

A66 Northern Trans-Pennine project

Supplementary consultation
Appleby to Brough

Warcop West and Warcop Central

Winter 2021/2022



Introduction

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

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

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

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

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

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

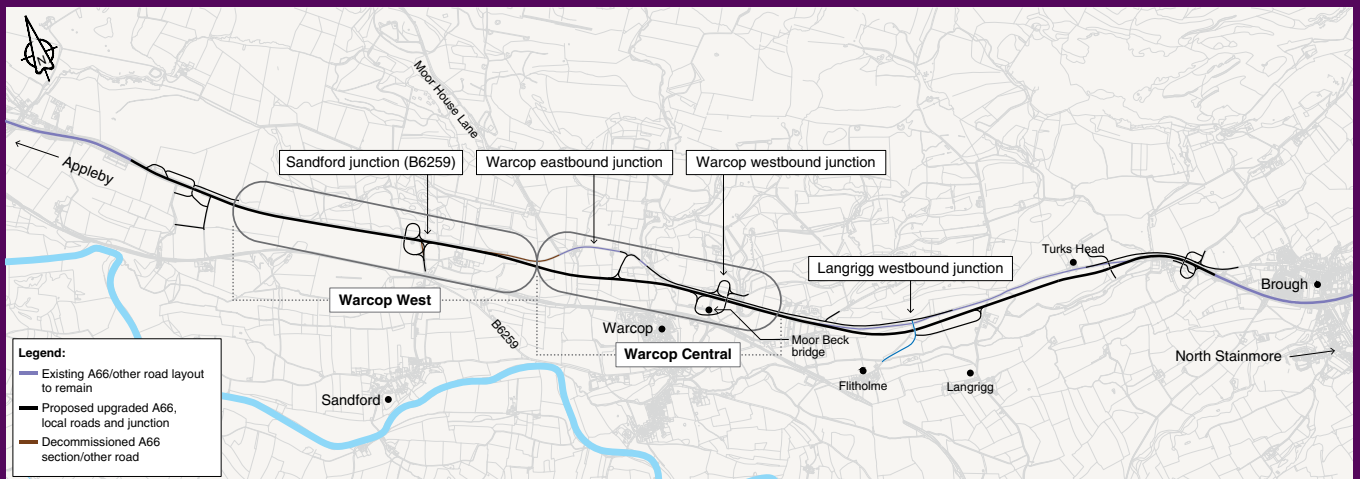
We are carrying out a supplementary consultation to give you the opportunity to tell us your thoughts on these changes.





What we are proposing

The locations



Warcop West

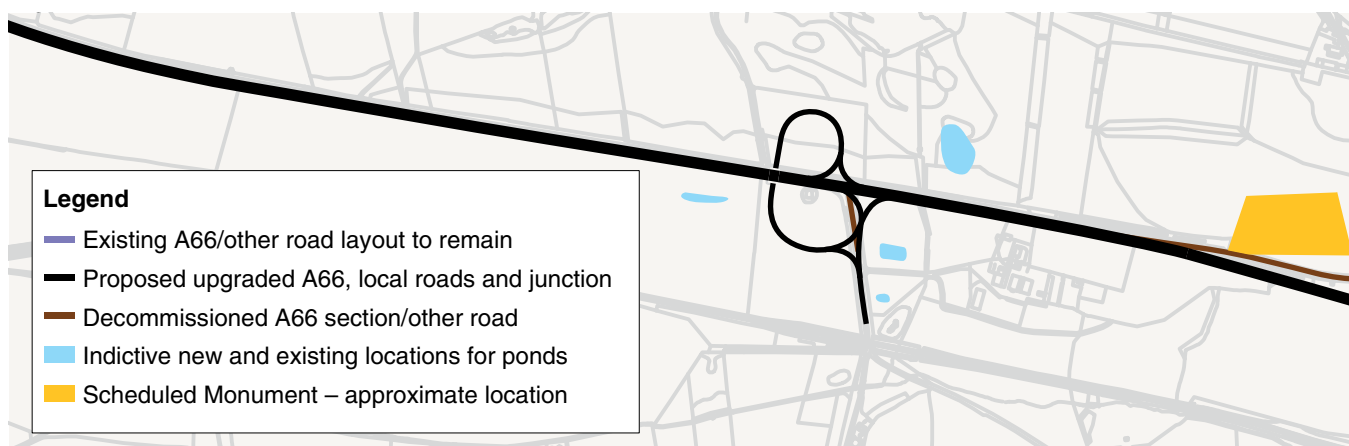
At our autumn consultation, we presented our proposals for the Black Route, which included plans to build the new westbound carriageway to the south of the existing A66 and use the existing A66 for the eastbound carriageway. During consultation, a number of comments were made on the following areas:

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

What we propose:

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

Extents of our amended plans – Warcop West



Benefits:

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

Warcop Central

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

Concerns raised:

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

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

What we propose:

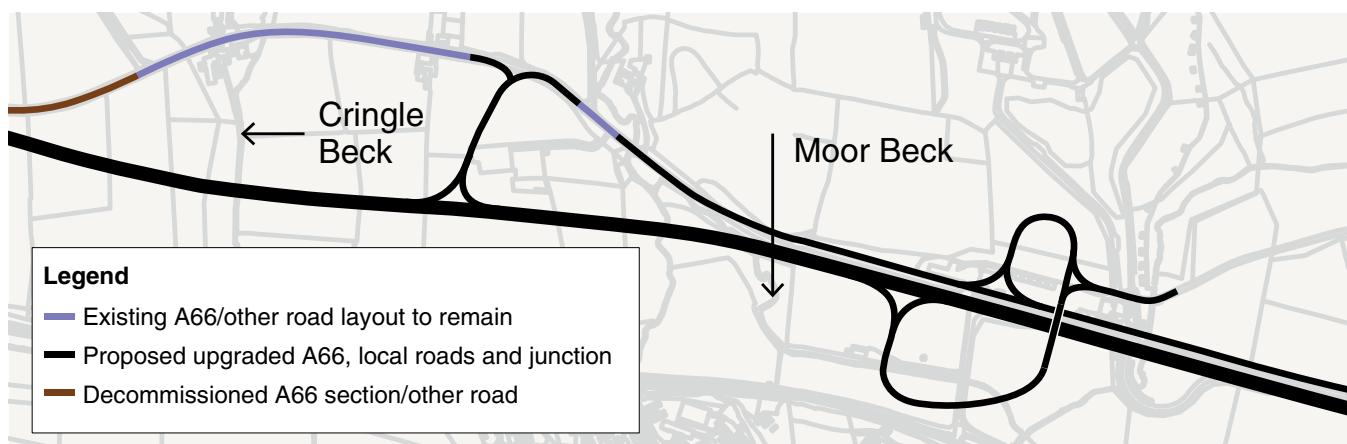
We plan to increase the size of the structures over Moor Beck and Cringle Beck to minimise impacts in this area.

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

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

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

Extents of our amended plans – Warcop Central



Benefits:

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

Managing our environmental impacts

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

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

differ, compared to those which we reported in the PEI Report at our autumn consultation.

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

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

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

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

How to have your say

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

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

If you would like to complete the feedback form online, please visit our consultation web page at highwaysengland.citizenspace.com/he/17498164

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

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


If you would like to view the technical documents which supported our consultation in the autumn, including the PEI Report, they are available online at highwaysengland.citizenspace.com/he/17498164 and at The Sandford Arms, Warcop CA16 6NR

For any questions, please contact us:

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

You can also follow:

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



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

*Please check opening times with the venue.

**Events are subject to Government COVID restrictions and may have to be cancelled at short notice if guidance changes. Any such changes will be posted on the project website and advertised at the venue. All materials will be available by post or on the consultation web page at highwaysengland.citizenspace.com/he/17498164

What happens next

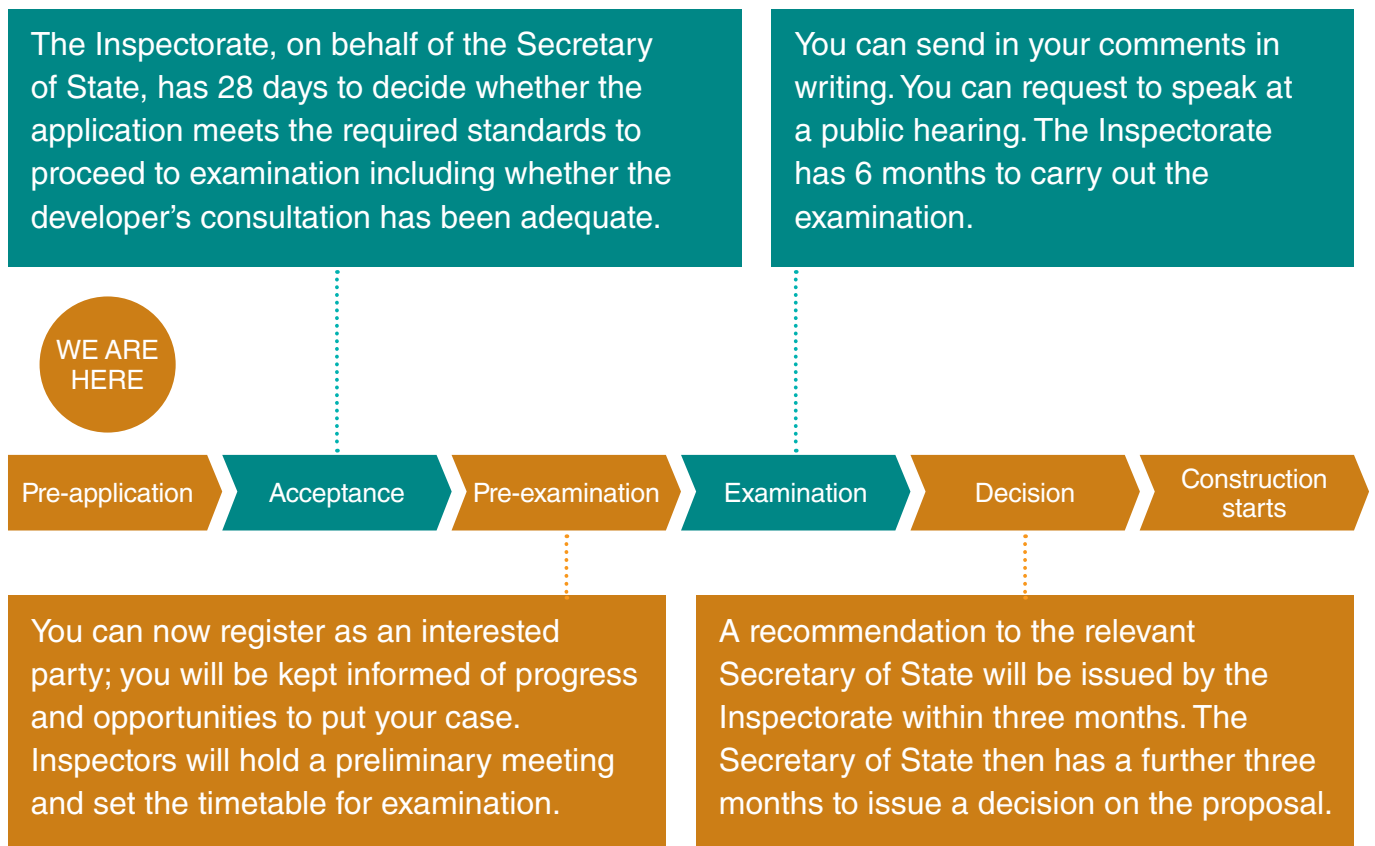
Your feedback will help us to refine our designs before we submit our application for a Development Consent Order (which is the planning permission we need to construct the project) in the spring. If the application is accepted by the Planning Inspectorate, there will be an examination of the application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

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

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

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

The application process



Based on information from the Planning Inspectorate website

Your data, your rights

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

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

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

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

Under the GDPR regulations you have the following rights:

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

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

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



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

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