

## Northern Trans-Pennine project

Fact sheet

### Land and property

The Preferred Route for A66 Northern Trans-Pennine project will:

- Improve safety by reducing accidents
- Reduce congestion and increase capacity
- Improve connectivity and provide more reliable journeys
- Boost the economy and better links to tourist hot-spots
- Reconnect communities

You may be concerned about what the A66 Northern Trans-Pennine project means for your land, property, home or business.

This factsheet explains what happens next, the options available to you and where to find further information.

#### What the preferred route means

It means that Government has selected a preferred route for the new alignment of the A66, allowing further design and assessment to be carried out. It does not mean that planning consent has been given.

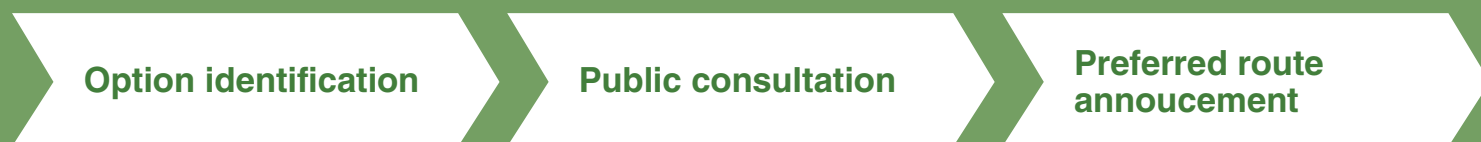
Over the coming months and years, we will further develop the design, including more detailed environmental surveys, air quality and noise impact assessments and further traffic modelling.

There will be opportunities to influence the project through further public consultation before we apply for development consent.



# Major road projects and property compensation

This diagram shows the progress of a project and the stages at which each type of compensation is available to land and property owners.



Discretionary Purchase

Blight notice

Discretionary purchase for properties affected by construction works and the road in use

## Protecting the route

To protect the preferred route from potentially conflicting new development we have asked the local planning authorities to register the red line boundary. This means that anyone planning to buy property within 250 metres of the preferred route, will be informed through land searches that there is route protection on the land. In addition, local planning authorities are required to consult with us before granting planning permission for development which is likely to prejudice the construction of our road.

## Property blight and your rights

Blight is when the value of a house, business or agricultural land is reduced because of large scale, or major public works. It may make it difficult for landowners to sell their properties at market value and they often have to sell at a much lower price.

Once a preferred route has been announced, and until we apply for development consent, this applies to all property wholly or partly inside the red line boundary.

Depending on how blight affects your property, you may be able to ask us to consider buying it from you.

## Applying to the Planning Inspectorate

## Construction

## Road in use

### Blight notice

Discretionary purchase for on-line and off-line properties affected by construction works and the road in use

### Compulsory acquisition

#### Noise monitoring

Discretionary purchase for off-line properties affected by construction works.

Compensation for the effects of construction.

### Part 1 Compensation for the effects of the new road

#### Noise monitoring

Discretionary purchase for off-line properties affected by the road in use.

To serve a blight notice on us you must be a freeholder or leaseholder with an eligible interest in the land. This usually means you must be an owner-occupier but other criteria also apply. You will also need to show that you have been unable to sell your property at a realistic unblighted (i.e. unaffected) price. We purchase blighted properties at their unaffected market value; this is the amount the property would be worth if the project did not exist, not the blighted (lower) value.

Please note that the property owner serves a blight notice on Highways England; not the other way round.

Blight can also affect off-line property. This is where none of your land is required but your enjoyment of it is likely to be seriously affected by the construction or use of the road. In these circumstances, owners might have an urgent need to move but cannot sell their land and property except at a significant loss.

Different rules apply to off-line properties and we are not obliged to buy them. We will consider each application on its merits. However, we only buy properties in exceptional circumstances and convincing reasons must exist.

**For more information about blight see our booklet *Your property and blight*. If you don't qualify for statutory blight, you may find our booklet *Your property and discretionary purchase* useful.**

## The planning process

The A66 Northern Trans-Pennine project is a Nationally Significant Infrastructure Project. This requires a type of planning permission called a Development Consent Order (DCO).

A DCO grants planning permission and authorises the compulsory acquisition of land needed for a project. There is much more work to do over the coming months and years to develop the scheme in more detail before we apply for a DCO.

Consultation with landowners and other interested parties are key to the DCO process. There will be more opportunities to present your views and influence the scheme leading up to the DCO application and also during the public examination and hearings held by the Planning Inspectorate.

The DCO will be decided by the Secretary of State after all the issues have been examined.

## Compulsory purchase

If the Secretary of State approves the DCO we would then serve notices on landowners to purchase their land or property. Compulsory purchase only applies from this point.

Our booklets *Your property and our road proposals* and *Your property and compulsory purchase* are good sources of information.

## Compensation for the effects of the new road

We will try to minimise the project's impacts on nearby properties as far as possible. However, if you believe your property or business has been impacted by construction works, you may be able to claim compensation. Please discuss your concerns with us as we may be able to help.

## What next

We are talking to the owners and tenants of land and property directly impacted by the preferred route. While we know that their land will be affected, further detailed design work will be required to determine the full extent of the land required for the final scheme. This detailed design work will be developed throughout the next stage of the project. We could also require further land for compounds required during the construction of the final scheme or for utility (gas, electricity, water) infrastructure. We will discuss such requirements with affected owners and tenants as the detailed design develops.

The preferred route may be subject to minor adjustments and variations as we develop the detailed design. Where such minor changes are necessary, we will discuss them with any affected owners and tenants prior to carrying out a statutory public consultation on the final design before submitting our application for development consent.

If you think your land or property is impacted and you want to talk to us, please do get in touch.

Our series of land and property booklets give you more information about all the themes in this factsheet. They are all available at [highwaysengland.co.uk/a66-northern-trans-pennine/](https://highwaysengland.co.uk/a66-northern-trans-pennine/)

## Contact us

Please contact us if you have any queries and we'll get back to you.

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Phone: **0300 123 5000**

Web: [highwaysengland.co.uk/a66-northern-trans-pennine/](https://highwaysengland.co.uk/a66-northern-trans-pennine/)

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