

**A66 Northern Trans-Pennine Project
TR010062**

**4.4 Consultation Report
Annex C: Leaflets for summer 2021
engagement activities**

APFP Regulations 5(2)(q)

Planning Act 2008

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

Volume 4

June 2022

Infrastructure Planning

Planning Act 2008

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

A66 Northern Trans-Pennine Project
Development Consent Order 202x

4.4 CONSULTATION REPORT

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

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CONTENTS

1	Alternative options assessment work – Kirkby Thore leaflet.....	1
2	Appointment leaflet - Kirkby Thore.....	8
3	Update leaflet - Kirkby Thore	10
4	Alternative options assessment work leaflet – Rokeby	13
5	Appointment and update leaflet - Rokeby.....	16
6	Alternative options assessment work leaflet – Warcop.....	19
7	Appointment leaflet – Warcop.....	27
8	Update leaflet – Warcop.....	29

Annex C relates to Chapter 3: Engagement activities between 2020 and 2021 of the Consultation Report.

1 Alternative options assessment work – Kirkby Thore leaflet

Why are there alternative routes?

Since our Preferred Route Announcement in May 2020, we've carried out a number of environmental and ecological studies to develop the routes and to explore how we might further minimise the overall impact of the project.

As work has progressed on our design for the A66, we've identified two locations – Kirkby Thore and Warcop – where there is an opportunity to revise the proposed route to further reduce the environmental and ecological impact.

We consider the environment and local ecology in every aspect of our major improvement projects, from design through to completion and ongoing maintenance.

We need to investigate these opportunities further so it is too early to say whether this work will result in changes to the preferred route. If our assessment work identifies improvements to the preferred route at Kirkby Thore and Warcop, we will consult on any further option or options as part of the statutory consultation that we are planning later this year. This will provide you with the opportunity to understand these routes better and have your say about them, as your views are really important to us.



Temple Sowerby to Appleby

The River Eden, along with its streams, including Trout Beck, is designated as a Special Area of Conservation (SAC) for its rare and important wildlife and habitats. Our Preferred Route crosses one of the widest parts of Trout Beck and its surrounding floodplain.

While we're confident that the route at this location is technically feasible, we have looked at alternative locations to investigate if there are any other potential crossings where there may be less impact on the ecology and important habitats in this area.

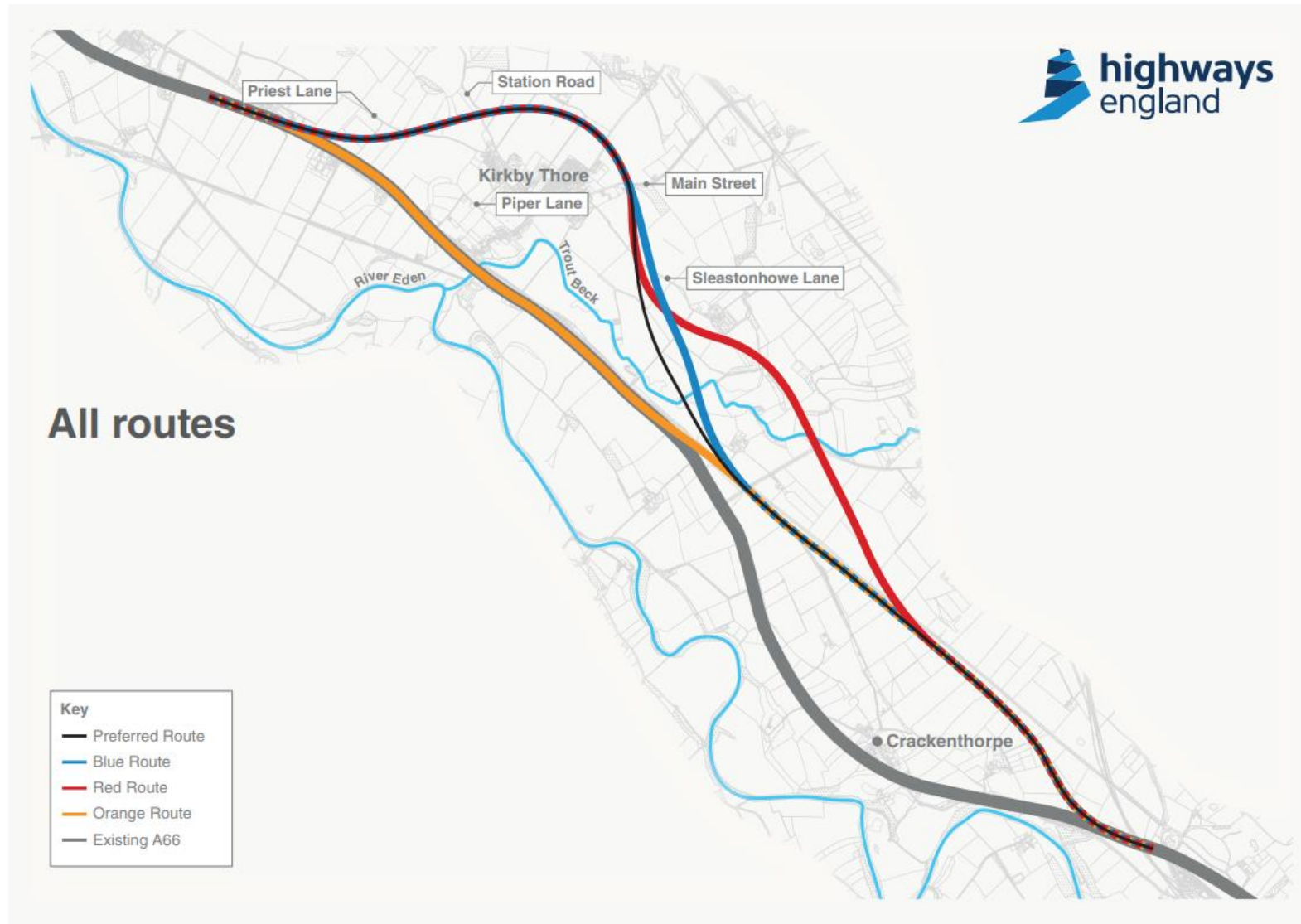
We are looking at these alternative routes to see how we can minimise the environmental impact our design has on Trout Beck. We'll consider other features such as the mine workings around British

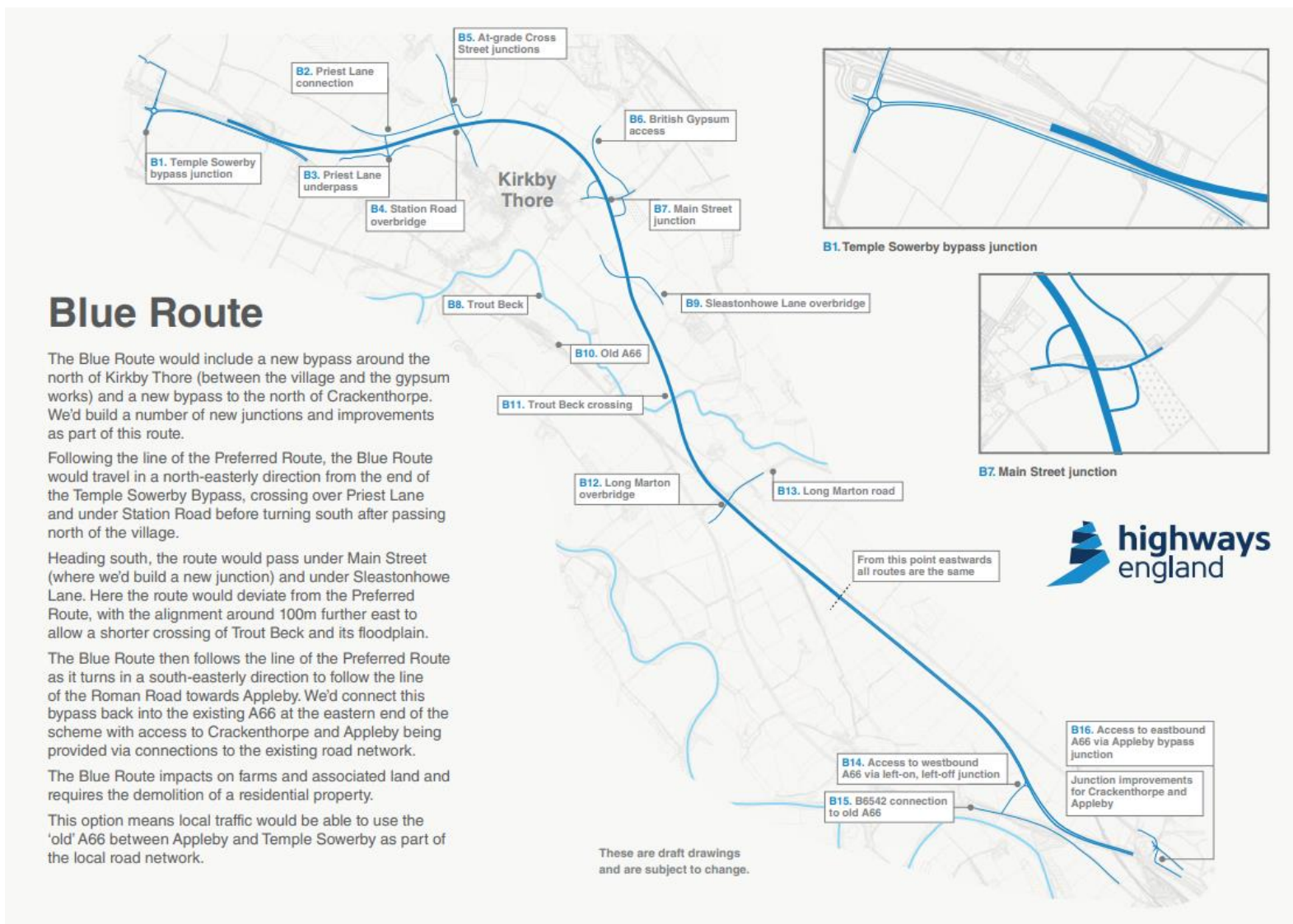
Gypsum and the scheduled monuments and archaeology which are scattered along this former Roman Road.

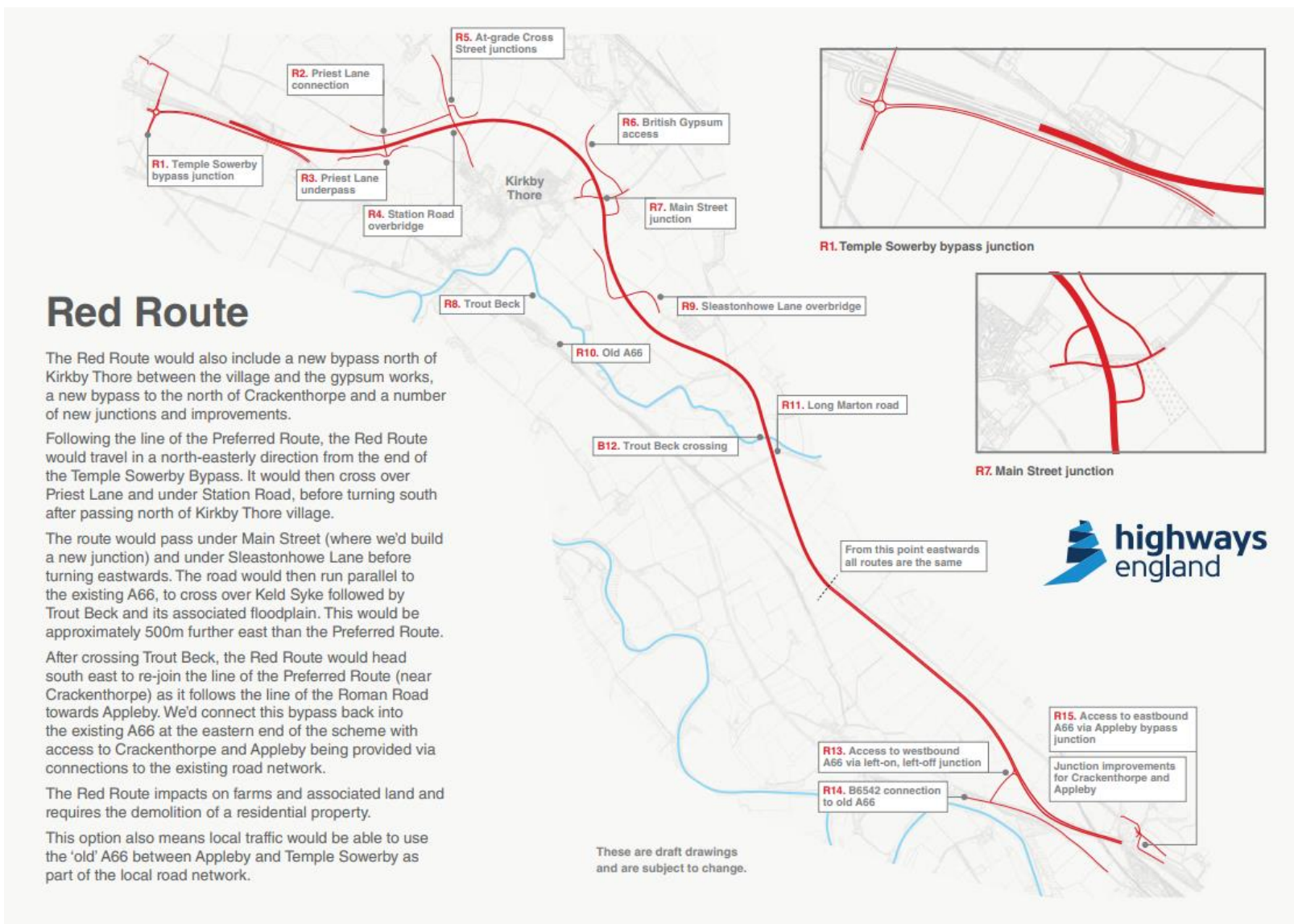
The maps on display are a graphical representation of our technical drawings. There is still further work for us to complete including additional design and more environmental surveys and studies before these can be fully understood.

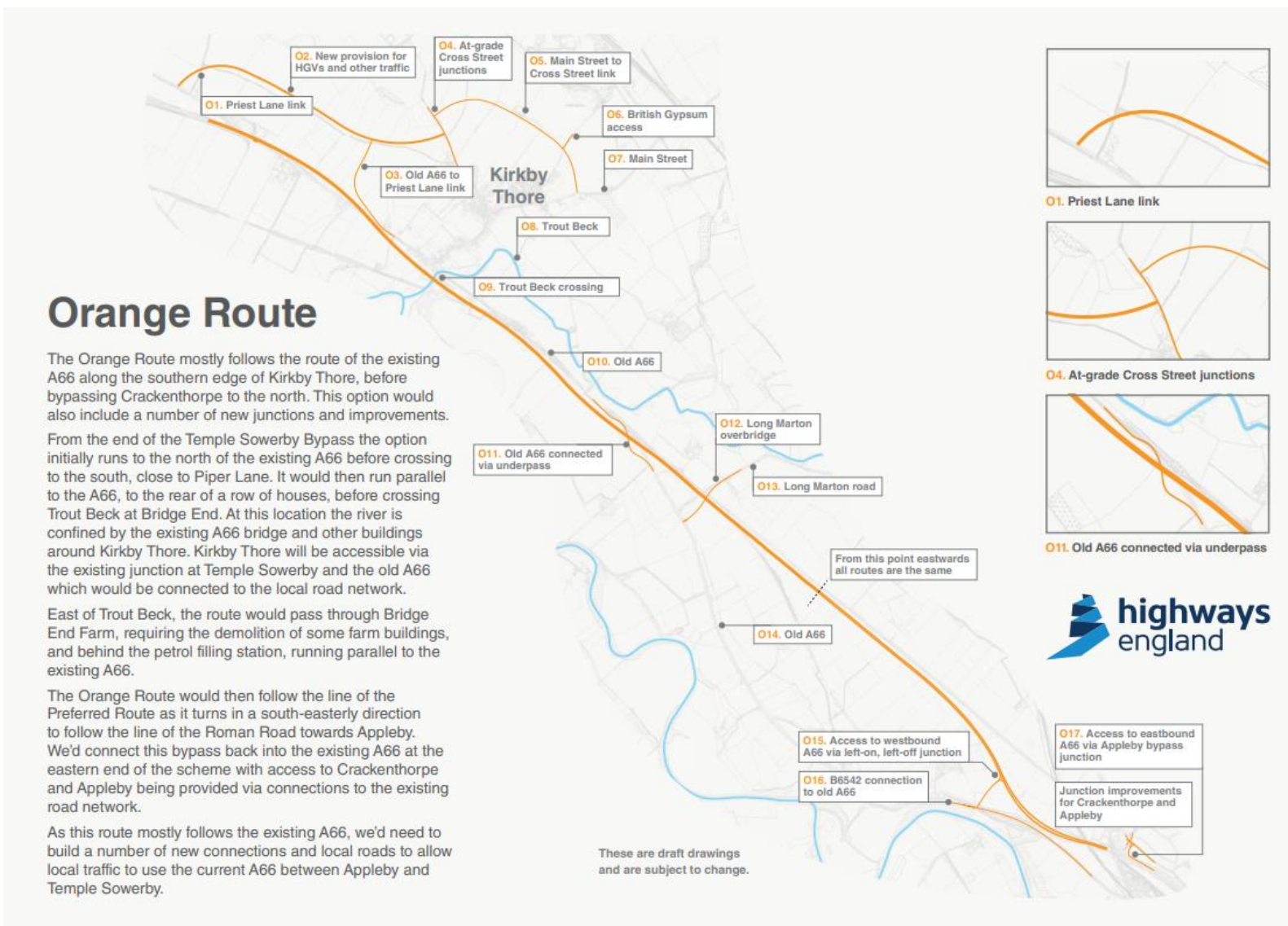
We are engaging with all the landowners who could be affected by these alternative routes and will continue to do so as we move towards the consultation later in the year.











What happens next?

If our assessment work identifies further improvements deliverable enhancements to the Preferred Route at Kirkby Thore and Warcop, we'll consult on any further options as part of our consultation later this year. Your views are really important to us and this will provide you with the opportunity to understand these routes better and have your say about them.

After the consultation period, we'll analyse the responses and finalise our surveys and design work. By the end of the year, we're aiming to tell you which of these routes we'll take forward as part of our Development Consent Order. This is the planning approvals process for major work like the A66 Northern Trans-Pennine project

The A66 Project is planned to start work on site in 2024.

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

For more information on the A66 Northern Trans-Pennine project please visit our website: www.highwaysengland.co.uk/A66-NTP and follow us on Twitter [@A66NTP](https://twitter.com/A66NTP)



2 Appointment leaflet - Kirkby Thore



A66 Northern Trans-Pennine project

Your chance to find out more

We recently wrote to tell you about the three alternative routes being considered for the A66 Northern Trans-Pennine project in the Kirkby Thore area.

Since our Preferred Route Announcement in May 2020, we've carried out a number of environmental and ecological studies to develop the routes and to explore how we might further minimise the overall impact of the project.

We'll show you the alternative routes at our consultation later in the year so you can tell us what you think. In the meantime, we have also continued to develop the design of all routes, including junctions, to ensure safe access to and from local roads.

Ahead of our consultation, we're keen to help people understand how the new roads might impact on the local community.

On Tuesday 13 July we'll be holding an interactive session at the Memorial Hall in Kirkby Thore to give you the opportunity to find out more about the emerging design and listen to how the potential noise of the alternative routes may impact your area.

We'll be using latest technology to demonstrate the anticipated noise levels of traffic on each route. Sound Lab allows you to listen to the noise of the road with and without our mitigation measures, including special surfaces and sound barriers.

Alongside this appointment-only demonstration, we'll also be hosting a COVID-safe drop-in session where you can find out more about the design and ask us any questions you may have.

We appreciate that the announcement of these additional alternative routes has caused some uncertainty so this session aims to help alleviate some of those concerns. We're committed to identifying a route that considers the environment, local ecology, drainage and construction realities while minimising impact and disturbance for local people.

**Call 0333 090 1192 to
make your appointment**

This line is staffed 9am-5pm or you can leave a message and we'll call you back between these times.

What happens next?

Please call us to arrange an appointment for Sound Lab or drop-in to see us in the back room of the Memorial Hall on Tuesday 13 July between 11am and 7pm.

In the meantime, we're talking to landowners who are affected by the alternative routes. If you think you may be impacted and we haven't been in touch, or you have any other questions, please contact us.

Email A66NTP@highwaysengland.co.uk or call us on **0333 090 1192**.

For more information on the A66 Northern Trans-Pennine project please visit our website: www.highwaysengland.co.uk/A66-NT or Twitter: [@A66NTP](https://twitter.com/A66NTP)



These events will follow government COVID-safe advice. Please wear a face mask if you are able and maintain a 2m distance from others. Where possible there will be a one-way system in place and numbers will be managed to ensure we're within the guidelines. All equipment will be sanitised between visitors and doors/windows will be open for ventilation where possible.

Please be on time for your appointment and ensure you follow these guidelines.



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3 Update leaflet - Kirkby Thore



A66 Northern Trans-Pennine project update



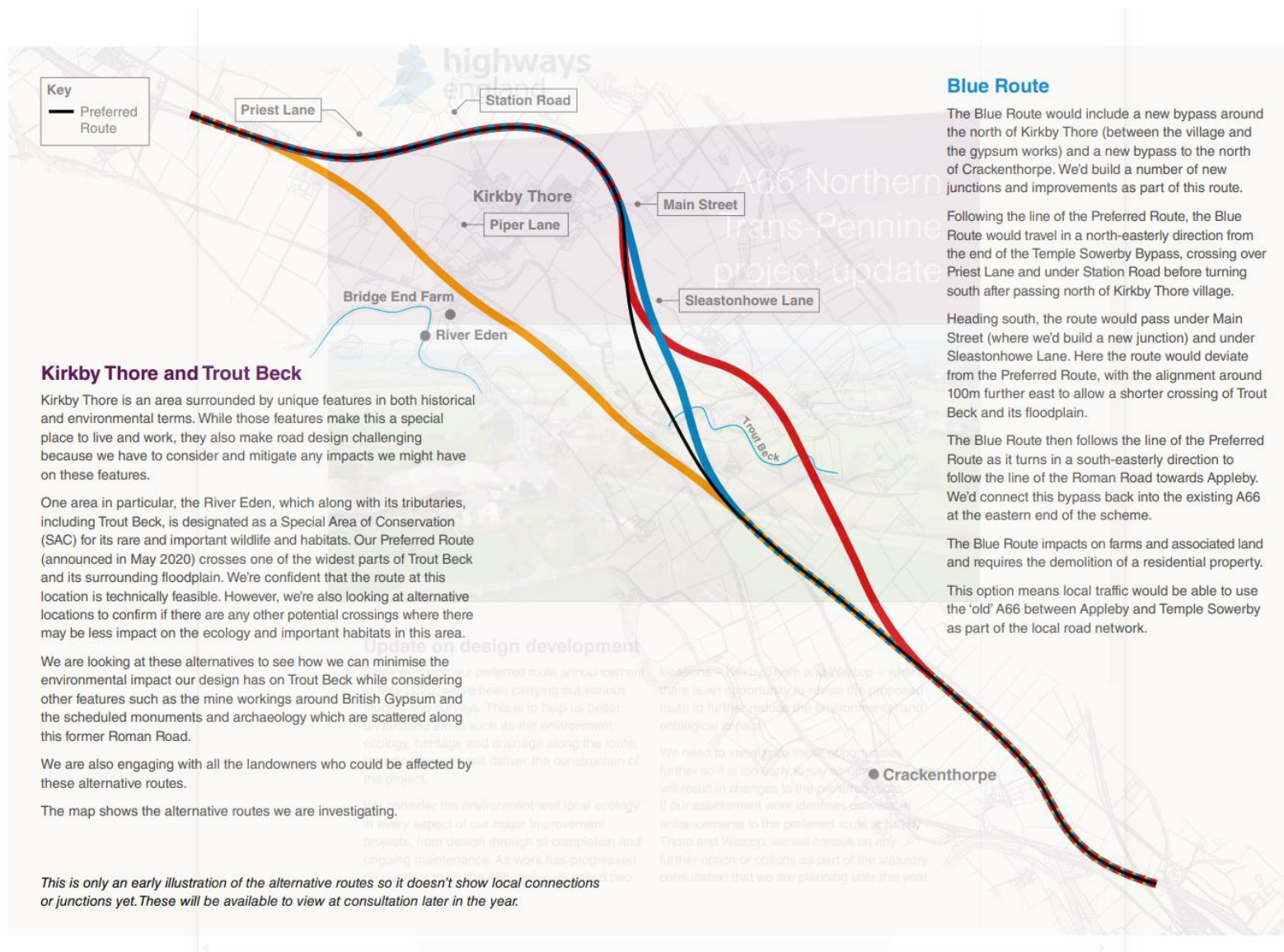
Update on design development

Since we made our preferred route announcement in May 2020, we've been carrying out various studies and surveys. This is to help us better understand areas such as the environment, ecology, heritage and drainage along the route, including how we will deliver the construction of the project.

We consider the environment and local ecology in every aspect of our major improvement projects, from design through to completion and ongoing maintenance. As work has progressed on our design for the A66, we've identified two

locations – Kirkby Thore and Warcop – where there is an opportunity to revise the proposed route to further reduce the environmental and ecological impact.

We need to investigate these opportunities further so it is too early to say whether this work will result in changes to the preferred route. If our assessment work identifies deliverable enhancements to the preferred route at Kirkby Thore and Warcop, we will consult on any further option or options as part of the statutory consultation that we are planning later this year.



Red Route

The Red Route would also include a new bypass north of Kirkby Thore between the village and the gypsum work, a new bypass to the north of Crackenthorpe and a number of new junctions and improvements.

Following the line of the Preferred Route, the Red Route 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 (where we'd build a new junction) 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 associated floodplain. This would be approximately 500m further east than the Preferred Route.

After crossing Trout Beck, the Red Route would head south east to re-join the line of the Preferred Route (near Crackenthorpe) as it follows the line of the Roman Road towards Appleby. We'd connect this option to the existing A66 near Long Marton and Crackenthorpe.

The red route impacts on farms and associated land and requires the demolition of a residential property.

This option also means local traffic would be able to use the 'old' A66 between Appleby and Temple Sowerby as part of the local road network.

Orange Route

The Orange Route mostly follows the route of the existing A66 along the southern edge of Kirkby Thore, before bypassing Crackenthorpe to the north. This option would also include a number of new junctions and improvements.

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, to the

rear of a row of houses, before crossing Trout Beck at Bridge End. At this location the river is confined by the existing A66 bridge and other buildings around Kirkby Thore. Kirkby Thore will be accessible via a junction to the west, the location of which is currently under assessment.

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

The Orange Route would then follow the line of the Preferred Route as it turns in a south-easterly direction to follow the line of the Roman Road towards Appleby. We'd connect this bypass back into the existing A66 at the eastern end of the scheme.

As this route mostly follows the existing A66, we'd need to build a number of new connections and local roads to allow local traffic to use the current A66 between Appleby and Temple Sowerby.

What happens next?

We're engaging with landowners affected by these alternative routes. If you think you may be impacted and we have not been in touch, please do contact us on the details provided in this leaflet.

If our assessment work identifies deliverable enhancements to the Preferred Route at Kirkby Thore and Warcop, we will consult on any further option or options as part of the statutory consultation that we are planning later this year. This will provide you with the opportunity to understand these routes better and have your say about them, as your views are really important to us.

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

For more information of the A66 Northern Trans-Pennine project please visit our website: www.highwaysengland.co.uk/A66-NTP

4 Alternative options assessment work leaflet – Rokeby



A66 Northern Trans-Pennine project Invite to Cross Lanes and Rokeby drop-in event

Update on design development at Cross Lanes and Rokeby

Between 11am and 8pm on Wednesday 4 August we'll be holding a COVID-safe drop-in session at The Witham, 3 Horse Market, Barnard Castle DL12 8LY. You'll have the opportunity to find out more about the emerging design, talk to the design team and ask us any questions.

Since we made our preferred route announcement in May 2020 and scheme update in November 2020, we've been carrying out various studies and surveys. We have also held regular meetings with landowners and members of the local community. This has helped us to better understand areas such as the environment, traffic modelling, ecology and heritage along the route, as well as how we construct the project.

As part of this work, we've looked at how the junctions at Cross Lanes and Rokeby would work. We've identified three alternative junction arrangements to serve the local area.

Design and assessment work is continuing in order to identify the preferred junctions. We'll hold statutory consultation for the project later in the year when you'll be able to give us your views.

In the meantime, we're holding a drop-in event to explain the alternative options and how they have been developed.

We're committed to developing solutions that consider the engineering, environmental and traffic impacts and issues affecting the local community.

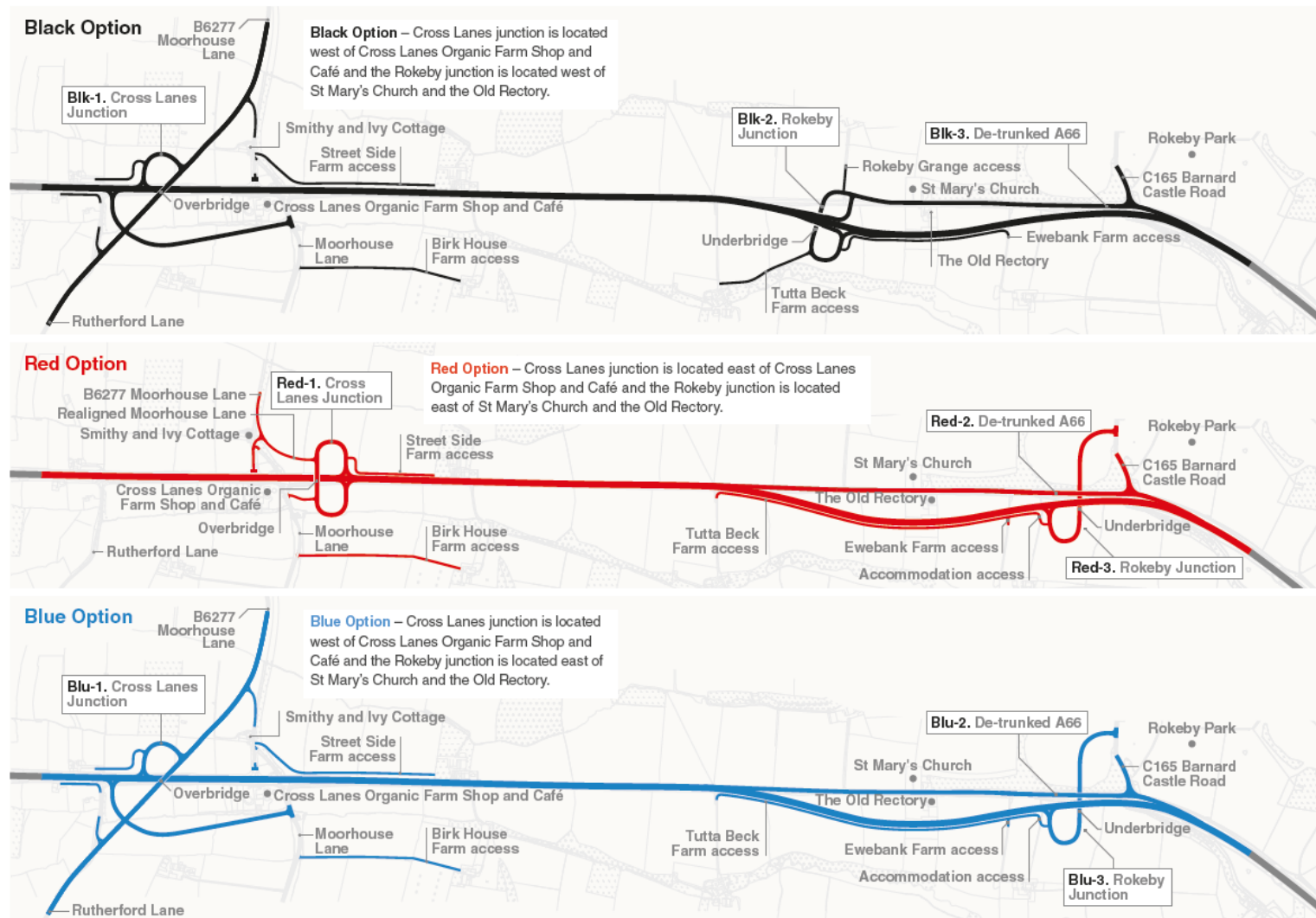
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Overleaf there are three options showing the various junctions under consideration. On the Cross Lanes to Rokeby section of the upgraded A66 we are still proposing two new junctions: one at Cross Lanes and the other at Rokeby. However, our transport models show that these junctions need to be considered together because the location of the junctions can affect how traffic uses the local roads. The route for heavy goods vehicles to Barnard Castle, along the C165 Barnard Castle Road, will not change.

The options under consideration are:



Cross Lanes to Rokeby scheme location



We look forward to seeing you on Wednesday 4 August at the The Witham, 3 Horse Market, Barnard Castle DL12 8LY between 11 am and 8pm.

These events will follow government COVID-safe advice. Please wear a face mask if you are able and maintain a 2m distance from others. Where possible there will be a one-way system in place and numbers will be managed to ensure we're within the guidelines. Doors/windows will be open for ventilation where possible.

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5 Appointment and update leaflet - Rokeby



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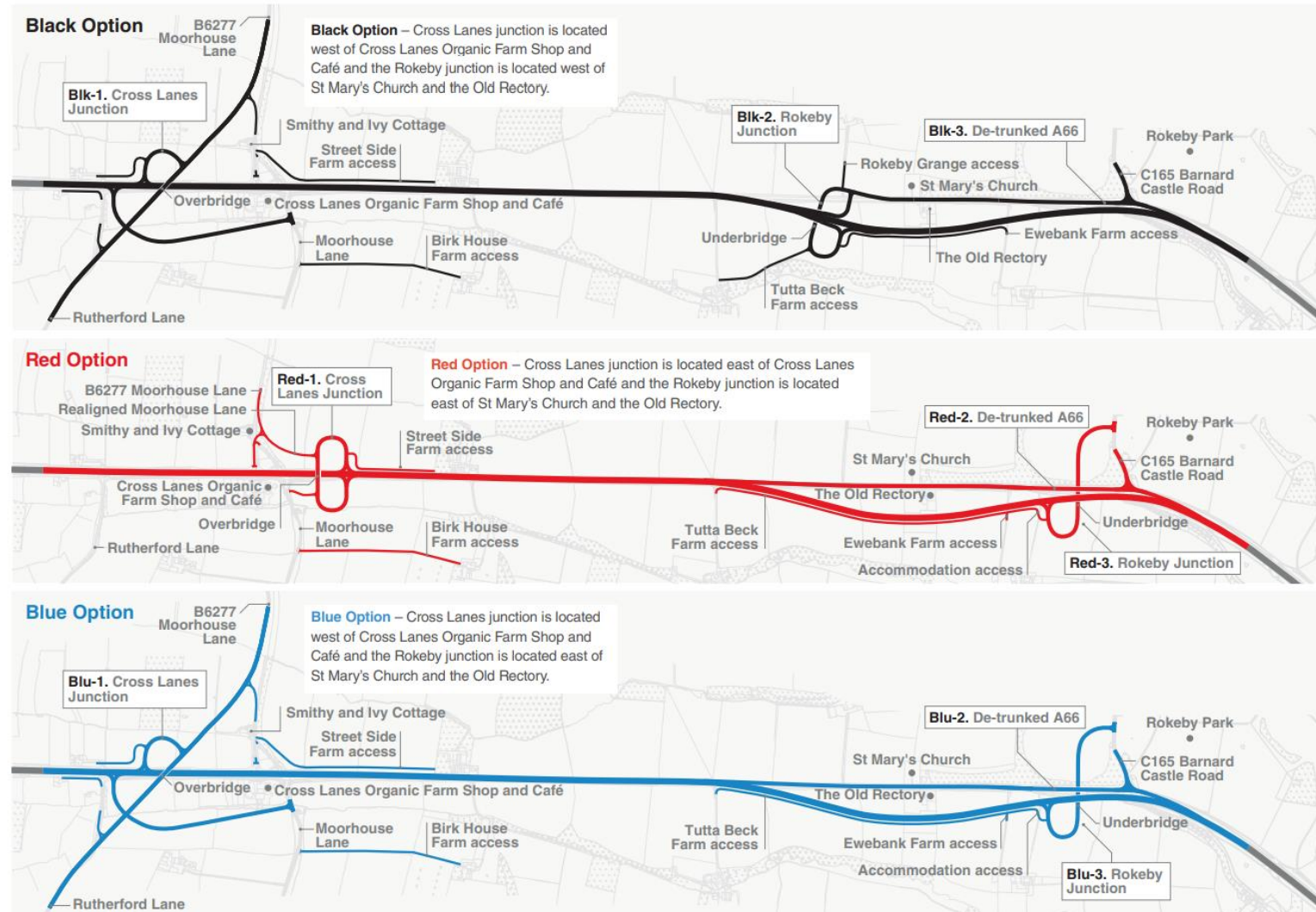
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6 Alternative options assessment work leaflet – Warcop

Why are there alternative routes?

Since our Preferred Route Announcement in May 2020, we've carried out a number of environmental and ecological studies to develop the routes and to explore how we might further minimise the overall impact of the project.

As work has progressed on our design for the A66, we've identified two locations – Kirkby Thore and Warcop – where there is an opportunity to revise the proposed route to further reduce the environmental and ecological impact.

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Appleby to Brough

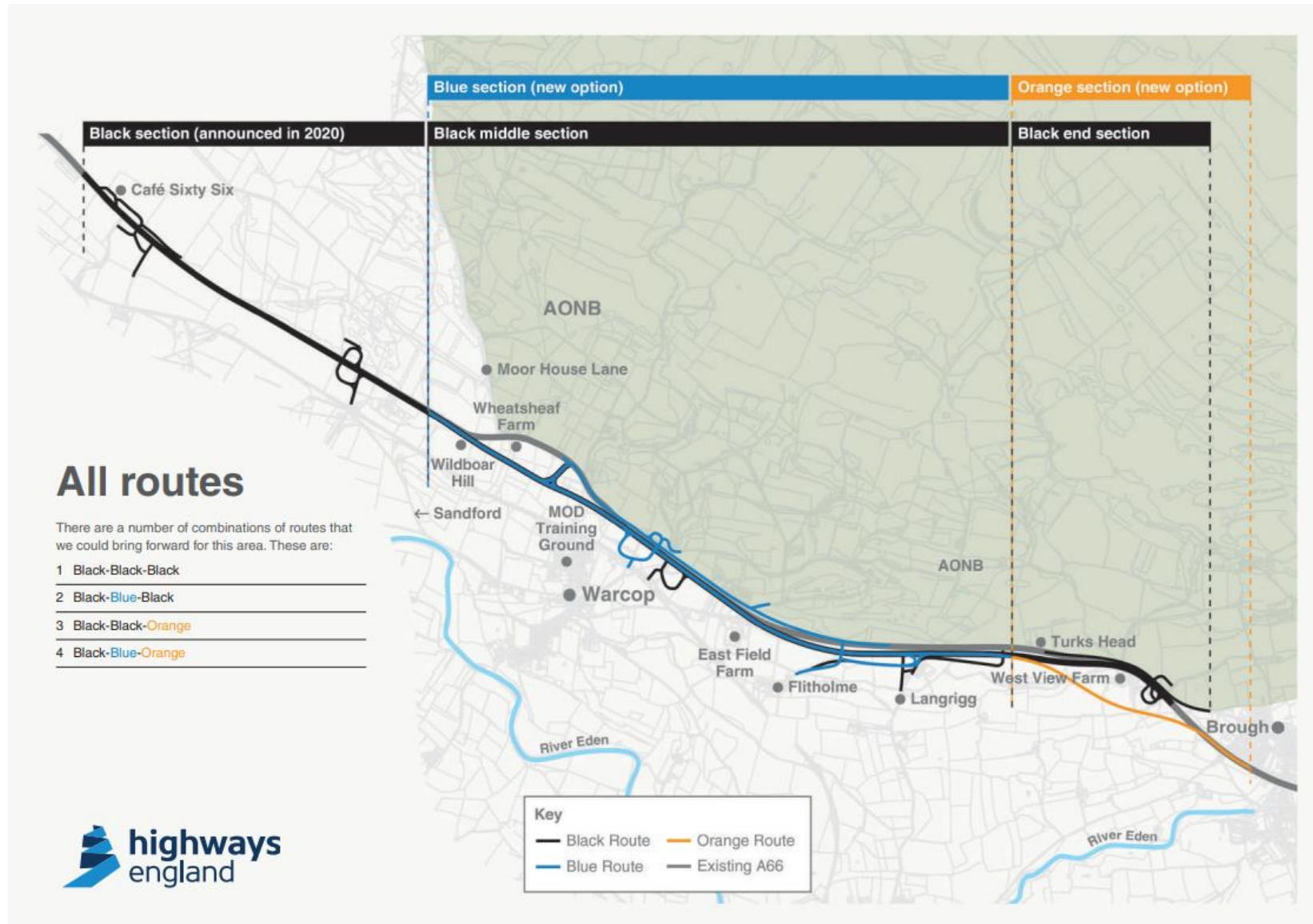
The existing A66 runs to the south of an Area of Outstanding Natural Beauty (AONB) in the Warcop area. This makes our work challenging as building in an AONB is subject to national planning policy. In order to build anything in an AONB we have to demonstrate 'exceptional circumstances' and the matter has to be agreed with the Secretary of State.

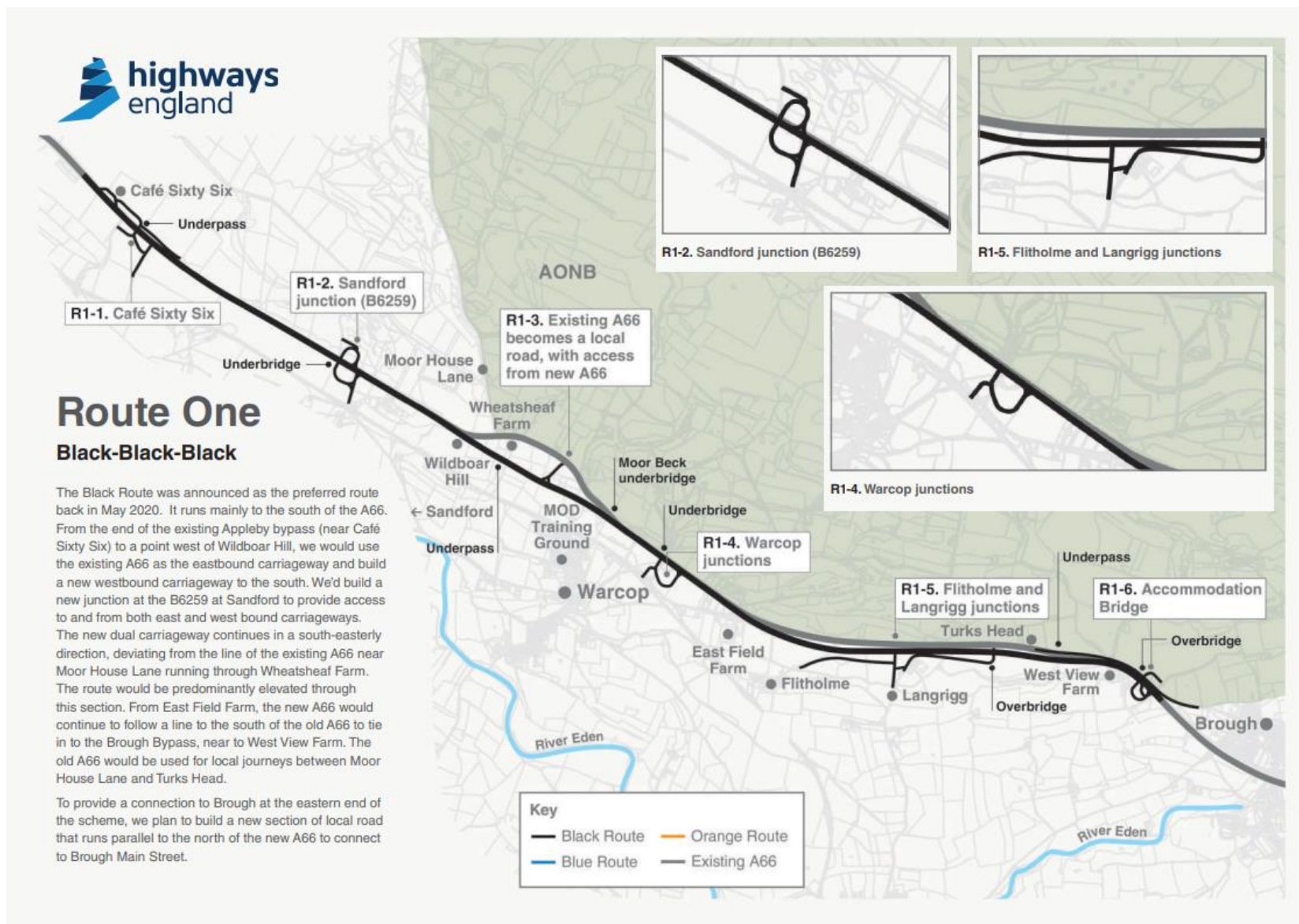
The preferred route we announced in May 2020 (Black Route) encroaches into the AONB at its eastern end. The Blue Route being considered also encroaches into the AONB in the Warcop area. We are actively looking at how such intrusions into the AONB are balanced with impacts alternative routes

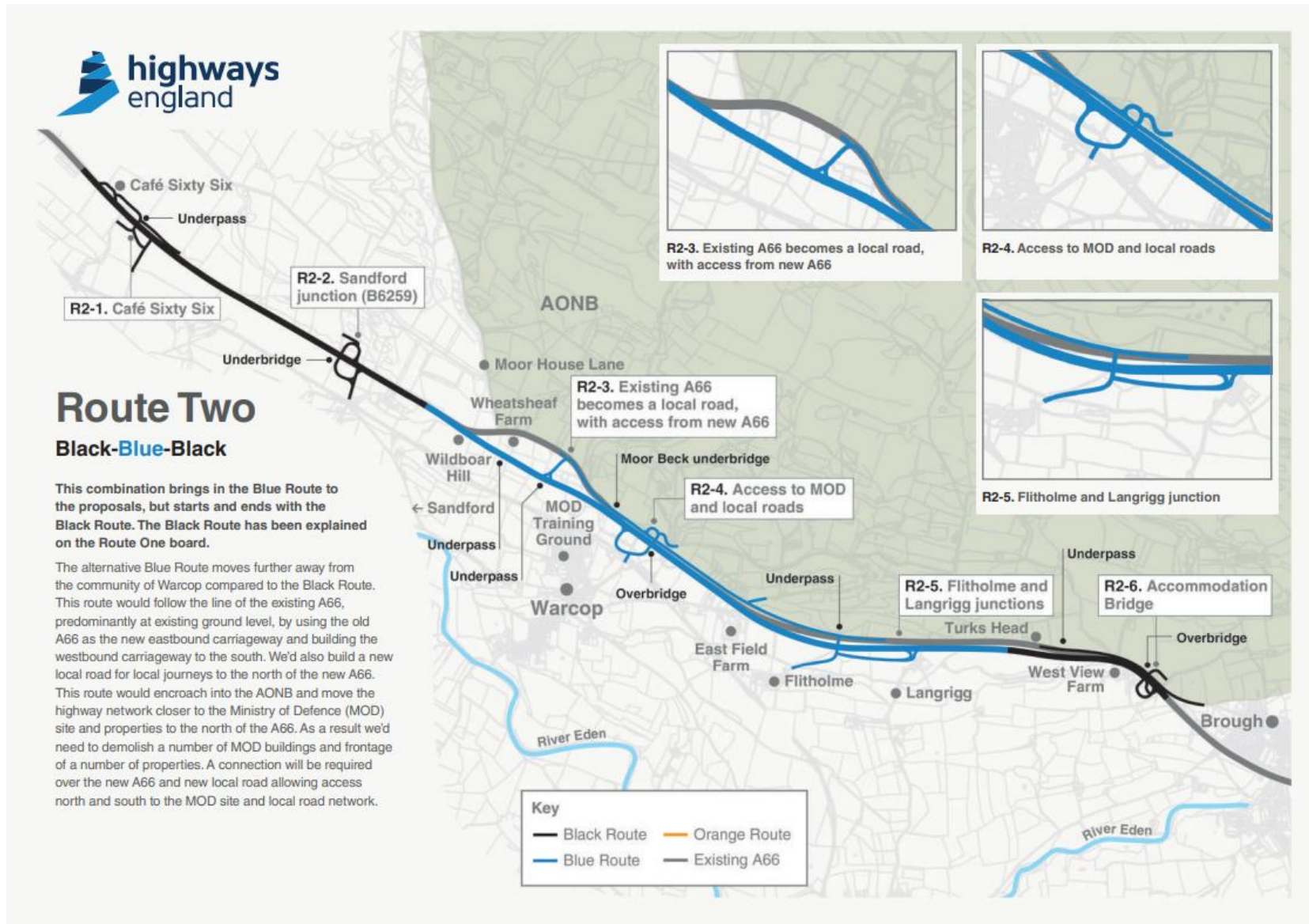
might have on the local environment, property and communities. To assess if these impacts constitute exceptional circumstances, we have employed specialists in this field.

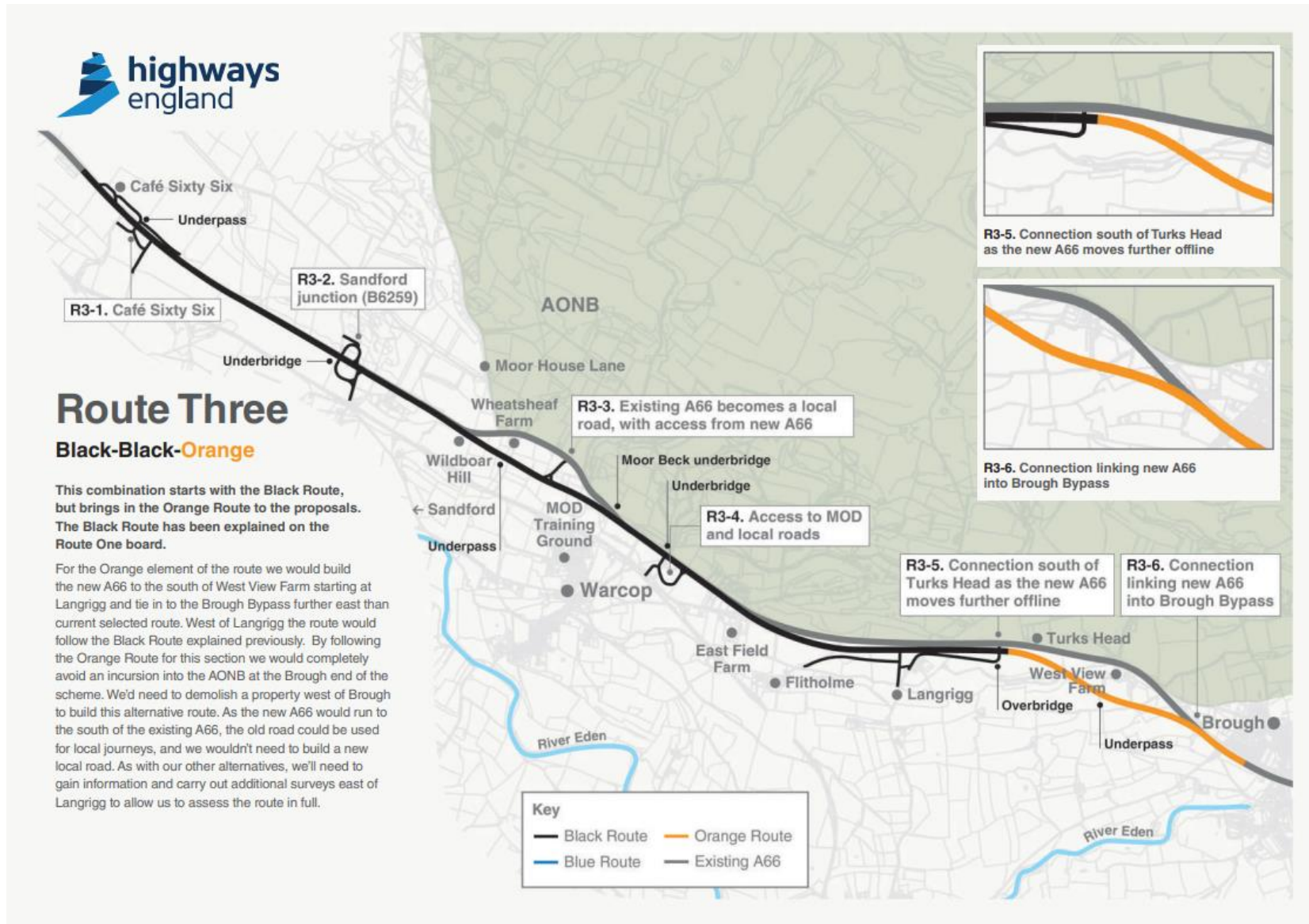
The maps on display are a graphical representation of our latest technical drawings. There is still further work for us to complete including additional design and more environmental surveys and studies which will help us to better understand the issues in the area. We are engaging with all the landowners who could be affected by these alternative routes and will continue to do so as we move towards the consultation later in the year.

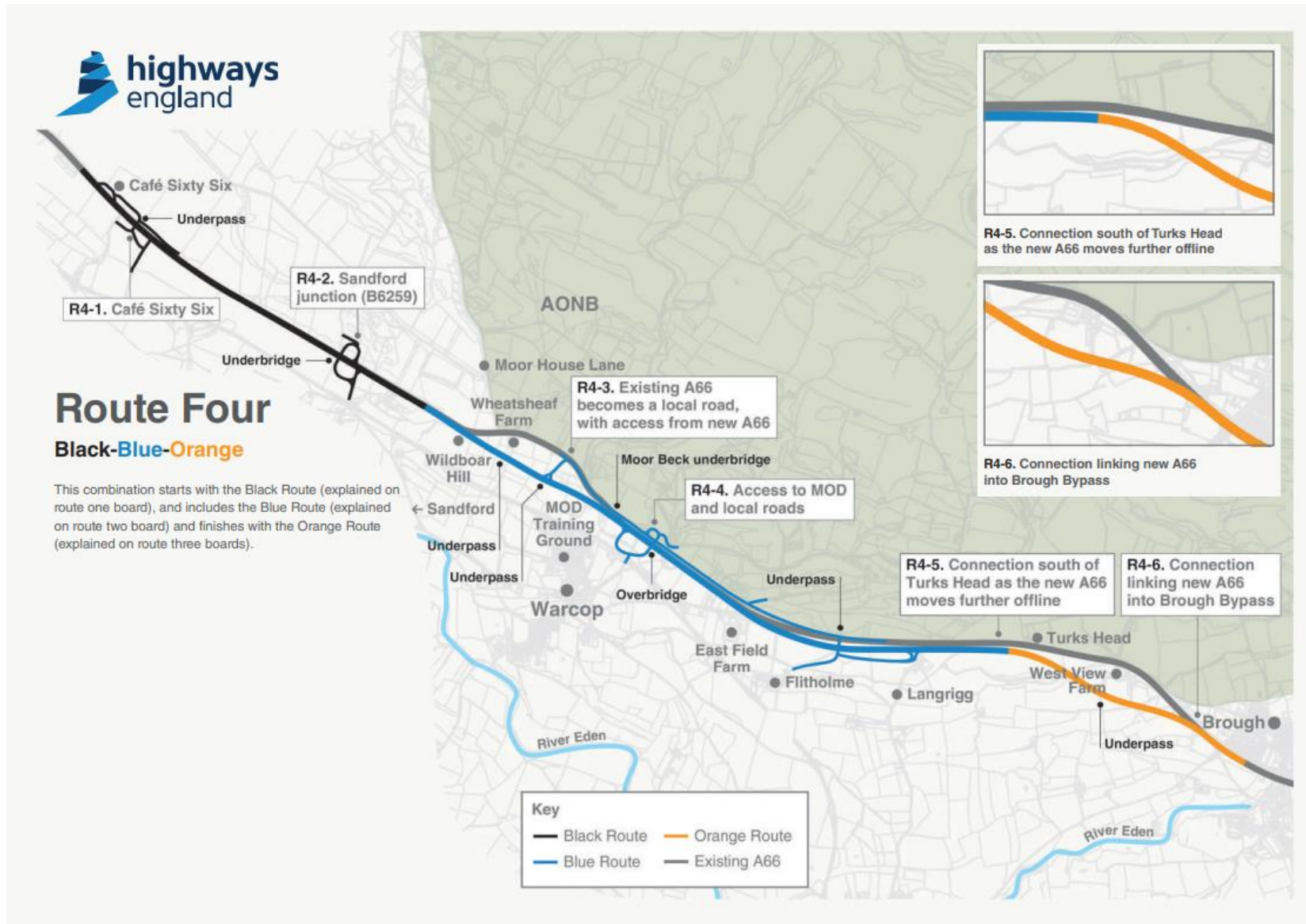












What happens next?

If our assessment work identifies further improvements deliverable enhancements to the Preferred Route at Kirkby Thore and Warcop, we'll consult on any further options as part of our consultation later this year. Your views are really important to us and this will provide you with the opportunity to understand these routes better and have your say about them.

After the consultation period, we'll analyse the responses and finalise our surveys and design work. By the end of the year, we're aiming to tell you which of these routes we'll take forward as part of our Development Consent Order. This is the planning approvals process for major work like the A66 Northern Trans-Pennine project.

The A66 Project is planned to start work on site in 2024.

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

For more information on the A66 Northern Trans-Pennine project please visit our website: www.highwaysengland.co.uk/A66-NTP and follow us on Twitter **@A66NTP**



7 Appointment leaflet – Warcop



A66 Northern Trans-Pennine project

Your chance to find out more

We recently wrote to tell you about the three alternative routes being considered for the A66 Northern Trans-Pennine project in the Warcop area.

Since our Preferred Route Announcement in May 2020, we've carried out a number of environmental and ecological studies to develop the routes and to explore how we might further minimise the overall impact of the project.

We'll show you the alternative routes at our consultation later in the year so you can tell us what you think. In the meantime, we have also continued to develop the design of all routes, including junctions, to ensure safe access to and from local roads.

Ahead of our consultation, we're keen to help people understand how the new roads might impact on the local community.

On Thursday 22 July and Friday 23 July we'll be holding an interactive session at the Warcop Parish Hall, Appleby-in-Westmorland, CA16 6NX to give you the opportunity to find out more about the emerging design and listen to how the potential noise of the alternative routes may impact your area.

We'll be using latest technology to demonstrate the anticipated noise levels of traffic on each route. Sound Lab allows you to listen to the noise of the road with and without our mitigation measures, including special surfaces and sound barriers.

Alongside this appointment-only demonstration, we'll also be hosting a COVID-safe drop-in session where you can find out more about the design and ask us any questions you may have.

We appreciate that the announcement of these additional alternative routes has caused some uncertainty so this session aims to help alleviate some of those concerns. We're committed to identifying a route that considers the environment, local ecology, drainage and construction realities while minimising impact and disturbance for local people.

Call 0333 090 1192 to make your appointment for Sound Lab.

This line is staffed 9am-5pm or you can leave a message and we'll call you back between these times. There is no appointment required for the drop-in session.

What happens next?

Please call us to arrange an appointment for Sound Lab and/or drop-in to see us in the small room of the Warcop Parish Hall. Both these sessions will be held on Thursday 22 July between 7pm and 9pm or Friday 23 July between 10am and 3pm.

In the meantime, we're talking to landowners who are affected by the alternative routes. If you think you may be impacted and we haven't been in touch, or you have any other questions, please contact us.

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For more information on the A66 Northern Trans-Pennine project please visit our website: www.highwaysengland.co.uk/A66-NT or Twitter: @A66NTP



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8 Update leaflet – Warcop



A66 Northern Trans-Pennine project update

Update on design development **Warcop**

Since we made our preferred route announcement in May 2020, we've been carrying out various studies and surveys. This is to help us better understand areas such as the environment, ecology, heritage and drainage along the route, including how we will deliver the construction of the project.

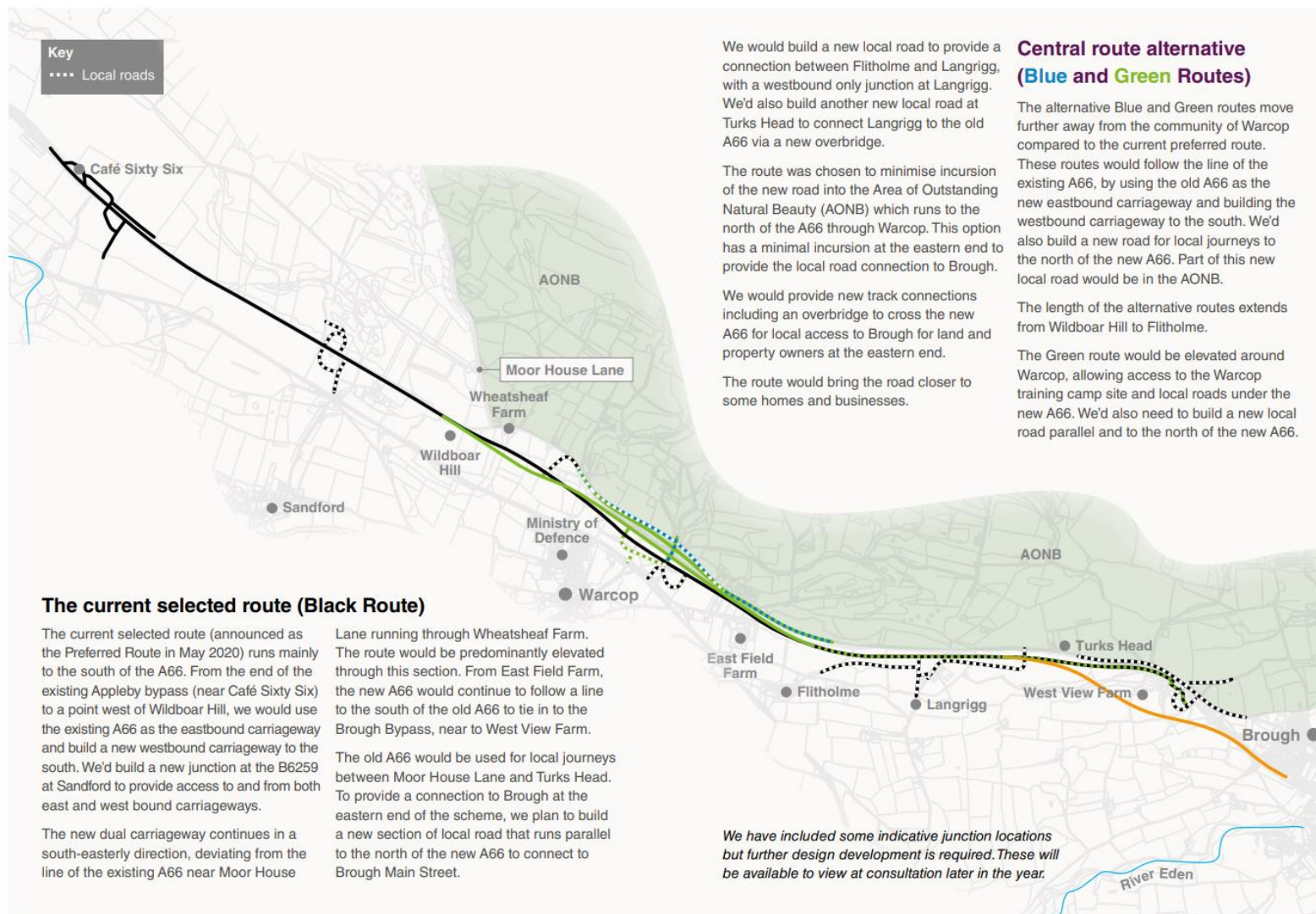
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We need to investigate these opportunities further so it is too early to say whether this work will result in changes to the preferred route. If our assessment work identifies deliverable enhancements to the preferred route at Kirkby Thore and Warcop, we will consult on any further option or options as part of the statutory consultation that we are planning later this year.

The existing A66 runs to the south of an Area of Outstanding Natural Beauty (AONB) in the Warcop area. This makes our work challenging as building in an AONB is subject to national planning policy.

In order to build anything in an AONB we have to demonstrate 'exceptional circumstances' and the matter has to be agreed with the Secretary of State. The preferred route we announced in May 2020 encroaches into the AONB at its eastern end. We are actively looking at how such intrusions into the AONB, along the length of the scheme, are balanced with impacts alternative routes might have on the local environment, property and communities. To assess if these impacts constitute exceptional circumstances we have employed specialists in this field.

We are also engaging with all the landowners who could be affected by these alternative routes. The map overleaf shows the alternative routes we are investigating.



Central route alternative cont.

This route would encroach into the AONB and move the highway network closer to the Ministry Of Defence (MOD) training camp facilities and properties to the north of the A66. We'd need to demolish a number of buildings in the training camp as a result of this alternative route.

For the Blue route we propose to lower the new A66 close to existing ground levels around Warcop, with access to the MOD training camp and local road to the north crossing over the top of the new road. We would still move the highway network further north, but the new local road would be further in to the AONB to avoid the majority of the MOD training camp facilities. In doing so, the local road would potentially follow the natural contours of the land in this area.

We will need to gain information and carry out additional surveys to allow us to assess both of these alternatives in full.

Eastern Alternative (Orange Route)

For this route we would build the new A66 to the south of West View Farm starting at Langrigg and tie in to the Brough Bypass further east than current selected route.

West of Langrigg the route would follow either the Black, Blue or Green route described above. By following the Orange route for this section we would completely avoid an incursion into the AONB at the Brough end of the scheme.

We'd need to demolish a property west of Brough to build this alternative route.

As the new A66 would run to the south of the existing A66, the old road could be used for local journeys, and we wouldn't need to build a new local road.

As with our other alternatives, we'll need to gain information and carry out additional surveys east of Langrigg to allow us to assess the route in full.

There are six possible combinations of routes we could bring forward for this area. They are:

West of Wildboar Hill	Wildboar Hill to Flitholme	Flitholme to Brough
Black Route	Black Route	Black Route
Black Route	Blue Route	Black Route
Black Route	Green Route	Black Route
Black Route	Black Route	Orange Route
Black Route	Blue Route	Orange Route
Black Route	Green Route	Orange Route

What happens next?

We're engaging with landowners affected by these alternative routes. If you think you may be impacted and we have not been in touch, please do contact us on the details provided in this leaflet.

If our assessment work identifies deliverable enhancements to the preferred route at Kirkby Thore and Warcop, we will consult on any further option or options as part of the statutory consultation that we are planning later in this year. This will provide you with the opportunity to understand these routes better and have your say about them, as your views are really important to us.

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