with stakeholders and landowners, as well as results from emerging environmental survey data and technical assessment work. The Consultation Summary Report and winter 2022 project update brochure, both available on the project website, were published in March 2022 to provide key findings from the statutory consultation and changes made to the design following the 2021 statutory consultation. Where a matter raised in the consultation feedback subsequently related

to a design change, this is identified in section 6.7 and Annex N. It also led to some further smaller supplementary consultations, as set out in Chapter 7 of this report.

6.7 Summary of project design changes linked to consultation feedback

6.7.1 Table 6.2 provides a high-level summary of some of the project design changes made following statutory consultation. Design development has continued following statutory consultation having regard to feedback received throughout the consultation and ongoing engagement, to address environmental and traffic issues that arose following completion of surveys and to incorporate mitigation for impacts that had been identified through the Environmental Impact Assessment (EIA). For further information about the Project design changes, refer to the Project Development Overview Report [Application Document 4.1].

6.7.2 Annex N provides a full summary of matters raised and how we have had regard to them. See Annex N for all issues raised and the regard had to consultation responses (in accordance with s49 of the PA 2008). In the “resulted in a change” column in Annex N and the subsequent tables:

- ‘Y’ is used for any changes, developments or additions to the Project proposals that have been made since the statutory consultation accounting for the feedback from consultation. Some of these may have been made due to the results of environmental assessments and design development but were also requested in consultation responses.
- ‘N’ is used for: A suggested/requested change that has not been adopted; a comment that did not request a change; or where information on design specifics were not presented at consultation, because the work is part of the detailed design process, but consultees still provided comments on the matters.

Table 6.2 High-level summary of project design changes resulting from statutory consultation		
Scheme or project wide	Summary of issue raised in consultation	Design change
Project wide	Feedback from statutory consultation identified several potential WCH design features that could provide additional benefits to users. These included parallel east-west links through the schemes, particularly for those west of the Pennines. Work was undertaken to investigate the suggestions made by stakeholders in relation to the dualling design, and with regards to aspirations by the host authorities.	<p>Since statutory consultation we have made a range of improvements to the walking, cycling and horse riding provision on five schemes. It was identified that some design features would sit within the Order Limits for the dualling works and therefore could be brought into the scope of the Project. These included, but are not limited to:</p> <ul style="list-style-type: none"> • A parallel shared cycle/footway along the northern side of the Penrith to Temple Sowerby scheme • A parallel shared cycle/footway along the length of the Appleby to Brough scheme • A parallel shared cycle/footway along the length of the Cross Lanes to Rokeby scheme

Table 6.2 High-level summary of project design changes resulting from statutory consultation		
Scheme or project wide	Summary of issue raised in consultation	Design change
		<ul style="list-style-type: none"> A shared bridle/footway in the verge of the old de-trunked A66 to connect several existing bridleways and footpaths throughout the Stephen Bank to Carkin Moor scheme <p>The WCH proposals were the subject of a supplementary consultation as described in Chapter 7.</p>
M6 Junction 40 to Kemplay Bank	Feedback received from statutory consultation highlighted that the land to the north of the A66 along the M6 Junction 40 to Kemplay Bank scheme, along the edge of Wetheriggs Country Park and the playing fields belonging to Ullswater Community College, is well-used by the community for recreation.	To mitigate the impact of the loss of this open space, the design was reviewed following statutory consultation to reduce the amount of public open space land required for the works. A nearby field to the east of Wetheriggs Country Park was identified as a potential replacement area of public open space. This was the subject of a supplementary consultation as described in Chapter 7.
Penrith to Temple Sowerby	Feedback received commented about the impact and land take needed from Whinfell House and garden.	Design development has enabled this area to be avoided and the Order Limits have been adjusted to reflect that there is no longer a requirement for land take from Whinfell House.
Temple Sowerby to Appleby – Kirkby Thore	Feedback received about volume of traffic and congestion on Main Street, headlight glare from vehicles, HGV and LGV vehicles accessing British Gypsum and other businesses needing to come through Kirkby Thore and safety issues relating to a narrow stretch of Main Street.	In order to address this feedback, we have relocated the junction to the north of Kirkby Thore from its originally proposed position at Main Street to Fell Lane. This was the subject of a supplementary consultation as described in Chapter 7.
Temple Sowerby to Appleby – Kirkby Thore	Feedback commented about the replacement of a junction with an overbridge at Long Marton Lane End. This included concerns about an increase in traffic and journey times, the proximity of the Roman Camp Scheduled Monument and the need for drivers to have to drive through Kirkby Thore and Appleby to access the A66.	To address this, we re-aligned both the new A66 carriageway and Long Marton Lane End to avoid the Roman Camp Scheduled Monument. This re-alignment, together with more detailed level survey information, means that we can address the visibility and safety issues associated with the previous plan at this location. We also created a compact, all-movement, grade separated junction at Long Marton Lane End to serve villages to the north and south with an underpass. This diverts the Long Marton road under the new A66 with connector roads to the new dual carriageway. This was the subject of a supplementary consultation as described in Chapter 7.
Temple Sowerby to	Feedback raised comments about the proposal to supply	In light of this feedback and our proposal to re-introduce a junction at Long Marton, we

Table 6.2 High-level summary of project design changes resulting from statutory consultation		
Scheme or project wide	Summary of issue raised in consultation	Design change
Appleby – Crackenthorpe	two upgraded junctions on the A66 at the eastern end of this scheme, towards Appleby due to safety and community issues.	propose to (1) discontinue plans for an eastbound and westbound upgrade at Appleby and (2) use the new junction at Long Marton Lane End as a nearby alternative access to the A66. This was the subject of a supplementary consultation as described in Chapter 7.
Appleby to Brough	Feedback commented about the proximity of the A66 carriageway to houses at Sandford, balancing ponds on south side of A66 at Sandford and the associated land take and significant land take required from Dyke Nook Cottage.	We revised our plans to address the feedback. We now propose to build the new eastbound carriageway to the north of the existing A66 and use the existing A66 for westbound traffic. The easternmost pond, local to the Sandford junction has been moved from the south of the A66 to the north. This was the subject of a supplementary consultation as described in Chapter 7.
Appleby to Brough	Feedback received about the proposed Blue Route for Warcop Central included concerns about encroachment into land owned by the MoD, impacts on the North Pennines AONB and potential increase in flood risk.	We plan to increase the size of the structures over Moor Beck and Cringle Beck to minimise impacts in this area. At Moor Beck we are proposing a viaduct 260m in length to span the watercourses and floodplain and need to increase the height of the carriageway over Moor Beck by around 3m. At Cringle Beck near to Wheatsheaf Farm we are proposing a viaduct 100m in length replacing two drainage culverts and the agricultural underpass. This was the subject of a supplementary consultation as described in Chapter 7.
Bowes Bypass	Feedback received about the alignment design near to Hulands Quarry access junction at the eastern scheme extent.	The new proposals include the closure of the central reserve gap currently present to provide westbound access to Hulands Quarry, thereby removing the opportunity for right-turn movements. A new left-in/left-out access would be provided for this site and the DCO Order Limits extended to accommodate works in this area. This was the subject of a supplementary consultation as described in Chapter 7.
Cross Lanes to Rokeby	Safety concerns raised regarding vehicle speeds and the number of accidents at the junction of the detrunked A66 with the C165 Barnard Castle Road including crashes into the Grade II listed wall at Rokeby Park.	In light of the feedback, we have developed the design which has allowed us to replace the junction to the C165 from the de-trunked A66 with a roundabout.

Table 6.2 High-level summary of project design changes resulting from statutory consultation

Scheme or project wide	Summary of issue raised in consultation	Design change
Cross Lanes to Rokeby	Request to reduce land take for the Cross Lanes junction. Concerns raised that the new road links would negatively impact Cross Lanes Organic Farm Shop due to being surrounded by roads on four sides.	Since our statutory consultation, we have developed the design of the proposed replacement junction, which now has a smaller footprint due to the more compact design. Following feedback, the Scargill Road link from Moorhouse Lane to the bridge has been rerouted and now runs to the north of Cross Lanes Organic Farm Shop and Café.
Stephen Bank to Carkin Moor	Feedback commented about the lack of connection of the detrunked A66 to the proposed new carriageway at the western scheme extent in the vicinity of Browson Bank.	The design team have carried out further refinements and are now proposing that a new westbound slip road be constructed to provide access from surrounding villages to the new westbound A66 dual carriageway. The impacted farm access has also been redesigned to suit this new arrangement, providing reducing journey times for those accessing the A66 in this area. This proposal avoids local detours to Moor Lane junction for access to the A66 and prevents the de-trunked road from becoming a dead-end with the potential to be misused, for example, for fly-tipping or overnight stays.

7 Ongoing engagement and supplementary consultation

7.1 Introduction

7.1.1 This chapter describes (a) the ongoing engagement carried out since the statutory consultation; and (b) the supplementary consultations carried out between 28 January and 3 April 2022 in relation to proposed changes to the Project following the autumn 2021 statutory consultation.

7.2 Ongoing engagement since statutory consultation

7.2.1 Since the statutory consultation, we have continued to engage regularly with stakeholders, landowners and those with interest(s) in the land to keep them updated on the progress of the Project and discuss any technical matters relevant to the preparation of the Project design, environmental assessment and SoCGs prior to submission of the DCO application. We do not view engagement and consultation as a single point in time and this has been reflected in our ongoing approach to engaging at a local, regional, and national level.

7.2.2 We have continued our regular meetings with the Strategic Stakeholder Group (SSG), focus groups, Community Liaison Groups (CLG), host local authorities, Councillors and MPs, whose constituencies are impacted by the Project, and persons with interest(s) in land (PILs). We have used these meetings to inform them of updates on the Project and to hear from these stakeholders. We have also been meeting with landowners to develop Position Statements. They will be live documents that provide a summary of the current position on areas of agreement and areas for further discussion. These will continue to be progressed beyond submission of the DCO application.

7.2.3 Meetings have been held to discuss the possibilities of SoCGs and to start developing SoCGs with stakeholders such as the host authorities, AONB Partnership, the Ministry of Defence, and the statutory environmental bodies. The purpose of these meetings has been to identify as many areas of agreement as possible, and to agree the way forward on matters where we may disagree. The meetings have also provided an opportunity to identify any crossover between stakeholders in relation to any overlapping issues in each SoCG being developed. The SoCGs will continue to be progressed beyond DCO submission.

7.2.4 We have also continued our engagement with statutory undertakers, particularly those who are anticipated to have apparatus that may be affected by the Project and which, as relevant, will be covered by the protective provisions in the DCO. See the Statement of Reasons for further information [Application Document 5.8]. We will continue to engage with these bodies:

- Electricity Northwest Limited
- Northumbrian Water Limited (Mains water and sewerage services)
- Shell – Penspen
- SSE
- Zayo Group UK Ltd / JSM Group Ltd / GEO Networks

- National Grid (Electricity and Gas)
- Network Rail
- Northern Gas Network
- Northern Powergrid
- Openreach
- United Utilities (Potable water and sewerage services)
- Virgin Media
- Yorkshire Water (Potable water and sewerage services)
- Vodafone
- Cellnex

7.2.5 We are committed to continued engagement with stakeholders and the local community as the Project progresses through Examination, and if development consent is granted, into the detailed design and construction stages of the Project. This is discussed further in the Environmental Management Plan [Application Document 2.7].

7.3 Why supplementary consultation was carried out

7.3.1 This section explains what was consulted on and why, and then describes how the consultations were carried out.

7.3.2 Following the statutory consultation process and ongoing engagement with stakeholders, and PILs, proposed design changes were identified to the layout of several schemes including, M6 junction 40 to Kemplay Bank, Temple Sowerby to Appleby, Appleby to Brough, and Bowes Bypass, and changes to walking, cycling and horse-riding provisions, the location of construction compounds and landforms. It was considered that additional consultation was required, on these proposed changes, as set out in Table 7.1.

7.3.3 The conclusion that additional consultation was required was in view of the following considerations, where additional statutory or non-statutory consultation is required or may be appropriate:

- Non-statutory consultation – the DCLG *Guidance on the Pre-Application Process* (2015) (the Guidance), with reference to paragraphs 73 and 76, which set out where it may be appropriate to hold a “non-statutory, targeted consultation” (this is considered in more detail below)
- Statutory consultation – where land interests (i.e., ‘Category 1’, ‘Category 2’ and ‘Category 3’ interests as per section 44 of the Planning Act 2008) are newly affected by a proposed change (this requires a minimum 28-day consultation period under section 42 of the Planning Act 2008). Please refer to Annex R for details of those persons affected and further information on their given interests.

7.3.4 Paragraph 73 of the Guidance notes that “*when considering the need for additional consultation, applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors.*”

7.3.5 The Guidance provides further information on the approach that should be taken regarding the scale of the change. Of relevance to the proposed changes to the Project, the following is applicable: “*if the application only changes to a small degree, or if the change only affects*

part of the development, then it is not necessary for an applicant to undertake a full re-consultation. Where a proposed application is amended in light of consultation responses then, unless those amendments materially change the application or materially changes its impacts, the amendments themselves should not trigger a need for further consultation. Instead, the applicant should ensure that all affected statutory consultees and local communities are informed of the changes” (Paragraph 75).

7.3.6 “*In circumstances where a particular issue has arisen during the pre-application consultation, or where it is localised in nature, it may be appropriate to hold a non-statutory, targeted consultation...if adopting this approach, the emphasis should be on ensuring that relevant individuals and organisations are included” (Paragraph 76).*

7.3.7 We used the Guidance, as referred to above, to review the proposed changes against the following points to determine the need for and approach to supplementary consultation:

- It is of sufficient scale (the physical nature of the change)
- It introduces a material change to the environmental impacts of the Project, or
- The level of public interest.

7.3.8 Some of the proposed design changes only affected parts of the development or were changes of a small degree, so in line with Paragraph 75 of the Guidance (and taking account of the three considerations set out in the previous paragraph), these did not trigger a need for further consultation. The winter update brochure and updated map books, available on the A66 project webpage, provided information on these changes.

7.3.9 The proposed design changes were local in nature and/or related to issues and would not have resulted in a project that was fundamentally different to that which had already been consulted on. As such, it was decided that a further statutory consultation on the entire Project was not required and that supplementary consultations should take place for some proposed design changes. The supplementary consultations, required in respect of the proposed changes as set out in Table 7.1, ensured that affected statutory consultees and local communities were informed of the changes and had the opportunity to provide feedback. For proposed changes at Bowes Bypass, Kemplay Bank and Temple Sowerby to Appleby, in addition to the need for non-statutory supplementary consultation on the proposed design change, the change would also newly affect persons with an interest(s) in the relevant land. For this reason, it was necessary to carry out a supplementary statutory consultation under section 42(1)(d) of the PA 2008 with those people (in addition to the non-statutory consultation) in respect of this proposed change to the Project.

7.3.10 The supplementary consultations were conducted in line with the principles of pre-application statutory consultation set out in the PA 2008 and principles and methods in the Project’s SoCC to the extent they were relevant for these supplementary consultations. Because statutory consultation under section 47 was not being undertaken, a new SoCC

was not required. As noted in Chapter 4, we engaged proactively and consistently with the five host local authorities, taking on board their feedback in developing our SoCC prior to launching the statutory consultation in autumn 2021. Furthermore, we engaged the host local authorities in the lead up to the supplementary consultations.

- 7.3.11 The detail in the published SoCC which covers supplementary consultation is set out in paragraph 5.9 of Annex G. The SoCC was available to view on the Project's webpage during the supplementary consultations, at consultation events and at one deposit point each for supplementary consultations where consultation events were held.

Design changes identified requiring supplementary consultation

- 7.3.12 Table 7.1 presents the proposed design changes which formed part of the supplementary consultations. It also sets out why supplementary consultation was necessary and the targeted consultees for each of these supplementary consultations. The proposed design changes in Table 7.1 were identified through ongoing engagement with stakeholders, and PILs, ongoing engineering and EIA assessment work, and because of the statutory consultation feedback process.
- 7.3.13 Each proposed change identified in Table 7.1 was reviewed to determine whether it would change conclusions within the PEI report. It was concluded that none of these changes would and therefore information was provided within each supplementary consultation brochure comparing the environmental effects of the proposed changes and confirming that the information presented in the PEI report remained relevant and applicable.
- 7.3.14 Due to their relatively small-scale, none of the changes presented at the supplementary consultation were considered to materially affect the environmental effects at the Project-wide level nor significantly alter in-combination effects as set out in the PEI report. The Environmental Statement Chapter 15 Cumulative and In-Combination effects (Application Document 3.2) set out the assessment of the cumulative and in-combination effects of the Project with these changes having been incorporated, and each topic chapter reports significant effects that would be a result of individual schemes and those that would be anticipated on a route-wide scale.

Table 7.1 Design changes identified requiring supplementary consultation

Scheme	Change proposed	Supplementary consultation type	Reason for supplementary consultation	Why supplementary consultation was necessary
M6 Junction 40 to Kemplay Bank	Provision of replacement open space for that lost at Kemplay Bank Refer to section 7.5	Supplementary non-statutory consultation Statutory consultation for new land interest	<p>At statutory consultation, we proposed widening the lanes between J40 and Kemplay Bank. This widening means we need to acquire land on the north side of the A66 – some of which is used by local people for recreation and is designated as public open space. This means our plans would result in the loss of public open space along the edge of Wetheriggs Country Park and at the edge of the playing fields belonging to Ullswater College.</p> <p>The supplementary consultation included the land proposed for re-provision and our intention to reduce the land take identified at statutory consultation. In addition, we proposed to acquire a nearby field from a local landowner and make this available to replace the lost public open space. This new area would be connected through to Wetheriggs Country Park and made available for community use.</p> <p>The new PIL (where we proposed to acquire a nearby field from) was not consulted as a section 42(1)(d) consultee at statutory consultation in 2021 and, therefore, required statutory consultation during the supplementary consultation period.</p>	<p>The land proposed for re-provision of the public open space was of interest to those in the immediate vicinity.</p> <p>There was statutory consultation undertaken with one newly identified PIL we proposed to acquire a nearby field from.</p> <p>We consulted about these design changes because we were keen to understand how the public open space being lost is currently used and how replacement land could be enhanced to be more beneficial. We were particularly interested in views on the relationship between the park and the A66, the area where they meet and how our plans could improve this boundary.</p>
Temple Sowerby to Appleby	Changes to Kirkby Thore junction, Long Marton Lane End junction and Appleby junction	Supplementary non-statutory Statutory consultation for new land interests	<p>Kirkby Thore junction:</p> <p>Our proposals, presented at statutory consultation in 2021, included a junction to the north-east of Kirkby Thore, connecting Main Street to the newly-dualled A66. During the statutory consultation, several concerns were raised such as congestion, light pollution, HGV/LGV access and safety.</p>	<p>It is of sufficient scale and public interest to be consulted on locally on a targeted level.</p> <p>There was statutory consultation undertaken with news PIL where we proposed</p>

Table 7.1 Design changes identified requiring supplementary consultation

Scheme	Change proposed	Supplementary consultation type	Reason for supplementary consultation	Why supplementary consultation was necessary
	Refer to section 7.6		<p>We sought to address these concerns by re-positioning the proposed junction from Main Street to Fell Lane and constructing a compact, grade-separated full movement junction in the new location.</p> <p>Long Marton Lane End junction: An earlier design of the route included a junction off the new A66 at Long Marton Lane End. For statutory consultation, this was removed and replaced in our designs by an overbridge at this location. During statutory consultation in 2021, we received considerable feedback on this issue with concerns relating to traffic and connectivity and proximity of the Roman Camp. In addition, surveys carried out following statutory consultation show that the Roman Camp Scheduled Ancient Monument is larger than shown in existing records and the proposed junction would have encroached into it.</p> <p>Due to this impact and having regard to the feedback received, we reviewed our plans for the Long Marton overbridge and made changes to the design in this location to re-align the new A66 carriageway and Long Marton Lane End to avoid the Scheduled Ancient Monument and create a compact, all-movement, grade-separated junction in this location.</p> <p>Appleby junction: At statutory consultation in 2021, we presented two upgraded junctions on the A66 at Appleby. Both solutions presented design, safety, and community issues which were raised as part of the feedback process during consultation.</p> <p>In light of these concerns, we proposed that the current junction east of Appleby will continue to operate as it does now, allowing</p>	<p>to include new land interests in the Order limits.</p> <p>These changes are of interest to the public in a specific target area because it would influence the way in which they would carry out their local journeys.</p>

Table 7.1 Design changes identified requiring supplementary consultation

Scheme	Change proposed	Supplementary consultation type	Reason for supplementary consultation	Why supplementary consultation was necessary
			<p>traffic to join or leave the A66 and the current slip road onto the A66. To the west of Appleby will become two way (currently only west bound) and access to Appleby for eastbound traffic off the A66 remains in place.</p> <p>Please refer to section 7.6 for more information on who was consulted and how the consultation was carried out.</p> <p>The new PILs (where we proposed to include new land interests in the Order limits) were not consulted as section 42(1)(d) consultees at statutory consultation in 2021 and, therefore, required statutory consultation during the supplementary consultation period.</p>	
Appleby to Brough	Changes to Warcop west Warcop central Refer to section 7.7	Supplementary non-statutory	<p>Warcop west: In response to concerns raised as part of the 2021 statutory consultation, we proposed a change to the design at Warcop west which would result in the new eastbound carriageway being built to the north of the existing A66 rather than to the south as proposed in 2021. This would increase the land take required to the north of the existing A66, requiring a change in the boundary presented in autumn 2021. No new PILs would be impacted by these proposals; however, the impact on some landowners including the Ministry of Defence (MoD) would change.</p> <p>Warcop central: Feedback received at statutory consultation in autumn 2021 raised concerns around the impact on the MoD and the AONB and the potential for an increase in the flooding risk. We proposed a change to the design at Warcop central which would see the elevation of the new A66 increase by a further 3m to increase the span of the bridge structures. This was to</p>	<p>The proposed changes were not of a significant scale but were of sufficient public interest to be consulted on locally on a targeted level. They did not involve new land interests.</p> <p>These changes are of interest to the public in a specific target area because they resulted in minor design changes for a part of the Project.</p> <p>This consultation gave PILs, members of the local community, and other key stakeholders, an opportunity</p>

Table 7.1 Design changes identified requiring supplementary consultation				
Scheme	Change proposed	Supplementary consultation type	Reason for supplementary consultation	Why supplementary consultation was necessary
			minimise impact on Moor Beck and Cringle Beck, an issue which had been raised during statutory consultation.	to tell us their thoughts about these design changes specifically.
Penrith to Temple Sowerby, Temple Sowerby to Appleby, Appleby to Brough, Cross Lanes to Rokeby, Stephen Bank to Carkin Moor, A1M J53 Scotch Corner, and Bowes Bypass.	Walking, cycling and horse riding provision, landform and compounds Refer to section 7.8	Supplementary non-statutory	<p>Since our statutory consultation in 2021, we moved some of the proposed compound locations, made some changes to the landscaped bunds (artificial hills) and made improvements to the walking, cycling and horse riding provision on parts of the Project.</p> <p>Walking, cycling and horse riding</p> <p>At statutory consultation in 2021, our WCH proposals included details on how we would bring all WCH routes which intersect with the A66 to safe crossing points and junctions. In some cases, these routes would involve small diversions. At our statutory consultation, proposals did not include any provision for additional WCH routes along the new road corridor.</p> <p>Throughout the Project, there have been requests for better east / west provision for walking, cycling and horse riding (WCH). The changes we have implemented and presented at the supplementary consultation are in response to that feedback. We have not included additional land to implement these WCH paths and have designed them into land we are already acquiring and plots which are within National Highways' ownership. As such, the overall route for the WCH was largely fixed as it was within the narrow corridor of development or de-trunked roads. Throughout we have worked with host local authorities to discuss how our plans for additional WCH routes could gap fill their existing or planned provision.</p> <p>Between Penrith and Temple Sowerby, we introduced proposals for a shared cycle/footway parallel to the A66. The route will tie into a grade-separated crossing at Brougham junction at the western extent and into existing infrastructure at the eastern extent at Temple Sowerby.</p>	<p>The proposed changes were not considered to be of a significant scale or interest to warrant wider public consultation; however, the proposed changes could impact the way PILs might access or use their land so resulted in targeting PILs and host local authorities for this supplementary consultation.</p> <p>These proposed changes involved new land interests held by PILs who were already consulted as s42(1)(d) consultees at autumn 2021 statutory consultation.</p>

Table 7.1 Design changes identified requiring supplementary consultation

Scheme	Change proposed	Supplementary consultation type	Reason for supplementary consultation	Why supplementary consultation was necessary
			<p>Between Temple Sowerby and Appleby, a shared cycle/footway is proposed for the old A66 running the entire length of the scheme. This road would become a local route only and would run on the south side of the old A66 through Kirkby Thore, and then to the north to the west side of Appleby. This new route ties into existing provision at each end of the scheme. Segregated crossings of the proposed dual carriageway at several locations are proposed to reconnect and tie into rights of way.</p> <p>At Appleby to Brough, we proposed introducing a shared-use cycle/footway parallel to the A66. This would connect with existing rights of way.</p> <p>Between Cross Lanes and Rokeby, we proposed the introduction of a shared-use cycle/footway parallel to the A66 which would connect into existing rights of way to the west of the Rokeby Junction, using the proposed maintenance access track that leads to the junction at Cross Lanes. While the additional infrastructure would only be 250m in length, the result would be a 3.5km shared cycle/footway from Cross Lanes junction to Greta Bridge, tying into the existing cycle track to the west of the village.</p> <p>On the Stephen Bank to Carkin Moor section, a shared bridle/footway was proposed in the verge along the old de-trunked A66. This road would become a local route only. The new bridle/footway would connect several existing bridleways and footpaths in the area. It would allow circular routes and onward journeys by users, including grade separated crossings of the dual carriageway. Where the new route crosses the old de-trunked A66, horse corrals would be provided.</p> <p>Construction compounds</p> <p>Should the DCO for the Project be made, we will need to build temporary work compounds and storage areas near to the route. The location of these compounds is important and</p>	

Table 7.1 Design changes identified requiring supplementary consultation

Scheme	Change proposed	Supplementary consultation type	Reason for supplementary consultation	Why supplementary consultation was necessary
			<p>depends on the specific work planned for the area. Since our statutory consultation, several compounds moved location and it is possible their use will change (within the scope of what is consented by the DCO, if made) as we move into detailed design of the project.</p> <p>Landscaped bunds</p> <p>Since our autumn statutory consultation, we made some proposed changes by introducing landscaped bunds on certain sections of the route. By adding these features, we aim to minimise the impacts of the road on local communities and the character of the landscape. To make these changes, we will need to temporarily possess land.</p>	
Appleby to Brough	Changes to the proposed location of the Brough Hill Fair <i>Refer to section 7.9</i>	Supplementary non-statutory	<p>In our autumn 2021 statutory consultation, it was proposed that Brough Hill Fair be relocated onto a site owned by the Ministry of Defence (MoD), adjacent to the current site. Feedback from the statutory consultation in autumn 2021 raised concerns that this site might not be suitable as a location for the Fair and further work would be required to the site location. Consultation feedback also explained that the proposed MoD site has challenging land levels, is close to other residential properties and is near to the A66.</p> <p>We explored other sites and identified a possible alternative location 1.6 miles east of the site currently in use by the Brough Hill Fair. We sought feedback on the site proposed at statutory consultation and the possible alternative site to help us determine which of the two sites to take forward.</p>	<p>It is of sufficient interest to the Gypsy and Traveller communities and the local community to be consulted on locally on a targeted basis, but does not involve new land interests.</p> <p>We carried out a supplementary consultation to give representatives of the Gypsy and Traveller communities, directly impacted PILs, relevant host local authorities, and members of the two local communities (relating to the two different sites) the opportunity to share their thoughts on our proposals to help us</p>

Table 7.1 Design changes identified requiring supplementary consultation				
Scheme	Change proposed	Supplementary consultation type	Reason for supplementary consultation	Why supplementary consultation was necessary
				determine which of the two sites to take forward.
Bowes Bypass	Changes to Hulands quarry access and Bowes Cross Farm access <i>Refer to section 7.10</i>	Statutory consultation for new land interests Non-statutory consultation with other land interests and local authorities	<p>Following statutory consultation, we proposed making changes to two parts of the eastern section of the Bowes Bypass scheme – at the access to Hulands Quarry to the north and for access to Bowes Cross Farm in the south. At Hulands Quarry, access arrangements would change, with access becoming left-in, left-out.</p> <p>Towards Bowes Cross Farm, the central reservation would be closed in this area and an access track from Bowes junction to Bowes Cross Farm provided.</p> <p>These proposed design changes required land from Hulands Quarry on the Bowes Bypass scheme of the Project and land to the south of the A66 towards Bowes Cross Farm. These land interests were not consulted as section 42(1)(d) consultees at statutory consultation and, therefore, required statutory consultation during the supplementary consultation period.</p> <p>Supplementary non-statutory consultation was carried out to provide landowners, land interests and other key stakeholders an opportunity to share their feedback on the changes.</p>	The proposed changes were not of a significant scale but given they were beyond the extent of the Order limits consulted on at the Autumn 2021 statutory consultation it was decided that consulting with PILs impacted by this proposed change would be appropriate. This included statutory consultation under s42(1)(d) for newly identified PILs and non-statutory consultation for those not newly identified (and who had been consulted already under s42(1)(d) as part of the 2021 statutory consultation).

7.4 Our approach to the supplementary consultations

Overview of approach

- 7.4.1 Table 7.2 provides an overview of our approach to the supplementary consultations. Sections 7.5-7.10 describes each of the supplementary consultations in turn, including the publicity and different methods used to consult for each of these supplementary consultations.
- 7.4.2 The supplementary consultations were completed in three phases between 28 January and 3 April 2022 as can be seen in Table 7.2. Phases 1 and 2 ran for 30 days and the final phase, to consult on an alternative site for Brough Hill Fair, ran for 23 days. These phases were staggered so they read as three separate packages of consultation. This also allowed for consultees involved in more than one consultation time to review information and respond in turn.
- 7.4.3 The consultation periods were considered proportionate to the scale of the proposed changes, the likely impact of the changes and the level of public interest. Phase 1 included multiple issues and statutory consultation with PILs under s42(1)(d) of the PA 2008, therefore requiring a minimum 28-day consultation period under s45 of the PA 2008. Phase 2 included consultation on multiple issues (including walking, cycling and horse riding, landforms and construction compounds) and Phase 3 was a single-issue consultation on the Brough Hill Fair site.

Scheme	Change proposed	Supplementary Consultation period	Targeted consultees	Publicity	Methods used
M6 Junction 40 to Kemplay Bank	Provision of replacement open space for that lost at Kemplay Bank Refer to section 7.5	9am on 28 January 2022 – 11:59pm on 27 February 2022 Phase 1	Directly impacted PILs Relevant host local authorities, SEBs and AONB Partnership People living in vicinity to the proposed design changes	Notification letter or notification email S42(1)(d) notification letter Leaflet Posters and signs Webpage Deposit points	Supplementary consultation brochure and map Consultation event Consultation feedback form
Temple Sowerby to Appleby	Changes to Kirkby Thore junction, Long Marton Lane End junction and Appleby junction	9am on 28 January 2022 – 11:59pm on 27 February 2022 Phase 1	Directly impacted PILs Relevant host local authorities, SEBs and AONB Partnership	Notification letter or notification email S42(1)(d) notification letter	Supplementary consultation brochure and maps Consultation events Consultation feedback form

Table 7.2 Overview of our approach to supplementary consultation

Scheme	Change proposed	Supplementary Consultation period	Targeted consultees	Publicity	Methods used
	Refer to section 7.6		People living in vicinity to the proposed design changes	Leaflet Webpage Deposit points	
Appleby to Brough	Changes to Warcop west Warcop central Refer to section 7.7	9am on 28 January 2022 – 11:59pm on 27 February 2022 Phase 1	Directly impacted PILs Relevant host local authorities, SEBs and AONB Partnership People living in vicinity to the proposed design changes	Notification letter or notification email Leaflet Webpage Deposit points	Supplementary consultation brochure and maps Consultation events Consultation feedback form
Bowes Bypass	Changes to Hulands quarry access and Bowes Cross Farm access Refer to section 7.10	9am on 28 January 2022 – 11:59pm on 27 February 2022 Phase 1	Directly impacted PILs Relevant host local authority, SEBs and AONB Partnership	Notification email S42(1)(d) notification letter Webpage with map	Direct engagement with impacted PILs Consultation feedback form
Penrith to Temple Sowerby, Temple Sowerby to Appleby, Appleby to Brough, Cross Lanes to Rokeby, Stephen Bank to Carkin Moor, A1M J53 Scotch Corner, and Bowes Bypass.	Walking, cycling and horse-riding provision, landform and compounds Refer to section 7.8	9am on 16 February 2022 – 11:59pm on 20 March 2022 Phase 2	Directly impacted PILs Host local authorities	Notification letter or notification email Webpage	Supplementary consultation brochure and maps Consultation feedback form
Appleby to Brough	Changes to the proposed	9am on 11 March 2022 –	Gypsy and Traveller	Phone call Notification email	Direct engagement with impacted

Table 7.2 Overview of our approach to supplementary consultation

Scheme	Change proposed	Supplementary Consultation period	Targeted consultees	Publicity	Methods used
	location of the Brough Hill Fair Refer to section 7.9	11:59pm on 3 April 2022 Phase 3	community representatives Directly impacted PILs Relevant host local authorities People living in vicinity to the proposed design change	Webpage Leaflet Deposit points	PILs and Gypsy and Traveller community representatives Supplementary consultation brochure Consultation events Consultation feedback form

Consulting the targeted consultees

- 7.4.4 The supplementary consultations were focused on changes made to the Project since the statutory consultation, in terms of specific features and localised geographical areas. The consultation materials were used to inform and seek feedback from statutory consultees and targeted consultees, in the locality, on the proposed changes.
- 7.4.5 The supplementary consultations were focused on specific locations of the Project rather than being a route-wide public consultation exercise due to their localised nature. For all design changes consulted upon, the relevant targeted consultees were identified as set out in Annex R. This included (as relevant for each individual supplementary consultation) the host local authorities, the statutory environmental bodies, relevant land interests (as per section 44 of the PA 2008) and, where appropriate, people living in the vicinity of a proposed design change. Within Annex R, we used the same categories used at statutory consultation (s42(1)(a) (environmental bodies, AONB partnership), s42(1)(b) (host local authorities), s42(1)(d) (PILs) and s47 (local community)) for consistency and ease of identification. These category classifications were not used to indicate these parties were consulted due to a statutory requirement (with the exception of the new PILs identified, who were consulted under s42(1)(d)).
- 7.4.6 The targeted consultees were contacted by letter and / or email. In the letters sent to relevant land interests, we offered meetings to discuss the proposed design changes. We provided a phone number or email address to arrange a meeting, ask any questions or request hard copies of materials.
- 7.4.7 Where the proposed design changes were of public interest – for example where junction changes could impact the way in which people living in the vicinity of the proposed design change travelled around – leaflet distributions, poster/signs and/or local drop-in events were used to reach potentially impacted people.

7.4.8 Where the proposed design changes would directly impact PILs– for example access changes or accommodation tracks – the consultation activity was targeted on the impacted landowners or interests. In these cases, we also involved the relevant host local authorities so all changes made in all supplementary consultations could be considered at a more strategic level. Refer to the relevant sections enclosed for more information about when host local authorities were contacted.

7.4.9 Due to ongoing land referencing, finalisation of the Book of Reference and proposed design changes for the supplementary consultation, there were nine newly identified PILs, four were identified through Land Interest Questionnaires (LIQs) and five were identified due to the proposed design changes at supplementary consultation:

- One was identified for Kemplay Bank replacement open space
- Six were identified for Temple Sowerby to Appleby junction changes
- Two were identified for Bowes Bypass Hulands Quarry and Bowes Cross Farm supplementary consultation

7.4.10 Of these nine new PILs, four of the new PILs for Temple Sowerby to Appleby were identified as having an interest in land that was directly affected by the design changes, and they were therefore written to and consulted under s42(1)(d). However, further design tweaks and a removal of a small sliver of land from the Order limits meant that these four PILs were no longer included within the Order limits. They therefore do not appear in the Book of Reference. These four PILS were contacted to confirm that their land is not required in the Order limits.

7.4.11 All new PILs received section 42 letters during the supplementary consultation period. This letter provided a link to statutory consultation materials. We have contacted all newly identified PILs to inform them of the status of their land interests. Any response received from all nine of these PILs (or former PILs) has been considered and reported in the annexes to this report and regard had to it.

Methods used

7.4.12 The supplementary consultation in-person events were held for some of the supplementary consultations as set out in Table 7.2. We held in-person events, where we communicated the consultation to people living in the vicinity of the proposed design changes, to give them the opportunity to ask us questions. Where there were not in-person events, there was the opportunity to arrange meetings with the project team or discuss queries on the phone on a one-to-one basis. The venues for the in-person events were chosen based on availability and locality to the proposed design change.

7.4.13 The information and materials were provided in all cases to enable impacted parties to understand the scale and impacts of the proposed design changes. We provided a webpage link to statutory consultation materials to ensure these changes could be understood in the wider context of the overall design.

Engagement with stakeholders for supplementary consultation

7.4.14 We discussed our proposed approach to supplementary consultation with the host local authorities. This engagement was conducted on several occasions. The first of which is listed below, followed by subsequent engagement as detailed in the paragraphs that follow:

- Cumbria County Council and Eden District Council on 14 January 2022
- North Yorkshire County Council and Richmondshire District Council on 17 January 2022
- Durham County Council on 20 January 2022

7.4.15 Through the discussions referenced in paragraph 7.4.14 with CCC and EDC, we amended our consultation approach at the request of the host local authorities for the Kemplay Bank open space supplementary consultation. We added an in-person consultation event, additional poster locations and a leaflet distribution for this supplementary consultation as set out in section 7.5.

7.4.16 Follow-up discussions about our supplementary consultation approach were held with EDC and CCC prior to the start of supplementary consultation. This included sharing the feedback form questions for comment and other materials such as the leaflets and copies of plans for information. CCC and EDC were also updated on the Brough Hill relocation consultation, and a clarification session was held for access arrangements at Appleby.

7.4.17 Subsequent discussions were held with CCC, EDC and DCC about the individual supplementary consultations around materials, notification zones and feedback forms.

7.4.18 Advanced copies of materials were shared with the host local authorities prior to launch to allow for the host local authorities to brief their elected members.

7.4.19 We also discussed detail of the proposed design changes and methods for feedback directly with the CLGs (see Chapter 3 for list of invitees) for those where we were holding consultation events. The dates of these discussions with CLGs are:

- M6 junction 40 to Kemplay Bank (26 January 2022)
- Temple Sowerby to Appleby (27 January 2022)
- Appleby to Brough (28 January 2022)
- We also informed the Appleby to Brough CLG directly regarding the Brough Hill Fair consultation (9 March 2022)

7.4.20 As part of our regular meetings, we met with PILs impacted by the proposed design changes presented at supplementary consultation to discuss these impacts and explain how to provide feedback. These were held prior to or early in the supplementary consultation period, as far as practicable, to allow time for PILs to provide feedback to the supplementary consultation. The number of meetings that occurred with PILs during the supplementary consultations is set out below. Meetings with landowners also took place at supplementary consultation events and are not included in the numbers listed below.

-
- M6 Junction 40 to Kemplay Bank: four meetings
 - Temple Sowerby to Appleby: six meetings
 - Appleby to Brough, Warcop west and Warcop central: seven meetings
 - Walking, cycling and horse riding, and landform and compounds: 33 meetings
 - Brough Hill Fair: four meetings
 - Bowes Bypass: two meetings

7.5 Supplementary consultation: public open space at Kemplay Bank

7.5.1 The purpose of the supplementary consultation on Kemplay Bank was to seek feedback from targeted consultees on the proposed design changes set out in Table 7.1.

7.5.2 We carried out a non-statutory supplementary consultation between 9am on 28 January 2022 to 11.59pm on 27 February 2022 as set out in Table 7.2. We also held a statutory supplementary consultation over the same time period for the one newly identified PIL. Refer to paragraphs 7.4.9-7.4.11 for information on how we dealt with these new PILs. We were particularly interested in views on the relationship between the park and the A66, the area where they meet and how our plans could improve this boundary.

Publicity for the supplementary consultation

Notification letter / email

7.5.3 A notification letter was sent to eight PILs directly impacted by the changes proposed. One PIL was sent a s42(1)(d) letter to notify of statutory consultation. These letters were defined by the extent of the design changes to the scheme. The letter arrived at the addresses of consultees on 28 January 2022. A copy of the letter is available in Annex O. While letters were distributed to those directly impacted by the changes proposed, the supplementary consultation was open to the wider local community and all feedback was accepted.

7.5.4 The letter explained the purpose of the Project and how the design of the Project has evolved since statutory consultation in autumn 2021. The letter notified individuals that supplementary consultation was running from 9am on 28 January 2022 to 11.59pm on 27 February 2022. For PILs, general information was also provided on compulsory acquisition and compensation should the DCO be granted, and the planning process.

7.5.5 The letter stated that consultees had until 11.59pm on 27 February 2022 to respond to the consultation via the following means:

- Online via the dedicated consultation webpage
- Requesting a hard copy of the consultation feedback form and free post envelope via telephone on 0333 090 1192 and sending it to us using the Freepost address
- Email: A66NTP@highwaysengland.co.uk
- Postal address: Freepost A66 NORTHERN TRANS-PENNINE project

7.5.6 Cumbria County Council and Eden District Council as host authorities were also notified, along with the statutory environmental bodies (Environment Agency, Historic England, Natural England, and the AONB Partnership), by email on 28 January 2022. The email provided information about the supplementary consultation and how to provide feedback. We also directly engaged with the Leisure and Communities Services Manager at EDC sharing supplementary consultation materials

to engage directly with them and through them with other registered users of the public open space.

Leaflet

- 7.5.7 A project leaflet was distributed to a notification zone of 387 nearby homes in the local community. This notification zone was identified to target those immediately neighbouring the existing public open space including the properties bordering the site on Wetheriggs Lane and Clifford Road. This is because we were particularly interested in views on the relationship between the park and the A66, the area where they meet and how our plans could improve this boundary.
- 7.5.8 The leaflet provided an overview of the changes proposed and the reason for those changes, and showed a plan of the area of open space lost and to be re-provided. It included details of the consultation period and the consultation event at Penrith Cricket Club on 9 February 8am-2pm. The leaflet provided a link to the online information and informed the community on how they could view or pick up hard copy information at local deposit points (at Penrith Library and Bridge Lane Esso Garage). Information was also provided on how to contact the project team via email or phone number to ask any questions or request a hard copy of the supplementary consultation brochure, consultation feedback form and freepost envelope.
- 7.5.9 A copy of the leaflet was available to download via the supplementary consultation webpage. Refer to Annex O for a copy of the leaflet.

Posters and signs

- 7.5.10 Two different types of awareness raising posters were displayed in and around the Wetheriggs Country Park area. The first was an A5 sign referenced in paragraph 7.5.11 and the second was a National Highways poster displayed in local venues referenced in paragraph 7.5.13.
- 7.5.11 The A5 signs, which displayed a QR code directing consultees to our consultation webpage, were on display inside Wetheriggs Country Park. The A5 signs were added following discussions with EDC and CCC as an additional measure to consult as widely on the Kemplay Bank replacement of open space. The A5 site signs were fixed in the public open space so they could be seen by public open space users. This reached people who might use the space but were not necessarily local enough to access local poster sites or the targeted leaflet.
- 7.5.12 A poster was displayed in local venues within and outside of the leaflet notification zone including Sainsburys, Morrisons, Penrith Leisure Centre, North Lakes School, Penrith Cricket Club and Ullswater Community College. These posters highlighted the start and end date of the supplementary consultation and pointed consultees to the Kemplay Bank public open space supplementary consultation webpage for more information. The poster also provided a phone number and email address should anyone have questions or wish to request a copy of materials. A copy of the poster is available in Annex O.
- 7.5.13 The locations for these posters were as follows:

- Wetheriggs Country Park
- Sainsburys, Kemplay Bank, 1 Common Garden Square, Penrith, CA11 7FG
- Morrisons, Brunswick Road, Penrith, CA11 7JU
- Leisure Centre, Southend Road, Penrith, CA11 8JH
- North Lakes School, Huntley Avenue, Penrith, CA11 8NU
- Penrith Cricket Club, Tynefield Park, Wetheriggs Lane, Penrith, CA11 8PE
- Ullswater Community College, Wetheriggs Lane, Penrith, CA11 8NG

7.5.14 Copies of the poster and sign are available in Annex O.

Supplementary consultation webpage

7.5.15 A dedicated webpage was available between 28 January 2022 and 27 February 2022 for the purposes of supplementary consultation. It was available to those receiving a letter, email, or leaflet, or who saw it on the posters/signs. The Project's supplementary consultation webpage remains online and available to view for those who received the letter, email, leaflet or accessed it via the posters or signs.

7.5.16 The webpage provides an overview of the Project and further information on why the design changes for the Kemplay Bank public open space were being proposed and detail of what the proposed design changes were. On the webpage, we asked for feedback on our proposed design changes by completing a consultation feedback form (Annex O). Users with accessibility requirements, or those who required alternative formats of materials, could request alternative formats and additional copies, by contacting a member of the project team by emailing A66NTP@highwaysengland.co.uk or by calling 0333 090 1192.

7.5.17 Consultees could download a copy of the supplementary consultation feedback form, an overview map, a leaflet, and a consultation brochure from the webpage.

Figure 7.1 Screenshots of the supplementary consultation webpage

M6 junction 40 to Kemplay Bank: public open space

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

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

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

This work has led to a number of opportunities, in various locations, where we felt the design could be revised to improve aspects such as community connectivity, environmental and land impacts. At Kemplay, the widening of the road means that the design in this area impacts on some space used by the public. We're keen to mitigate this and work with the local community on our proposals in this area.

Another chance to have your say

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

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

Related documents

There are many documents available as part of this public consultation. In addition to the consultation brochure and supporting information which can be found at the bottom of this page, more supporting information, including Preliminary Environmental Information, Route Development Reports and Construction Methods from our earlier consultation in 2021, please click on the link below.

Access Supporting Information

[A66 Northern Trans-Pennine Design Consultation September 2021](#)

Please note that some documents are larger than others and may need additional time to download before they are fully visible. You can access a more accessible and user friendly version of the consultation brochure below however if you experience any issues accessing any materials, require alternative formats of our consultation materials, additional copies, or require materials posting to you, please get in touch with our project team by emailing A66NTP@highwaysengland.co.uk or by calling 0333 090 1192.

Related

[A66 Northern Trans-Pennine Supplementary Consultation Brochure January 2022](#)
1.5 MB (PDF document)

[A66 Northern Trans-Pennine Supplementary Consultation Leaflet January 2022](#)
1.6 MB (PDF document)

[A66 Northern Trans-Pennine Supplementary Consultation Feedback Form January 2022](#)
333.3 KB (PDF document)

[A66 Northern Trans-Pennine Supplementary Consultation Overview Map February 2022](#)
7.6 MB (PDF document)

Another opportunity to join the conversation

Further to our [Preferred Route Announcement](#) in 2020, and our [Design Consultation](#) in 2021, your views are really important to us, so we'll be consulting with you again between **Friday 28 January to Sunday 27 February 2022**. This will provide you with the opportunity to find out more about our proposals and have your say about them.

We're also planning to host a drop-in session at [Penrith Cricket Club](#) on Wednesday 9 February from 8am to 2pm where members of the project team will be on hand to answer your questions and receive your feedback. You can also provide your feedback or collect a form and freepost envelope to fill in at home. If you would like a hard copy, please visit our drop-in sessions or deposit points at [Penrith Library](#), [St Andrew's Churchyard](#), Penrith CA11 7YA or [Esso Garage](#), Bridge Lane, Penrith CA11 8JB. Please check opening times with the venue before you travel.

You can call or email us to request a hard copy of the [supplementary consultation brochure](#). If you have any specific questions, you can contact us by email on A66NTP@highwaysengland.co.uk or call us on **0333 090 1192**.

Development Consent

The A66 Northern Trans-Pennine scheme is classed as a [Nationally Significant Infrastructure Project](#) (NSIP) under the [Planning Act 2008](#). This means that we are required to make an application for a [Development Consent Order](#) (DCO) to obtain permission to construct our proposed improvements.

Before we can submit an application for a DCO, we must formally consult the local community and other stakeholders on our proposals for the scheme and the likely significant environmental effects based on the information available at the time.

Following our preliminary design consultation, a development consent application will then be made to the [Planning Inspectorate](#), who will examine our proposals. The examination process is likely to involve public hearings. Following the examination, the Planning Inspectorate will make a recommendation to the [Secretary of State for Transport](#), who will decide whether the project will go ahead.

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Deposit points

7.5.18 Table 7.3 sets out the deposit points that were available throughout the supplementary consultation. These deposit points were publicly

accessible locations that had space to store the supplementary consultation materials. Copies of the supplementary consultation brochure, consultation feedback form and free post envelope were available to take away. Also, hard copies of the technical information supporting the statutory consultation were available to view at Penrith Library. The locations of the deposit points were shared in the leaflet, the supplementary consultation webpage, and the supplementary consultation brochure. Those interested in visiting a deposit point were advised to contact the venue about opening and closing times.

Table 7.3 Deposit points – Kemplay Bank public open space			
Area	Deposit points	Materials available	Dates and times available
Penrith	Penrith Library, St Andrew's Churchyard, Penrith, CA11 7YA	Supplementary consultation brochure for this change Consultation feedback form Freepost envelope Awareness poster notifying consultees of the supplementary consultation Statutory consultation technical materials (PEI Report and NTS, Draft Construction Method and Management Statement, Local Traffic Report, the SoCC, Project Design Report, statutory consultation brochure, Route Development Report)	28 January 2022 – 27 February 2022 Monday to Friday 9:30am-12:30pm and 1:30pm-5pm
Penrith	Esso Garage, Bridge Lane, CA11 7YA	Supplementary consultation brochure for this change Consultation feedback form Freepost envelope Awareness poster notifying consultees of the supplementary consultation	28 January 2022 – 27 February 2022 24 hours

Methods for supplementary consultation

Supplementary consultation brochure and map

- 7.5.19 The supplementary consultation brochure provided consultees with an introduction to the design that was initially proposed in autumn 2021 during statutory consultation and explained the proposed design changes since. This included an additional map outlining the changes required to land take and impacts, and an overview of the benefits linked to the revised design proposals.
- 7.5.20 The brochure informed consultees of the start and end date of consultation, 9am on the 28 January 2022 to 11.59pm on 27 February 2022. The consultation brochure is available in Annex O.
- 7.5.21 Information was provided on how consultees could contact us for questions or requests for hard copy materials (along with consultation feedback form and free post envelope). This included emailing via A66NTP@highwaysengland.co.uk, or by calling on 0333 090 1192. Consultees were provided information on where to find hard copy materials (via the deposit point locations in Table 7.3 and the event) and

were also provided with the Kemplay Bank public open space webpage where consultees could complete an online consultation feedback form.

7.5.22 A map providing an overview of the proposed design changes for the Kemplay Bank public open space supplementary consultation was also available to help consultees understand the proposals.

Consultation event

7.5.23 Table 7.4 details the consultation event that was held during the supplementary consultation and the number of attendees. The event was attended on behalf of National Highways by members of the project team, including stakeholder, design, environment, District Valuer, and operations team. The event was advertised in the notification letter/email, the leaflet, the posters and on the supplementary consultation webpage.

7.5.24 Materials available at the consultation event included:

- Large scale maps showing area of open space to be lost and the space to be re-provided. These were shown with and without the proposed widening of the A66 in this location.
- Copy of the brochure
- Consultation feedback forms
- Freepost envelopes
- Exhibition boards used at statutory consultation in autumn 2021 covering general topics on safety, environment, and the Project
- Copies of the technical documents which supported our previous statutory consultation:
 - PEI Report Vol. 1
 - PEI Report Vol. 2
 - Draft Construction Method and Management Statement (CMMS) (Please note, the CMMS document was prepared for use at statutory consultation and was available to view at supplementary consultation. This document has now been subsumed by the Environmental Statement. Appropriate detail on construction can be viewed in paragraph 2.8 of the Environmental Statement).
 - Route Development Report
 - Non-Technical Summary of the PEI Report
 - Local Traffic Report
 - Project Design Report
 - Statement of Community Consultation

Table 7.4 Consultation event			
Design change	Venue	Date and time	Number of attendees
Kemplay Bank public open space	Penrith Cricket Club	Wednesday 9 February 2022 from 8am to 2pm	62
Total			62

Feedback mechanisms

7.5.25 Consultees could provide their feedback in the following ways:

- Picking up a hard copy consultation feedback form and freepost envelope at one of our deposit locations or at the event.
- Requesting a hard copy of the consultation feedback form and free post envelope via telephone on 0333 090 1192 and sending it to us at Freepost A66 NORTHERN TRANS-PENNINE project
- Emailing A66NTP@highwaysengland.co.uk
- Completing the consultation feedback form online via the supplementary consultation webpage.

7.5.26 Feedback could be shared as outlined above until 11.59pm on 27 February 2022.

7.5.27 A copy of the consultation feedback form is available at Annex O. Refer to section 7.11 for a summary of feedback received to this supplementary consultation. How we have had regard to comments received from the supplementary consultation is covered in Annex P.

7.6 Supplementary consultation: Temple Sowerby to Appleby

7.6.1 The purpose of the non-statutory consultation on the Temple Sowerby to Appleby scheme was to seek feedback from targeted consultees on the proposed design changes set out in Table 7.1.

7.6.2 We undertook a non-statutory consultation between 9am on 28 January 2022 to 11.59pm on 27 February 2022 as set out in Table 7.2 We also held a statutory supplementary consultation over the same time period for the six newly identified PILs. Refer to paragraphs 7.4.9-7.4.11 for information on how we dealt with these new PILs.

Publicity for the supplementary consultation

7.6.3 This section covers awareness raising carried out for the Temple Sowerby to Appleby supplementary consultation.

Notification letter / email

7.6.4 A notification letter was sent to 104 PILs directly impacted by the changes proposed. Six PILs were sent a s42(1)(d) letter to notify of statutory consultation. This was defined by the extent of the design changes to the scheme. The letter arrived at the addresses of consultees on 28 January 2022. A copy of the letter is available in Annex O.

7.6.5 The letter explained the purpose of the Project and how the design of the Project has evolved since statutory consultation was held in autumn 2021. The letter notified consultees that supplementary consultation was running from 9am on 28 January 2022 to 11.59pm on 27 February 2022. For PILs, general information was also provided on compulsory acquisition and compensation should the Development Consent Order (DCO) be granted, and the planning process.

7.6.6 The letter stated that consultees could respond to consultation until 11.59pm on 27 February 2022 via the following means:

- Online via the dedicated consultation webpage
- Requesting a hard copy of the consultation feedback form and freepost envelope via telephone on 0333 090 1192 and sending it to us using the Freepost address

- Email: A66NTP@highwaysengland.co.uk
 - Postal address: Freepost A66 NORTHERN TRANS-PENNINE project
- 7.6.7 Cumbria County Council and Eden District Council as host authorities were also notified, along with the statutory environmental bodies (Environment Agency, Historic England, Natural England, and the AONB Partnership) by email on 28 January 2022. The email provided information about the supplementary consultation and how to provide feedback.
- [Leaflet](#)
- 7.6.8 A project leaflet was distributed to a notification zone of 2,725 nearby homes and businesses in the local communities. This notification zone was identified to target those who are most likely to use the junctions at Kirkby Thore, Long Marton Lane End and Appleby due to living and working in the vicinity of the proposed design changes. It also included more outlying villages such as Colby, Croft Ends, Brampton, and Bolton as people from those villages would use the junctions that were subject to this supplementary consultation.
- 7.6.9 This leaflet provided an overview of the changes proposed and the reason for those changes and information on how the community could find out more. It included details of the consultation period and details of consultation events at Kirkby Thore Memorial Hall on 3 February 3pm to 7pm and 4 February from 8am to 2pm. The leaflet provided a link to the supplementary consultation webpage and informed the community on how they could view or pick up hard copy information at local deposit points (at St Michael's Church in Kirkby Thore, The Masons Arms in Long Marton, Appleby Tourist Information and New Crown Inn in Bolton). Information was also provided on how to contact the project team via email or phone number to ask any questions or request a hard copy of the supplementary consultation brochure, consultation feedback form and freepost envelope.
- 7.6.10 A project leaflet was available to download via supplementary consultation webpage. A copy of the leaflet is provided in Annex O.
- [Supplementary consultation webpage](#)
- 7.6.11 A dedicated Temple Sowerby to Appleby supplementary consultation webpage was available for consultees to access between 28 January 2022 and 27 February 2022. It was available to those receiving a letter, email, or leaflet. The Project's supplementary consultation webpage remains online and available to view for those who received the letter, email, or leaflet.
- 7.6.12 The supplementary consultation webpage provided an overview of the Project and detail of what the proposed design changes were. On the webpage, we asked for feedback on our proposed design changes by completing a consultation feedback form (Annex O). Users with accessibility requirements, or those who required alternative formats of materials, could request alternative formats and additional copies, by contacting a member of the project team by emailing A66NTP@highwaysengland.co.uk or by calling 0333 090 1192.

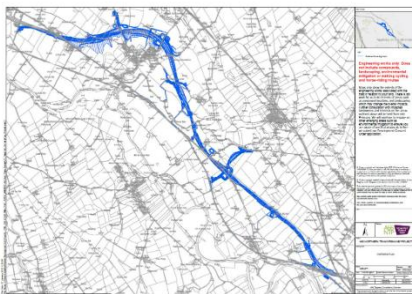
7.6.13 Consultees could download on the webpage a copy of the consultation brochure, a project leaflet, a consultation feedback form, an overview of the proposed route from Temple Sowerby to Appleby map, and maps for the three individual design changes at the Temple Sowerby junction, the Long Marton Lane End junction, and the proposed access arrangement at Appleby.

Figure 7.2 Screenshots of the supplementary consultation webpage

Another chance to have your say

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

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



You can learn more about our proposals before submitting your views by reading our [Supplementary Consultation Brochure](#).

Join the conversation

[Access Feedback Form](#)

Another opportunity to join the conversation

Further to our [Preferred Route Announcement](#) in 2020, and our [Design Consultation](#) in 2021, your views are really important to us, so we'll be consulting with you between **Friday 28 January to Sunday 27 February 2022**. This will provide you with the opportunity to find out more about our proposed changes and have your say about them.

Depending on any Government [COVID-19 guidelines](#), we're planning on hosting two drop-in sessions at Kirkby Thore Memorial Hall on **Thursday 3 February 3pm to 7pm** and **Friday 4 February 8am to 2pm**. There will be further details of the plans and members of the project team will be on hand to answer your questions. If you don't want to provide your feedback online, you can collect a form from the event and freepost envelope to fill in at home.

Hard copies of the [supplementary consultation brochure](#) and [feedback form](#) will be made available at the following local deposit points:

Kirkby Thore: [St. Michael's](#), 2 Church Gate, Kirkby Thore CA10 1UR

Long Marton: [The Masons Arms](#), Appleby-in-Westmorland CA16 6BN

Appleby: [Appleby Tourist Information](#), Appleby-in-Westmorland CA16 6XE

Crackenthorpe and Bolton: [The New Crown Inn](#), Bolton, Appleby-in-Westmorland CA16 6AU

Please check opening times with the venue before you travel.

You can also call or email us to request a hard copy of the [supplementary consultation brochure](#). If you have any specific questions, you can contact us by email on A66NTP@highwaysengland.co.uk or call us on 0333 090 1192.

Development Consent

The A66 Northern Trans-Pennine scheme is classed as a [Nationally Significant Infrastructure Project](#) (NSIP) under the [Planning Act 2008](#). This means that we are required to make an application for a [Development Consent Order](#) (DCO) to obtain permission to construct our proposed improvements.

Before we can submit an application for a DCO, we must formally consult the local community and other stakeholders on our proposals for the scheme and the likely significant environmental effects based on the information available at the time.

Related documents

There are many documents available as part of this public consultation. In addition to the [supplementary consultation brochure](#) and supporting information which can be found at the bottom of this page, more information, including Preliminary Environmental Information, Route Development Reports and Construction Methods from our earlier consultation in 2021, please click on the link below.

Access Supporting Information

[A66 Northern Trans-Pennine Design Consultation September 2021](#)

Please note that some documents are larger than others and may need additional time to download before they are fully visible. You can access a more accessible and user friendly version of the consultation brochure below however if you experience any issues accessing any materials, require alternative formats of our consultation materials, additional copies, or require materials posting to you, please get in touch with our project team by emailing A66NTP@highwaysengland.co.uk or by calling 0333 090 1192.

Related

[A66 Northern Trans-Pennine Supplementary Consultation Brochure January 2022](#)
5.2 MB (PDF document)

[A66 Northern Trans-Pennine Supplementary Consultation Leaflet January 2022](#)
841.5 KB (PDF document)

[A66 Northern Trans-Pennine Supplementary Consultation Feedback Form January 2022](#)
605.8 KB (PDF document)

[A66 Northern Trans-Pennine Supplementary Consultation Overview of Proposed Route from Temple Sowerby to Appleby Map January 2022](#)
2.1 MB (PDF document)

[A66 Northern Trans-Pennine Supplementary Consultation Proposed Junction at Kirby Thore Map January 2022](#)
11.2 MB (PDF document)

Deposit points

7.6.14 Table 7.5 sets out the deposit points that were available throughout the supplementary consultation. These deposit points were publicly accessible locations that had space to store the supplementary consultation materials. Copies of the supplementary consultation brochure, consultation feedback form and free post envelope were available to take away. Also, hard copies of the technical information supporting the statutory consultation was available to view at Appleby Tourist Information, which was reasonably convenient for people living in the vicinity of the land. The location of the deposit points was shared through the leaflet, webpage, and supplementary consultation brochure. Those interested in visiting a deposit point were advised to contact the venue about opening and closing times.

Table 7.5 Deposit points – Temple Sowerby to Appleby supplementary consultation

Area	Deposit points	Materials available	Dates available
Kirkby Thore	St Michael's, 2 Church Gate, Kirkby Thore, CA10 1UR	Supplementary consultation brochure for this change Consultation feedback form Freepost envelope Awareness poster	28 January 2022 - 27 February 2022 Monday to Sunday 10am-4pm
Long Marton	The Masons Arms, Appleby-in-Westmorland, CA16 6BN	Supplementary consultation brochure for this change Consultation feedback form Freepost envelope Awareness poster	31 January 2022 - 27 February 2022 Monday to Saturday 1pm-11pm Sunday 12pm-11pm

Table 7.5 Deposit points – Temple Sowerby to Appleby supplementary consultation

Area	Deposit points	Materials available	Dates available
Appleby	Appleby Tourist Information, Appleby-in-Westmorland, CA16 6XE	Supplementary consultation brochure for this change Consultation feedback form Freepost envelope Awareness poster Statutory consultation technical materials (PEI Report and NTS, Draft Construction Method and Management Statement, Local Traffic Report, the SoCC, Project Design Report, statutory consultation brochure, Route Development Report)	28 January 2022 - 27 February 2022 Monday to Saturday 10am-2pm
Crackenthorpe and Bolton	The New Crown Inn, Bolton, Appleby-in-Westmorland, CA16 6AU	Supplementary consultation brochure for this change Consultation feedback form Freepost envelope Awareness poster	28 January 2022 - 27 February 2022 Monday & Tuesday 5pm-11pm Wednesday & Thursday 4pm-11pm Friday and Sunday 12pm-11pm Saturday 12pm-12am

Methods for supplementary consultation

7.6.15 This section covers materials available, and methods used for helping consultees understand the proposed changes for the Temple Sowerby to Appleby supplementary consultation.

Supplementary consultation brochure and maps

7.6.16 The supplementary consultation brochure provided consultees with an introduction to the design that was initially proposed in autumn 2021 during statutory consultation and explained proposed design changes since. This included additional maps outlining the proposed design changes at the Kirkby Thore junction, the Long Marton Lane End junction, and the Appleby access arrangements.

7.6.17 The brochure informed consultees of the start and end date of consultation, 9am on the 28 January 2022 to 11.59pm on 27 February 2022.

7.6.18 Information was provided on how consultees could contact us for questions or requests for hard copy materials (along with consultation feedback form and free post envelope). This included emailing via A66NTP@highwaysengland.co.uk, or by calling on 0333 090 1192.

7.6.19 Consultees were provided information on where to find hard copy materials (via the deposit point locations in Table 7.5 and the events) how to request that hard copies be posted to them (along with

consultation feedback form and free post envelope) and were also provided with the webpage where consultees could complete an online consultation feedback form.

Consultation events

7.6.20 Table 7.6 sets out the consultation events that were held during the supplementary consultation. Events were attended on behalf of National Highways by members of the Project team, including stakeholder, design, environment, District Valuer, and operations team. The event was advertised in the notification letter/email, the leaflet, the posters and on the supplementary consultation webpage.

7.6.21 Materials available at the consultation event included:

- Maps showing the proposed changes to the design
- Scheme wide map
- Information Boards explaining the purpose of the consultation
- Copy of the brochure
- Consultation feedback forms
- Freepost envelopes
- Exhibition boards used at statutory consultation in autumn 2021 covering general topics on safety, environment, and the Project
- Copies of the technical documents which supported our previous statutory consultation:
 - PEI Report Vol. 1
 - PEI Report Vol. 2
 - Draft Construction Method and Management Statement (CMMS) (Please note, the CMMS document was prepared for use at statutory consultation and was available to view at supplementary consultation. This document has now been subsumed by the Environmental Statement. Appropriate detail on construction can be viewed in paragraph 2.8 of the Environmental Statement).
 - Route Development Report
 - Non-Technical Summary of the PEI Report
 - Local Traffic Report
 - Project Design Report
 - Statement of Community Consultation

Table 7.6 Consultation events			
Design change	Venue	Date and time	Number of attendees
Temple Sowerby to Appleby	Kirkby Thore Memorial Hall	Thursday 3 February 2022, 3pm to 7pm	73
Temple Sowerby to Appleby	Kirkby Thore Memorial Hall	Friday 4 February 2022, 8am to 2pm	62
Total			135

Feedback mechanisms

7.6.22 Consultees could provide their feedback in the following ways:

- Picking up a hard copy consultation feedback form and freepost envelope at one of our deposit locations or at the events.
- Requesting a hard copy of the consultation feedback form and freepost envelope via telephone on 0333 090 1192 and sending it to us at Freepost A66 NORTHERN TRANS-PENNINE project
- Emailing A66NTP@highwaysengland.co.uk
- Completing the consultation feedback form online via the Temple Sowerby to Appleby supplementary consultation webpage

7.6.23 Feedback could be given as outlined above until 11.59pm on 27 February.

7.6.24 A copy of the consultation feedback form is available at Annex O. Refer to section 7.11 for a summary of feedback received to this supplementary consultation. How we have had regard to comments received from the supplementary consultation is covered in Annex P.

7.7 Supplementary consultation: Appleby to Brough

7.7.1 The purpose of the non-statutory supplementary consultation on Appleby to Brough was to seek feedback from targeted consultees on the proposed design changes set out in Table 7.1.

7.7.2 We undertook a non-statutory consultation between 9am on 28 January 2022 to 11.59pm on 27 February 2022 as set out in Table 7.2.

Publicity for the supplementary consultation

Notification letter / email

7.7.3 A notification letter was sent to 35 PILs directly impacted by the changes proposed. This was defined by the extent of the design changes to the scheme. The letter arrived at the addresses of consultees on 28 January 2022. A copy of the letter is available in Annex O.

7.7.4 The letter explained the purpose of the Project and how the design of the Project has evolved since statutory consultation was held in autumn 2021. The letter informed individuals of the proposed changes to the scheme and the specifics of what they were being asked for feedback on. The letter notified consultees that supplementary consultation was running from 9am on 28 January 2022 to 11.59pm on 27 February 2022. For PILs, information was provided on compulsory acquisition and compensation, and the planning process.

7.7.5 The letter stated that consultees could respond to consultation until 11.59pm on 27 February 2022 via the following means:

- Online via the Appleby to Brough supplementary consultation webpage
- Requesting a hard copy of the consultation feedback form and freepost envelope via telephone on 0333 090 1192 and sending it to us using the Freepost address
- Email: A66NTP@highwaysengland.co.uk
- Postal address: Freepost A66 NORTHERN TRANS-PENNINE project

7.7.6 Cumbria County Council and Eden District Council as host authorities were also notified, along with the statutory environmental bodies (Environment Agency, Historic England, Natural England, and the AONB Partnership), by email on 28 January 2022. The email provided

information about the supplementary consultation and how to provide feedback.

Leaflet

- 7.7.7 A project leaflet was distributed to a notification zone of 231 nearby homes and businesses in the local communities. This notification zone was identified to target those living and working in the vicinity of the proposed design changes, including the populated areas of Warcop to the south to the River Eden and the residents and businesses to the north. This provided an overview of the changes proposed and the reason for those changes and information on how the community could find out more.
- 7.7.8 The leaflet included details of the consultation period and consultation events at Warcop Village Hall on Monday 7 February from 3pm to 7pm and Tuesday 8 February from 8am to 2pm. The leaflet provided a link to the supplementary consultation webpage and informed the community how to view or pick up hard copy information at local deposit points (at Sandford Arms in Appleby and St. Michael's Church in Brough). Information was also provided on how to contact the project team via email or phone number to ask any questions or request a hard copy of the supplementary consultation brochure, consultation feedback form and freepost envelope.
- 7.7.9 The project leaflet was available to download via the supplementary consultation webpage. A copy of the leaflet is provided in Annex O.

Supplementary consultation webpage

- 7.7.10 A dedicated webpage was available for consultees to access between 28 January 2022 and 27 February 2022. It was available to those receiving a letter, email, or leaflet. The Project's supplementary consultation webpage remains online and available to view for those who received a letter, email, or leaflet.
- 7.7.11 The supplementary consultation webpage provided an overview of the Project and detail of what the proposed design changes were. On the webpage, we asked for feedback on our proposed design changes by completing a consultation feedback form (Annex O). The webpage indicated that consultees could have their say by completing a consultation feedback form (Annex O). Users with accessibility requirements, or those who required alternative formats of materials, could request alternative formats and additional copies, by contacting a member of the project team by emailing A66NTP@highwaysengland.co.uk or by calling 0333 090 1192.
- 7.7.12 Consultees could download a copy of the consultation brochure, a project leaflet, a consultation feedback form, an overview map of the proposed route from Appleby to Brough and three maps demonstrating the proposed route alignment from Appleby to Brough.

Figure 7.3 Screenshots of the supplementary consultation webpage

Appleby to Brough

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

Last autumn, we held a [Design Consultation](#) about our plans and we've been really pleased by how local communities and stakeholders got involved. Lots of feedback was received to help us improve the design before we submit the [Development Consent Order](#) which is the planning permission we need to build the project.

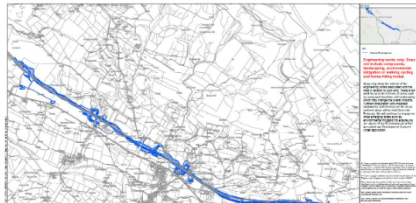
Since our earlier 2021 [Design Consultation](#), we have been reviewing your feedback, working further on developing the design and completing surveys to help us gain a better understanding of areas including environment, ecology, heritage and drainage.

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

Another chance to have your say

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

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



Join the conversation

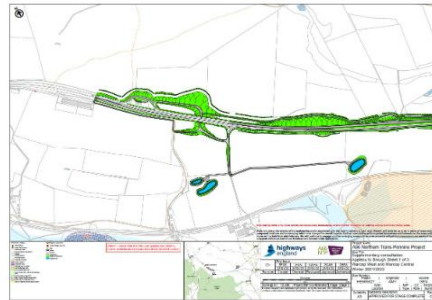
[Access Feedback Form](#)

What we are proposing

Warcop west: On the western section at Warcop we are proposing build the additional carriage to the north of the existing A66 rather than the south. This change is in response to feedback from the autumn consultation and will reduce the impact on properties and land to the south and on the Roman Camp.

Warcop central: In the central section design is changing to make the structure slightly higher in this location. This will help us to mitigate environmental issues with the Special Area of Conservation (SAC) associated with the River Eden.

Appleby - Brough Proposed Route Alignment at Warcop Map 1



Please note that this is an updated plan showing a minor correction to the access track at the Sandford Junction.

Related documents

There are many documents available as part of this public consultation, including the Appleby to Brough [Supplementary Consultation Brochure](#) and supporting information which can be found in the Related Documents section at the bottom of this page.

For more supporting information, including Preliminary Environmental Information, Route Development Reports and Construction Methods from our earlier consultation in 2021, please click on the link below.

Access Supporting Information

[A66 Northern Trans-Pennine Design Consultation September 2021](#)

Please note that some documents are larger than others and may need additional time to download before they are fully visible. You can access a more accessible and user friendly version of the consultation brochure below however if you experience any issues accessing any materials, require alternative formats of our consultation materials, additional copies, or require materials posting to you, please get in touch with our project team by emailing A66NTP@highwaysengland.co.uk or by calling 0333 090 1192.

Related

[A66 Northern Trans-Pennine Supplementary Consultation Brochure January 2022](#)
4.2 MB (PDF document)

[A66 Northern Trans-Pennine Supplementary Consultation Leaflet January 2022](#)
742.9 KB (PDF document)

[A66 Northern Trans-Pennine Supplementary Consultation Feedback Form January 2022](#)
299.7 KB (PDF document)

[A66 Northern Trans-Pennine Supplementary Consultation Overview of Proposed Route from Appleby to Brough Map January 2022](#)
1.9 MB (PDF document)

Deposit points

- 7.7.13 Table 7.7 sets out the deposit points that were available throughout the Appleby to Brough supplementary consultation. These deposit points were publicly accessible locations that had space to store the supplementary consultation materials. Copies of the supplementary consultation brochure, consultation feedback form (Annex O) and free post envelope were available to take away. Also, hard copies of the technical information supporting the statutory was available to view at the Sandford Arms. The location of the deposit points was shared in the leaflet, the supplementary consultation webpage and supplementary consultation brochure. Those interested in visiting a deposit point were advised to contact the venue about opening and closing times.

Area	Deposit points	Materials available	Dates available
Sandford	Sandford Arms, Appleby-in-Westmorland, CA16 6NR	Supplementary consultation brochure Consultation feedback form Freepost envelope Awareness poster Statutory consultation technical materials (PEI Report and NTS, Draft Construction Method and Management Statement, Local Traffic Report, the SoCC, Project Design Report, statutory consultation brochure, Route Development Report)	28 January 2022 - 27 February 2022 Monday & Wednesday 5pm-10pm Thursday 11am-2pm and 5pm-10pm Friday & Saturday 11am-11pm Sunday 11am-11pm
Brough	St Michael's Church, Brough, CA17 4EJ	Supplementary consultation brochure Consultation feedback form Freepost envelope Awareness poster	28 January 2022 - 27 February 2022 Monday through Sunday 10am-4pm

Methods for supplementary consultation

Supplementary consultation brochure and maps

- 7.7.14 The supplementary consultation brochure provided consultees with an introduction to the design that was initially proposed in autumn 2021 during statutory consultation and explained the proposed design changes since. It provided consultees with detailed information on the revised proposals we put forward. This included additional maps outlining the proposed design changes required at the Warcop West and Warcop Central sections of the A66. A minor correction was made to one of these maps to an access track near Sandford on 10 February and re-uploaded onto the webpage.
- 7.7.15 The brochure informed consultees of the start and end date of consultation, 9am on the 28 January 2022 to 11.59pm on 27 February 2022.
- 7.7.16 Information was provided on how consultees could contact us for questions or requests for hard copy materials (along with consultation feedback form and free post envelope). This included emailing via A66NTP@highwaysengland.co.uk, or by calling on 0333 090 1192.

Consultees were provided information on where to find hard copy materials (via the deposit point locations in Table 7.7 and the events) and were also provided with the supplementary consultation webpage where consultees could complete an online consultation feedback form.

Consultation events

7.7.17 Table 7.8 sets out the consultation events that were held during the Appleby to Brough supplementary consultation. Events were attended on behalf of National Highways by members of the Project team, including stakeholder, design, environment, District Valuer, and operations team. The event was advertised in the notification letter/email, the leaflet, the posters and on the supplementary consultation webpage.

7.7.18 Materials available at the consultation event included:

- Maps showing the proposed changes to the design
- Scheme wide map
- Boards explaining the purpose of the consultation
- Copy of the brochure
- Consultation feedback forms
- Freepost envelopes
- Exhibition boards used at statutory consultation in autumn 2021 covering general topics on safety, environment, and the Project
- Copies of the technical documents which supported our statutory consultation:
 - PEI Report Vol. 1
 - PEI Report Vol. 2
 - Draft Construction Method and Management Statement (CMMS) (Please note, the CMMS document was prepared for use at statutory consultation and was available to view at supplementary consultation. This document has now been subsumed by the Environmental Statement. Appropriate detail on construction can be viewed in paragraph 2.8 of the Environmental Statement).
 - Route Development Report
 - Non-Technical Summary of the PEI Report
 - Local Traffic Report
 - Project Design Report
 - Statement of Community Consultation

Table 7.8 Consultation events			
Design change	Venue	Date and time	Number of attendees
Appleby to Brough	Warcop Village Hall	Monday 7 February from 3pm to 7pm	51
Appleby to Brough	Warcop Village Hall	Tuesday 8 February from 8am to 2pm	39
Total			90

Feedback mechanisms

7.7.19 Consultees could provide their feedback in the following ways:

- Picking up a hard copy consultation feedback form and freepost envelope at one of our deposit locations or at the events
- Requesting a hard copy of the consultation feedback form and freepost envelope via telephone on 0333 090 1192 and sending it to us at Freepost A66 NORTHERN TRANS-PENNINE project
- Emailing A66NTP@highwaysengland.co.uk
- Completing the consultation feedback form online via the supplementary consultation webpage

7.7.20 Feedback could be shared as outlined above until 11.59pm on 27 February.

7.7.21 A copy of the consultation feedback form is available at Annex O. Refer to section 7.11 for a summary of feedback received to this supplementary consultation. How we have had regard to comments received from the supplementary consultation is covered in Annex P.

7.8 **Supplementary consultation: walking, cycling and horse-riding provision, landform and compounds**

7.8.1 The purpose of the non-statutory supplementary consultation on WCH provision, landform and compounds was seek feedback from targeted consultees on the proposed design changes set out in Table 7.1.

7.8.2 We carried out a non-statutory supplementary consultation between 9am on 16 February 2022 through 11:59pm on 20 March 2022 as set out in Table 7.2.

Publicity for the supplementary consultation

Notification letter / email

7.8.3 A notification letter was sent to 233 PILs directly impacted by the changes proposed. This was defined by the extent of the design changes to the scheme. The letter arrived at the addresses of consultees on 16 February 2022. A copy of the letter is available in Annex O.

7.8.4 The letter explained the purpose of the Project and how the design of the Project has evolved since statutory consultation was held in autumn 2021. The letter notified consultees that supplementary consultation was running from 9am on 16 February to 11.59pm on 20 March 2022. For PILs, information was provided on compulsory acquisition and compensation and the planning process.

7.8.5 The letter stated that consultees could respond to consultation until 11.59pm on 20 March 2022 via the following means:

- Online via the dedicated consultation webpage
- Requesting a hard copy of the consultation feedback form and freepost envelope via telephone on 0333 090 1192 and sending it to us using the Freepost address
- Email: A66NTP@highwaysengland.co.uk
- Postal address: Freepost A66 NORTHERN TRANS-PENNINE project

7.8.6 Cumbria County Council, Eden District Council, North Yorkshire County Council, Richmondshire District Council and Durham County Council as

host authorities were also notified by email on 17 February 2022. The email provided information about the supplementary consultation and how to provide feedback.

Supplementary consultation webpage

7.8.7 A dedicated webpage was available for consultees to access between Wednesday 16 February to Sunday 20 March 2022. It was available to those receiving a letter or email. The Project's supplementary consultation webpage remains online and available to view to those who received a letter or email.

7.8.8 The webpage provided an overview of the Project, further information on why the proposed design changes for walking, cycling and horse-riding provision, landform and compounds were proposed and detail of what the proposed design changes were. Detailed maps of the proposals were available for consultees via the webpage to indicate what locations would be impacted by the proposals. Users with accessibility requirements, or those who required alternative formats of materials, could request alternative formats and additional copies, by contacting a member of the project team by emailing A66NTP@highwaysengland.co.uk or by calling 0333 090 1192.

7.8.9 Following a query from a member of the public, two updates were made to the walking, cycling and horse riding supplementary consultation webpage on 16 March 2022 to clarify the proposed user type of the routes. We also contacted the member of public to explain this. The first was a clarification statement which stated:

“Clarification Statement: 16 March 2022

The plans show the routes proposed at our autumn consultation and our newly proposed additional provision. The routes shown at our autumn consultation provided a mix of routes for use by walkers and/or cyclists and/or horse riders (not necessarily all three).

The newly proposed additional provision (February 2022) on our schemes between Penrith and Rokeby are for walking and cycling. The newly proposed additional provision on our scheme between Stephen Bank and Carkin Moor is primarily for walking and horse riding, although can be used by cyclists also.”

7.8.10 The second update to the walking, cycling and horse riding supplementary consultation webpage relates to the Stephen Bank to Carkin Moor section of the site:

“Stephen Bank to Carkin Moor: updated 16 March 2022

On this section, the feedback at consultation was more focussed around provision for horse riders. As a result of the consultation process, a shared bridle/footway has been proposed in the verge along the old de-trunked A66. This road will become a local route only, with significantly less traffic once the new dual carriageway is open.

The new bridle/footway will connect several existing bridleways and footpaths in the area. It will allow circular routes and onward journeys by users, including grade separated crossings of the dual carriageway.

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

7.8.11 Consultees could download a copy of the consultation brochure, a consultation feedback form, the Temple Sowerby to Appleby Route Maps, the Appleby to Brough Route Maps, the Rokeby Route Maps, the Penrith to Temple Sowerby Route Maps, the Stephen Bank to Carkin Moor Route Maps, the A1M J53 Scotch Corner Route Maps, the Bowes Bypass Route Maps, the M6 junction 40 to Kemplay Bank Route Maps, and the Stephen Bank to Carkin Moor Route Map (updated 16 March 2022).

Figure 7.4 Screenshots of the supplementary consultation webpage

Our new proposals in more detail

The following information outlines where we have introduced new WCH provision along the new road corridor and we welcome your thoughts on this as part of our supplementary consultation.

Clarification Statement: 16 March 2022

The plans show the routes proposed at our autumn consultation and our newly proposed additional provision. The routes shown at our autumn consultation provided a mix of routes for use by walkers and/or cyclists and/or horse riders (not necessarily all three).

The newly proposed additional provision (February 2022) on our schemes between Penrith and Rokeby are for walking and cycling. The newly proposed additional provision on our scheme between Stephen Bank and Carkin Moor is primarily for walking and horse riding, although can be used by cyclists also.

Penrith to Temple Sowerby

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

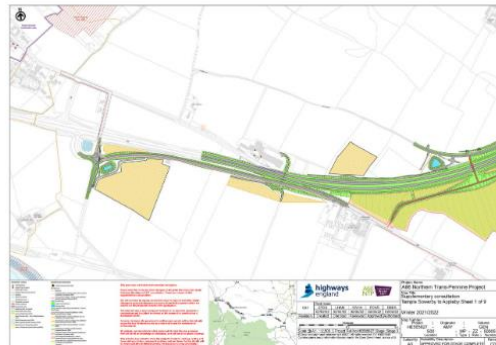
As a result, we have introduced proposals for a shared cycle/footway parallel to the A66. The route will tie into a grade-separated crossing at Brougham junction at the western extent and into existing infrastructure at the eastern extent at Temple Sowerby. The route will enable safe cycling and walking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



Temple Sowerby to Appleby

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

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



Related documents

A [consultation brochure](#) is available as part of this public consultation. In addition to the supporting information contained within this page, more supporting information, including [Preliminary Environmental Information](#), Route Development Reports and Construction Methods can be accessed from our 2021 design consultation page by clicking on the link below.

Access Supporting Information

[A66 Northern Trans-Pennine Design Consultation September 2021](#)

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Related

- [A66 Northern Trans-Pennine Walking, Cycling and Horse riding Provision, Landform and Compounds Supplementary Consultation Brochure February 2022](#)
1.8 MB (PDF document)
- [A66 Northern Trans-Pennine Walking, Cycling and Horse riding Provision, Landform and Compounds Supplementary Consultation Temple Sowerby - Appleby Route Maps February 2022](#)
27.4 MB (PDF document)
- [A66 Northern Trans-Pennine Walking, Cycling and Horse riding Provision, Landform and Compounds Supplementary Consultation Feedback Form February 2022](#)
108.8 KB (PDF document)
- [A66 Northern Trans-Pennine Walking, Cycling and Horse riding Provision, Landform and Compounds Supplementary Consultation Appleby - Brough Route Maps February 2022](#)
27.4 MB (PDF document)

Methods for the supplementary consultation

Supplementary consultation brochure and maps

- 7.8.12 The supplementary consultation brochure provided consultees with an introduction to the design that was initially proposed in the autumn 2021 statutory consultation and explained the proposed design changes since. The brochure provided information on the location changes proposed for the construction compounds. In addition, consultees were introduced to proposals for the use of landscaped bunds – artificial hills – which were not included in the autumn 2021 statutory consultation. Finally, detailed information was shared on the proposed additional east-west provision for walking, cycling and/or horse riding along the A66.
- 7.8.13 The brochure informed consultees of the start and end date of consultation, 9am on Wednesday 16 February to 11.59pm on 20 March 2022. The consultation brochure is available in Annex O.
- 7.8.14 Information was provided on how consultees could contact us for questions or requests for hard copy materials (along with consultation feedback form and free post envelope). This included emailing via A66NTP@highwaysengland.co.uk, or by calling on 0333 090 1192.
- 7.8.15 Maps providing an overview of the proposed design changes for this supplementary consultation were also available to help consultees understand the proposals.

Feedback mechanisms

7.8.16 Consultees could provide their feedback in the following ways:

- Requesting a hard copy of the consultation feedback form and freepost envelope via telephone on 0333 090 1192 and sending it to us at Freepost A66 NORTHERN TRANS-PENNINE project
- Emailing A66NTP@highwaysengland.co.uk
- Completing the consultation feedback form online via the walking, cycling and horse riding, landforms and compounds supplementary consultation webpage

7.8.17 Feedback could be shared as outlined above until 11.59pm on 20 March 2022.

7.8.18 A copy of the consultation feedback form is available at Annex O. Refer to section 7.11 for a summary of feedback received to this supplementary consultation. How we have had regard to comments received from the supplementary consultation is covered in Annex P.

7.9 Supplementary consultation: Brough Hill Fair

7.9.1 The purpose of the non-statutory consultation on Brough Hill Fair was to seek feedback from targeted consultees on the proposed design changes set out in Table 7.1.

7.9.2 We carried out non-statutory supplementary consultation between 9am on 11 March 2022 to 11.59pm on 3 April 2022 to better understand views on the two sites proposed.

Publicity for the supplementary consultation

Notification of consultation

7.9.3 Before the 11 March 2022 launch of the supplementary consultation, we spoke directly to the two landowners impacted by the proposed alternative site and shared the consultation information, including the dates and times of the consultation events, how to view the consultation materials and provide feedback and how to get back in touch should they have any questions. We engaged with these landowners as they are within the extent of the land to be identified for potential use by the Brough Hill Fair. We are not purchasing this land for sole use of the Brough Hill Fair, the land was already within the scheme at statutory consultation 2021. This land is required for environmental mitigation, and these landowners were previously consulted as s42(1)(d) consultees at statutory consultation in autumn 2021. These landowners also received the leaflet as noted in paragraph 7.9.8.

7.9.4 Representatives of the Gypsy and Traveller community were notified by phone before 11 March 2022, sharing the consultation information as stated above, and were encouraged to share with their networks. The project team also met with the representatives from the Gypsy and Traveller community on site to discuss the proposals. Consultation information was also shared in an email on 11 March 2022.

7.1.1 Cumbria County Council and Eden District Council as host authorities were also notified by email on 10 March 2022. The email provided information about the supplementary consultation and how to provide feedback.

7.9.5 We also engaged with the Ministry of Defence about the Brough Hill Fair location, including Site 1 Central Site, starting from September 2021 in our regular meetings with the MOD. We informed them of the supplementary consultation at the meeting on 2 March 2022 and the outcome of the relocation of Brough Hill Fair on 17 May 2022.

7.9.6 The discussions and email explained the purpose of the Project and how the design of the Project has evolved since statutory consultation in autumn 2021. The email notified consultees that supplementary consultation was running from 11 March 2022 to 11.59pm on 3 April 2022.

Leaflet

7.9.7 A project leaflet was distributed to a notification zone of 620 nearby homes and businesses in the communities local to, and between both sites. This notification zone was identified to target those who are most likely to be affected by the proposed design changes. The distribution area included Warcop, Flitholme, Langrigg, Helbeck, and Brough.

7.9.8 It provided an overview of the alternative site proposed and the reason for this potential change and provided consultees with information on how they could find out more. It included details of the consultation period and the consultation events at Warcop Village Hall on 16 March 3pm to 7pm and Brough Memorial Hall on 17 March 3pm to 7pm. It provided a link to the online information and how people could view or pick up hard copy information at local deposit points (at St Michael's Church in Brough and Sandford Arms in Warcop). Information was also provided on how to contact the project team via email or phone number to ask any questions or request a hard copy of the supplementary consultation brochure, consultation feedback form and freepost envelope.

7.9.9 A copy of the leaflet was available to download via the supplementary consultation webpage. Refer to Annex O for a copy of the leaflet.

Supplementary consultation webpage

7.9.10 A dedicated webpage was available for consultees to access between 11 March 2022 and 3 April 2022. It was available to those receiving an email, leaflet, or phone call. The Project's supplementary consultation webpage remains online and available to view for those who received an email, leaflet, or phone call.

7.9.11 The webpage provided an overview of the Project and further information on why the relocation of Brough Hill Fair was being proposed and the need for an alternative site. On the webpage, we asked for feedback on our proposed design changes by completing a consultation feedback form (Annex O). Users with accessibility requirements, or those who required alternative formats of materials, could request alternative formats and additional copies, by contacting a member of the project team by emailing A66NTP@highwaysengland.co.uk or by calling 0333 090 1192.

7.9.12 Consultees could download a copy of the consultation feedback form, a project leaflet, and a consultation brochure from the Brough Hill Fair supplementary consultation webpage.

Figure 7.5 Screenshots of the supplementary consultation webpage

Brough Hill Fair

The A66 Northern Trans-Pennine project is planning to dual the remaining single carriageway sections on the route between M6 junction 40 at Penrith and A1(M) at Scotch Corner. Our proposals were set out in our [Preliminary Design Consultation](#) in autumn 2021.

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

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

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

What we are consulting on

At our autumn 2021 [Preliminary Design Consultation](#), we were asking for feedback on our plans to relocate Brough Hill Fair onto a site owned by the Ministry of Defence (MoD), adjacent to the current site. We have received feedback from our consultation with stakeholders, including local people and representatives from the Gypsy communities that this site might not be suitable as a location for the fair and further work would be required to make the site more suitable.

We have therefore been exploring other sites and have identified a possible alternative location on which we would like to obtain feedback. The site is 1.6 miles east of the current site.

We are now carrying out a supplementary consultation to give you the opportunity to tell us your thoughts on our proposals to help us determine which of the two sites to take forward.

Our proposals in more detail

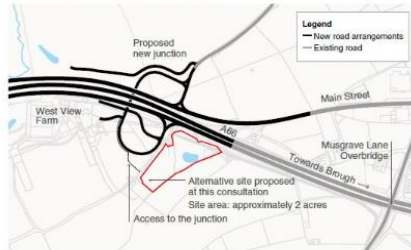
Brough Hill Fair has a history which goes back centuries and is culturally important to the Gypsy community. The fair started in the 1300s and has been held almost continuously for four days at the end of September

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



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

Site 2: Proposed alternative eastern site



This eastern site is now being considered because the land will be purchased by National Highways for the development of the scheme. We welcome your thoughts on this as part of our supplementary consultation.

Related documents

A [consultation brochure](#) is available as part of this public consultation. In addition to the supporting information contained within this page, more supporting information, including [Preliminary Environmental Information](#), Route Development Reports and Construction Methods can be accessed from our 2021 design consultation page by clicking on the link below.

Access Supporting Information

[A66 Northern Trans-Pennine Design Consultation September 2021](#)

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Related

[A66 Northern Trans-Pennine Supplementary Consultation Leaflet: Brough Hill Fair March 2022](#)

257.6 KB (PDF document)

[A66 Northern Trans-Pennine Supplementary Consultation Brochure: Brough Hill Fair March 2022](#)

2.3 MB (PDF document)

[A66 Northern Trans-Pennine Supplementary Consultation Feedback Form: Brough Hill Fair March 2022](#)

215.4 KB (PDF document)

Deposit points

7.9.13 Table 7.9 sets out the deposit points that were available throughout the supplementary consultation. These deposit points were publicly accessible locations that had space to store the supplementary consultation materials. Copies of the supplementary consultation brochure, consultation feedback form and free post envelope were available to take away and be completed. Also, hard copies of the technical information supporting the statutory consultation were available to view at Sandford Arms. The location of the deposit points was shared through the leaflet, webpage, and supplementary consultation brochure for these changes. Those interested in visiting a deposit point were advised to contact the venue about opening and closing times.

Table 7.9 Deposit points – Brough Hill Fair

Area	Deposit points	Materials available	Dates available
Warcop	The Sandford Arms, Warcop, CA16 6NR	Supplementary consultation brochure Consultation feedback form Freepost envelope Awareness poster Statutory consultation technical materials (PEI Report and NTS, Draft Construction Method and Management Statement, Local Traffic Report, the SoCC, Project	11 March 2022 – 3 April 2022 Monday & Wednesday 5pm-10pm Thursday 11am-2pm and 5pm-10pm Friday & Saturday 11am-11pm Sunday 11am-11pm

Table 7.9 Deposit points – Brough Hill Fair

Area	Deposit points	Materials available	Dates available
		Design Report, statutory consultation brochure, Route Development Report)	
Brough	St Michael's Church, Brough, CA17 4EJ	Supplementary consultation brochure Consultation feedback form Freepost envelope Awareness poster	11 March 2022 – 3 April 2022 Monday through Sunday 10am-4pm

Methods for consultation

Supplementary consultation brochure

7.9.14 The supplementary consultation brochure provided consultees with an introduction to the site that was initially proposed in autumn 2021 during statutory consultation and explained the proposed design changes since. The brochure included two maps outlining both the central site, proposed in the autumn 2021 statutory consultation, and the proposed alternative eastern site.

7.9.15 The brochure informed consultees of the start and end date of consultation: 9am on the 11 March 2022 to 11.59pm on 3 April 2022. The consultation brochure is available in Annex O.

7.9.16 Information was provided on how consultees could contact us for questions or requests for hard copy materials (along with the consultation feedback form and free post envelope). This included emailing via A66NTP@highwaysengland.co.uk or by calling on 0333 090 1192. Consultees were provided information on where to find hard copy materials (via the deposit point locations in Table 7.9 or events) and were also provided with the webpage where consultees could complete an online consultation feedback form.

Consultation events

7.9.17 Table 7.10 sets out the consultation events that were held during the Brough Hill Fair supplementary consultation and the number of attendees. Events were attended by members of the Project team and stakeholder team. The events were advertised in the notification email, the leaflet, and on the supplementary consultation webpage.

7.9.18 Materials available at the consultation event included:

- Scheme wide map showing the two locations
- Proposed site plans (for each of the two proposed sites)
- Introduction to the purpose of the consultation
- Copy of the brochure
- Consultation feedback forms
- Freepost envelopes
- Exhibition boards used at statutory consultation in autumn 2021 covering general topics on safety, environment, and the Project

- Copies of the technical documents which supported our statutory consultation:
 - PEI Report Vol. 1
 - PEI Report Vol. 2
 - Draft Construction Method and Management Statement (CMMS) (Please note, the CMMS document was prepared for use at statutory consultation and was available to view at supplementary consultation. This document has now been subsumed by the Environmental Statement. Appropriate detail on construction can be viewed in paragraph 2.8 of the Environmental Statement).
 - Route Development Report
 - Non-Technical Summary of the PEI Report
 - Local Traffic Report
 - Project Design Report
 - Statement of Community Consultation

Table 7.10 Consultation events			
Design change	Venue	Date and time	Number of attendees
Brough Hill Fair	Warcop Village Hall	16 March 2022, 3pm to 7pm	22
Brough Hill Fair	Brough Memorial Hall	17 March 2022, 3pm to 7pm	76
Total			98

Feedback mechanisms

7.9.19 Consultees could provide their feedback in the following ways:

- Picking up a hard copy consultation feedback form and freepost envelope at one of our deposit locations.
- Requesting a hard copy of the consultation feedback form and freepost envelope via telephone on 0333 090 1192 and sending it to us at Freepost A66 NORTHERN TRANS-PENNINE project.
- Emailing A66NTP@highwaysengland.co.uk
- Completing the consultation feedback form online via the Brough Hill Fair supplementary consultation webpage

7.9.20 Feedback could be shared as outlined above until 11.59pm on 3 April 2022.

7.9.21 A copy of the consultation feedback form is available at Annex O. Refer to section 7.11 for a summary of feedback received to this supplementary consultation. How we have had regard to comments received from the supplementary consultation is covered in Annex P.

7.10 Supplementary consultation: Hulands Quarry access and Bowes Cross Farm

- 7.10.1 The purpose of the targeted statutory consultation and non-statutory consultation (see Table 7.1) was to seek feedback from targeted consultees on the proposed design changes set out in Table 7.1.
- 7.10.2 We carried out a non-statutory supplementary consultation between 9am on 28 January 2022 through 11:59pm on 27 February 2022 as set out in Table 7.2. We also held a statutory consultation over the same time period for the two newly identified PILs. Refer to paragraphs 7.4.9-7.4.11 for information on how we dealt with these new PILs.

Publicity for the supplementary consultation

Notification letter / email

- 7.10.3 A letter was issued to 19 PILs directly impacted by the changes proposed to the access arrangement at Hulands Quarry and Bowes Cross Farm. 17 of these people had been consulted under s42(1)(d) during the autumn 2021 statutory consultation and were consulted on a non-statutory basis as part of the supplementary consultation. Two of these were newly identified PILs, who were therefore consulted under s42(1)(d) on a statutory basis.
- 7.10.4 The notification letters were sent to all PILs on 27 January by next day signed for delivery. The extent of engagement was defined by the location of the targeted proposed design changes in this localised area. The letters arrived at these addresses of consultees on 28 January 2022. A copy of the letter is available in Annex O.
- 7.10.5 These new PILs were previously consulted as section 47 consultees at statutory consultation in autumn 2021, and not as s42(1)(d) consultees, and therefore required statutory consultation as part of this supplementary consultation period.
- 7.10.6 The Project's Public Liaison Officer (PLO) for this scheme spoke directly with the new land interests early in the supplementary consultation period, explained the proposed design changes and explained the ways to feed back. These new land interests have been engaged about the Project prior to the statutory consultation through the PLO and were sent a link to the autumn 2021 statutory consultation materials as part of the letter notification above.
- 7.10.7 The letters explained the purpose of the Project and how the design of the Project has evolved since statutory consultation in autumn 2021. The letter notified consultees that supplementary consultation was running from 9am on 28 January 2022 to 11.59pm on 27 February 2022. For PILs, general information was provided on compulsory acquisition and compensation should the DCO be accepted, and the planning process.
- 7.10.8 The letters stated that consultees could respond to consultation until 11.59pm on 27 February 2022 via the following means:

- Online: via National Highways' webpage

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

7.10.9 Durham County Council as host authority was also notified by email along with the statutory environmental bodies (Environment Agency, Historic England, Natural England, and the AONB Partnership) by email on 28 January 2022. The email provided information about the supplementary consultation and how to provide feedback.

Methods for supplementary consultation

7.10.10 For this supplementary consultation, we consulted on a targeted and specific proposed design change in a very localised area, so the materials produced were sufficient for the impacted PILs to understand the scale and impacts of the change. We sent a letter and engaged with the PILs who have direct access to the central reservation.

Supplementary consultation webpage

7.10.11 A dedicated webpage was available between 28 January 2022 and 27 February 2022 for the purposes of supplementary consultation. It was available to those receiving a letter or email. The Project's supplementary consultation webpage remains online and available to view for those who received a letter or email.

7.10.12 The webpage provided an overview of the Project and further information on why the design changes for Hulands Quarry and Bowes Cross Farm were being proposed and detail of what the proposed design changes were. On the webpage, we asked for feedback on our proposed design changes by completing a consultation feedback form (Annex O). Users with accessibility requirements, or those who required alternative formats of materials, could request alternative formats and additional copies, by emailing A66NTP@highwaysengland.co.uk or by calling 0333 090 1192.

7.10.13 Consultees could download a copy of the consultation feedback form and an overview map from the webpage.

7.10.14 A clarification was made on the webpage early in the supplementary consultation period relating to the project map. The map was updated during the supplementary consultation which included a minor correction to; (i) remove the soil storage between access track and the new A66; and (ii) provide clarity on closure of the central reservation. This had been explained directly to landowners in their meetings which were held at the start of the supplementary consultation period.

Figure 7.6 Screenshots of supplementary consultation webpage

Bowes Bypass - Hulands Quarry

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

Last autumn, we held a [Design Consultation](#) about our plans and we've been really pleased by how local communities and stakeholders got involved. Lots of feedback was received to help us improve the design before we submit the [Development Consent Order](#) which is the planning permission we need to build the project.

Since our 2021 [Design Consultation](#), we have been reviewing your feedback, working further on developing the design and completing surveys to help us gain a better understanding of areas including environment, ecology, heritage and drainage.

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

Another chance to have your say: Access to Hulands Quarry and Bowes Cross Farm

On this section of the Bowes scheme, we are looking to make changes to two parts of the route - the access to Hulands Quarry and access to Bowes Cross Farm.

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



Related documents

There are many documents available as part of this public consultation. In addition to the supporting information contained within this page, more supporting information, including Preliminary Environmental Information, Route Development Reports and Construction Methods can be accessed from our 2021 design consultation page by clicking on the link below.

Given the location adjacent to the existing highway, the nature of the proposed changes and the environmental receptors present, the proposed changes would not lead to any new or different effects compared to those set out in the [Preliminary Environmental Information Report](#). If adopted following consultation, these changes will be assessed in full within the Environmental Statement.

Access Supporting Information

[A66 Northern Trans-Pennine Design Consultation September 2021](#)

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Related

[A66 Northern Trans-Pennine Supplementary Consultation Feedback Form January 2022](#)
100.1 KB (PDF document)

[A66 Northern Trans-Pennine Supplementary Consultation Bowes Bypass Hulands Quarry p February 2022](#)
261.1 KB (JPEG image)

Feedback mechanisms

7.10.15 The consultation feedback form for the supplementary consultation on changes to access arrangements to Hulands Quarry and Bowes Cross Farm was available on the dedicated webpage. Consultees could provide their feedback in the following ways:

- Requesting a hard copy of the consultation feedback form and free post envelope via telephone on 0333 090 1192 and sending it to us at Freepost A66 NORTHERN TRANS-PENNINE project
- Emailing A66NTP@highwaysengland.co.uk
- Completing the consultation feedback form online via the supplementary consultation webpage

7.10.16 A copy of the consultation feedback form is available at Annex O. Refer to section 7.11 for a summary of feedback received to this supplementary consultation. How we have had regard to comments received from the supplementary consultation is covered in Annex P.

7.11 Supplementary consultation response analysis

7.11.1 This section provides a summary of responses received to supplementary consultation.

7.11.2 We took the same approach to the analysis of responses for supplementary consultation as for the statutory consultation, explained in Chapter 5.

7.11.3 We have considered a supplementary consultation response to be any written comment received via email, post, online, or left at supplementary consultation events about the proposed design changes during the consultation period. Our regard had to responses received is set out in Annex P. Some responses received raised matters outside the scope of the supplementary consultations and these matters were directed to where the comment is covered in Annex N. Responses comprised of:

- Consultation feedback forms (online or paper copy)
- Written free-text responses received by email or post

7.11.4 Table 7.11 sets out the number of responses received for each supplementary consultation, broken down into the number of online responses, hard copy responses (including letters and feedback forms) and emails and digital letter responses. The total figures include late responses received to the supplementary consultations.

7.11.5 Table 7.12 sets out the breakdown of consultees per supplementary consultation. While all the supplementary consultations were non-statutory except for the Bowes Bypass proposed design changes, we continued with categorising the supplementary consultation respondents into the same categories used at statutory consultation (s42(1)(a) (environmental bodies, AONB partnership), s42(1)(b) (host local authorities), s42(1)(d) (landowners and PILs) and s47 (local community)) for consistency and ease of identification. These category classifications were not used to indicate these parties were consulted due to a statutory requirement.

7.11.6 In Tables 7.11 and 7.12, we have split the WCH, landforms and compounds supplementary consultation into three so we can report on their individual responses and consultees.

7.11.7 We received seven late responses to the supplementary consultations, which were captured and analysed with the rest of the feedback and are included in the numbers in Table 7.11 and Table 7.12.

Table 7.11 Responses to supplementary consultation				
Supplementary consultation	Total number of responses	Online responses	Hard copy responses (incl. letters and feedback forms)	Emails and digital letter responses
Kemplay Bank	19	3	8	8
Temple Sowerby to Appleby	141	100	29	12
Appleby to Brough	45	23	12	10
Walking, cycling, horse-riding	52	17	0	35
Landforms	58	19	0	39

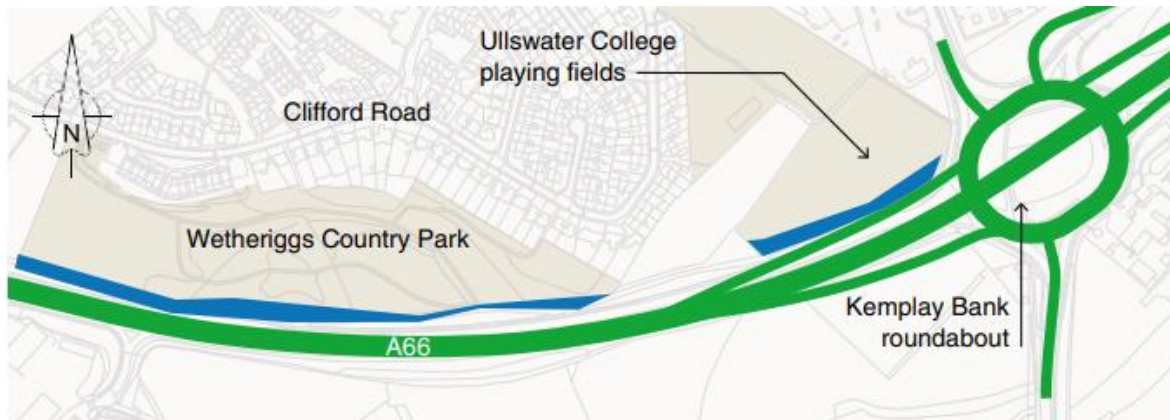
Supplementary consultation	Total number of responses	Online responses	Hard copy responses (incl. letters and feedback forms)	Emails and digital letter responses
Compounds	42	16	1	25
Brough Hill Fair	96	52	39	5
Bowes Bypass	10	0	0	10
Total	429	205	89	135

Supplementary consultation	S42(1)(a)	S42(1)(b)	S42(1)(d)	S47
Kemplay Bank	3	1	2	13
Temple Sowerby to Appleby	6	2	7	126
Appleby to Brough	4	4	6	31
Walking, cycling, and horse riding	1	5	33	13
Landforms	1	2	35	20
Compounds	2	2	25	13
Brough Hill Fair	2	2	3	89
Bowes Bypass	2	1	1	6
Total	21	18	103	313

Summary of matters raised - public open space at Kemplay Bank

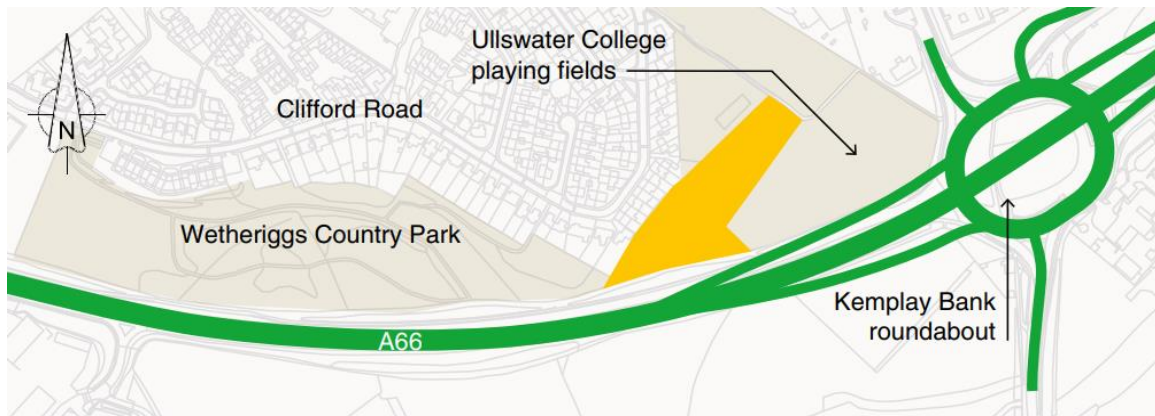
- 7.11.8 This section sets out the questions asked, and the feedback received for the supplementary consultation on the use of public open space at Kemplay Bank. An overview of the key themes raised by consultees for each open-ended question is provided.
- 7.11.9 The feedback form for the supplementary consultation on the public open space at Kemplay Bank had five questions. 19 responses were received for this consultation. We note that responses that used the feedback form did not respond to every question asked. Any free form responses such as emails or letters were analysed using the same coding framework as the feedback forms and are reported within the relevant free-text questions below based on the coding carried out.
- 7.11.10 Question one was a closed question asking: *“How do you use the area above highlighted in blue (the edge of Wetheriggs Park and edge of*

playing fields at Ullswater College)?” This question was accompanied by the graphic below. Consultees could choose from six responses: Walking / dog walking; Exercise / formal sports; Social / organised groups; Meeting with friends / family; don’t use; or other (please state).



7.11.11 Consultees were able to select more than one option. There were 13 responses to this question; the most frequently selected option was ‘walking / dog walking’ with five selections, followed by ‘exercise / formal sports’ with three selections and ‘don’t use’ with two selections.

7.11.12 Question two was a closed question asking: *“We are planning on replacing the lost open space with the area highlighted in yellow above. How would you use this space?”* This question was accompanied by the graphic below. Consultees could choose from six responses: Walking / dog walking; Exercise / formal sports; Social / organised groups; Meeting with friends / family; Wouldn’t use it; Other (please state).



7.11.13 Consultees were able to select more than one option. There were 15 responses to this question; the most frequently selected response was ‘walking / dog walking’ with six selections, this was followed by three consultees selecting ‘other’.

7.11.14 Question three was an open-ended question asking: *“Do you have any suggestions for how this new space (highlighted in yellow) could be improved?”* Eight responses raised suggestions and comments about this new space. The key themes raised by the consultees were:

- Need for National Highways to carry out further engagement
- Concern about existing flooding and the impact of the Project in this area on flooding

- The safety of pedestrians needing to be prioritised with the adoption of any proposals and providing safe access to the replacement public open space
- Potential for the Project to have a negative impact on noise and air emissions
- Need for environmental mitigation to counter the potential for negative impacts should the proposals be adopted; including tree planting
- Concern about the security of local residents if the proposed public open space in yellow is used as a replacement site

7.11.15 Question four was a closed question asking: *“Do you agree that the land highlighted yellow is suitable to replace the open space that would be lost?”* Consultees could choose from Yes; No; No preference.

7.11.16 Of the nine responses to this question, five consultees selected ‘yes’, two consultees selected ‘no’ and two consultees selected ‘no preference’.

7.11.17 As part of question four, we then asked consultees to share any further information in a free-text box to support their answer about whether the land highlighted yellow is suitable to replace the open space that would be lost. Five responses raised points about the suitability of the land highlighted in yellow. It is noted that some of the comments received in this free-text box were not directly responding to the question. The key themes raised in response to this question were:

- Potential negative impact of the Project on noise and air emissions
- Concern about the need for land take in this area and the resultant loss of green space
- Existing concerns about sewage/drainage and whether this would be made worse by the proposed design changes

7.11.18 Question five asked an open-ended question: *“How do you think our plans could improve the boundary between the park and the A66?”* 10 responses raised points about our plans and improving the boundary between the park and the A66. It is also noted that a number of responses did not directly discuss improvements or benefits, but rather focused on their critique of the proposals. The key themes raised were:

- Requests for environmental mitigation to offset any environmental impacts caused by National Highways’ proposals, and concerns were also raised around the potential loss of habitat
- The plans would lead to a loss of the local football pitch and therefore not result in an improvement
- Concern that noise and air emissions would increase as a result of the proposals being implemented
- Existing concerns about sewage/drainage and whether this would be made worse by the proposed design changes
- Suitability of the location of the proposed lay-by and the negative impact this could have on local people and businesses
- Concern about the need for the inclusion of pedestrian access

7.11.19 There was additional space for consultees to provide further comments on any of the previous five questions, or to add general thoughts on the proposals. 12 responses raised additional points. The key themes were:

- Existing concerns about sewage/drainage and whether this would be made worse by the proposed design changes
- Support for the acquisition of new public open space
- Safety concerns about the ability to cross the existing A66 and then the proposed Project
- Concern raised about the consultation approach

7.11.20 National Highways' response to the key themes and all matters raised in response to this supplementary consultation can be viewed in Annex P.

Summary of matters raised - changes to three junctions between Temple Sowerby and Appleby

7.11.21 This section sets out the questions asked at supplementary consultation on the changes to three junctions between Temple Sowerby and Appleby. The supplementary consultation was limited to these areas. An overview of the key themes raised by consultees is provided.

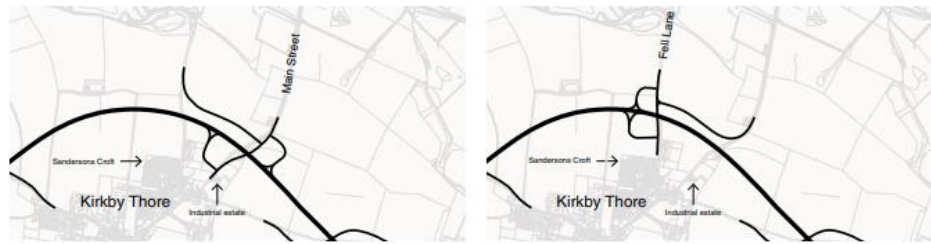
7.11.22 The feedback form for the supplementary consultation on the three junctions between Temple Sowerby and Appleby had three questions. 141 responses were received for this consultation. We note that responses that used the feedback form did not respond to every question asked. Any free form responses such as emails or letters were analysed using the same coding framework as the feedback forms and are reported within the relevant free-text questions below based on the coding carried out.

7.11.23 Question one was a closed question asking: *"Do you agree with the proposed changes to the junction north-east of Kirkby Thore?"* Consultees could choose from: Yes; No; No preference.

7.11.24 59 consultees selected 'no preference', 55 consultees selected 'yes', and 14 consultees selected 'no'.

7.11.25 As part of question one, we then asked consultees to share any further information in a free-text box to support their answer about the proposed changes to the junction north-east of Kirkby Thore. 51 responses raised points about this junction. The key themes raised were:

- Concern about existing congestion, with particular focus on HGV traffic, access and parking and the impact of the proposed design change on this
- Localised impact of the proposals on Sandersons Croft including access and parking
- Environmental impact including the risk of flooding, air, noise, and light pollution, and the impact on habitats and woodland and the impact of the proposed design change on these
- Requests for walking, cycling, and horse-riding provision
- Impact on British Gypsum, including traffic and access of HGVs



Design as presented at our autumn consultation

Our amended design

7.11.26 Question two was a closed question asking: “Do you agree with the proposed changes to the junction at Long Marton Lane End?” Consultees could choose from Yes; No; No preference.

7.11.27 48 consultees selected ‘yes’, 37 consultees selected ‘no preference’, and 34 consultees selected ‘no’.

7.11.28 As part of question two, we then asked consultees to share any further information in a free-text box to support their answer about the proposed changes to the junction at Long Marton Lane End. 64 responses raised points about this junction. The key themes raised were:

- Requests for walking, cycling, horse-riding provision
- Loss of the Appleby junction
- Concern about the impact on wildlife, ecology, and hydrology, particularly in relation to the Trout Beck SSSI
- Need for National Highways to provide more information and to consult further
- Concern about the impact of Appleby Horse Fair on local people
- Concern about the impact on the Scheduled Ancient Monument



Design as presented at our autumn consultation

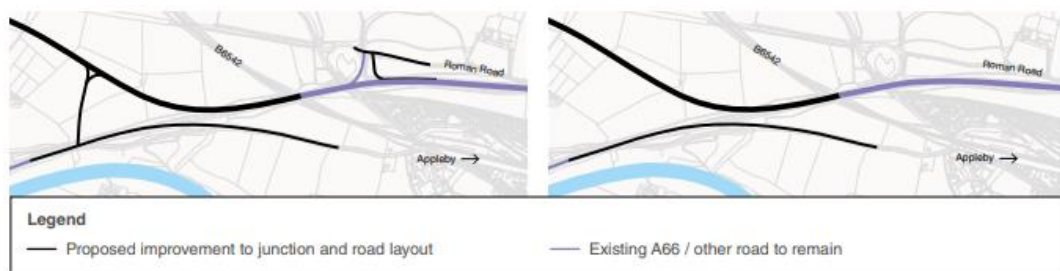
Our amended design

7.11.29 Question three was a closed question asking, “Do you agree with the proposed changes to the access arrangements at Appleby?” Consultees could choose from Yes; No; No preference.

7.11.30 68 consultees selected ‘no’, 27 consultees selected ‘no preference’, and 25 consultees selected ‘yes’.

7.11.31 As part of question three, we then asked consultees to share any further information in a free-text box to support their answer about the proposed changes to access arrangements at Appleby. 83 responses to this question were provided. The key themes were:

- Impact on the Gypsy and Traveller community with a particular focus on the potential for the proposals to cause significant congestion around the Brough Hill Fair site
- Impact on residents in Appleby, Long Marton, and Crackenthorpe; this included existing concerns and the proposed impact on the local community
- Concerns around the impact on the local Appleby economy of the proposed changes, resulting in short term construction impacts on local businesses
- Requests for walking, cycling, horse riding provisions
- Requests for environmental mitigation; with specific reference to mitigation for air quality and noise emissions
- Access to local communities and farmland, and concerns around an increase in congestion if the proposed changes to access arrangements at Appleby are adopted



7.11.32 There were 24 responses that raised additional points about consultation and more general project-wide issues:

- Concern about the impact on utilities infrastructure
- Request for the Project to minimise the impacts on local residents and communities
- Suggestions to introduce walking, cycling and horse riding provisions
- Comments relating to approach to consultation, detail provided and length of consultation period

7.11.33 National Highways' response to the key themes and all matters raised about this supplementary consultation can be viewed in Annex P.

Summary of matters raised - changes to two sections between Appleby and Brough

7.11.34 This section sets out the questions asked at supplementary consultation on the changes to the alignment at Warcop west and central sections. The supplementary consultation was limited to these areas. An overview of the key themes raised by consultees is provided.

7.11.35 The feedback form for the supplementary consultation on the changes to the alignment at Warcop west and central sections had two questions. 45 responses were received for this consultation. We note that responses that used the feedback form did not respond to every question asked. Any free form responses such as emails or letters were analysed using the same coding framework as the feedback forms and are reported within the relevant free-text questions below based on the coding carried out.

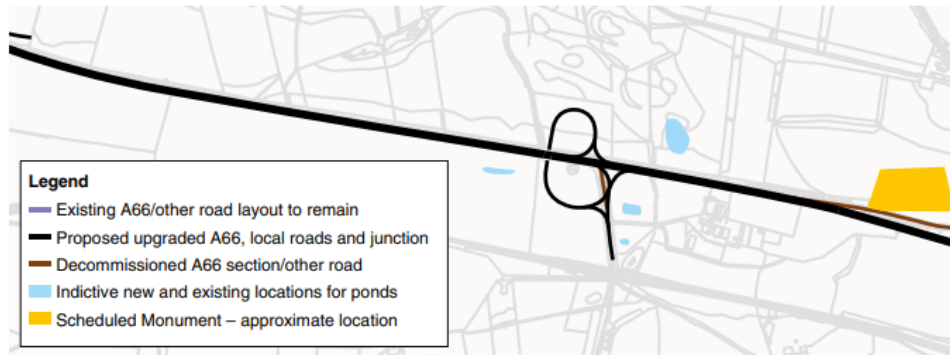
7.11.36 Question one was a closed question asking, *“Do you agree with the proposed changes to the western section of route as it passes the*

Sandford junction?” Consultees could choose from Yes; No; No preference.

7.11.37 10 consultees selected ‘yes’, five consultees selected ‘no’, and two consultees expressed ‘no preference’.

7.11.38 As part of question one, we then asked consultees to share any further information in a free-text box to support their answer about the proposed changes to the western section of the route near Sandford junction. 18 responses raised points about the proposed changes to the western section of the route. The key themes raised were about the impact of the proposed design change on:

- Environmental impact, particular emphasis on trees and wildlife
- Air, noise and light emissions and pollution
- Realignment of the route to the north
- Access to land and farmsteads
- Safety of pedestrians and road users
- Congestion and the impact farm traffic could have on local road users

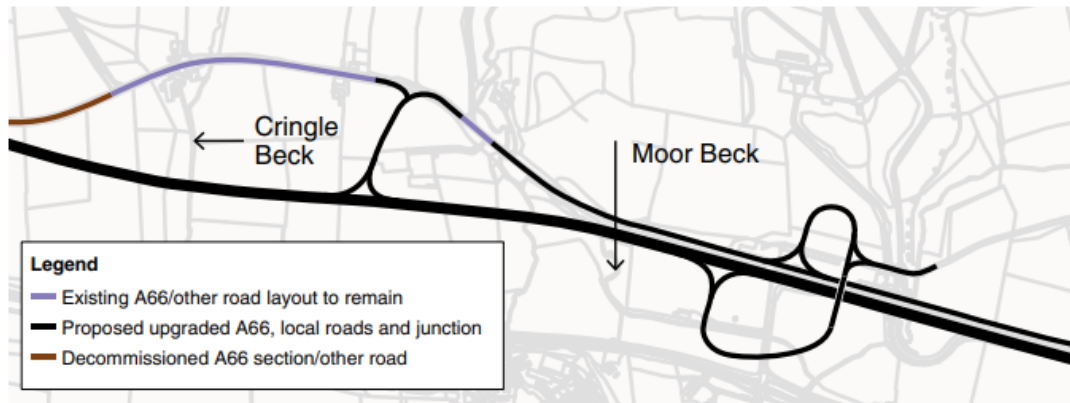


7.11.39 Question two was a closed question asking, “*Do you agree with the proposed changes to the central section as it crosses Moor Beck?*” Consultees could choose from Yes; No; No preference.

7.11.40 10 consultees selected ‘yes’, six consultees selected ‘no’ and no consultees selected ‘no preference’.

7.11.41 As part of question two, we then asked consultees to share any further information in a free-text box to support their answer about the proposed changes to the central section as it crosses Moor Beck. 18 responses raised points about the proposed changes to the central section of the route. The key themes raised were:

- Limited community benefits
- Impact of a 3-metre embankment on local communities
- Walking, cycling, horse-riding provisions
- Risk of flooding in Warcop
- Realignment of the route to the north
- Air, noise and light emissions and pollution



7.11.42 26 responses also raised matters in the free-text box provided for additional space to provide comments. The key themes raised were:

- Suggestion of pursuing a more northern route through the AONB
- Positive comments around considering views of local community
- Positive feedback around the improved walking and cycling provision
- Concerns around climate change, noise, air quality, historic environment, and habitats
- Concerns and comments around drainage and flood risk

7.11.43 National Highways' response to the key themes and all matters raised about this supplementary consultation can be viewed in Annex P.

Summary of matters raised – walking, cycling and horse riding provision, landform and compounds

7.11.44 This section sets out the questions asked at supplementary consultation on National Highways' proposed changes to WCH provision, landform and construction compounds. An overview of the key themes raised by consultees is provided. 52 individuals provided feedback on WCH, 58 individuals provided feedback on landforms and 42 provided feedback on compounds. We note that responses that used the feedback form did not respond to every question asked. Any free form responses such as emails or letters were analysed using the same coding framework as the feedback forms and are reported within the relevant free-text questions below based on the coding carried out.

7.11.45 The closed question on walking, cycling and horse-riding provisions asked: "*Do you agree with the proposed introduction of new walking, cycling or horse-riding provision (as shown on the accompanying plan)?*" Consultees could choose from Yes; No; No preference.

7.11.46 Of the 16 responses to this question, 10 consultees responded 'no', five consultees selected 'yes', and one individual expressed 'no preference'.

7.11.47 As part of this question, we then asked consultees to share any further information in a free-text box to support their answer about the proposed introduction of WCH provision. There were 52 responses raising points about the introduction of WCH provision. The key themes raised were:

- Access to designated crossing points for pedestrians, horse riders, and cyclists
- Width of pathways and compliance with LTN1/20 and CD195 standards

- The importance of east-west connectivity
- Safety of pedestrians, cyclists, and horse-riders using the pathways, bridleways, and cycle tracks
- Movement of livestock on the designated pathways, bridleways, and cycle tracks
- Impact on vehicle access

7.11.48 Themes raised by consultees were in response to National Highways' proposals. No pre-existing concerns were raised. The closed question on landforms asked: *"Do you agree with the proposed introduction of landscaped bunds (as shown on the accompanying plan)?"* Consultees could choose from Yes; No; No preference.

7.11.49 Four consultees expressed 'no preference', three consultees selected 'yes' and no consultees selected 'no'.

7.11.50 As part of this question, we then asked consultees to share any further information in a free-text box to support their answer about the proposed introduction of landscaped bunds. 29 raised points about the introduction of landscape bunds. The key themes raised were:

- Request for more information on the siting of the landscaped bunds and their impact on landowners
- Concern about the impact on Appleby Horse Fair
- Impact of landscape bunds on drainage
- Concern about agricultural land take

7.11.51 The closed question on construction compounds asked: *"Do you agree with the changes to the location of compounds (as shown on the accompanying plan)?"* Consultees could choose from Yes; No; No preference.

7.11.52 Four consultees selected 'no preference', one individual selected 'yes', and one individual selected 'no'.

7.11.53 As part of this question, we then asked consultees to share any further information in a free-text box to support their answer about changes to the location of compounds. 21 responses raised points on the locations of compounds. The key themes raised were:

- The impact of the proposals on drainage and the proposed location of balancing ponds
- The location and storage of topsoil
- Environmental mitigation requests to manage noise, air, and light pollution
- Concern about land take requirements
- Request for more information on the siting of compounds and their impact on local communities

7.1.2 National Highways' response to the key themes and all matters raised about this supplementary consultation can be viewed in Annex P.

Summary of matters raised – changes to the access to Hulands Quarry and access to Bowes Cross Farm, Bowes

7.11.54 This section sets out the questions asked at supplementary consultation on National Highways' plans for changes to the access to Hulands

Quarry and access to Bowes Cross Farm, Bowes. An overview of the key themes raised by consultees is provided.

7.11.55 The feedback form for the supplementary consultation on changes to the access to Hulands Quarry and access to Bowes Cross Farm had two questions. 10 responses were received for this consultation, and we note that all responses were received in email or digital letter format.

7.11.56 Question one was a closed question asking: *“Do you agree with the changes made at the junction at Hulands Quarry?”* Consultees could respond with Yes; No; No preference. There were no consultees that responded to this question.

7.11.57 Question two was a closed question asking: *“Do you agree with the improvements made to the access to Bowes Cross Farm?”* Consultees could choose from Yes; No; No preference. There were no consultees that responded to this question.

7.11.58 The feedback form provided space for consultees to share any further information or additional comments on their answers. Any free form feedback such as emails or letters was analysed as part of this section. 10 responses were provided. The key themes raised were:

- Support for closure of the central reservation
- Concern about access to and through Bowes Cross Farm
- Concern about footpath diversions and pedestrian access
- Need for more environmental mitigation information
- Further information required on access tracks

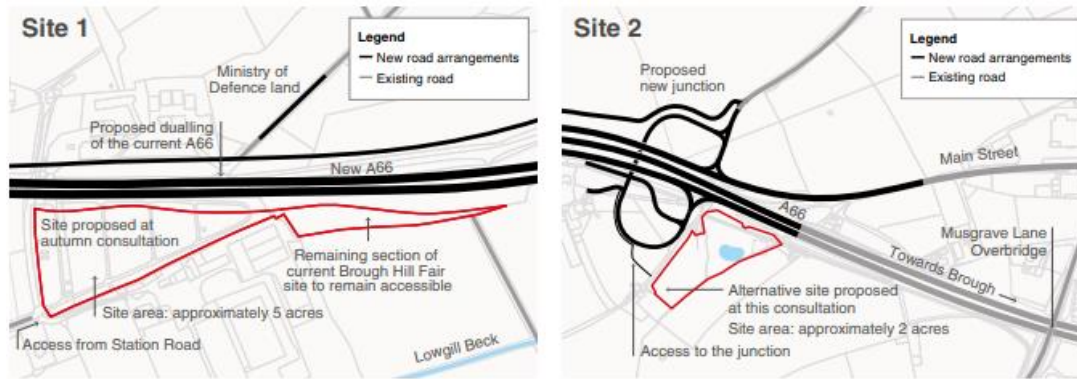
7.11.59 National Highways’ response to the key themes and all matters raised about this supplementary consultation can be viewed in Annex P.

Summary of matters raised – Brough Hill Fair

7.11.60 This section sets out the questions asked at supplementary consultation on the suitability of the proposed locations for the relocation of the Brough Hill Fair. An overview of the key themes raised by consultees is provided.

7.11.61 The feedback form for the supplementary consultation on the proposals for Brough Hill Fair had two questions. 96 responses were received for this consultation. We note that responses that used the feedback form did not respond to every question asked. Any free form responses such as emails or letters were analysed using the same coding framework as the feedback forms and are reported within the relevant free-text questions below based on the coding carried out.

7.11.62 A map was provided to highlight to consultees where Site 1 and Site 2 were located. Site 1 is mapped out on the left and Site 2 is mapped out on the right. This can be viewed below:



7.11.63 Question one was an open-ended question asking: *“Please give us your views on the central site (site 1) and its suitability for Brough Hill Fair. Please provide reasons for your views.”* The key themes raised from 85 responses were:

- Concern about the impact on the local community from the use of Site 1 and Site 2, including proximity of Site 1 and Site 2 to homes and businesses
- Concern about the size of Site 2 and whether it would be sufficiently sized for the purposes of hosting the Brough Hill Fair. Concern was also raised that Site 1 was too large for the small number of attendees at the Brough Hill Fair
- Site 1 was favoured by consultees as being located close enough to the original Brough Hill Fair site
- Concern about increases in anti-social behaviour in and around both Site 1 and Site 2
- Concern about an increase in congestion on local streets around Site 1 and Site 2
- Environmental suitability of the land, particular reference made to the existing waterlogged nature of Site 1

7.11.64 Question two was an open-ended question asking: *“Please give us your views on the eastern site (site 2) and its suitability for Brough Hill Fair. Please provide reasons for your views.”* The key themes raised from 92 responses were:

- Concerns around whether Site 2 is suitable for the purposes of hosting the Fair
- Disrupted or impacted access to amenities and facilities
- The negative impact on walking, cycling, horse-riding provisions because of the change in site location
- Potential for anti-social behaviour on and around the proposed Site 2
- Potential for negative impacts on local people, particularly the impact on local homes and businesses
- Vehicular access to Site 2 and the resultant congestion and / or the negative impact on local communities
- Loss of cultural heritage by using Site 2

7.11.65 There were 25 responses that raised points about consultation and general topics. This included requests to consider an alternative route alignment in this area and time given for Gypsy and Traveller community to feedback.

7.11.66 Overall, Site 1 Central Site received most support at supplementary consultation. National Highways’ response to the key themes and all

matters raised about this supplementary consultation can be viewed in Annex P.

7.12 Outcomes following supplementary consultation

7.12.1 Annex P provides a summary of the matters raised and how we have had regard to the matters raised in the supplementary consultation feedback and whether any of the feedback resulted in design changes. Analysis of the responses has been undertaken using the same methodology as for the statutory consultation.

7.12.2 Annex P tables are separated according to each supplementary consultation and then by topic code such as environmental mitigation or engineering design. Each table in Annex P also includes consultees columns (listed below) so it is clear which type of consultee raised the matter. While all the supplementary consultations were non-statutory except for the aspects of the Bowes Bypass, the Kemplay Bank and Temple Sowerby to Appleby supplementary consultations, we continued with categorising the supplementary consultation respondents into the same categories used at statutory consultation for consistency:

- section 47 public and local community
- section 42(1)(a) prescribed consultees
- section 42(1)(b) local authorities
- section 42(1)(d) PILs

7.12.3 Table 7.13 provides a summary of the outcomes from each of the supplementary consultations.

Scheme	Change proposed	Outcome
M6 Junction 40 to Kemplay Bank	Provision of replacement open space for that lost at Kemplay Bank	<p>Considering the feedback received, the field is to be acquired as proposed and with its use changed to public open space providing a continuation of Wetheriggs Country Park. These changes form part of the DCO application.</p> <p>We acknowledge the various views around the final configuration of the new public open space, including footpath provision, security concerns, planting and screening details and maintenance liabilities.</p> <p>We will continue to engage with Cumbria County Council, Eden District Council, and the other affected stakeholders about these concerns as the Project progresses. We are committed to ensuring the final arrangement of the new public open space brings the greatest benefit to the local community and that suitable maintenance arrangements for the land are in place going forward. Please refer to Annex P for information on how we have had regard to supplementary consultation feedback.</p>
Temple Sowerby to Appleby	Changes to Kirkby Thore junction,	<p>Kirkby Thore junction</p> <p>Feedback from supplementary consultation on the amended junction location was positive from the majority of respondents. Minor amendments to the mitigation (principally landscape</p>

Table 7.13 Outcomes from supplementary consultation

Scheme	Change proposed	Outcome
	<p>Long Marton Lane End junction and Appleby junction</p>	<p>design), post consultation, have been incorporated into the design as part of this DCO application.</p> <p>We will continue to engage with affected landowners and stakeholders as the Project progresses and we are committed to ensuring the final arrangement of the Kirkby Thore junction mitigates local impacts where practicable.</p> <p>Long Marton Lane End Junction</p> <p>The reintroduction of a junction at Long Marton Lane End was received positively from most respondents. Avoiding the Roman Camp whilst lowering the A66 adjacent to the disused railway was welcomed. The impact of the junction on local landowners was challenged, both in terms of the direct loss of land as well as the change in access arrangements to severed fields and grazing lands.</p> <p>We are of the view the proposals taken to supplementary consultation are an improvement and therefore this forms part of the DCO application.</p> <p>We acknowledge the reintroduction of the junction will require increased land as well as changes to the way that land is used. National Highways will continue to engage with affected landowners and stakeholders as the Project progresses and is committed to ensuring the final arrangement of the Long Marton Lane End junction mitigates local impacts where practicable.</p> <p>Appleby Junction</p> <p>The change in junction provision at Appleby was acknowledged by some respondents as being appropriate whilst others questioned the need for changes owing to the impacts this would have on access/egress to Appleby both now and in the future.</p> <p>Whilst representations were made that Appleby is poorly served by the A66 with access and egress only possible by split junctions, National Highways are of the view the proposals taken to supplementary consultation are an improvement on the current situation and therefore this forms part of the DCO application.</p> <p>Access for eastbound traffic can still leave the A66, this provision is unchanged. The old westbound only access will be converted into a two-way road connecting to the detrunked A66. Drivers wishing to travel west will be able to use the detrunked A66, joining the new A66 at Long Marton Lane End for longer distance journeys or continue on the detrunked A66 for local movements. We acknowledge that drivers from Appleby will not be able to access the westbound A66 local to Appleby, though the journey time difference is nominal as the number of vehicles on the detrunked A66 will be significantly lower.</p>

Table 7.13 Outcomes from supplementary consultation

Scheme	Change proposed	Outcome
		Please refer to Annex P for detailed information on how we have had regard to supplementary consultation feedback.
Appleby to Brough	Warcop west Warcop central	<p>Warcop West</p> <p>Feedback from supplementary consultation on the movement of the A66 northwards was positive from most respondents. Minor amendments to the mitigation (principally landscape design and pond design), post consultation, have been incorporated into the design as part of this DCO application.</p> <p>Warcop Central</p> <p>There was no substantive feedback on proposals for Warcop Central that required changes to the proposed design. The changes proposed as part of this supplementary consultation form part of this DCO application.</p>
Multiple schemes	Walking, cycling and horse-riding provision, landform and compounds	<p>Walking, cycling and horse riding provision</p> <p>Several comments regarding the detail of the design, shared ownership and maintenance liabilities were raised. Minor amendments to the proposals (please refer to Annex P for an update on design changes), post consultation, have been incorporated into the design as part of this DCO application.</p> <p>As we move into detailed design, if our DCO process is successful, we will be looking at issues such as path surfaces and gates etc and we will work with WCH groups through our focus groups and other networks to discuss this detail as it emerges.</p> <p>We will continue to engage with affected landowners and stakeholders as the Project progresses and we are committed to ensuring the final design solution for walking, cycling and horse riding provision is appropriate.</p> <p>Landform</p> <p>Where landform proposals have been introduced the feedback from supplementary consultation was generally positive. Comments such as the impact on soil management and minimising impact on established hedgerow boundaries have been received. We will continue to engage with affected landowners and stakeholders as the Project progresses and we are committed to ensuring the final landform design solution is appropriate. The changes proposed as part of this supplementary consultation form part of the DCO application.</p> <p>Compounds</p> <p>Feedback from supplementary consultation sought to better understand the quantum and reasons for compounds being located where they were and what the intended purpose of each was. The changes proposed as part of this supplementary consultation form part of the DCO application.</p> <p>We will continue to engage with affected landowners and stakeholders as the Project progresses through detailed</p>

Table 7.13 Outcomes from supplementary consultation

Scheme	Change proposed	Outcome
		<p>design and the construction programme and approach is refined.</p> <p>Please refer to Annex P for detailed information on how we have had regard to supplementary consultation feedback.</p>
Appleby to Brough	Brough Hill Fair	<p>Following the supplementary consultation, we considered the two options and the feedback received. Site 1 Central Site has been selected and forms part of the DCO application.</p> <p>We chose Site 1 Central Site because it is a larger site (as raised in the feedback received), has the ability for better mitigation than at Site 2 in terms of noise bunding and screening to the upgraded A66 and nearby businesses, has good access from Station Road and has less drainage issues than first anticipated. Site 1 Central Site also had more support in the supplementary consultation. It also maintains the cultural connection to the existing Brough Hill Fair site by being alongside and using part of the old site in the layout.</p> <p>Site 1 is circa 5 acres in size, is adjacent to the current Brough Hill Fair site, and will be remediated so that the existing ground within the full site extents is rolled and compacted to provide a firm, evenly graded surface. The site will be positively drained using a herringbone land drainage system or similar. 3.0m high earth bunds with a 1.5m wide top with incorporated planting such as hedges, will be provided along the northern and southern site boundary to screen the site from the A66 and adjacent farm business.</p> <p>Please refer to Annex P for detailed information on how we have had regard to supplementary consultation feedback.</p>
Bowes Bypass	Hulands quarry access and Bowes Cross Farm access	<p>We received no feedback directly commenting on the proposed design changes. The changes proposed as part of this supplementary consultation form part of the DCO application.</p> <p>We will continue to engage with affected landowners and stakeholders as the Project progresses in relation to the detail of the proposed design changes at Hulands quarry and Bowes Cross Farm.</p> <p>Please refer to Annex P for detailed information on how we have had regard to supplementary consultation feedback.</p>

8 Conclusion

8.1 Compliance with advice and guidance

- 8.1.1 This report has been submitted in accordance with section 37(3)(c) of the PA 2008 which requires that any application for an order granting development consent must be accompanied by a Consultation Report.
- 8.1.2 In accordance with the requirements of section 37(7) of the PA 2008, this report provides details of:
- 8.1.3 how we carried out statutory consultation in 2021 and statutory supplementary consultation in 2022 in compliance with statutory requirements, namely sections 42, 47, and 48 of the PA 2008;
- 8.1.4 any relevant responses received by us in response to those consultations; and
- 8.1.5 how we have taken account of those relevant responses, in accordance with section 49 of the PA 2008.
- 8.1.6 The statutory consultation ran for 44 days between 24 September and 6 November 2021. The supplementary consultations were undertaken in three phases between 28 January and 3 April 2022. Phases 1 and 2 ran for 30 days and the final phase, on one specific issue (an alternative site for relocation of Brough Hill Fair), ran for 23 days. Phase 1 included statutory consultation and non-statutory consultation, Phases 2 and 3 were non-statutory, as set out in Chapter 7.
- 8.1.7 This report has also provided an overview of how we have carried out non-statutory consultation and engagement with the public and stakeholders. This includes options consultation in 2019, the PRA in 2020 and continued engagement up until statutory consultation in 2021, and how the feedback received through such activities has also been considered in developing the Project design and assessing its effects on the environment. This report has also set out how we carried out pre-application consultation on the PEI report in accordance with the EIA Regulations.
- 8.1.8 Table 8.1 demonstrates how the DCLG (now named DLUHC) '*The Planning Act 2008: Guidance on the pre-application process*' has been followed.

Table 8.1 Compliance with DCLG (now named DLUHC) guidance on the pre-application process		
Para	Requirement:	Evidence of compliance:
17	When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.	The consultation materials produced for the statutory consultation included a brochure, map book and consultation feedback form, which clearly set out their status with regard to the consultation, including the date responses needed to be received by. A copy of these documents can be found in Annex L. The consultation materials produced for the supplementary consultations included supplementary consultation brochures, maps, and consultation feedback forms. The materials set out their status

Table 8.1 Compliance with DCLG (now named DLUHC) guidance on the pre-application process

Para	Requirement:	Evidence of compliance:
		with regard to the consultation, including the date responses needed to be received by. Copies of these materials can be found in Annex O.
18	Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.	Chapter 3 of this report describes our engagement, including early involvement, with local communities, the host local authorities, landowners, the SEBs and other statutory and non-statutory consultees.
19	The pre-application consultation process is crucial to the effectiveness of the major infrastructure consenting regime. A thorough process can give the Secretary of State confidence that issues that will arise during the six months examination period have been identified, considered, and – as far as possible – that applicants have sought to reach agreement on those issues.	<p>We have undertaken a significant statutory consultation exercise during the pre-application stage to ensure that issues arising could be identified and considered. We sought to address these issues and reach agreement, wherever possible. This has included a significant amount of engagement, including one-to-one meetings, with those affected by the proposals. Our statutory and supplementary consultation approaches are set out in Chapters 5 and 7. Who and how we have engaged with during the pre-application process is set out in Chapters 2 and 3.</p> <p>Where changes are proposed to the design following the statutory consultation, supplementary consultations were undertaken, where appropriate and necessary, to seek further feedback on these changes, as described in Chapter 7 of this report.</p> <p>Annex N sets out how we have had regard to statutory consultation feedback. Annex P sets out how we have had regard to supplementary consultation feedback.</p>
20	<p>Experience suggests that to be of most value, consultation should be:</p> <p>Based on accurate information that gives consultees a clear view of what is proposed including any options;</p> <p>Shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed; and</p> <p>Engaging and accessible in style, encouraging consultees to react and offer their views.</p>	<p>The statutory and supplementary consultation materials clearly set out the proposed A66 Northern Trans-Pennine project, including the design features, layout, and location. The consultation feedback form reflected the brochure to help consultees in providing feedback. Where we stated a preferred alignment out of alternative routes presented at statutory consultation, the consultation materials set out clearly our reasons for the preference and evolution of the design. The feedback form asked clearly whether people agreed with our preferred alignment or not with space provided to explain their response. Copies of the statutory consultation materials can be found in Annex L. Copies of the supplementary consultation materials can be found in Annex O.</p> <p>The project team engaged with stakeholders throughout the pre-application stage and the statutory consultation commenced well in advance of the DCO application date, to allow adequate time for consultees to consider the materials and provide feedback to influence the proposals. Details on how the design has been amended in response to statutory and supplementary consultation feedback can be found in Annex N and Annex P.</p>

Table 8.1 Compliance with DCLG (now named DLUHC) guidance on the pre-application process

Para	Requirement:	Evidence of compliance:
		<p>The statutory consultation, undertaken between 24 September and 6 November 2021, and the supplementary consultations, undertaken between 28 January and 3 April 2022, allowed consultees to engage face-to-face with us at public events and via the project website. Respondents could submit their feedback through a number of channels including online on Citizen Space, email, telephone, or hard copy via the Freepost address. All materials were designed to be engaging and easy to understand, while providing enough detail on the proposals for consultees to be informed, including the virtual consultation room and fly through animations. Copies of the consultation material can be found in Annex L and Annex O.</p>
25	<p>Consultation should be thorough, effective, and proportionate. Some applicants may have their own distinct approaches to consultation, perhaps drawing on their own or relevant sector experience, for example if there are industry protocols that can be adapted. Larger, more complex applications are likely to need to go beyond the statutory minimum timescales laid down in the Planning Act to ensure enough time for consultees to understand project proposals and formulate a response. Many proposals will require detailed technical input, especially regarding impacts, so sufficient time will need to be allowed for this. Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible.</p>	<p>Careful consideration was given to ensure there was a full opportunity to engage with the Project and the environmental information, in a way that allowed people to understand, influence and contribute to its development. We discussed with the host local authorities the extension of the consultation period from 30 days to 6 weeks to address the host local authorities' concerns that the period proposed was not long enough for the public to consider the consultation material and respond.</p> <p>While the consultation period is the formal opportunity to respond, it is part of a wider ongoing engagement and consultation ongoing process. The project team have been extensively engaging with a wide range of stakeholder groups in order to share evolving designs, understand feedback and amend the emerging design. The designs brought forward at statutory consultation were a culmination of many months of proactive engagement with landowners, communities and stakeholders who have been actively involved in their development.</p> <p>The statutory consultation ran for 44 days between 24 September and 6 November 2021 to provide a sufficient period of time for responses, which is significantly longer than the statutory minimum PA 2008 period of 28 days. There was regular engagement with statutory bodies and the host local authorities for technical information, outside of the statutory consultation process, including the approach to and findings from the environmental assessment work (reported in the PEI Report).</p> <p>We used a range of awareness raising materials, including letter notifications, email alerts, posters in local community facilities, use of the Engagement Van, briefings for CLGs and focus groups, social media, media adverts and press releases, so that the public and stakeholders were aware and well notified of the upcoming statutory consultation and public drop-in events, as detailed in Chapter 5 of this report.</p>

Table 8.1 Compliance with DCLG (now named DLUHC) guidance on the pre-application process

Para	Requirement:	Evidence of compliance:
		<p>We ensured the consultation materials were appropriate for different audiences for example, the PEI report included technical information to enable the SEBs, prescribed consultees and other consultees interested in technical detail, enough information to understand the likely environmental effects. We also provided a non-technical summary and the consultation brochure which were designed to be accessible for less technical readers or people with less time to understand the Project and environmental impacts without needing the full detail of the PEI report. The non-technical summary and consultation brochure also referenced and signposted the technical information documents for those who wanted more detail, and the non-technical summary and brochure were prepared with appropriate headings so that people could find information on specific aspects and schemes if they wanted, without reading the full document.</p> <p>The supplementary consultations were completed in three phases between 28 January and 3 April 2022. Phases one and two ran for 30 days and the final phase, to consult on an alternative site for Brough Hill Fair, ran for 23 days. The consultation periods were considered proportionate to the issues we were consulting on and the level of public interest. Phase one included multiple issues and statutory consultation with PILs under s42(1)(d) of the PA 2008; therefore, requiring a minimum 28-day consultation period under 45 of the PA 2008. Phase two included consultation on multiple issues and Phase three was a single-issue consultation.</p> <p>The supplementary consultations were focused on specific locations of the Project rather than being a route-wide public consultation exercise due to their localised nature. For all design changes consulted upon, the relevant targeted consultees were identified as set out in Annex R. This included (as relevant for each individual supplementary consultation) the host local authorities, the statutory environmental bodies, relevant land interests (as per section 44 of the PA 2008) and, where appropriate, people living in the vicinity of a proposed design change.</p> <p>We used a range of awareness raising activities including leaflets, posters, emails, and letters to notify the consultees in advance of the consultations, and other communication channels including telephone calls and consultation drop-in events, as detailed in Chapter 7 of this report.</p>

Table 8.1 Compliance with DCLG (now named DLUHC) guidance on the pre-application process

Para	Requirement:	Evidence of compliance:
		<p>We held in-person events, where we communicated the consultation to people living in the vicinity of the proposed design changes, to give them the opportunity to ask us questions. Where there were not in-person events, there was the opportunity to arrange meetings with the project team or discuss queries on the phone on a one-to-one basis. The venues for the in-person events were chosen based on availability and locality to the proposed design change.</p> <p>The information and materials were provided in all cases to enable impacted parties to understand the scale and impacts of the proposed design changes. We provided a webpage link to statutory consultation materials to ensure these changes could be understood in the wider context of the overall design. The consultation materials, including maps and brochures, were available as hard copies upon request. These are provided in Annex O.</p> <p>We were prepared to be flexible to respond to the needs of consultees where necessary but there were no specific requests made. We provided hard copies of materials or emailed copies of materials when requested and although no requests were received, we were prepared to provide consultation materials in other formats such as, large print, braille, or another language.</p>
26	<p>The Planning Act requires certain bodies and groups of people to be consulted at the pre-application stage but allows for flexibility in the precise form that consultation may take depending on local circumstances and the needs of the Project itself. Sections 42 – 44 of the Planning Act and Regulations set out details of who should be consulted, including local authorities, the Marine Management Organisation (where appropriate), other statutory bodies, and persons having an interest in the land to be developed. Section 47 in the Planning Act sets out the applicant’s statutory duty to consult local communities. In addition, applicants may also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be</p>	<p>We engaged with prescribed consultees set out in sections 42-44 of the PA 2008 during the statutory consultation and supplementary consultations and consulted with the local communities within the vicinity of the Project as set out under section 47 of the PA 2008.</p> <p>Annex H provides a list of prescribed consultees consulted under section 42 of the PA 2008, including the local authorities set out under section 43 of the PA 2008.</p> <p>The Book of Reference [Application Document 5.7] lists the land interests that were consulted as part of the statutory consultation and supplementary consultations, as set out in section 44 of the PA 2008.</p> <p>The Marine Management Organisation is not relevant to this application as not expected to affect or likely to affect any waters in or adjacent to England.</p>

Table 8.1 Compliance with DCLG (now named DLUHC) guidance on the pre-application process

Para	Requirement:	Evidence of compliance:
	significantly affected by the Project.	
27	<p>The Planning Act and Regulations set out the statutory consultees and prescribed people who must be consulted during the pre-application process. Many statutory consultees are responsible for consent regimes where, under Section 120 of the Planning Act, decisions on those consents can be included within the decision on a Development Consent Order. Where an applicant proposes to include non-planning consents within their Development Consent Order, the bodies that would normally be responsible for granting these consents should make every effort to facilitate this. They should only object to the inclusion of such non-planning consents with good reason, and after careful consideration of reasonable alternatives. It is therefore important that such bodies are consulted at an early stage. In addition, there will be a range of national and other interest groups who could make an important contribution during consultation. Applicants are therefore encouraged to consult widely on project proposals.</p>	<p>Statutory consultees, prescribed people and a range of local, regional, and national organisations and interest groups have been engaged throughout the pre-application process. This includes before, during and after the options consultation leading to the PRA, statutory consultation, and supplementary consultations through SSGs, focus groups and TWGs as set out in Chapters 2, 3, 5 and 7 of this report.</p> <p>A Consents and Agreements Position Statement [Application Document 5.4] sets out the consents and associated agreements expected to be required and the intended strategy for obtaining them.</p>
29	<p>Applicants will often need detailed technical input from expert bodies to assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters. Technical expert input will often be needed in advance of formal compliance with the pre-application requirements. Early engagement with these bodies can help avoid unnecessary delays and the costs of having to make changes at later stages of the process. It is equally important that statutory consultees respond to a request for technical input in a timely</p>	<p>Expert bodies, such as the Environment Agency and Natural England, were engaged early and throughout the development of the Project for their technical input through meetings, focus groups and technical working groups to assist with identifying and mitigating the social, environmental, design and economic impacts of the Project, as detailed in Chapter 3 of this report.</p>

Table 8.1 Compliance with DCLG (now named DLUHC) guidance on the pre-application process

Para	Requirement:	Evidence of compliance:
	manner. Applicants are therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.	
38	The role of the local authority in such discussions should be to provide expertise about the make-up of its area, including whether people in the area might have particular needs or requirements, whether the authority has identified any groups as difficult to reach and what techniques might be appropriate to overcome barriers to communication. The local authority should also provide advice on the appropriateness of the applicant's suggested consultation techniques and methods. The local authority's aim in such discussions should be to ensure that the people affected by the development can take part in a thorough, accessible and effective consultation exercise about the proposed project.	<p>We proactively engaged with the host local authorities to develop and refine the SoCC, as prescribed by section 47 of the PA 2008. This included two rounds of informal consultation on the SoCC and one round of formal consultation with the host local authorities, as described in Chapter 4 of this report. The host local authorities provided advice on how and who we should consult with, including groups that may be considered as difficult to reach. A summary table of all the comments received by the host local authorities and how we have responded to those comments is provided in Annex F.</p> <p>In addition, an Equality Impact Assessment (EqIA) [Application Document 3.10] was undertaken and updated throughout the pre-application stage to ensure the Project did not discriminate against or disadvantage people, and also considered how equality could be advanced.</p>
41	Where a local authority raises an issue or concern on the Statement of Community Consultation which the applicant feels unable to address, the applicant is advised to explain in their Consultation Report their course of action to the Secretary of State when they submit their application.	Table 4.2 in Chapter 4 of this report shows key changes made to the SoCC following feedback from the host local authorities. Annex F provides a table of all comments and suggestions received from the host local authorities on the draft SoCC. It also provides our response to those comments showing how we have taken on board the comments or explained how we were unable to address the comments.
50	It is the applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of Reference (which records and categories those land interests) is up-to-date at the time of submission.	<p>We have ensured due diligence has been undertaken in identifying all land interests. We have made all reasonable efforts to ensure the Book of Reference [Application Document 5.7] is up to date at the point of submission.</p> <p>Annex H provides a list of s42 consultees that were contacted as part of the statutory consultation, under which category and when. In accordance with Advice Note 14, the s42(1)(d) list in Annex H has been cross checked against the Book of Reference. The outcomes of this cross-check have been reported on in Chapter 5. Annex R provides a list of those consulted for the supplementary consultations.</p> <p>How we have demonstrated due diligence is included in the Statement of Reasons [Application Document 5.8]</p>

Table 8.1 Compliance with DCLG (now named DLUHC) guidance on the pre-application process

Para	Requirement:	Evidence of compliance:
54	<p>In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultation in their area.</p>	<p>To ensure an inclusive approach to engagement and to ensure that different groups have the opportunity to participate and are not disadvantaged in the process, we used a variety of methods and materials, which were agreed with the host local authorities through engagement on the SoCC:</p> <ul style="list-style-type: none"> Project webpage Letters Email and telephone number available Posters and leaflets Drop-in events Virtual Q&As Engagement Van Consultation brochure and map book Newspaper adverts Social media <p>Chapter 4 explains the SoCC approach and Chapter 5 provides further detail on the approach to statutory consultation.</p> <p>In addition, an Equality Impact Assessment (EqIA) Application Document 3.10] was undertaken and updated throughout the pre-application stage to ensure the Project did not discriminate against or disadvantage people, and also considered how equality could be advanced.</p>
55	<p>Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the Project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the Project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested. There may be cases where documents</p>	<p>The consultation brochure, map book and exhibition panels (available on the Project webpage, local deposit points and at the drop-in events) clearly set out the proposals for each section of the Project and where further technical work including additional environmental surveys were required. Technical documents, such as the PEI report, were also made available for comment during the consultation online, at events and through local deposit points.</p> <p>We ensured the consultation materials were appropriate for different audiences for example, the PEI report included technical information to enable the SEBs, prescribed consultees and other consultees interested in technical detail, enough information to understand the likely environmental effects. We also provided a non-technical summary and the consultation brochure which were designed to be accessible for less technical readers or people with less time to understand the Project and environmental impacts without needing the full detail of the PEI report. The non-technical summary and consultation brochure also referenced and signposted the technical information documents for those who wanted more detail, and the non-technical summary and brochure were prepared with appropriate headings so that people could find</p>

Table 8.1 Compliance with DCLG (now named DLUHC) guidance on the pre-application process

Para	Requirement:	Evidence of compliance:
	may need to be bilingual (for example, Welsh and English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.	information on specific aspects and schemes if they wanted, without reading the full document. An email and telephone number were available for people to request hard copies of materials or materials in another format or language. Copies of the consultation materials and consultation feedback form are provided in Annex L.
57	The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be made available online, at any exhibitions or other events held by applicants. It should be placed at appropriate local deposit points (e.g., libraries, council offices) and sent to local community groups as appropriate.	The SoCC set out details of where the statutory public consultation events were expected to be held, with alternatives explained for cancelled events in case Government COVID-19 guidance and regulations changed. The SoCC was made available on the Project webpage, at deposit points and at all consultation events. A copy of the published SoCC is provided in Annex G of this report.
58	Applicants are required to publicise their proposed application under section 48 of the Planning Act and the Regulations and set out the detail of what this publicity must entail. This publicity is an integral part of the public consultation process. Where possible, the first of the two required local newspaper advertisements should coincide approximately with the beginning of the consultation with communities. However, given the detailed information required for the publicity in the Regulations, aligning publicity with consultation may not always be possible, especially where a multi-stage consultation is intended.	We publicised the proposed application under section 48 of the PA 2008 to coincide with the start of section 42 and section 47 consultations. Week 1 of section 48 notices were published across 11 September – 17 September 2021, week 2 of section 48 notices were published across 18 September – 24 September 2021. Section 47 notices were published across 17 September – 22 September 2021. Section 42(1)(a) and section 42(1)(b) were notified on 12 August 2021 about the upcoming statutory consultation and an email was sent inviting them to participate in the statutory consultation on 22 September 2021. The formal statutory notification letter was sent on 20 September 2021 to those who did not confirm acceptance of the email. Letters were posted to section 42(1)(d) consultees on 20 September 2021. The start of consultation was on 24 September 2021 therefore the section 42, 47 and 48 notices arrived prior to this start date of statutory consultation. Details of the published notices can be found in Chapter 5 of this report. Copies of the statutory notices are provided in Annex M of this report.
68	To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time consultees will need sufficient	Statutory consultation commenced eight months in advance of the DCO submission date, ensuring consultees had a real opportunity to influence the Project design and allowing for further supplementary consultations, following the outcomes of statutory consultation, to take place. We provided information in various formats including, fly through

Table 8.1 Compliance with DCLG (now named DLUHC) guidance on the pre-application process

Para	Requirement:	Evidence of compliance:
	information on a project to be able to recognise and understand the impacts.	<p>animations, consultation brochures, map books and Technical Reports for example, to ensure consultees had sufficient information to understand the Project impacts.</p> <p>Engagement has also continued outside of the advertised statutory consultation period as set out in Chapter 3 of this report.</p>
72	<p>The timing and duration of consultation will be likely to vary from project to project, depending on size and complexity, and the range and scale of the impacts. The Planning Act requires a consultation period of a minimum of 28 days from the day after receipt of the consultation documents. It is expected that this may be sufficient for projects which are straightforward and uncontroversial in nature. But many projects, particularly larger or more controversial ones, may require longer consultation periods than this. Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project. It is also important that consultees do not withhold information that might affect a project, and that they respond in good time to applicants. Where responses are not received by the deadline, the applicant is not obliged to take those responses into account.</p>	<p>Careful consideration was given to ensure there was a full opportunity to engage with the Project and the environmental information, in a way that allowed people to understand, influence and contribute to its development. We discussed with the host local authorities the extension of the consultation period from 30 days to 6 weeks to address the host local authorities' concerns that the period proposed was not long enough for the public to consider the consultation material and respond.</p> <p>While the consultation period is the formal opportunity to respond, it is part of a wider ongoing engagement and consultation ongoing process. The project team have been extensively engaging with a wide range of stakeholder groups in order to share evolving designs, understand feedback and amend the emerging design. The designs brought forward at statutory consultation were a cumulation of many months of proactive engagement with landowners, communities and stakeholders who have been actively involved in their development.</p> <p>The statutory consultation ran for a period of 44 days from 24 September 2021 through to 6 November 2021, allowing adequate time for consultees to understand the proposals and respond to the consultation. There was regular engagement with statutory bodies and the host local authorities for technical information, outside of the statutory consultation process, including the approach to and findings from the environmental assessment work (reported in the PEI report).</p> <p>We used a range of awareness raising materials, including letter notifications, email alerts, posters in local community facilities, use of the Engagement Van, briefings for CLGs and focus groups, social media, media adverts and press releases, so that the public and stakeholders were aware and well notified of the upcoming statutory consultation and public drop-in events, as detailed in Chapter 5 of this report.</p> <p>Twenty late responses were received after the close of statutory consultation. These were imported into the Traverse consultation database in the same way as other responses. These responses have been analysed and reported in Chapter 6 and Annex N.</p> <p>The supplementary consultations were completed in three phases between 28 January and 3 April 2022. Phases one and two ran for 30 days and the final</p>

Table 8.1 Compliance with DCLG (now named DLUHC) guidance on the pre-application process

Para	Requirement:	Evidence of compliance:
		<p>phase, to consult on an alternative site for Brough Hill Fair, ran for 23 days. The consultation periods were considered proportionate to the issues we were consulting on and the level of public interest. Phase one included multiple issues and statutory consultation with PILs under s42(1)(d) of the PA 2008; therefore, requiring a minimum 28-day consultation period under 45 of the PA 2008. Phase two included consultation on multiple issues and Phase three was a single-issue consultation.</p> <p>The supplementary consultations were focused on specific locations of the Project rather than being a route-wide public consultation exercise due to their localised nature. For all design changes consulted upon, the relevant targeted consultees were identified as set out in Annex R. This included (as relevant for each individual supplementary consultation) the host local authorities, the statutory environmental bodies, relevant land interests (as per section 44 of the PA 2008) and, where appropriate, people living in the vicinity of a proposed design change.</p> <p>We used a range of awareness raising activities including leaflets, posters, emails, and letters to notify the consultees in advance of the consultations, and other communication channels including telephone calls and consultation drop-in events, as detailed in Chapter 7 of this report.</p> <p>We held in-person events, where we communicated the consultation to people living in the vicinity of the proposed design changes, to give them the opportunity to ask us questions. Where there were not in-person events, there was the opportunity to arrange meetings with the project team or discuss queries on the phone on a one-to-one basis. The venues for the in-person events were chosen based on availability and locality to the proposed design change.</p> <p>The information and materials were provided in all cases to enable impacted parties to understand the scale and impacts of the proposed design changes. We provided a webpage link to statutory consultation materials to ensure these changes could be understood in the wider context of the overall design.</p> <p>The consultation materials, including maps and brochures, were available as hard copies upon request. These are provided in Annex O. Further information is provided in Chapter 7 of this report.</p>

Table 8.1 Compliance with DCLG (now named DLUHC) guidance on the pre-application process

Para	Requirement:	Evidence of compliance:
		<p>Seven late responses were received to the supplementary consultations. These responses have been analysed and reported in Chapter 7 and Annex P.</p>
73	<p>Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the Project proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward is fundamentally different from what was consulted on, further consultation may well be needed. This may be necessary if, for example, new information arises which renders all previous options unworkable or invalid for some reason. When considering the need for additional consultation, applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors.</p>	<p>There were three tests which were considered to decide whether supplementary consultation was required on the proposed design changes:</p> <p>It is of sufficient scale (the physical nature of the change).</p> <p>It introduces material change to the environmental impacts of the Project.</p> <p>The level of public interest in the change as expressed during statutory consultation</p> <p>From these tests, we concluded that the proposed design changes did not impact the overall Project in a manner that would make it fundamentally different to that which was presented at statutory consultation between 24 September 2021 to 6 November 2021 and therefore further statutory consultation on the entire project was not required.</p> <p>The supplementary consultations were conducted in line with the principles of pre-application statutory consultation set out in the PA 2008 and principles and methods in the Project's SoCC to the extent they were relevant for these supplementary consultations. Because statutory consultation under section 47 was not being undertaken, a new SoCC was not required. As noted in Chapter 4, we engaged proactively and consistently with the five host local authorities, taking on board their feedback in developing our SoCC prior to launching the statutory consultation in autumn 2021. Furthermore, we engaged the host local authorities in the lead up to the supplementary consultations.</p> <p>Further information on the supplementary consultations carried out is provided in Chapter 7 of this report.</p>
77	<p>Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultation is fair to all parties, applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the Project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.</p>	<p>The statutory and supplementary consultations undertaken have been fair and reasonable, and proportionate in relation to the scale of the proposals and the public interest in the Project. We have had continued engagement with the host local authorities, including consultation on the SoCC where we discussed our approach to consultation, to ensure our engagement has been fair and reasonable for communities. After a comment from the host local authorities on the notification zone, we extended our notification zone from 2.5km to 5km to take account of the anticipated level of local interest. The host local authorities' comments on the draft SoCC and how we have responded are provided in Annex F. We have widely advertised our consultations, engaged with specialists through focus groups, dedicated PLOs to work with landowners, local</p>

Table 8.1 Compliance with DCLG (now named DLUHC) guidance on the pre-application process

Para	Requirement:	Evidence of compliance:
		communities and CLGs, held drop-in events, provided various online methods of engagement, and provided hard copies of materials when requested to ensure our consultation was fair and accessible to all parties. Further information is provided in Chapters 2, 3, 4 and 5 of this report.
84	A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The applicant should make a judgement as to whether the Consultation Report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual basis.	This report provides references to the application documents where responses raised in relation to technical points can be found. Annex N of this report sets out how we have had regard to statutory consultation responses received, including technical responses. Annex P of this report sets out how we have had regard to supplementary consultation responses received, including technical responses. Chapter 3 of this report describes the ongoing engagement including technical discussions throughout the Project with the SEBs and other key stakeholders which have been facilitated through the TWGs. The outcomes of the TWGs are detailed in the Evidence Plan, Appendix 1.1 of the Environmental Statement [Application Document 3.2]. An example of a key additional body that National Highways have had continued engagement with are the North Pennines AONB Partnership, while not a statutory consultee, have been included in the Evidence Plan process as the organisation responsible for the management of the North Pennines AONB.

8.1.9 We have also considered the advice given in PINS' *'Advice Note Fourteen: Compiling the Consultation Report (version three)'*, which was updated at the end of February 2021 in light of COVID-19 to include additional advice on reporting virtual consultation activity. Details of compliance with this is included in Table 8.2.

Table 8.2 Compliance with The Planning Inspectorate's Advice Note 14: Compiling the Consultation Report

Advice:	Evidence of compliance:
Introductory text should provide an overview of a summary of the consultation activities undertaken and a table or timeline summarising both statutory and non-statutory consultation in chronological order. This section should explain the relationship between any initial strategic options stage, any subsequent non-statutory consultation that may have taken place, and the statutory consultation carried out under the PA 2008.	Chapter 1 of this report provides an overview of the pre-application process as it relates to this project. Chapter 1 includes a summary timeline and summary table (Table 1.1) of the non-statutory and statutory consultation activities undertaken in the development of the Project of this report. Figure 1.2 shows a timeline of the relationship of the non-statutory options consultation 16 May July to 11 July 2019 leading to the PRA in May 2020, followed by the statutory consultation 24 September 2021 to 6 November 2021.

Table 8.2 Compliance with The Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report

Advice:	Evidence of compliance:
<p>The Applicant should include a list of all persons and bodies that were consulted, and when they were consulted, arranged in the following strands: Prescribed consultees (s42(1)(a), s42(1)(aa) and s42(1)(c) Relevant local authorities – s42(1)(b) Persons with an interest in land – s42(1)(d)</p>	<p>A full list of s42 consultees that were contacted as part of the statutory consultation is provided in Annex H of this report. Annex R provides a list of s42 consultees that were contacted as part of the supplementary consultations. Sub sections 42(1)(aa) and 42(1)(c) are not relevant to this Project because it is inland and is not located within Greater London. Table 5.2 of this report sets out when the s42 consultees were notified about the statutory consultation. Chapter 7 sets out how and when s42 consultees were consulted for supplementary consultations.</p>
<p>A short description of how s43 of the PA 2008 has been applied in order to identify the relevant local authorities should be included. This could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.</p>	<p>A short description of how section 43 of the PA 2008 has been applied to identify the relevant local authorities for the Project, is set out in Table 5.1 in Chapter 5 of this report. A map has also been provided identifying the boundaries of the relevant local authorities in Figure 5.1 in Chapter 5 of this report.</p>
<p>The Applicant must demonstrate that diligent enquiry was undertaken to identify persons under s44 of the PA 2008 and to ensure that an up to date Book of Reference is submitted. The Consultation Report should explain how many persons with an interest in land were consulted, under which category and when.</p>	<p>A full list of land interests consulted are identified in the Book of Reference [Application Document 5.7]. Annex H provides a list of s42 consultees that were contacted as part of the statutory consultation, under which category and when. In accordance with Advice Note 14, the s42(1)(d) list in Annex H has been cross checked against the Book of Reference. The outcomes of this cross-check have been reported on in Chapter 5. Annex R provides a list of those consulted for the supplementary consultations.</p>
<p>The Applicant must show compliance with the SoCC preparation process. Evidence should be submitted as part of the consultation report that shows: which local authorities were consulted about the content of the draft SoCC; what the local authorities’ comments were; confirmation that the local authorities were given 28 days to provide their comments; and a description about how the Applicant had regard to the local authorities’ comments.</p>	<p>Chapter 4 of this report sets out the preparation process of the SoCC, in compliance with section 47 of the PA 2008. The process included two rounds of informal consultation on the SoCC and one round of formal consultation with the host local authorities. The host local authorities provided advice on how and who we should consult with, including groups that may be considered as difficult to reach. Annex E provides evidence of which local authorities were consulted about the content of the draft SoCC (the host local authorities) and confirmation that the host local authorities were given 30 days to provide their comments for the formal consultation on the draft SoCC. Annex F provides a summary table of all the comments received</p>

Table 8.2 Compliance with The Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report

Advice:	Evidence of compliance:
	by the host local authorities and how we had regard to those comments.
<p>Any consultation not carried out under the provisions of the PA 2008 should be clearly indicated and identified separately. Applicants should describe the non-statutory consultation that took place to the same level of detail as the statutory consultation. Whilst it is not necessary for an Applicant to demonstrate how it has had regard to the consultees’ comments made in response to non-statutory consultation, it is useful to understand how comments received influence the Project.</p>	<p>The options consultation is set out separately to statutory consultation in Chapter 2 and the supplementary consultations are set out separately in Chapter 7 of this report. Annex P shows how we have had regard to feedback received from supplementary consultations.</p> <p>Throughout the evolution of the Project there have been various methods of receiving feedback from communities, stakeholders, and landowners such as focus groups, TWGs and CLGs, and comments and suggestions have been fed back to the environmental and design teams which have influenced and helped us refine the design.</p>
<p>The summary of responses, if done well, can save a significant amount of explanatory text. We advise that applicants group responses under the three strands of consultation as follows:</p> <p>S42 prescribed consultees (including s43 and s44);</p> <p>S47 community consultees; and</p> <p>S48 responses to statutory publicity.</p> <p>This list should also make a further distinction within those categories by sorting responses according to whether they contain comments which have led to changes to matters such as siting, route, design, form, or scale of the scheme itself, or to mitigation or compensatory measures proposed, or have led to no change.</p>	<p>Chapter 6 of this report provides a summary of relevant responses made to the statutory consultation. It explains how we have analysed feedback through the use of a coding framework. This coding process resulted in a log of all matters raised from the feedback received which was then categorised into: section 47 public consultation feedback, section 42(1)(a) prescribed consultees, section 42(1)(b) local authorities and section 42(1)(d) PILs.</p> <p>Consultation responses were separated by the related scheme (or project-wide matter), if applicable, and topic code. We presented these coded and summarised responses in Annex N of this report and have provided a response to all matters raised and demonstrated the regard had to those matters.</p> <p>Annex N also identifies where changes have been made to the design of the Project following the feedback received and where feedback has led to no change. Annex N tables are separated according to scheme (or project-wide) and then by topic code such as environmental mitigation or engineering design. Each table in Annex N also includes consultee columns (listed below) so it is clear which type of consultee raised the matter:</p> <p>section 47 public consultation feedback section 42(1)(a) prescribed consultees section 42(1)(b) local authorities section 42(1)(d) PILs</p>

Table 8.2 Compliance with The Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report

Advice:	Evidence of compliance:
<p>A summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be included, including where responses have been received after deadlines set by the applicant.</p>	<p>A summary of consultation responses by category together with an explanation of why responses have led to design changes, or no design changes are provided in Annex N and Annex P of this report.</p>
<p>Where virtual consultation methods have been deployed, the views of the relevant local authorities should be captured in the Consultation Report. The SoCC should explain any mitigation measures for digitally disadvantaged members of the community.</p>	<p>The approach to statutory consultation is set out in Chapter 5 of this report with details of our approach to consultation which included both digital and traditional methods of engagement.</p> <p>The host local authorities’ comments on the SoCC and how we have responded are provided in Annex F of this report with details of mitigation measures for those without access to the internet. Mitigation measures included early awareness raising materials such as flyers and posters in local community facilities providing details of the upcoming consultation and a telephone number to request hard copies of materials. The published SoCC is provided in Annex G.</p>

- 8.1.10 We have demonstrated that a staged and iterative approach to consultation has been undertaken for this project, reflecting DCLG (now DLUHC) guidance on pre-application consultation. This approach has been taken in accordance with statute and guidance to provide the opportunity to consultees to influence the developing proposals. As evidenced in this report, this project, which is the subject of an application for development consent, has been designed taking into account feedback from prescribed consultees, landowners, interest groups and the general public, such that changes have been made to the design as a result of their feedback.
- 8.1.11 It is therefore concluded that, as evidenced in this report, we have complied with all statutory requirements of the PA 2008 in relation to carrying out consultation prior to making an application for development consent.
- 8.1.12 As well as preparing this report, we have also set out how it has complied with guidance and advice on consultation in the section 55 checklist [Application Document 1.2] submitted with the application documents.

Glossary and abbreviations

Table 8.3 Glossary and abbreviations	
Term	Definition
Accommodation overpass/ underpass / structure	A bridge under or over the A66 that serves an affected area of land or property, not considered a public highway.
Accommodation/access road or track	A new or altered access road or track serving an affected area of land or property, not considered a public highway.
PA 2008	The Planning Act 2008
Affected Road Network (ARN)	Those roads within the traffic reliability area which, in the opening year of the project, meet specific criteria set out in DMRB.
Agricultural Land Classification (ALC)	A relative measure of agricultural land quality in England and Wales. In practice, the ALC grades are defined by reference to the land's physical characteristics. The most productive and flexible land falls into Grades 1 & 2 and Subgrade, 3a and collectively comprises about one-third of the agricultural land in England and Wales. About half the land is of moderate quality in Subgrade 3b or poor quality in Grade 4. The remainder is very poor-quality land in Grade 5, which mostly occurs in the uplands.
Air Quality Management Area (AQMA)	An area within a local authority boundary where the air quality objectives are not likely to be achieved. The local authority is required to declare the area as an air quality management area and to prepare a local air quality action plan.
Amenity	The relative pleasantness of a journey, or the ability of communities to achieve enjoyment and/or quality of life.
Ancient Trees	One that has passed beyond maturity and is old, or aged, in comparison with other trees of the same species
Ancient woodland (AW)	Land that has been continually wooded since at least 1600 AD.
Ancient Woodland Inventory (AWI)	A map-based record of all ancient woodland in England and Wales over 2ha in area.
Annual average daily traffic (AADT)	The total volume of vehicle traffic of a motorway or road for a year divided by 365 days.
Appleby Horse Fair	Appleby Horse Fair is a historic gathering of Gypsies and Travellers which takes place annually at Appleby-in-Westmorland.
Applicant	National Highways
Application	This refers to an application for a Development Consent Order. An application consists of a series of documents and plans which are submitted to the Planning Inspectorate and published on its website.
Appraisal	A process that looks at the worth of a course of action.
Aquifer	An underground rock formation containing water, often used as a water source.
Area of Outstanding Natural Beauty (AONB)	An area designated under Section 82(1) of the Countryside and Rights of Way Act 2000 for the purpose of conserving and enhancing its natural beauty.

Table 8.3 Glossary and abbreviations

Term	Definition
Assessment	A process by which information about effects of a proposed plan, project or intervention is collected, assessed, and used to inform decision-making.
Attenuation	The term used in drainage design to indicate a reduction in the rate of flow or flooding risk, for example, by means of a pond to hold back water.
Balancing pond	Part of a drainage system that is used to temporarily store, and thereby attenuate, the flow of surface water run-off.
Baseline	Existing environmental conditions present on, or near a site, against which future changes can be measured or predicted.
Baseline environment	The environment as it appears (or would appear) immediately prior to the implementation of the project together with any known or foreseeable future changes that will take place before completion of the project.
Benefit Cost Ratio (BCR)	The benefit cost ratio is a presentation of the amount of benefit being bought for every £1 of cost to the public purse – the higher the BCR the greater the benefit for every £1 spent.
Best and most versatile (BMV) land	Land defined as grade 1, 2 or 3a of the Agricultural Land Classification. This land is considered the most flexible, productive, and efficient and is most capable of delivering crops for food and non-food uses.
Biodiversity	Biological diversity: The variety of life forms in a given area, includes all species of plants and animals, their genetic variation, and the complex ecosystems of which they are part.
Biodiversity Action Plan (BAP)	A nationally established programme that seeks to protect and restore threatened species, habitats, and biological systems.
Borehole	A hole bored into the ground, usually as part of investigations, typically to test the depth and quality of soil, rock, and groundwater. A borehole can also be used to dewater the ground or for a water supply.
Brough Hill Fair	Brough Hill Fair is a historic gathering of Gypsies and Travellers which takes place annually at a site approximately 1.2km to the east of Warcop and adjacent to the southern edge of the A66.
Buildability advisors	Provide buildability advice on all aspects of construction and delivery and inputting into the scheme estimates.
Bund	An embankment structure.
Community Liaison Group (CLG)	Made up of community representatives. These groups cover geographic areas of the Project and were set up as part of ongoing engagement to develop relationships with local communities, share information, support members in building a level of understanding and for group feedback to inform the design.
Compensation	Measures taken to offset or compensate for residual adverse effects that cannot be mitigated, or for which mitigation cannot entirely eliminate.
Consent	A statutory permission given to an applicant by a statutory authority, such as the local planning authority or the Secretary of State, that allows a development to be carried out within a specific area of land.
Conservation Area	Defined at Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as those parts of a local planning authority area of

Table 8.3 Glossary and abbreviations

Term	Definition
	special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.
Construction Materials	Primary, recycled / secondary and renewable sources of materials required for constructing a project.
Consultation	A process by which regulatory authorities, statutory and non-statutory bodies, local authorities, local communities, and those with an interest in the land are approached for information and opinions regarding a development proposal.
County	England is divided into 48 ceremonial counties, which are also known as geographic counties, used for the purposes of administrative, geographical, and political demarcation.
Cutting	A section of road where the surrounding land is at a higher level and the ground has been dug away to put in the road.
Department for Communities and Local Government (DCLG) (now Department for Levelling Up Housing and Communities (DLUHC))	A government department which is now called the Department for Levelling up Housing and Communities but which is still referenced as DCLG in certain guidance, with responsibility for driving up housing supply, increasing home ownership, devolving powers and budgets to boost local growth in England, and supporting strong communities with excellent public services.
Decibel (dB)	Measurement of noise on a logarithmic scale. The range of audible sound pressures is approximately 0 dB to 140 dB. A single dB figure is unhelpful as it describes the total amount of acoustic energy measured and does not take any account of the ear's ability to hear certain frequencies more readily than others.
Designated Funds	A series of ring-fenced funds designated to Highways England to address a range of issues beyond the traditional focus of road investment.
Designer	The organisation commissioned to undertake the various stages of scheme preparation and supervision of construction. This includes specialise subconsultants brought in to advise on specific areas of assessment and mitigation.
Design Manual for Roads and Bridges (DMRB)	A set of documents that provide a comprehensive manual system which accommodates all current standards, advice notes and other published documents relating to the design, assessment, and operation of trunk roads.
Design speed	The design speed is a tool used to determine geometric features of a new road design based on the anticipated vehicle speeds on the road.
Design Year	In the case of this scheme, 15 years after assumed opening.
Detailed Design	The process of taking on and developing the preliminary design.
Development Consent Order (DCO)	The means of obtaining permission for developments categorised as nationally significant infrastructure projects.
Digital engagement	Methods of communication and engagement online using the internet and can involve a variety of tools such as virtual consultation rooms.

Table 8.3 Glossary and abbreviations

Term	Definition
Do-Minimum (DM)	Future situation assuming no scheme is provided, but that maintenance is on-going.
Do-Nothing	The existing network without modification in the Opening Year/Design Year.
Do-Something (DS)	The road project under consideration in the Opening Year /Design Year
Draft DCO boundary	The site boundary used for the purpose of consultation. It includes the land anticipated at this stage likely to be required temporarily and/or permanently for the construction, operation, and maintenance of the project.
Earthworks	The process of excavating or increasing level of soil.
Effect	Term used to express the consequence of an impact (expressed as the 'significance of effect'), which is determined by correlating the magnitude of the impact to the importance, or sensitivity, of the receptor or resource in accordance with defined significance criteria. For example, land clearing during construction results in habitat loss (impact), the effect of which is the significance of the habitat loss on the ecological resource.
Embankment	Artificially raised ground, commonly made of earth material, such as stone.
Embedded mitigation	Design measures which are integrated into a project for the purpose of minimising environmental effects.
Engagement Van	A National Highways branded mobile van which is used to access local communities. The mobile van features displays and gives local people to the chance to speak to staff about the Project.
Engineering boundary	Land likely to be subject to some form of earthworks (as a minimum, removal of vegetation and topsoil) – shown using a blue boundary.
Enhancement	A measure that is over and above what is required to mitigate the adverse effects of a project.
Environment Agency	The Environment Agency is responsible for environmental protection and regulation in England and plays a central role in implementing the government's environmental strategy. The Environment Agency is the main body responsible for managing the regulation of major industry and waste, treatment of contaminated land, water quality and resources, fisheries, inland river, estuary and harbour navigations and conservation and ecology. They are also responsible for managing the risk of flooding from main rivers, reservoirs, estuaries, and the sea.
Environmental assessment	A method and a process by which information about environmental effects is collected, assessed, and used to inform decision-making.
Environmental Assessment Report	Documents the findings of an Environmental Assessment.
Environmental designation	A defined area which is protected by legislation that is threatened by change from manmade and natural influences (for example Ramsar sites, Sites of Special Scientific Interest and Special Areas of Conservation).
Environmental Impact	Any change to the environment, whether adverse or beneficial

Table 8.3 Glossary and abbreviations

Term	Definition
Environmental Impact Assessment (EIA)	DMRB LA 104 Environmental assessment and monitoring (DMRB LA 104) (Highways England, 2020) ⁷ defines EIA as: Statutory process consisting of: 1) preparation of an Environmental Statement 2) consultation 3) examination by the competent authority of the information contained within the Environmental Statement 4) the reasoned (justified or evidenced) conclusion by the competent authority on the significant effects of the project on the environment 5) the reasoned (justified or evidenced) decision by the competent authority to grant or refuse development consent
Environmental Management Plan (EMP)	Provides the framework for recording environmental risks, commitments and other environmental constraints and clearly identifies the structures and processes that will be used to manage and control these aspects. The EMP also seeks to ensure compliance with relevant environmental legislation, government policy objectives and scheme specific environmental objectives. It also provides the mechanism for monitoring, reviewing, and auditing environmental performance and compliance.
Environmental Masterplan	The plans which illustrate the mitigation measures integrated into the design of the scheme.
Environmental Statement (ES)	A statutory report produced by the applicant including: 1) a description of the project 2) a description of the likely significant effects of the project on the environment 3) a description of the features of the project and/or measures envisaged in order to avoid, prevent, or reduce and, if possible, offset likely significant adverse effects on the environment 4) a description of the reasonable alternatives 5) a non-technical summary 6) any additional information relevant to the characteristics of a project.
Essential mitigation	Mitigation critical for the delivery of a project which can be acquired through statutory powers. These are measures required to reduce and if possible offset likely significant environmental effects, in support of the reported significance of effects in the environmental assessment.
Examination stage	The formal, legal process governed by the Planning Act 2008 and related legislation. The examination stage is operated and led by the Planning Inspectorate on behalf of the Secretary of State.
Examining authority	The person(s) appointed by the Secretary of State (SoS) to assess the DCO application and make a recommendation to the SoS.
Floodplain	A floodplain or flood plain is an area of land adjacent to a stream or river which stretches from the banks of its channel to the base of the enclosing valley walls and which experiences flooding during periods of high discharge.

⁷ Highways England (2020) Design Manual for Roads and Bridges LA 104 Environmental assessment and monitoring, available at:

[redacted]
[redacted] [accessed 9 September 2021]

Table 8.3 Glossary and abbreviations

Term	Definition
Flood Risk Assessment	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be considered
Flood zones	Flood Zones refer to the probability of river and sea flooding. They are available to view on the Environment Agency's website.
Flood Zone 1	Land having a less than 1 in 1,000 annual probability of river or sea flooding.
Flood Zone 2	Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding.
Flood Zone 3	Land having a 1 in 100 or greater annual probability of river flooding; or land having a 1 in 200 or greater annual probability of sea flooding.
Focus Group	Topic groups set up to provide information to and discuss the Project with attendees. These focus groups include organisations related to walkers, cyclists, and equestrians; members of the business, freight, and ports community; local authorities; emergency services and environmental interest groups.
Greenhouse Gas (GHG)	A gas that contributes towards global warming by trapping heat given off from the earth's surface. Under the United Nations' Kyoto Protocol, the 6 GHG gases are carbon dioxide, methane, nitrous oxide, perfluorocarbons, hydrofluorocarbons, and sulphur hexafluoride.
Groundwater	Groundwater is the water present beneath Earth's surface in soil pore spaces and in the fractures of rock formations.
Ground investigation	To obtain information on the physical properties of soil and rock around a site.
Grade-separated junction	Roads crossing the carriageway pass at a different level, so as not to disrupt the flow of traffic. Slip roads connect the carriageway to the junction.
Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
Habitat Regulations Assessment (HRA)	A HRA is required where a project may have significant effects on a site by affecting its function to support protected habitats or species. Its purpose is to assess the implications of the proposal in respect of the site's conservation objective. The assessment is undertaken by the competent authority, in this case the Secretary of State.
Heavy Duty Vehicle (HDV)	As HGV with the inclusion of buses and coaches.
Heavy Goods Vehicle (HGV)	A goods vehicle over 3.5 tonnes, including rigid and articulated lorries.
Heritage Resources	Heritage Resources are those resources, both human and natural, created by activities from the past that remain to inform present and future societies of that past
Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Table 8.3 Glossary and abbreviations

Term	Definition
Host local authorities	Cumbria County Council, Eden District Council, North Yorkshire County Council, Richmondshire District Council and Durham County Council.
Impact	Change that is caused by an action (for example land clearing (action) during construction which results in habitat loss (impact)).
Informal Scoping	The process of identifying the issues to be addressed by the EIA process. It is a method of ensuring that an assessment focuses on the important issues and avoids those that are considered to be not significant.
Key construction material	Construction materials which, by weight, constitute the majority of material required to deliver the scheme.
Landscape character area (LCA)	Distinct, recognisable, and consistent patterns of elements and activity that make one landscape different from another. Note these can be a combination of landscape, biodiversity, geodiversity, and economic activity that follow natural, rather than administrative boundaries.
Landscape Elements	Broad classification types of component parts of the landscape with specific requirements or management needs to achieve their longer-term objectives. These can be subdivided according to their detailed design or management needs relating to their function.
Land Interest Questionnaire (LIQ)	Questionnaires sent to people thought to have an interest in land to obtain the most up to date information about land ownership in the area.
Land Use	What land is used for, based on broad categories of functional land cover, such as urban and industrial use and the different types of agriculture and forestry.
Legislation	A law or set of laws proposed by a government and given force/made official by a parliament.
Listed Building	A structure which has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest to protect its architectural and historic interest.
Local Authority	An administrative body of local government.
Local Development Plan	The set of documents and plans that sets out the local authority's policies and proposals for the development and use of land in their area.
Local Impact Report	A report produced by a local authority which gives details of the likely impact of the proposed development on the local authority's area (or any part of that area). As part of the examination process, the Planning Inspectorate will invite relevant local authorities to submit local impact reports by a given deadline.
Mainline	The carriageway carrying the main flow of traffic, generally traffic passing straight through a junction or interchange.
Member of Parliament (MP)	The representative of the voters to the UK parliament.
Mitigation	Measures including any process, activity, or design to avoid, reduce, remedy, or compensate for negative environmental impacts or effects of a development.
Mitigation measures	Methods employed to avoid, reduce, remedy, or compensate for significant adverse impacts of development proposals.
Ministry of Defence (MoD)	The British government department responsible for

Table 8.3 Glossary and abbreviations	
Term	Definition
	implementing the defence policy.
Monitoring	A continuing assessment of the performance of the Project, including mitigation measures. This determines if effects occur as predicted or if operations remain within acceptable limits, and if mitigation measures are as effective as predicted.
National Infrastructure Delivery Plan (NIDP)	A national policy document issued by the government which describes how the government will support the delivery of key infrastructure projects and programmes to the end of this Parliament.
National Planning Policy Framework (NPPF)	The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied.
Nationally Significant Infrastructure Project (NSIP)	Large scale developments which require a type of consent known as 'development consent' under procedures governed by the Planning Act 2008.
National Networks National Policy Statement 2014 (NN NPS)	A national policy document issued by the government which sets out the need for and the government's policies for the development of nationally significant infrastructure projects on road and rail networks in England. The NN NPS. It is the basis for the examination of a Development Consent Order application by the Planning Inspectorate and decisions by the Secretary of State. It was adopted designated as national policy by the UK Parliament Secretary of State in March January 2015.
Natural England	Natural England was established by the Natural Environment and Rural Communities Act 2006. Their purpose is to help conserve, enhance and manage the natural environment for the benefit of present and future generations, thereby contributing to sustainable development.
Noise Barrier	A solid construction that reduces unwanted sound. It may take many forms including: engineering cutting; retaining wall; noise fence barrier; landscape earthworks; a 'low-level' barrier on a viaduct; a parapet barrier on a viaduct; or any combination of these measures. Also called an attenuation barrier.
Opening Year	In the case of the A66 project, assumed to be 2029.
Operational	The functioning of a project on completion of construction.
Order limits	The extent of land required for the Project
Outline Environment Management Plan	An EMP at outline stage which will later be refined and expanded into a full EMP as more information becomes available and there is more certainty in terms of the proposed layout, construction methods, programme, and the likely environmental effects.
Parish Council	A civil local authority in England, the lowest tier of local government. They are elected corporate bodies, have variable tax raising powers, and are responsible for areas known as civil parishes, serving in total 16 million people.
Persons with an interest in land (PILs)	A person who has an interest in land as defined by section 42(1)(d) of the Planning Act 2008.
Photomontage	Inserting an image of a proposed development onto a photograph for the purposes of creating an illustrative representation of potential changes to existing views.

Table 8.3 Glossary and abbreviations

Term	Definition
Planning Act 2008 (PA 2008)	The Planning Act 2008 (as amended). Act of Parliament which sets out the statutory requirements and planning application process for nationally significant infrastructure projects, such as energy, water, transport, and waste. Applications for Development Consent Order are submitted following the processes set out in the Planning Act. The PA 2008 has subsequently been amended.
Planning Inspectorate (PINS)	The government agency responsible for operating the planning process for nationally significant infrastructure projects and for examining applications for development consent under the Planning Act 2008, on behalf of the Secretary of State.
Pre-commencement Requirements	A Requirement imposed on the DCO which must be complied with before any building or other operation comprised in the development is begun.
Preliminary design	The design on which the application for development consent is based.
Preliminary Environmental Information (PEI)	PEI is defined in the EIA Regulations as 'information referred to in Part 1 of Schedule 4 (information for inclusion in environmental statements) which – (a) has been compiled by the applicant; and (b) is reasonably required to assess the environmental effects of the development (and of any associated development).'
Programme	A series of steps that have been identified or series of projects that are linked by dependency.
Project	This Project comprises of eight individual schemes. Scheme names are (west to east): 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
Protected Characteristic Groups (PCGs)	A protected group is a group of people sharing a common trait who are legally protected from being discriminated against on the basis of that trait. Under the Equality Act 2010 this includes: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
Public Rights of Way (PRoW)	A way over which the public have a right to pass and repass. The route may be used on foot, on (or leading) a horse, on a pedal cycle or with a motor vehicle, depending on its status. Although the land may be owned by a private individual, the public may still gain access across that land along a specific route
Receptor	A defined individual environmental feature usually associated with population, fauna and flora that has potential to be affected by a project.
Recovery	Any operation, the principal result of which is waste serving a useful purpose by replacing other materials which would otherwise have been

Table 8.3 Glossary and abbreviations

Term	Definition
	used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy.
Recycling	Any recovery operation by which waste materials are reprocessed into products, materials, or substances whether for the original or other purposes.
Re-use	Any operation by which products or components that are not waste are used again for the same purpose for which they were conceived.
Registered Parks and Gardens (RPG)	Parks and gardens listed on a register that includes sites of particular historic importance and of special historic interest in England. The main purposes of the register is to celebrate designed landscapes of note and to encourage appropriate protection.
Regulations	Official rules or acts to control something, generally made in relation to legislation.
Resource	A defined but generally collective environmental feature usually associated with soil, water, air, climatic factors, landscape, material assets, including the architectural and archaeological heritage that has potential to be affected by a project
Road Investment Strategy (RIS)	The Road Investment Strategy outlines a long-term programme for England’s motorways and major roads supported by stable funding needed to plan ahead.
Rochdale Envelope	An approach to consenting an environmental impact assessment, named after a UK planning law case, which allows the promoters of development projects to broadly define their schemes within agreed parameters to retain flexibility of design.
Scheduled Monument	Historic building or site included in the Schedule of Monuments kept by the Secretary of State for Culture, Media and Sport under the regime set out in the Ancient Monuments and Archaeological Areas Act 1979.
Scheme	This project comprises of eight schemes. Scheme names are (west to east): 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
Scoping Opinion	A written opinion of the relevant consenting authority, following a request from the applicant, as to the information to be provided in the Environmental Statement.
Secretary of State (SoS)	The Secretary of State for Transport.
Seldom Heard Groups	Under-represented people who use or might potentially use health or social services and who are less likely to be heard by these service professionals and decision-makers. These groups used to be described as hard to reach – suggesting that there is something that prevents their engagement with services. Seldom heard emphasises the responsibility of agencies to reach out to excluded people, ensuring that they have

Table 8.3 Glossary and abbreviations

Term	Definition
	access to health and social care services and that their voices can be heard, and is preferred for those reasons.
Sensitivity	The extent to which the receiving environment can accept and accommodate change without experiencing adverse effects.
Setting	DMRB LA 106 defines setting as the surroundings in which a cultural heritage resource is experienced.
Site of Special Scientific Interest (SSSI)	A conservation designation denoting a protected area in the UK, designated due to special interest in its flora, fauna, geological or physiographical features. They are protected by law to conserve their wildlife or geology.
Special Area of Conservation (SAC)	A site designated under the Habitats Directive as internationally important sites for threatened habitats and species. Following the UK's exit from the European Union, SACs now form part of the UK's National Site Network.
Special Protection Area (SPA)	A site designated under the European Union Directive on the Conservation of Wild Birds. Following the UK's exit from the European Union, SACs now form part of the UK's National Site Network.
Stakeholder	An organisation or individual with an interest in the project.
Statutory	Related to legislation or prescribed in law or regulation.
Statutory consultees	Organisations that must be consulted on relevant projects. Statutory Consultees are listed in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.
Statutory Environmental Bodies (SEB)	Environment Agency, Historic England, and Natural England.
SoundLab	An acoustically calibrated booth which allows users to experience sound demonstrations to understand the potential noise impacts at their chosen location with and without the proposed scheme.
Strategic Stakeholder Group (SSG)	A strategic transport group set up to provide advice and support to the Project team about regional plans. The group included Department for Transport (DfT), Transport for the North (TfN), Logistics UK, Tees Valley Combined Authority, Cumbria County Council, North Yorkshire County Council and Durham County Council.
Sustainable drainage systems (SuDS)	Drainage solutions that provide an alternative to the direct channelling of surface water through networks of pipes and sewers to nearby watercourses.
S42(1)a, b and d	The sections of the Planning Act 2008, relevant to the development, which prescribe statutory consultees.
S47 notice	A notice published in accordance with section 47 of the Planning Act 2008, advising that a Statement of Community Consultation has been published.
S48 notice	A notice prepared in accordance with section 48 of the Planning Act 2008, required to publicise the proposed application for a nationally significant infrastructure project.
Traffic modelling or forecasting	The process used to estimate the number of vehicles using a specific section of road or defined network of roads.

Table 8.3 Glossary and abbreviations

Term	Definition
Technical Working Group (TWG)	Groups set up to advise the Project team on technical matters relating to the Project. The groups included local authorities, Statutory Environmental Bodies, and relevant non-statutory bodies.
Veteran Trees	All ancient trees are veteran trees, but not all veteran trees are ancient. A veteran tree may not be very old, but it has decay features, such as branch death and hollowing. These features contribute to its biodiversity, cultural and heritage value.
Viewpoint	A place from which something can be viewed
Visual Amenity	The overall pleasantness of the views people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting, or travelling through an area.
Visual Receptor	People who may have a view of a proposed development during construction or operation.
Walkers, cyclists and horse riders	Walkers, cyclists, and horse riders using the network.
Waste (general)	Any substance or object which the holder disposes or intends / is required to dispose.
Working Days	A day other than a Saturday or Sunday which is not Christmas Day, Good Friday, or a bank holiday under section 1 (bank holidays) of the Banking and Financial Dealings Act 1971.

Abbreviation	In full
A66TM	A66 Traffic Model
AADT	Annual Average Daily Traffic
AAWT	Annual Average Weekly Traffic
AGS	Amenity Green Space
ALC	Agricultural Land Classification
AN17	Advice Note 17
AONB	Area of Outstanding Natural Beauty
ARN	Affected Route Network
AQ	Air Quality
AQMA	Air Quality Management Area
ARN	Affected Road Network
ATI	Ancient Tree Inventory
AW	Ancient Woodland
AWI	Ancient Woodland Inventory
BAP	Biodiversity Action Plan
BCR	Benefit Cost Ratio
BG	British Gypsum

Abbreviation	In full
BHS	British Horse Society
BME	Black / Minority / Ethnic
BNG	Biodiversity Net Gain
CCC	Cumbria County Council
ch	Chainage
CLG	Community Liaison Groups
cm	Centimetre
CMMS	Construction Management and Method Statement
CO2	Carbon Dioxide
CoCP	Code of Construction Practice
ComMA	Combined Modelling and Appraisal
CRM	Community Relations Manager
CTMP	Construction Traffic Management Plan
DCC	Durham County Council
DCO	Development Consent Order
Defra	Department for Environment Food and Rural Affairs
dEMP	Draft Environmental Management Plan
DfT	Department for Transport
DIPs	Delivery Integration Partners
DM	Do-Minimum
DMRB	Design Manual for Roads and Bridges
DS	Do-Something
EcIA	Ecological Impact Assessment
EDC	Eden District Council
EDI	Equality, diversity and inclusion
EIA	Environmental Impact Assessment
EMP	Environmental Management Plan
EqIA	Equality Impact Assessment
ERT	Eden Rivers Trust
ES	Environmental Statement
ESR	Environmental Scoping Report
EU	European Union
FRA	Flood Risk Assessment
GDBA	Geoarchaeological Desk-based Assessment
GHG	Greenhouse Gas
GI	Ground Investigation
GIR	Ground Investigation Report

Abbreviation	In full
GIS	Geographical Information Systems
GVA	Gross Value Added
ha	Hectare
HGV	Heavy Goods Vehicle
HRA	Habitats Regulations Assessment
HS	Health & Safety
HSE	Health and Safety Executive
IDT	Integrated Delivery Team
IPT	Integrated Project Team
ITN	Integrated Transport Network
LA	Local Authorities
LBC	Listed Building Consent
LFRMS	Local Flood Risk Management Strategy
LiDAR	Light Detection and Ranging
LinSig	A software tool by JCT Consultancy which allows traffic engineers to model traffic signals and their effect on traffic capacities and queuing
LLCA	Local Landscape Character Area
LLFA	Lead Local Flood Authority
LNR	Local Nature Reserve
LoD	Limits of Deviation
LPA	Local Planning Authority
LTP	Local Transport Plan
LVIA	Landscape and Visual Impact Assessment
LWS	Local Wildlife Site
m	Metres (Unit of Measurement)
m²	Metres squared
m³	Cubic metres
MAFF	Ministry of Agriculture Fisheries and Food
MAGIC	Multi-Agency Geographic Information for The Countryside
MASCG	Multi-Agency Strategic Coordinating Group
MHCLG	Ministry of Housing, Communities and Local Government
MoD	Ministry of Defence
mph	Miles per hour
N/A	Not Applicable
NCN	National Cycle Network
NFU	National Farmers Union
NHL	National Heritage List
NHLE	National Heritage List England

Abbreviation	In full
NIDP	National Infrastructure Delivery Plan
NII	National Infrastructure Inspectorate
NMU	Non-Motorised Users
NN NPS	National Networks National Policy Statement
NNR	National Nature Reserve
NPPF	National Planning Policy Framework
NPS	National Policy Statements
NSIP	Nationally Significant Infrastructure Project
NTP	Northern Trans-Pennine
NTPR	Northern Trans-Pennine Routes
NTS	Non-Technical Summary
NYCC	North Yorkshire County Council
OS	Ordnance Survey
PA 2008	The Planning Act 2008
PCF	Project Control Framework
PCG	Protected Characteristic Group
PDOR	Project Development Overview Report
PDP	Project Design Principles
PEA	Preliminary Ecological Appraisal
PEI	Preliminary Environmental Information
PEIR	Preliminary Environmental Information Report
PILs	Persons with an Interest in the Land
PINS	Planning Inspectorate
PLO	Public Liaison Officer
PMA	Private Means of Access
PPG	Planning Practice Guidance
PRA	Preferred Route Announcement
PRoW	Public Rights of Way
RCP	Representative Concentration Pathways
RDA	Riding for the Disabled Association
RDC	Richmondshire District Council
REAC	Register of Environmental Actions and Commitments
RIS	Road Investment Strategy
RIS1	Road Investment Strategy Period 1
RIS2	Road Investment Strategy Period 2
RPG	Registered Park and Gardens
RTM	Regional Traffic Model

Abbreviation	In full
RSA	Road Safety Audit
SAC	Special Area of Conservation
SAM	Scheduled Ancient Monument
SAR	Scheme Assessment Report
SEB	Statutory Environmental Bodies
SES	Safety, Engineering and Standards
SFAR	Strategic Flood Risk Assessment
SINC	Site of Importance for Nature Conservation
SM	Scheduled Monument
SMC	Scheduled Monument Consent
SNCI	Site of Nature Conservation Importance
SoC	Statement of Commonality
SoCC	Statement of Community Consultation
SoCG	Statements of Common Ground
SoS	Secretary of State
SPA	Special Protection Area
SPD	Supplementary Planning Documents
SPHN	Statutory Plant Health Notice
SPI	Species of Principal Importance
SPZ	Source Protection Zone
SRG	Stakeholder Reference Group
SRN	Strategic Road Network
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Strategy
TA	Transport Assessment
TAR	Technical Appraisal Report
TCPO	The Town and Country Planning (Development Management Procedure) (England) Order 2015
TEE	Transport Economic Efficiency
TfN	Transport for North
TIN	Technical Information Note
TIS	Traffic Investment Strategy
TMP	Traffic Management Plan
TPO	Tree Preservation Order
TTMP	Traffic and Transport Management Plan
TWG	Technical Working Groups
UK	United Kingdom
VPD	Vehicles per Day

Abbreviation	In full
WCH	Walkers, Cyclists and Horse riders
WCHAR	Walking, Cycling Horse Riding Assessment and Review
WebTRIS	National Highways Web based Traffic count Information System
WHS	World Heritage Site
WPC	Warcop Parish Council
WTA	Warcop Training Area