



A66 Northern Trans-Pennine project

Proposed changes consultation

January/February 2023

Contents

Foreword	3
Introduction	4
How to find out more	5
Location of proposed changes	6
Understanding our plans	8
Environmental information	9
Understanding the change proposals	10
Responding to this consultation	12
DC-01 – Change in speed limit west of M6 Junction 40	14
DC-02 – Realignment of walking and cycling route at Skirsgill	16
DC-05 – Removal of junction for Sewage Treatment Works (and private residence) from A66, and provision of an alternative access from B6262	18
DC-07 – Retention of Lightwater Cottages	20
DC-08 – Inversion of the mainline alignment at the junction at Center Parcs	22
DC-10 – Removal of Priest Lane underpass	26
DC-12 – Green Lane bridge realignment	28
DC-16 – Removal of Roger Head Farm overbridge	30
DC-17 – Café Sixty Six – Revised land plan	32
DC-18 – Revision to access for New Hall Farm and Far Bank End	34
DC-19 – Realignment of cycleway local to Cringle and Moor Beck	36
DC-21 – Amendments to Order Limits within Ministry of Defence land	38
DC-25 – Removal of Langrigg westbound junction, revision to Langrigg Lane link, and shortening of Flitholme Road	42
DC-26 – Revision to West View Farm accommodation bridge and removal of West View Farm underpass	46
DC-27 – Construction of noise barrier south of Brough	48
DC-29 – Realignment of A66 mainline and Collier Lane	50
DC-30 – Realignment of maintenance/footpath adjacent to Waitlands Lane	52
DC-32 – Lower the A66 mainline levels east of Carkin Moor and change an underpass to an overbridge	54
Changes to the Limits of Deviation	60
DC-03 – Reorientation of Kemplay Bank junction	62
DC-04 – Separation of, and greater flexibility for, shared public rights of way and private access track provision on the Penrith to Temple Sowerby scheme	66
DC-06 – Increase in vertical Limits of Deviation local to Shell Pipeline	68
DC-09 – Flexibility to reuse the existing A66 carriageway	69
DC-11 – Earlier tie-in of Cross Street to the existing road	70
DC-13 – Realignment of Main Street	71
DC-14 – Realignment of Sleastonhow Lane	72
DC-15 – Realignment of Crackenthorpe underpass	73
DC-20 – Update to Limits of Deviation on eastbound connection to local road (immediately west of Hayber Lane)	74
DC-22 – Realignment of Warcop westbound junction	75
DC-23 – Realignment of de-trunked A66 to be closer to new dual carriageway at Warcop	76
DC-24 – Reuse of existing A66 (north of Flitholme)	77
DC-28 – Realignment of local access road to be closer to new dual carriageway east of Bowes	78
DC-31 – Realignment of Warrener Lane	80
What happens next	82
Application process	82
Keep in touch	83

Foreword



Since the end of Statutory Consultation in November 2021, the A66 Northern Trans-Pennine project continues to develop at pace.

As part of the Government's Project Speed initiative, we are working in different ways to ensure we deliver major infrastructure projects as efficiently as possible to bring benefits to people sooner. For example, our Development Consent Order (DCO) is currently being examined while we make preparations for potential construction in 2024, and we are in the process of acquiring land by agreement.

Since the acceptance of our DCO application in July 2022, and following the review of further feedback, we are proposing a number of changes to our designs across the route. This brochure details why we are considering amending the designs in our current application.

I encourage you to read this brochure and have your say on what we are proposing. We'll also be holding several public information events across the route where you can meet members of the team and talk about our latest designs. You can then formally submit feedback to us again.

It's been a very busy year and the project has reached two major milestones. The first was the acceptance of our DCO application in July. Public hearings have taken place and the Planning Inspectorate are in the process of examining our application in more detail. A decision on whether we'll be able start construction is expected to be made by the Secretary of State for Transport in autumn 2023.

The second milestone achieved is bringing on board the four contractors who will be responsible for upgrading the A66. I'm delighted to welcome Balfour Beatty, Costain, Keltbray and Kier to the project and I look forward to working with them on the biggest generational investment on the north's road network.

Safety remains an issue on the A66 with collisions and disruption taking place on what is an all too regular basis. It is incredibly upsetting to hear someone has died or has been seriously injured. Our plans to dual the remaining single sections of carriageway, as well as improve junctions, will improve safety and ensure journeys from east to west are more reliable for everyone who uses the A66.

Social value plays a pivotal part of our project. Team members have been and will continue to volunteer their time to help local charities and organisations, to improve facilities, decorate rooms or clean up litter. Throughout this year and beyond, we will be looking at other ways we can help improve and support the local communities, no matter how big or small the project.

Finally, your feedback is vital and we encourage you to keep providing us with it, whether it's good or bad. I hope you'll agree that this project is needed for national, regional and local prosperity. We'd like to think that we've got to this point objectively and in a balanced way, and we look forward to the Secretary of State's decision later this year.

A handwritten signature in black ink that reads "Lee Hillyard". The signature is written in a cursive, slightly slanted style.

Lee Hillyard
Project Director

Introduction

Large road projects such as the A66 Northern Trans-Pennine project are classed as Nationally Significant Infrastructure Projects, which means that we need to apply for a Development Consent Order (DCO) to gain permission to build the project. Four independent Inspectors (the Examining Authority) – appointed by the Planning Inspectorate – are examining our DCO application, looking at evidence presented by the A66 project team and issues raised by others, during a six-month examination period which began at the end of November 2022, and which will end in May 2023. After the examination closes, the Examining Authority will report to the Secretary of State for Transport, who will decide whether to grant development consent for the project.

We are now consulting on some proposed design changes to the DCO application. We are proposing to introduce these changes to the DCO application because we think they will benefit the final project. They are being considered in response to ongoing conversations with stakeholders, those directly impacted by the project and our delivery partners. The changes would deliver wider benefits, including to the environment and could reduce the amount of land required to deliver the project.

The A66 has been identified by Government as a key project which will help support the growth of the north and is part of Project Speed, an initiative to accelerate important infrastructure projects.

As part of Project Speed, we are carrying out some of our detailed design work alongside our DCO application process which means we can bring forward some design development

which we might not usually be able to consider at this stage and we can also propose design changes through this change consultation. Then, if the changes are taken forward, they would be written into our DCO application and guaranteed to be delivered, if consent is granted.

We are using this parallel approach to help reduce the amount of land required, structures, construction time and therefore the impact on communities and road users.

We wrote a letter to the Examining Authority on 16 December 2022, which was published on the Planning Inspectorate's website on 21 December 2022, providing notice of our intention to propose some changes to the project.

We will engage with local people and landowners as well as our ongoing discussions with Local Authorities and environmental bodies.

Following this public consultation we will consider all responses and then submit a request to the Examining Authority to accept, as part of our DCO application, those changes we still wish to proceed with. If those changes are accepted for examination, there will be opportunities for the detail of each proposed change to be considered and for all interested parties to make representations on the change as part of the ongoing examination of the DCO application.

The illustrations used in this brochure vary between technical drawings and schematics as we have chosen the best way to illustrate the change in each case. We're available to further explain by phone, email or in person at our drop-in events.

How to find out more

If you would like to find out more about the changes we are proposing, we are holding the following drop-in events where members of the team will be on hand to talk to you about the changes and answer your questions.

If you would like to find out more about how to provide your feedback please see page 12 of this brochure.

Date and times	Drop-in event locations
30 January, 3pm-7pm	Gilling West Village Hall, High St, Gilling West, Richmond DL10 5JJ
31 January, 3pm-7pm	Kirkby Thore Memorial Hall, Kirkby Thore CA10 1UE
1 February, 3pm-7pm	Warcop Village Hall, Appleby-in-Westmorland CA16 6NX
6 February, 3pm-7pm	Penrith Methodist Church, Wordsworth St, Penrith CA11 7QY



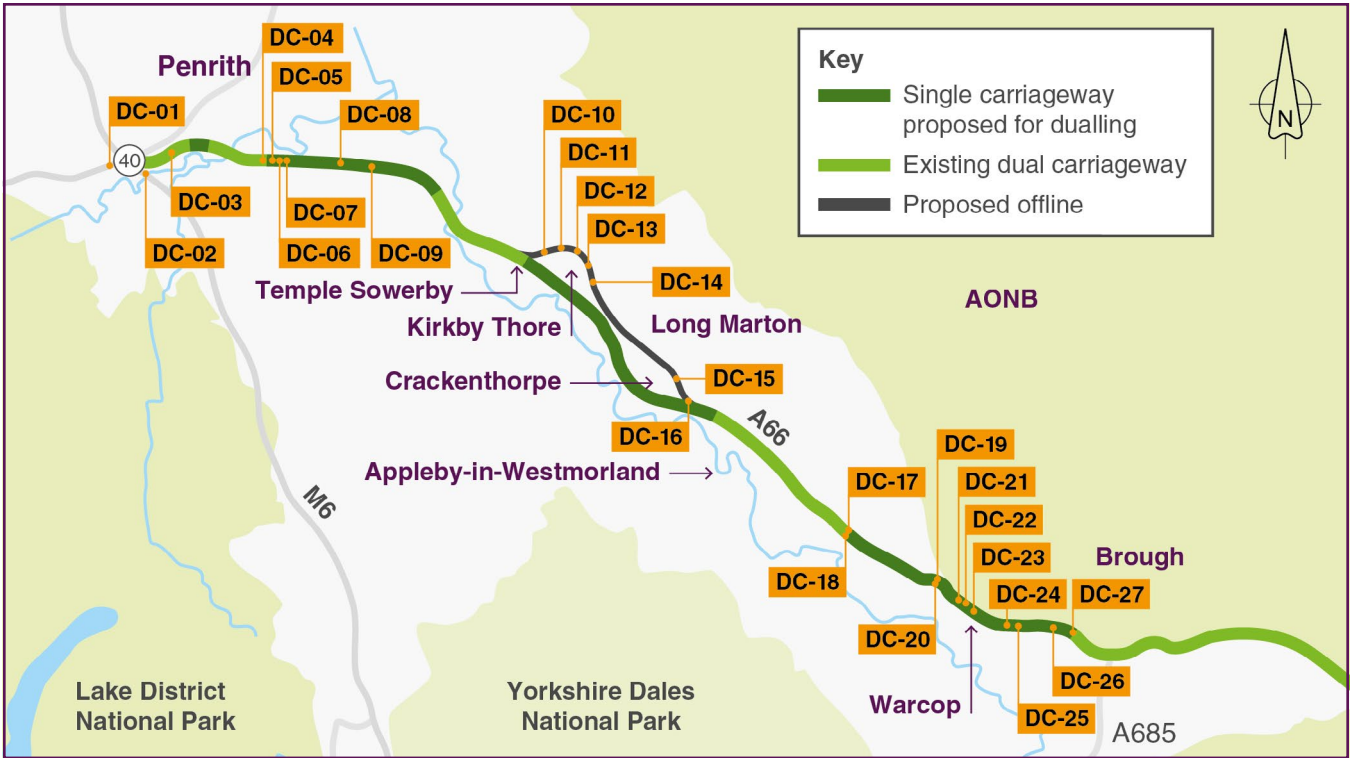
Location of proposed changes

The plans show the locations where we propose changes to our DCO application. The tables identify which page in this brochure you can find more information. Please refer to the change reference number clearly on any feedback you provide.

Key

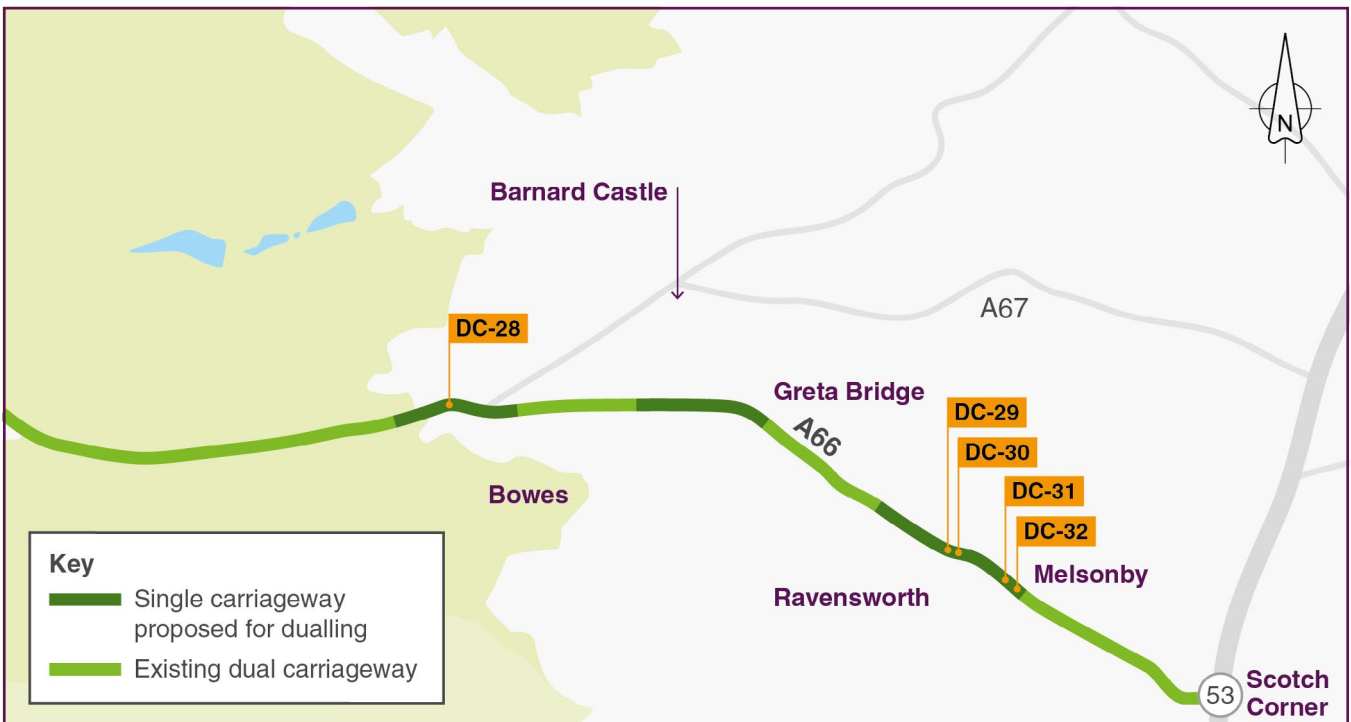
 General design changes  Limits of Deviation (LoDs). See page 60

Location	Change in the design (west)	Page
DC-01	Change in speed limit west of M6 Junction 40	14
DC-02	Realignment of walking and cycling route at Skirsgill	16
DC-03	Reorientation of Kemplay Bank junction	62
DC-04	Separation of, and greater flexibility for, shared public rights of way and private access track provision on the Penrith to Temple Sowerby scheme	66
DC-05	Removal of junction for Sewage Treatment Works (and private residence) from A66, and provision of an alternative access from B6262	18
DC-06	Increase in vertical Limits of Deviation local to Shell Pipeline	68
DC-07	Retention of Lightwater Cottages	20
DC-08	Inversion of the mainline alignment at the junction at Center Parcs	22
DC-09	Flexibility to reuse the existing A66 carriageway	69
DC-10	Removal of Priest Lane underpass	26
DC-11	Earlier tie-in of Cross Street to the existing road	70
DC-12	Green Lane bridge realignment	28
DC-13	Realignment of Main Street	71
DC-14	Realignment of Sleastonhow Lane	72
DC-15	Realignment of Crackenthorpe underpass	73
DC-16	Removal of Roger Head Farm overbridge	30
DC-17	Café Sixty Six – Revised land plan	32
DC-18	Revision to access for New Hall Farm and Far Bank End	34
DC-19	Realignment of cycleway local to Cringle and Moor Beck	36
DC-20	Update to Limits of Deviation on eastbound connection to local road (immediately west of Hayber Lane)	74
DC-21	Amendments to Order Limits within Ministry of Defence land	38
DC-22	Realignment of Warcop westbound junction	75
DC-23	Realignment of de-trunked A66 to be closer to new dual carriageway at Warcop	76
DC-24	Reuse of existing A66 (north of Flitholme)	77
DC-25	Removal of Langrigg westbound junction, revision to Langrigg Lane link, and shortening of Flitholme Road	42
DC-26	Revision to West View Farm accommodation bridge and removal of West View Farm underpass	46
DC-27	Construction of noise barrier south of Brough	48



Proposed changes in design – west

Location	Change in the design (east)	Page
DC-28	Realignment of local access road to be closer to new dual carriageway east of Bowes	78
DC-29	Realignment of A66 mainline and Collier Lane	50
DC-30	Realignment of maintenance/footpath adjacent to Waitlands Lane	52
DC-31	Realignment of Warrener Lane	81
DC-32	Lower the A66 mainline levels east of Carkin Moor and change an underpass to an overbridge	54



Proposed changes in design – east

Understanding our plans

This key is used for the plans in this brochure unless individual keys are provided. The plans used are indicative and vary in scale to best illustrate the change. Where we show details, such as the design of a structure or planting, on visuals these are also indicative and maybe changed in detailed design.

Key	
	Order Limits
	Area excluded from Order Limits
	Area of Outstanding Natural Beauty (AONB)
	Existing watercourse
	Proposed highway boundary
	Parish boundary
	Proposed equestrian track
	Proposed bridleway and private access track
	Proposed bridleway
	Proposed footpath and private access track
	Proposed footpath
	Proposed shared cycleway and private access track
	Proposed shared cycleway
	Proposed footpath and private access track
	Proposed footpath
	Proposed cycle track and private access track
	Proposed cycle track
	Proposed private access track
	Existing public right of way
	Proposed earthworks (embankments)
	Proposed earthworks (cutting)
	Proposed ditch
	Proposed verge
	Proposed central reserve
	Proposed highway structure
	Proposed carriageway
	Proposed drainage treatment area
	Proposed landscape reprofiling
	Proposed site compound
	Proposed Variable Message sign (VMS)
	Proposed national speed limit on dual carriageway and slip roads (70mph)
	Proposed national speed limit where we have street lighting (30mph)
	Proposed DCO design
	Location of proposed changes
	Change to Order Limits as proposed in the DCO application
	Order Limits as proposed in the DCO application
	Additional land proposed to be acquired
	Land currently included in Order Limits as proposed in the DCO application but no longer required
	Land currently in Order Limits as proposed in the DCO application and still required

Please note:

- The proposals show the design changes, but not any associated environmental mitigation at this stage
- Drainage ponds may change locations through the next detailed design stage of the project

Environmental information

We have assessed each change against the conclusions of the Environmental Impact Assessment undertaken for the DCO application to determine whether there is a risk of a potential change in likely significant environmental effects. Where a change has been identified we will work to mitigate it where possible. The copy in this brochure highlights where we think there is a risk of change in the significant effects by topic.

An environmental appendix is provided alongside this brochure. The tables in this appendix set out where we think there is potential for the proposed change to give rise to a new or different likely significant effect compared to those reported in the Environmental Statement we submitted as part of our DCO application. The purpose of this is to give an understanding of the potential risks of new or different likely significant effects which could arise from these changes.

It should be noted that the risks reported within the appendix are based on the potential worst case scenario assumptions which may differ

by topic and by change, but which consider, for example, that the fullest extents of Limits of Deviation are used, or that all vegetation within new land or within a design footprint is lost. We are continuing to consider and develop mitigation measures that may be able to reduce or remove a potential likely significant effect and where possible, potential mitigation measures are noted within the tables.

Each of the changes in this consultation will have to be accepted by the Examining Authority before they can be included in our DCO application. We will provide further details of any proposed mitigation measures as they become available, to allow people to comment on those details as part of the examination of the DCO application.

Our commitment to mitigation will be secured through the DCO, with the appropriate mechanism for securing it being confirmed when the mitigation measure is introduced into the DCO examination.



Understanding the change proposals

Our project is moving into the detailed design phase and some of the language we use in this brochure is more technical than we would normally include. We've added the following glossary to help with understanding the changes. If you have any questions or there is something you would like explaining, please give us a ring on **0333 090 1192** or email us on changeconsultationA66NTP@nationalhighways.co.uk

We also have the technical team on hand at our drop-in events if you would like to meet them. Please see page 5 for details.

Glossary

Alignment – the route or course of a road.

All-movement – a junction which allows access to the new A66 in both directions and also to the local road network. These junctions include an underpass or overbridge.

AONB – Area of Outstanding Natural Beauty which is a national designation of land which has special rights to protect and enhance its natural beauty.

Balancing pond – man-made ponds which are included in our design to drain and filter water which runs off the new road surface.

Carriageway – one or two lanes of the road travelling in either direction.

Crown land – land which is owned by the King, or his private estates or a government department, and land in which any of these persons has an interest. Crown land has specific planning restrictions, rights and protections.

Cutting – where the road is artificially lowered in the landscape, usually to minimise visual impacts or to even out undulations.

DCO – Development Consent Order which is the planning process for getting consent for a project such as the A66 (see diagram on page 82 for where we are in this process).

De-trunked – the section of the old A66 which would no longer be part of the mainline trunk road operated by National Highways. De-trunked sections of road become part of the local road network and will be operated by the Local Authority (instead of National Highways).

Earthworks – cuttings or embankments used to make sure the road alignment is designed for optimum safety and visibility.

Environmental mitigation – planting or habitat creation designed to offset the environmental impacts of the project.

Embankment – where the road is artificially raised in a landscape with the use of earthworks.

Land take – the amount of land we are buying from local landowners to construct the new road and associated infrastructure and mitigation, to enable us to deliver our project.

Left-in, left-out – an access point onto the new A66 road which is only available for traffic heading in one direction.

LoDs – Limits of Deviation allow for small degrees of flexibility in where the road might lie once it is constructed. They allow for horizontal deviation from the lines shown on the works plans and vertical deviation from the levels which are shown on the engineering section drawings, all of which are submitted as part of the DCO application (see page 60 for further details about LoDs).

Mainline – the main A66 road we are constructing.

Offline – a location away from the existing mainline or the new alignment.

Order limits – the outer limit of the works as included in our DCO application. This is shown by a red line boundary on our land plans and works plans submitted as part of the DCO application.

Overbridge – a bridge structure spanning the new A66 alignment.

PMA – Private Means of Access/private access track are tracks we build as part of the project to enable landowners to access areas of their land. They are intended primarily for use by the landowner only.

PRoW – Public Rights of Way such as walking, cycling or horse riding routes.

RLB – Red line boundary which shows the extent of our works area in the DCO application (this is the same as the Order Limits).

SM – Scheduled Monument, a historical feature in the landscape or hidden underground.

Severed land – areas of land which have been cut off from the rest of a farm or holding. In these cases, we would either provide an access structure to this land or acquire it as part of the project.

Span – the distance between supports for a structure such as a bridge.

Tie-in – where the new or improved road we are constructing meets the existing road.

Underpass – a tunnel under the main A66 route usually designed for the use of WCH and/or as a PMA.

Undulations – where the level of the land is not flat, but varies (up and down).

WCH – walking, cycling and horse riding.

For a detailed glossary in relation to environmental terms please see the Environmental Appendix which accompanies this document.

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 policy notice, please contact: DataProtectionAdvice@highwaysengland.co.uk

Responding to this consultation

We are proposing to make thirty two changes to the Development Consent Order (DCO) application.

Each of the thirty two proposed changes is identified by a unique reference. A map showing the locations of the changes as well as a description of each is on pages 6 and 7.

Please ensure you note which change you are responding to in all feedback. This consultation is about changes which we are proposing to our DCO application for the project. Therefore, only feedback which relates to the proposed changes presented in this brochure will be considered for the purposes of our Proposed Changes Consultation Report.

This consultation will provide stakeholders, and those directly affected by the proposed changes, with an opportunity to give their feedback.

The consultation launches on 28 January. If you would like to take part in the Proposed Changes Consultation, please provide your comments by 23:59 on Monday 27 February 2023:

- Online: by completing the feedback form on the project website at highwaysengland.citizenspace.com/he/a66-ntp-dco-application-design-change-consultation
- Calling: **0333 090 1192** to request a hard copy of the feedback form and send it to us using the freepost address **FREEPOST A66 NORTHERN TRANS-PENNINE PROJECT**
- Email: to request a feedback form which you can send to changeconsultationA66NTP@nationalhighways.co.uk

Hard copies will also be made available in local deposit points **Penrith Library, St Andrew's Churchyard, Penrith** and **The Witham, 3 Horse Market, Barnard Castle** and at our drop-in events.

Our DCO application documents are also available to view online on the Planning Inspectorate's website (infrastructure.planninginspectorate.gov.uk/projects/north-west/a66-northern-trans-pennine-project/) and hard copies are available at Penrith Library and The Witham.

If you are having difficulty accessing the documents, please call **0333 090 1192** and we will help.

Drop-in events

We're also holding the following drop-in sessions where members of the team will be on hand to talk to you about the changes:

Date and times	Drop-in event locations
30 January, 3pm-7pm	Gilling West Village Hall, High St, Gilling West, Richmond DL10 5JJ
31 January, 3pm-7pm	Kirkby Thore Memorial Hall, Kirkby Thore CA10 1UE
1 February, 3pm-7pm	Warcop Village Hall, Appleby-in-Westmorland CA16 6NX
6 February, 3pm-7pm	Penrith Methodist Church, Wordsworth St, Penrith CA11 7QY



M6 Junction 40 to Kemplay Bank

DC-01 – Change in speed limit west of M6 Junction 40

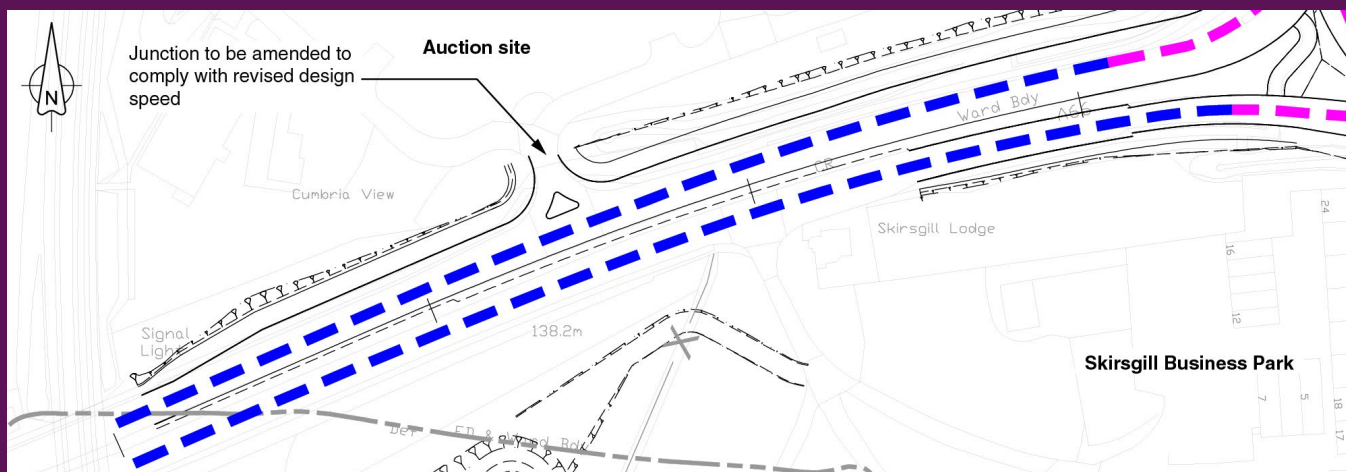
Background to change

To the west of Junction 40 on the M6, the auction site has a direct access onto the A66. In our DCO application we had designed the access to the auction site to include merge and diverge lanes designed for the existing speed of the road (70mph).

The DCO design also includes a shared cycle way in the verge of the eastbound section which crosses the access/exit to the auction's main depot.

Description of change

Our proposed change would reduce the speed limit from 70mph to 30mph on both the eastbound and westbound carriageways of the A66, between the railway bridge and Junction 40. As a result, there could be no need to add merge and diverge lanes to the auction site access. A more compact junction arrangement (similar to the existing access) would be safe and suitable.



DCO design

Reason for change

This change would make the shared cycleway safer and reduce the speed of eastbound traffic passing the entrance/exit to the auction site as it approaches the roundabout at Junction 40 of the M6. The more compact arrangement for access to the auction site would be more in keeping with the existing access and would reduce our impact on the landowner and the auction business by reducing the land required.

This design change would help to reduce the area of carriageway/hard standing required. This could shorten the construction programme, simplify the drainage and signage arrangements and reduce the amount of materials needed for construction.

It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement.



Proposed change

M6 Junction 40 to Kemplay Bank

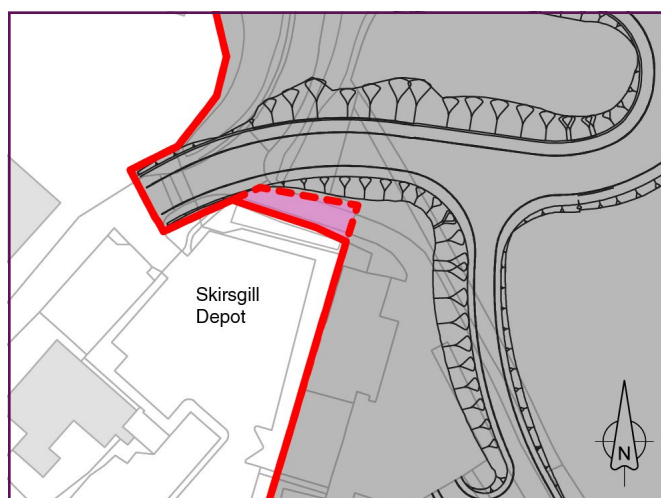
DC-02 – Realignment of walking and cycling route at Skirsgill

Background to the change

Our DCO application proposes a footpath and cycleway running adjacent to the southbound slip road of the M6 at Junction 40 which runs along the south side of Skirsgill depot and connects with Skirsgill Lane.

Description of the change

This change proposes that we divert the footpath from the slip road and re-direct it alongside the boundary of the Skirsgill depot to the north. Pedestrians and cyclists will take a route which runs adjacent to the A66 before heading south east to join Skirsgill Lane.



The land shown in solid pink is new land required for the new alignment of the walking and cycling route

Reason for change

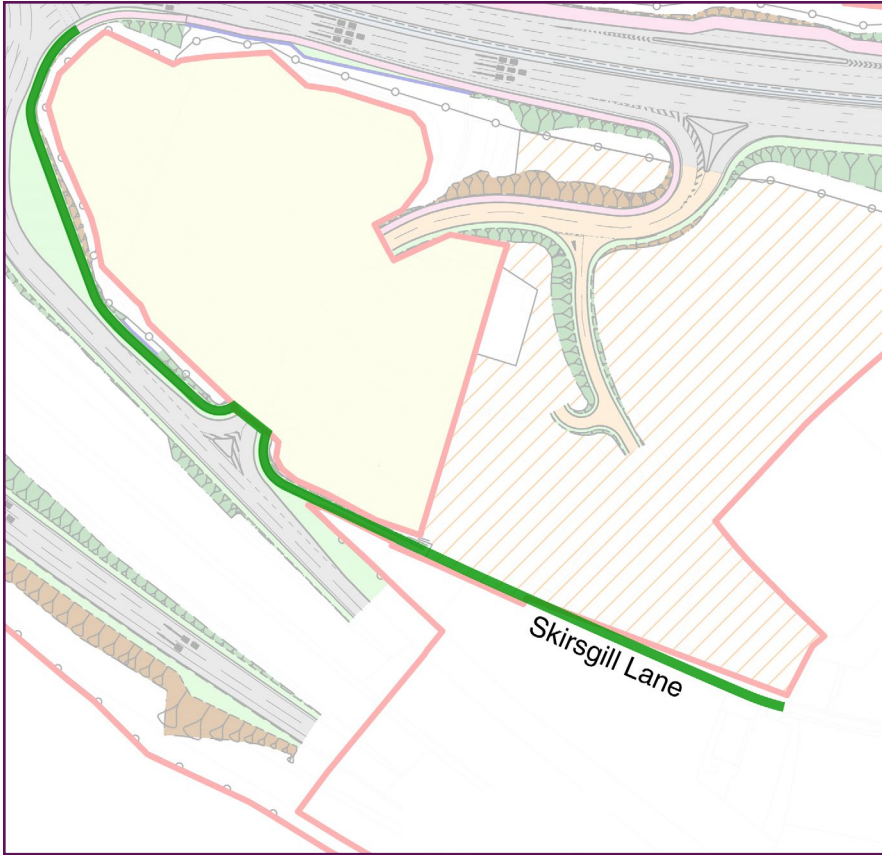
The proposed route is a more attractive and safer alternative for walkers and cyclists who would be redirected away from the M6 Junction 40 southbound slip road.

In addition, earthworks on slip roads are heavily constrained in this location meaning that structural solutions may be required to retain the route.

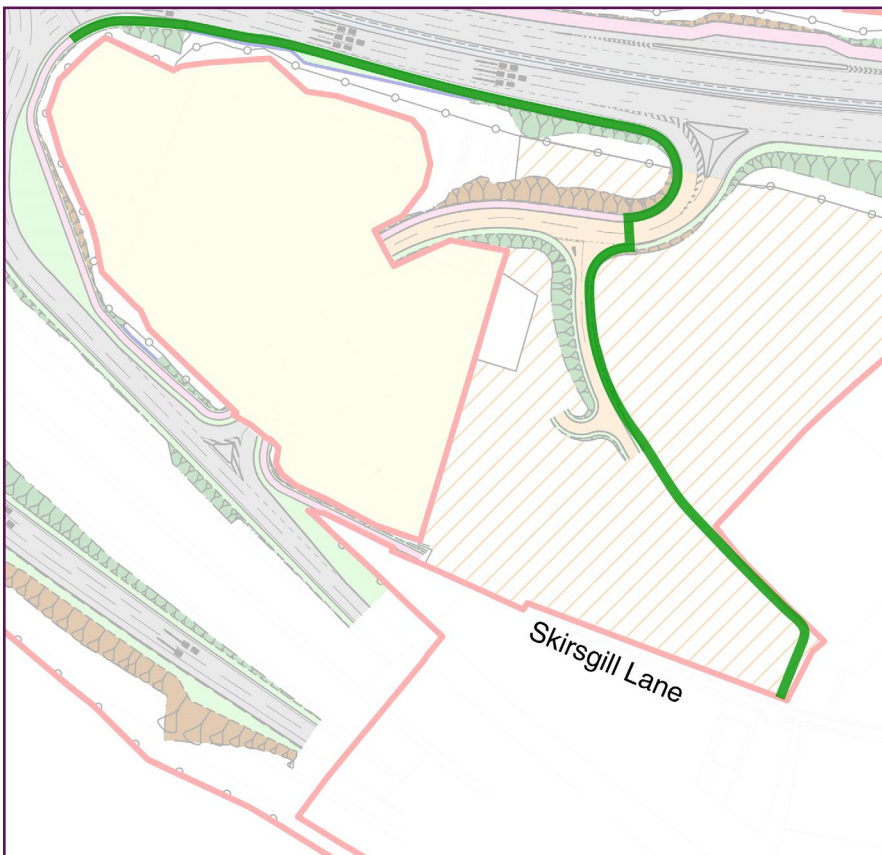
The re-routed footpath will reduce the earthworks required and shorten the duration of the construction programme. The exact location of the walking and cycling route, as well as the access arrangements, will be developed further during detailed design, in conjunction with Cumbria County Council.

This would require a small change to the Order Limits for our DCO application.

It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement.



DCO design



Proposed change

Penrith to Temple Sowerby

DC-05 – Removal of junction for Sewage Treatment Works (and private residence) from A66, and provision of an alternative access from B6262

Background to the change

In our DCO plans we have included an eastbound left-in, left-out access from the A66 to the road serving the sewage treatment works and a residential property at Brougham. At this location there is both a high-pressure fuel pipeline and a high-pressure gas main underground.

Prior to our DCO application, discussions with Shell about this high-pressure fuel pipeline led us to conclude it was necessary to amend the design for the access to the sewage treatment works and residential property.

Based on the information available about this nationally important pipeline at the DCO application design stage, we considered it was feasible to move the access further east and locate it between the Shell pipeline and the gas main.

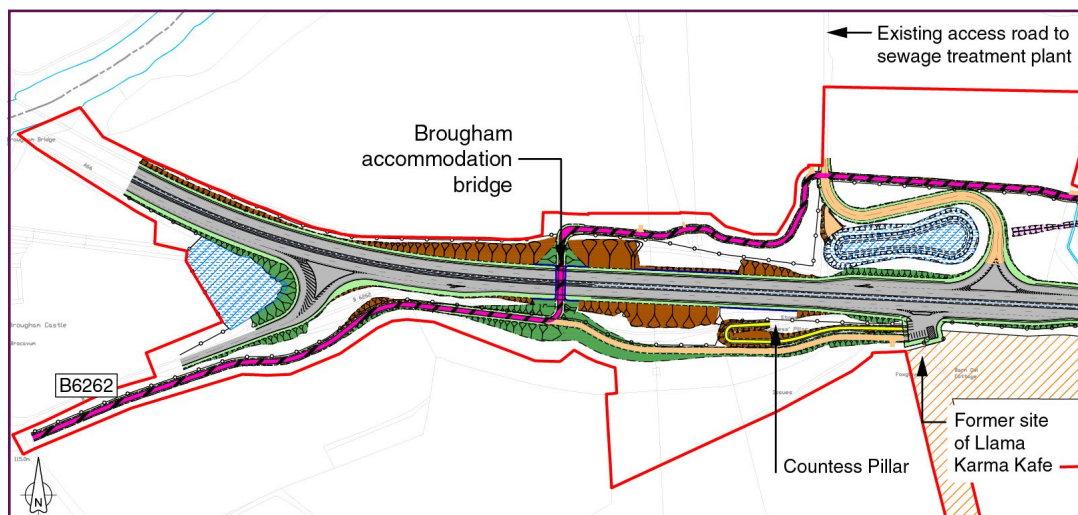
This location for the access road would allow the fuel pipeline to remain in place but still required a lengthy diversion of the gas pipeline to provide sufficient space for the new left-in, left-out access to the sewage treatment works and residential property.

Description of change

Our proposed change is to provide a private access track, shared with a cycle track, from the north side of the A66, crossing the A66 on a bridge and continuing to the B6262. This replaces what was put forward in the DCO application for access to the eastbound carriageway. On the southern side we would retain access to the Countess Pillar.

Reason for change

As a result of early detailed design and further information from National Grid, our understanding of the complex nature of the



DCO design

diversion of the gas pipeline led to the need to reconsider how access to the sewage treatment works and private residence could be maintained.

Our assessment is that there is inadequate space between the Shell fuel pipeline and the National Grid gas pipeline to construct and maintain a safe and suitable access. We concluded that an alternative route was needed.

By removing the junction, we avoid a clash with the gas pipeline and reduce potential disruption and the risk associated with the road being built over nationally significant utilities which would make ongoing maintenance both unsafe and costly.

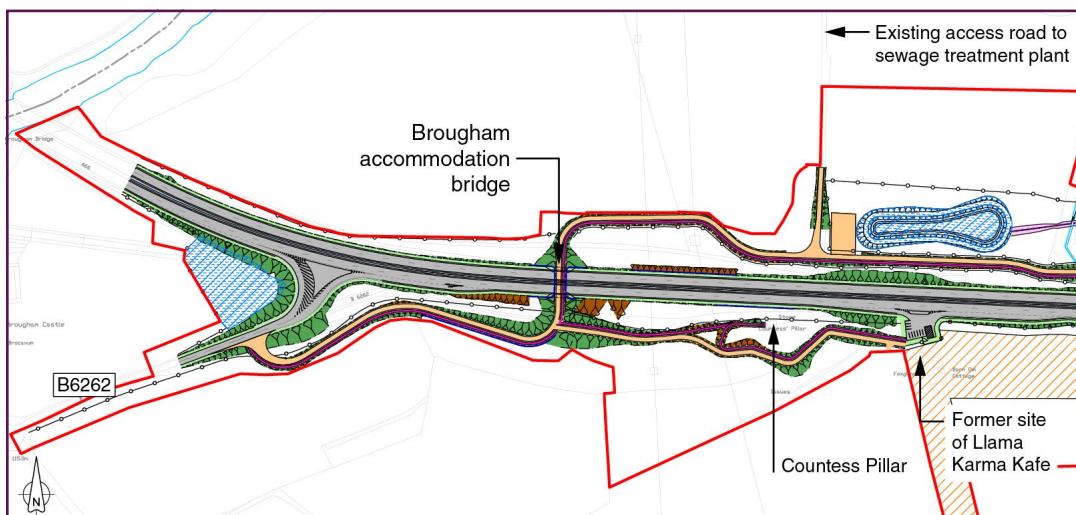
With this change, access to the A66 is provided to the westbound rather than the eastbound carriageway. In the DCO design drivers would turn around at Center Parcs to travel west and with this change, drivers would need to use the junction at Kemplay Bank to travel east. The distance to Kemplay Bank is

similar to the distance to the junction at Center Parcs, meaning there is minimal change to the distance travelled.

By removing the junction we are also able to move the proposed walking and cycling route and private access to the south of the balancing ponds (on the north side of the A66) which responds to feedback received from landowners to reduce the land required for the project. We will also retain access to the Countess Pillar.

Please also see change "DC-06 – Increase in vertical Limits of Deviation local to Shell Pipeline" on page 68.

It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topics of Biodiversity, Noise and Vibration and Road Drainage and Water Environment in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



Proposed change

Penrith to Temple Sowerby

DC-07 – Retention of Lightwater Cottages

Background to the change

Our DCO application, which has been discussed with Eden District Council and the landowner, requires the demolition of Lightwater Cottages in order to retain a private access to Haversheaf Hall, to the south-west of Whinfellpark Farm buildings at Brougham.

In order to provide good visibility onto the new dualled section of the A66 with diverge and merge lanes (left-in, left-out) substantial improvements are needed for safety reasons which would require the demolition of Lightwater Cottages in this location. Lightwater Cottages currently provide rented accommodation for farm staff. Concerns have been raised about the demolition of Lightwater Cottages and safety concerns associated with a high number of accesses on to the A66.

Description of the change

The proposed change retains Lightwater Cottages and removes the direct access onto the A66 for Haversheaf Hall.

Access to both Haversheaf Hall and Lightwater Cottages, would be via a private access road that runs parallel to the new A66, through Whinfellpark Farm which is itself, served by a dedicated left-in, left-out junction on the A66.

The private access road would be approximately 900m in length, running between Lightwater Cottages (enabling connection to Haversheaf Hall) and Whinfellpark Farm's access onto the A66.



DCO design

Reason for the change

The proposed change is in response to concerns raised by Eden District Council about the demolition of Lightwater Cottages and the shortage of rented rural accommodation. The tenants of Lightwater Cottages had also raised similar concerns about the shortage of accommodation in their response to our autumn 2021 consultation.

By preserving the cottages people would be able to stay in their homes. This change also supports the principle of the development of the A66 to minimise access points along the route in order to reduce the volume of vehicles entering and leaving fast-flowing traffic on the newly-dualled sections of the route and so makes it safer.

This section of the route, from Penrith to Temple Sowerby bypass, has a high number of accesses, in that there are four left-in, left-out access points onto the westbound side of the A66 within just two kilometres.

Removal of this particular access would reduce the number of entry and exit points along this length of the scheme providing greater separation between junctions.

It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topics of Biodiversity, Noise and Vibration, and Population and Human Health in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



Proposed change

Penrith to Temple Sowerby

DC-08 – Inversion of the mainline alignment at the junction at Center Parcs

Background to the change

In our DCO application we have introduced an all-movement junction local to the entrance of Center Parcs. This junction has been added to allow movements east and west on the A66 from the local road network as well as to and from Center Parcs.

The DCO design of the mainline of the new A66, travelling east/west, is elevated on an embankment approximately eight metres above the existing ground levels. The junction passes underneath the elevated A66. To construct this embankment, we will require a temporary traffic diversion during construction. This diversion will run through farmland to the south of the current A66, will be approximately 1.2km in length and would be in place for 18 months.

Description of the change

We are now proposing to invert this junction so that the mainline of the A66 would more closely follow the existing road at ground level rather than being elevated on an eight-metre-high embankment. The local road access, which forms part of the junction, would cross over the A66 mainline on a bridge rather than passing underneath it. The proposed bridge would be at a similar height to the embankments included in the DCO design.

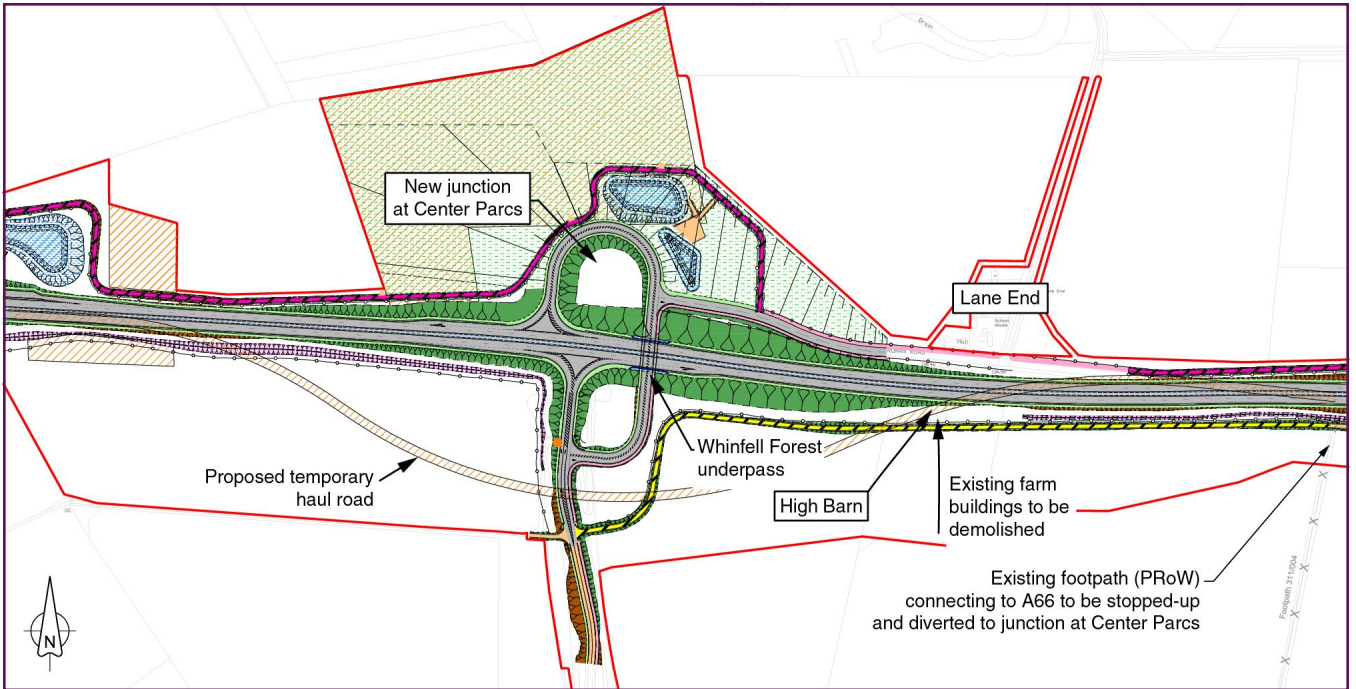
Reason for the change

The proposed change removes the need for the temporary diversion, which would have been around 1.2km, minimising disruption for road users. The new bridge would be built in two sections with traffic initially being retained on the existing A66 while the westbound carriageway and southern half of the structure is constructed. Once complete, traffic will be switched to the newly-built carriageway whilst the northern half of the structure and eastbound carriageways works are completed. This will substantially reduce the construction period and amount of temporary work in this location as well as reducing construction traffic.

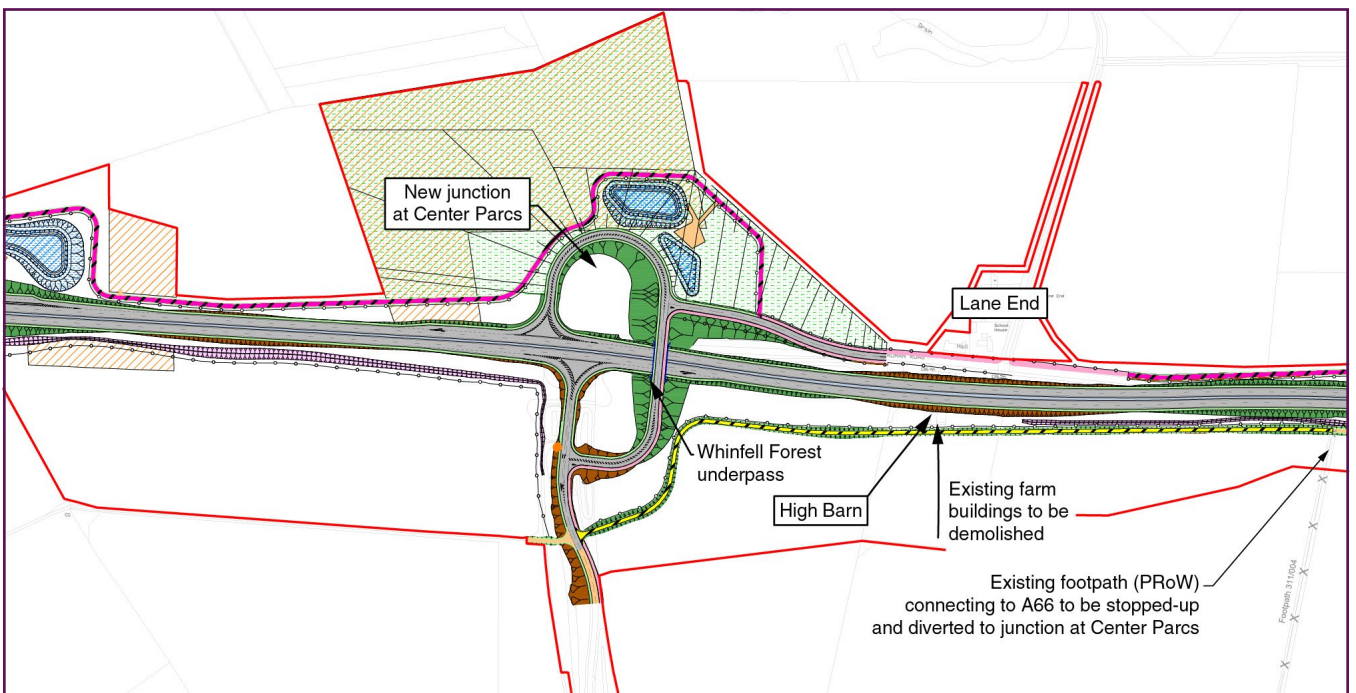
This would also remove the need for large earthworks which, due to soil disturbance, would impact on the productivity of the surrounding land for some time to come and would require a high number of vehicles to transport material. It would also reduce the overall land required for the project.

Another key consideration of this proposal is the potential change in the visual impact for properties on the northern side of the A66 to the east of the junction.

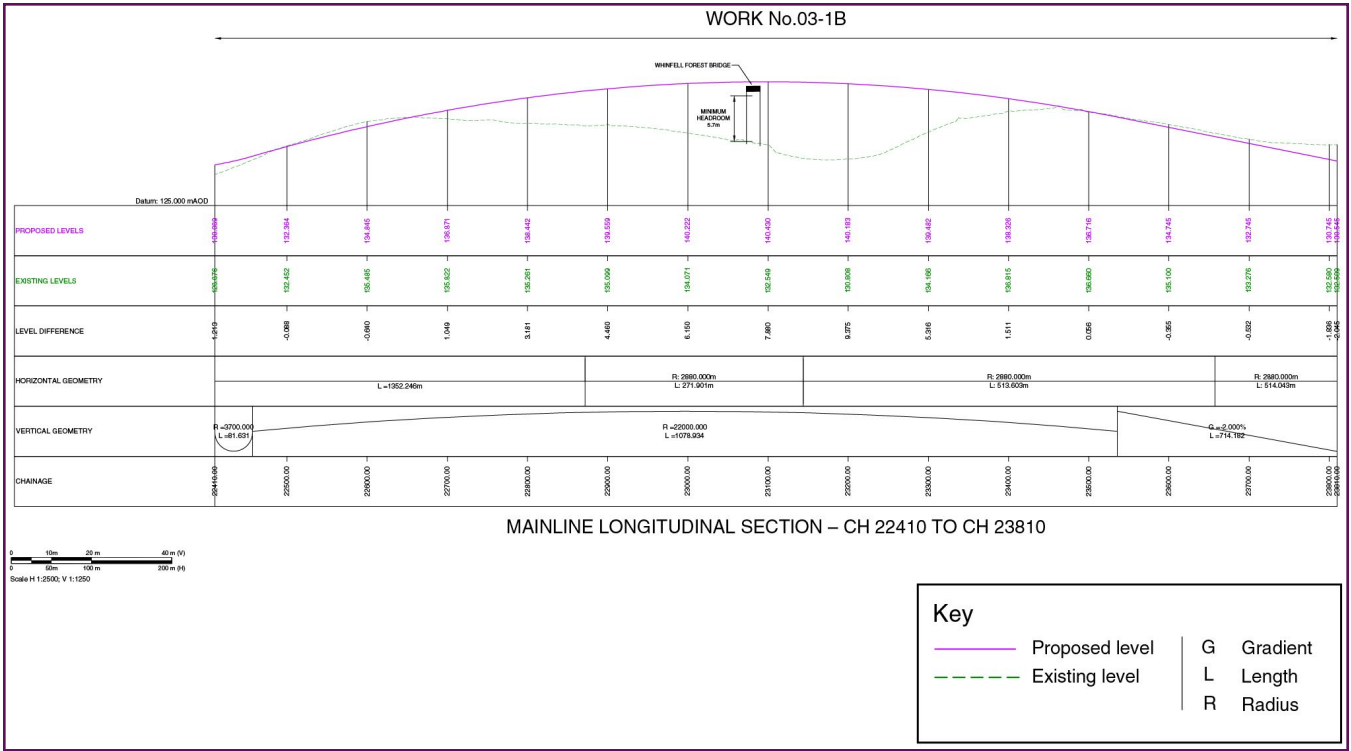
It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topics of Biodiversity, Landscape and Visual, and Road Drainage and Water Environment in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



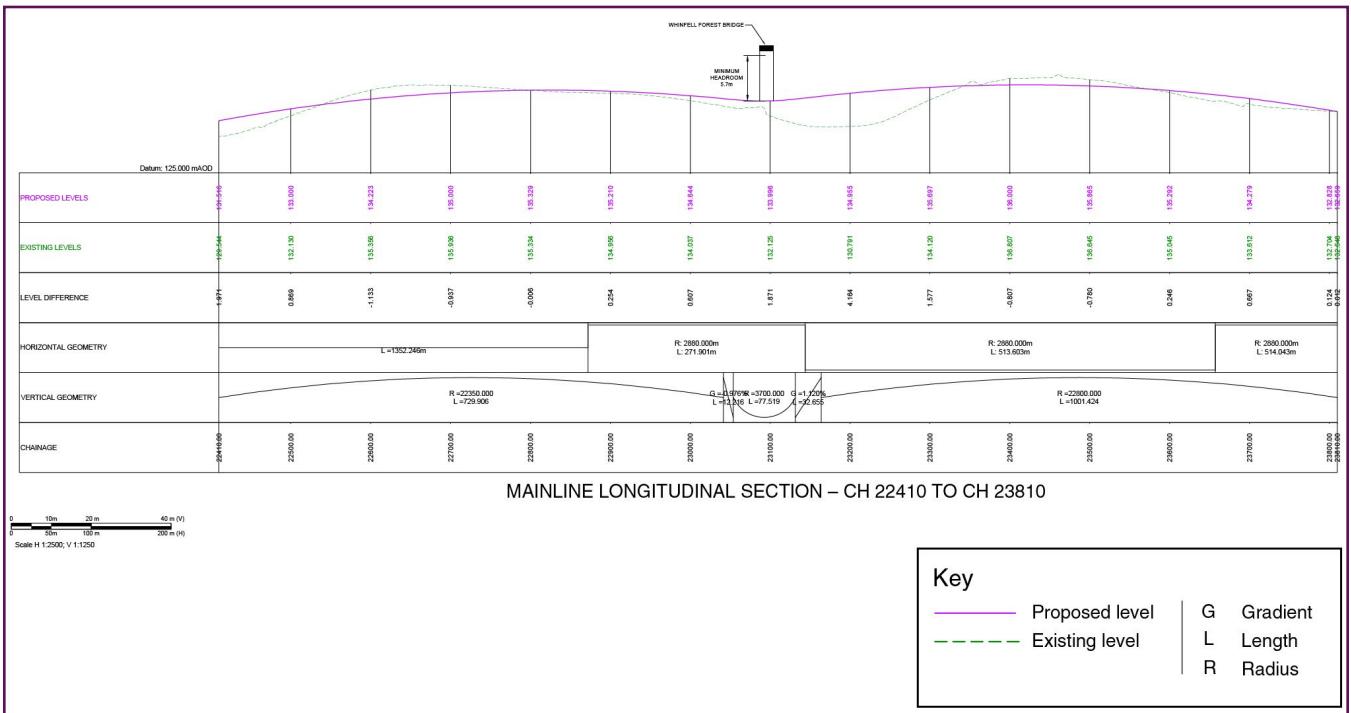
DCO design



Proposed change



Long section – DCO design



Long section – Proposed change



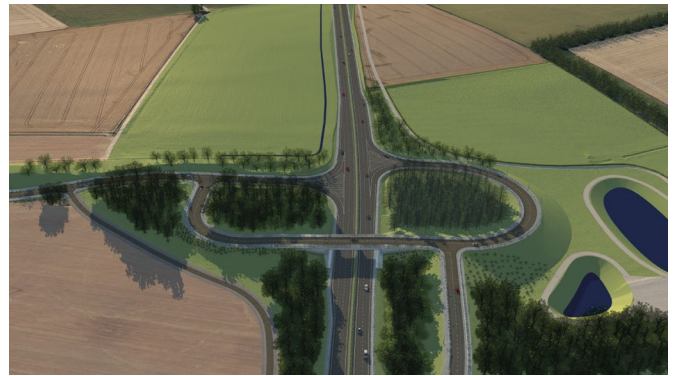
DCO design view from south east



Proposed change view from south east



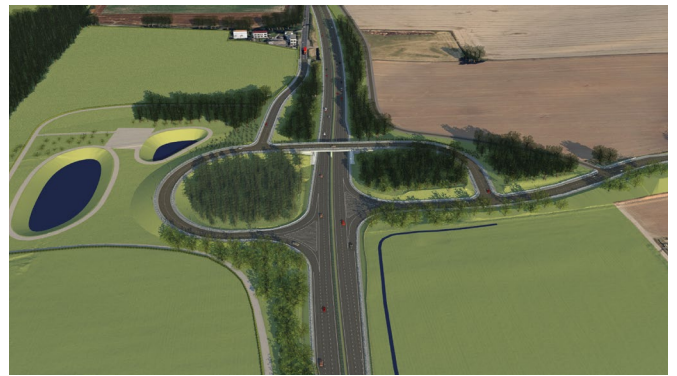
DCO design view from east



Proposed change view from east



DCO design view from west



Proposed change view from west

Temple Sowerby to Appleby

DC-10 – Removal of Priest Lane underpass

Background to the change

In our DCO application we provide an underpass to connect Priest Lane (to the north of the A66) with a shared bridleway (to the south) following the principal line of Bridleway 336-007 that is severed by the A66. This enables walkers, cyclists and horse riders (WCH) on Priest Lane, or on the bridleway to the south, the option to continue their journey underneath the new A66. The underpass also provides access for three landowners whose land is severed by the new road.

Description of the change

We propose to no longer provide the Priest Lane underpass and redirect both WCH and the landowners requiring access to their farmland via Cross Street.

Horse riders who might have used the severed Bridleway 336-007 would now be able to travel north either along Piper Lane or via the new bridleway adjacent to the new A66, and over Cross Street bridge to reconnect with Bridleway 336-018. This journey is only marginally longer without the underpass. Horse riders wanting to travel east and west would use the old A66.

For pedestrians and cyclists using Priest Lane travelling in an east west direction, the footpath would be diverted over the Cross Street overbridge, this diversion would mean pedestrians and cyclists would need to travel 180m further than they would with our current DCO design.

Landowners would either use the shared bridleway and Cross Street overbridge from the old de-trunked A66 or access Priest Lane

from the proposed junction at the end of the Temple Sowerby junction via Morland Road. This requires diversions of 1.2km and 2.2km respectively.

This change would fit with the DCO designation of Priest Lane as a 'quiet lane' which is a mixed-use road suitable for the use of walkers, cyclists and horse riders as well as vehicles.

Reason for the change

Our proposal to remove the underpass enables the shared bridleway to be raised closer to existing ground levels, meaning landowners would retain more land for farm use as the size of the earthworks required for the bridleway will be reduced.

The proposed change is supported by local landowners who raised concerns about the amount of land required in this area. Some journeys for affected landowners will increase but many currently own and work numerous plots around the village and moving stock and machinery by road is not uncommon.

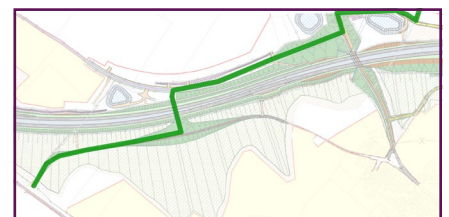
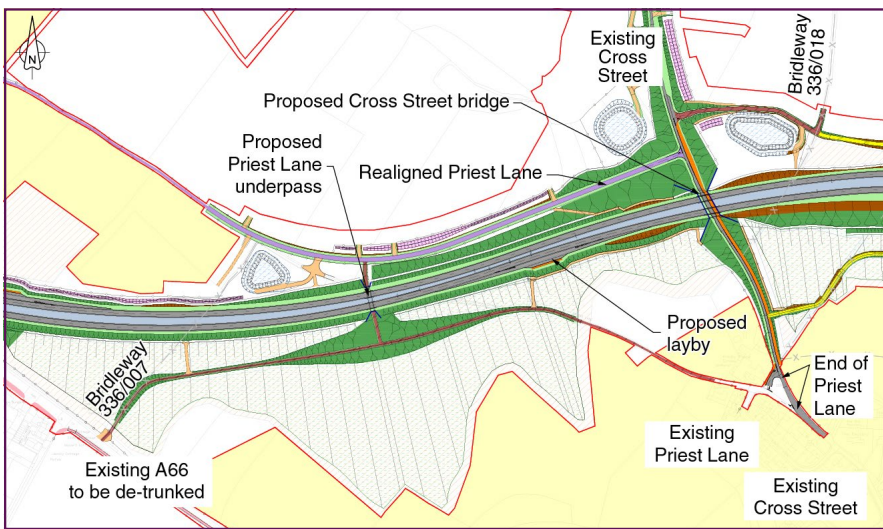
However, as the land plots are relatively small at the western end of the shared bridleway, we are in discussion with two of the affected landowners around a potential land swap to minimise the severance, so they would no longer require access across the A66.

As a result of early detailed design it was determined that the underpass would require lighting. By removing the underpass we remove any potential impacts of the lighting in a rural area whilst there would be a reduction in construction works associated with electrical supply to the underpass.

By removing the Priest Lane underpass and consolidated crossings of the new A66, we are able to reduce the construction period in this area and therefore the impact on road users.

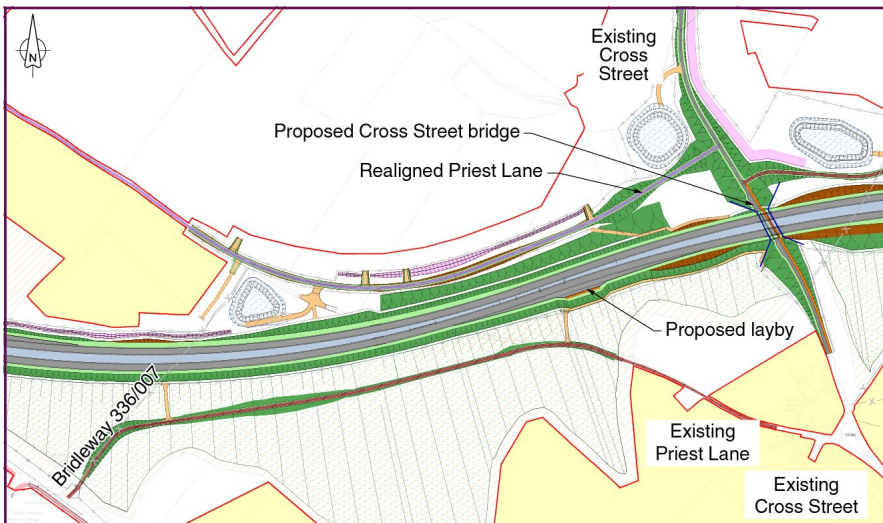
of Biodiversity and Population and Human Health in the Environmental Statement. See the Environmental Appendix to this brochure for further information.

It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topics



DCO design WCH route

DCO design



Proposed change WCH route

Proposed change

Temple Sowerby to Appleby

DC-12 – Green Lane bridge realignment

Background to the change

As part of our DCO application, we have included a bridge at Green Lane in Kirkby Thore. The bridge is intended primarily for the use of a landowner to access land to the north of the new A66 and enables an existing nearby footpath to be diverted over the same structure.

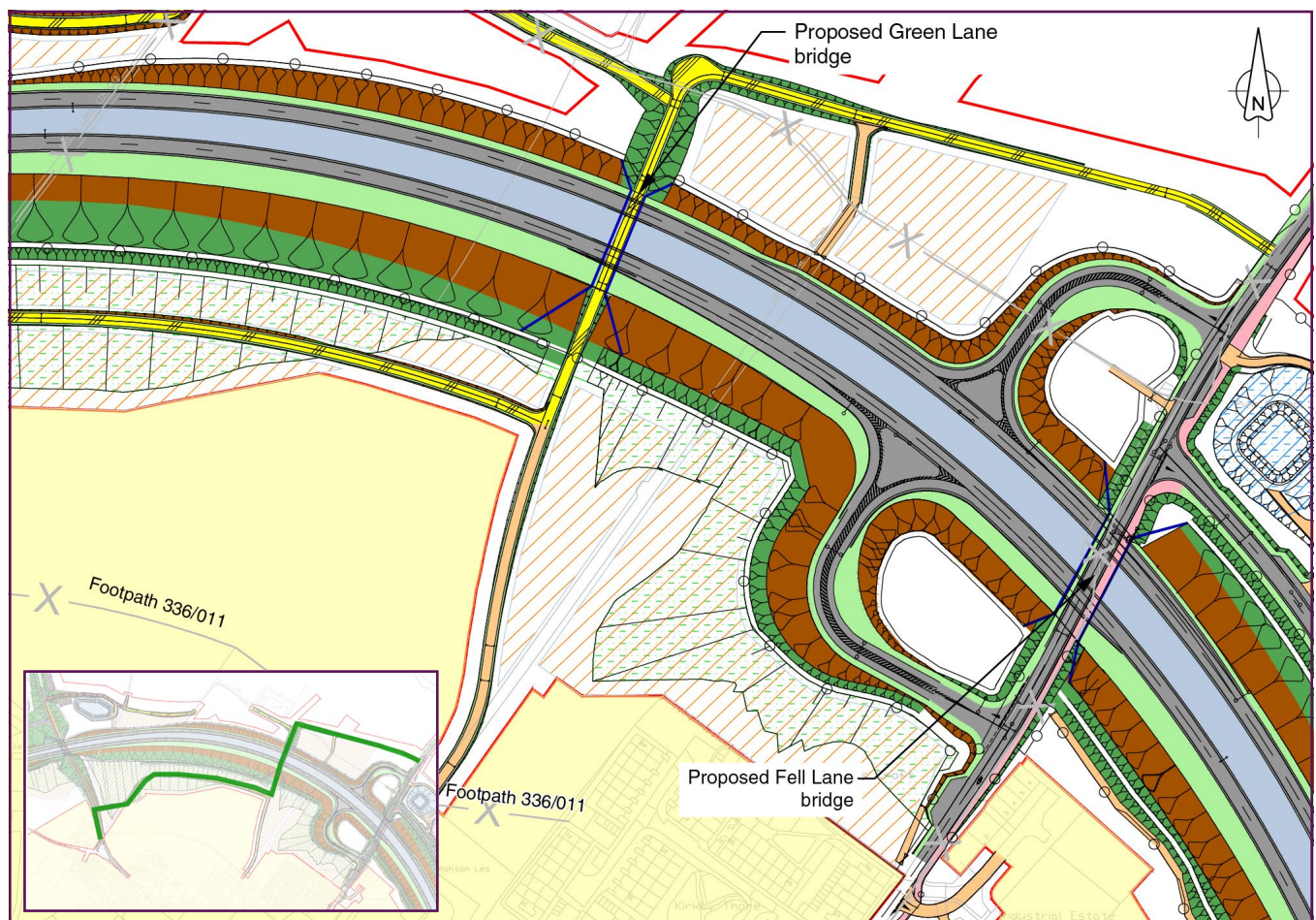
Description of the change

The change we are proposing is to make Green Lane bridge a private access track, meaning only the landowner will use it. Walkers, cyclists and horse riders (WCH) will be able to use Cross Street or Fell Lane to reconnect to the

north of the new A66 (see plans) via existing lengths of footpath and bridleway and the creation of small additional lengths.

We are also proposing to move the bridge back to the original alignment of the current farm access track rather than the current designed location which cuts diagonally across the field. This change has been discussed with the landowner who is in agreement with the proposed change.

This change means the width of the bridge would be reduced as it now serves only one purpose.



DCO design (inset shows walking route between Cross Lane and Fell Lane)

Reason for the change

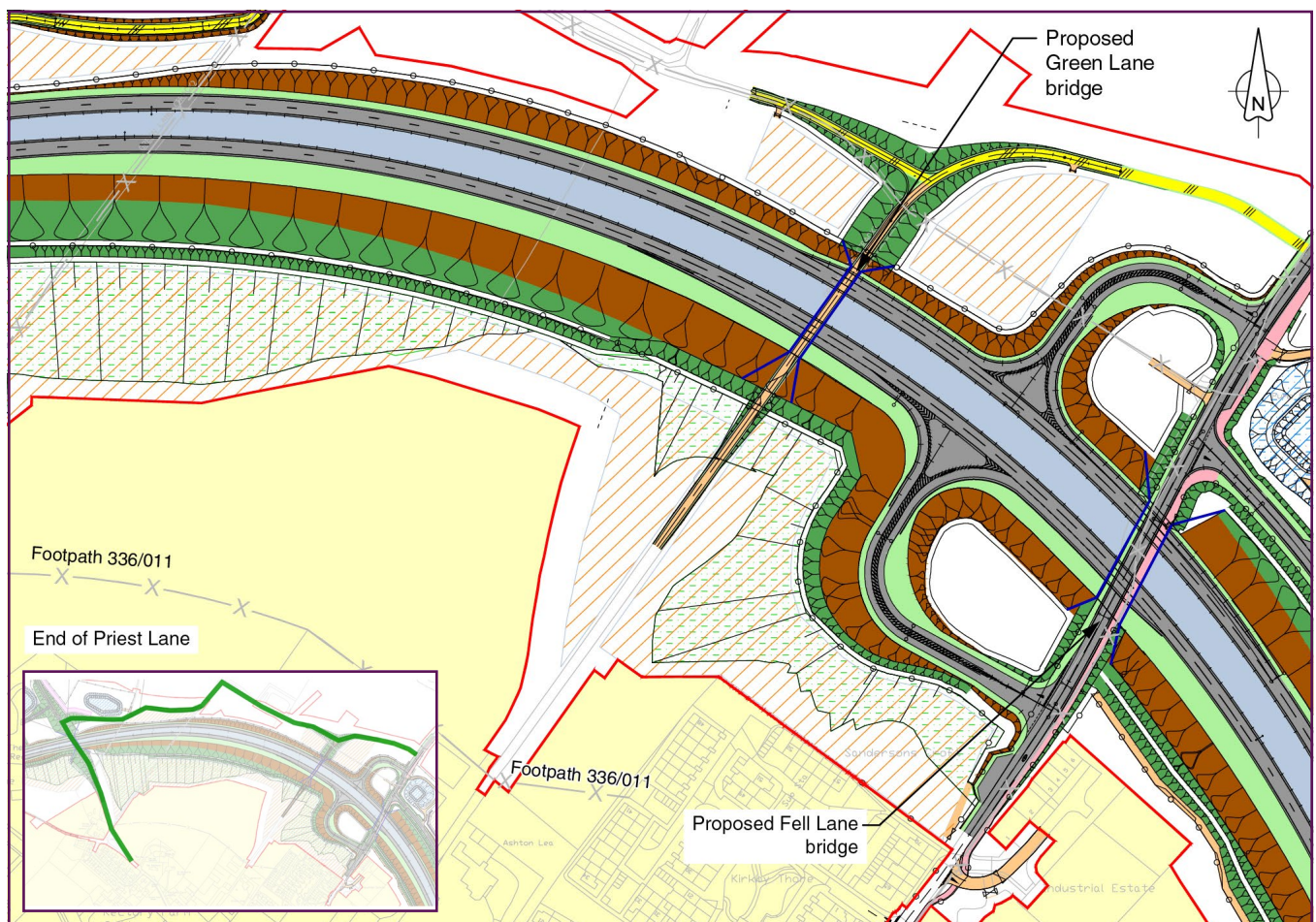
We have had feedback from a number of landowners about shared routes for WCH and private access tracks for farm operations. The landowner in this location was concerned that our proposals to allow members of the public to cross a bridge which is also used for cattle, could present a potential safety risk.

At this location, the existing network of footpaths and bridleways and the creation of small additional lengths enables us to make this change with minimal impacts on local routes. Walkers will be able to access Kirkby

Thore via Fell Lane, retaining the means to complete a circular route using footpath 336/0111.

Reducing the width of the bridge would reduce the scale of the structure and therefore the length of the construction period. This change also reduces the land required for the project.

It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement.



Proposed change (inset shows walking route between Cross Lane and Fell Lane)

Temple Sowerby to Appleby

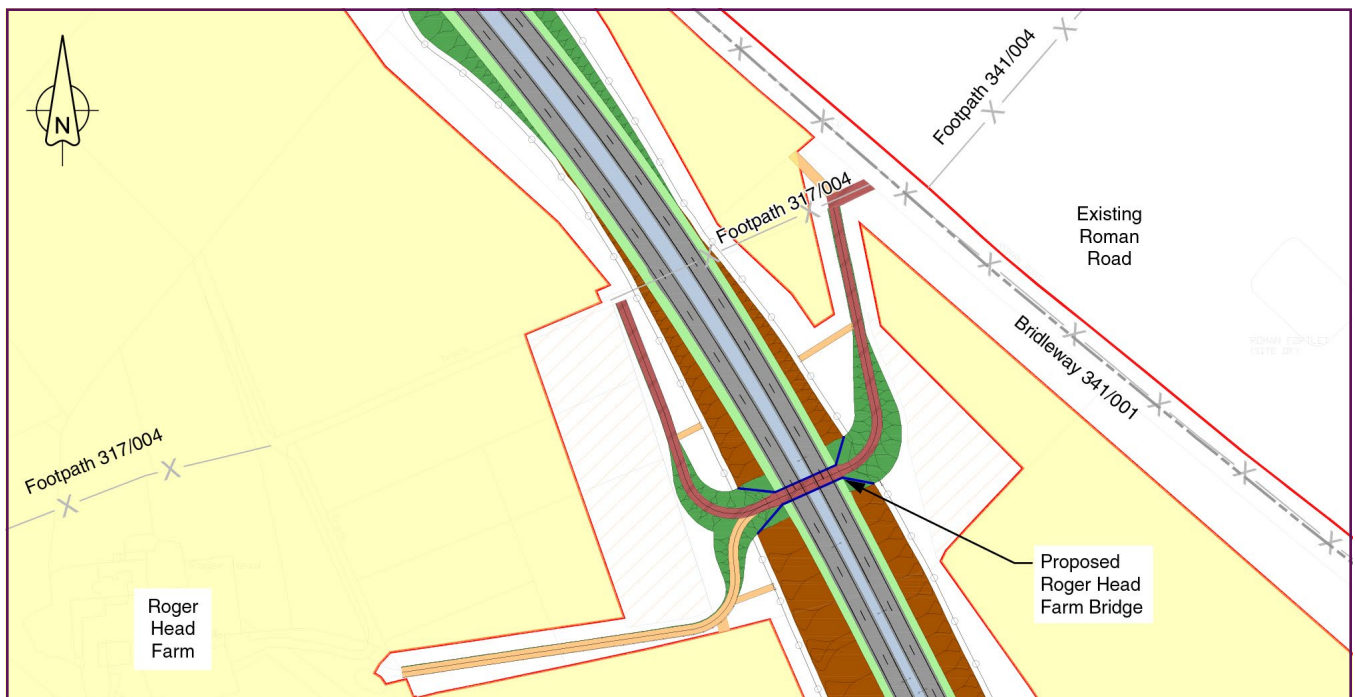
DC-16 – Removal of Roger Head Farm overbridge

Background to change

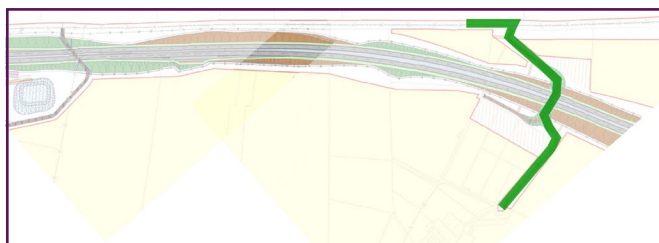
At land to the north of Roger Head Farm, west of Appleby, our DCO application proposes an overbridge to connect land severed by the new A66. The overbridge would provide access to two local landowners to move livestock across the new road. It would also connect a footpath across the new road with the bridleway to the north (disused railway).

Description of change

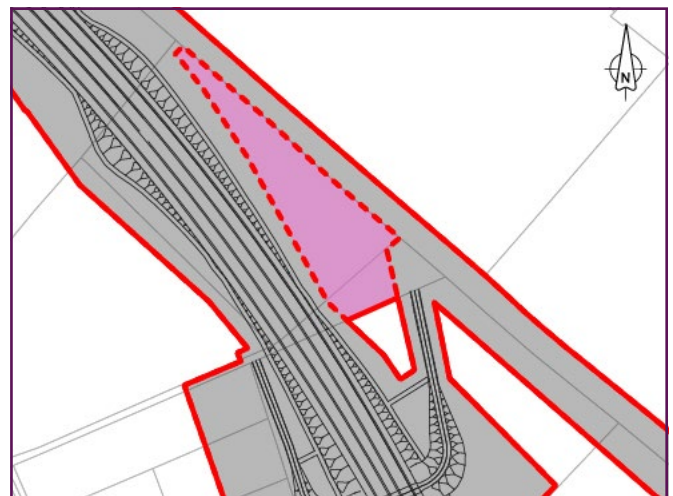
The proposed change is to no longer construct the Roger Head Farm bridge and instead divert the severed footpath, parallel to the A66 on its southern side, to an underpass 700m to the west. The underpass will provide access under the new A66 and connect to an existing bridleway on the Roman Road to the north west.



DCO design



DCO design walking route



Land severed as a result of the removal of Roger Head Farm overbridge will be acquired

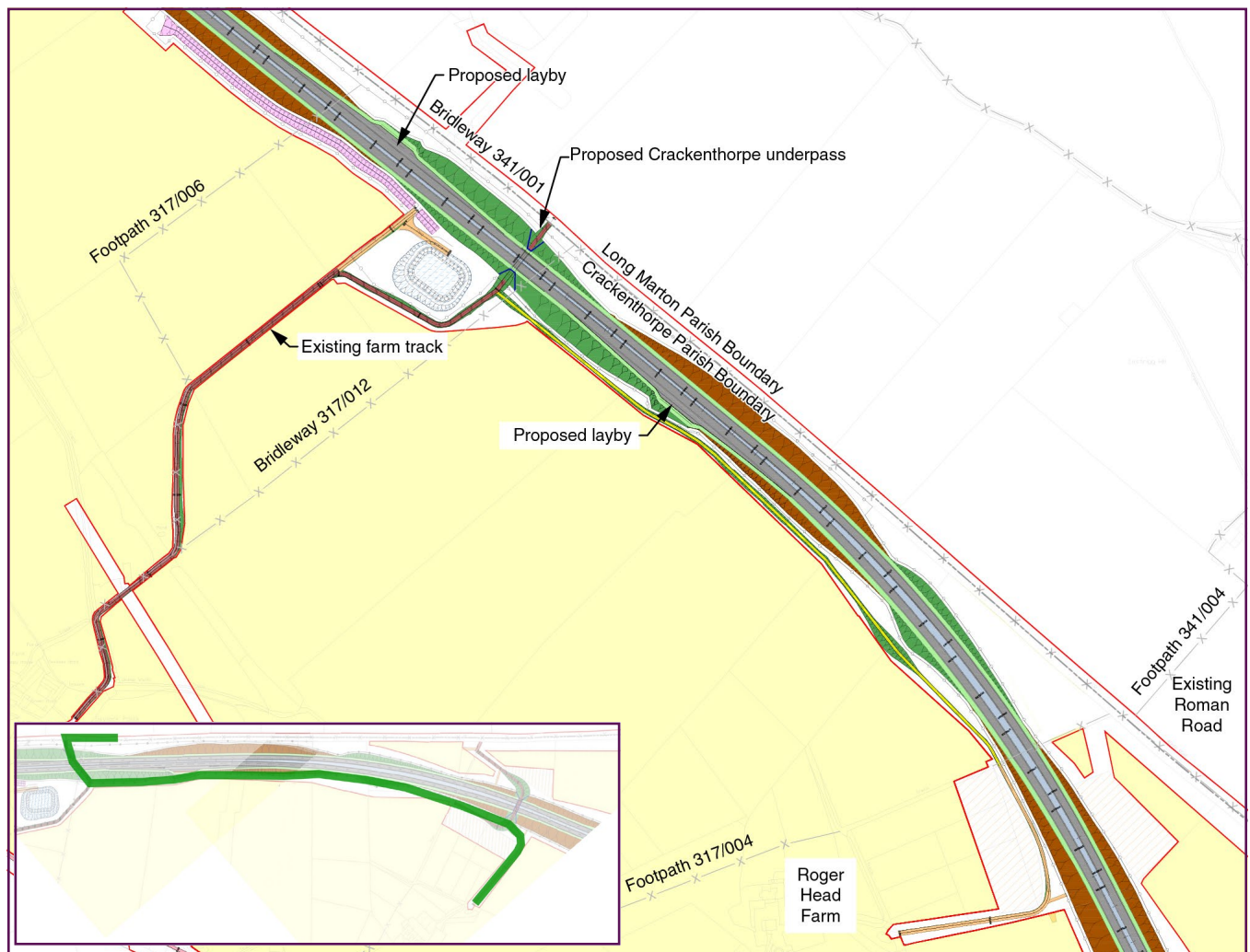
Reason for change

Removal of the bridge, a large concrete structure and its associated ramps, will reduce the land required for the scheme and have a positive visual impact on the landscape. In addition, less construction means we can shorten the programme reducing disruption to local people.

The removal of Roger Head Farm overbridge has been discussed with two adjacent landowners who support the change in principle.

A small parcel of land is now isolated by this change. This will be included within the Order Limits, with the intention of using this for environmental mitigation.

It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topic of Biodiversity in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



Proposed change (inset shows proposed walking route)

Appleby to Brough

DC-17 – Café Sixty Six – Revised land plan

Background to change

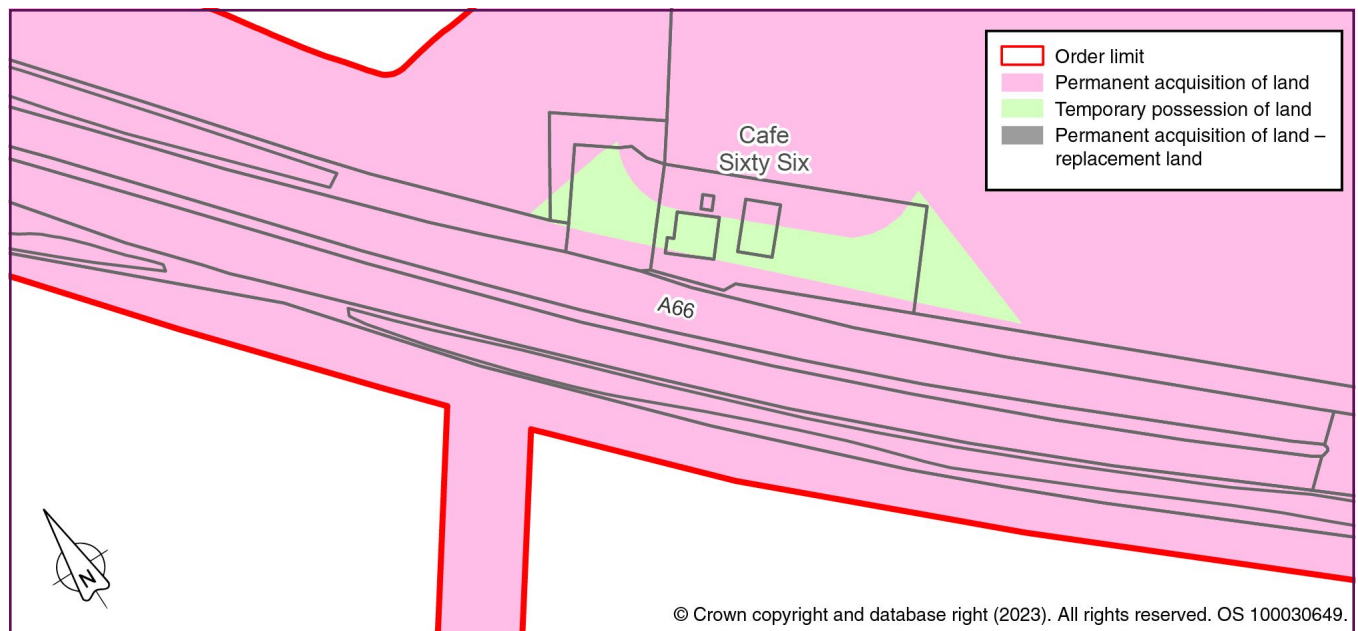
On the Appleby to Brough section of the route, we wanted to accommodate an existing business (Café Sixty Six) and maintain their eastbound left-in, left-out access onto the A66.

Our plans for the café include an access road off the A66 with a lower loop access into the

café area. Inadvertently, our plans show this loop road impacting on the café buildings.

Description of the change

We will correct this on our DCO plans and we are looking at opportunities in detailed design to simplify this access arrangement with input from the landowner.



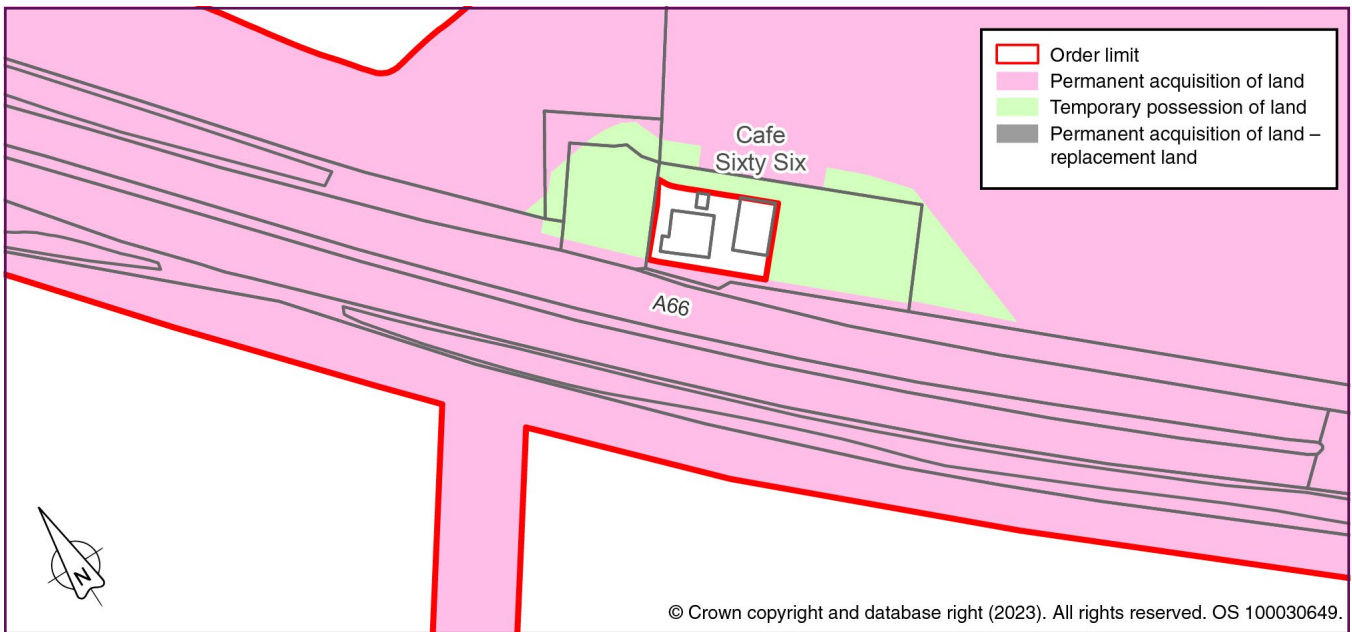
DCO design

The DCO land plans will reflect the land required on a permanent and temporary basis local to Café Sixty Six.

Reason for the change

This change will amend the land plans and reduce the amount of land we need to acquire from the landowner or occupy on a temporary basis.

It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement.



Proposed change

Appleby to Brough

DC-18 – Revision to access for New Hall Farm and Far Bank End

Background to change

Our DCO application proposed constructing a new underpass to replace the existing one (to the east of Café Sixty Six) on the Appleby to Brough stretch of the route. This was to provide the landowner with access to agricultural land on each side of the A66 and to facilitate a new walking and cycling route under the A66.

We also proposed closing both of the farm accesses to the south side of the A66 and providing a new left-in, left-out which connects all the properties to the south.

Our DCO design allows the owners and occupiers of farms to the south to travel east by using the underpass to access the Café Sixty Six access road to reach the A66 eastbound carriageway. To travel west they would use the proposed left-in, left-out. An eastbound slip road to Café Sixty Six would provide access to the underpass for vehicles travelling from the west.

This would require substantial earthworks as it would involve cutting into an area of steep land to the north of the A66.

Description of change

Our proposed change would see the retention of the existing underpass and its extension under the new walking and cycling route to the north of the A66 instead of creating a new underpass. This underpass connects land to the north and south of the A66.

This is because we have had feedback from the landowner that there is a potential conflict between WCH and farm animals and vehicles at

the underpass. This is in line with other changes we are suggesting to mitigate this issue.

We plan to move the proposed new westbound left-in, left-out access approximately 150m to the west which would provide access to New Hall Farm and Far Bank End. This would be a shared route for both farms and their businesses. This change would enable the underpass to continue to be used exclusively by the landowner to avoid potential conflict between cattle and walkers and cyclists.

The proposed change maintains the current provision which terminates the bridleway at the A66.

Connectivity remains for WCH to access routes to the north with an underpass further to the west and we are looking into options to improve connectivity in this area.

This change incorporates the new track proposed in our DCO application along the northern side of the proposed dual carriageway.

Both farms to the south of the A66 will use the new left-in, left-out when travelling west and will turn at the Sandford junction when travelling from the west. When travelling east they would go west to Appleby and turn using the B6542.

Access from Café Sixty Six would be limited to New Hall Farm and walkers and cyclists in order prevent any unauthorised use of the underpass and onwards connectivity to the new A66 dual carriageway.

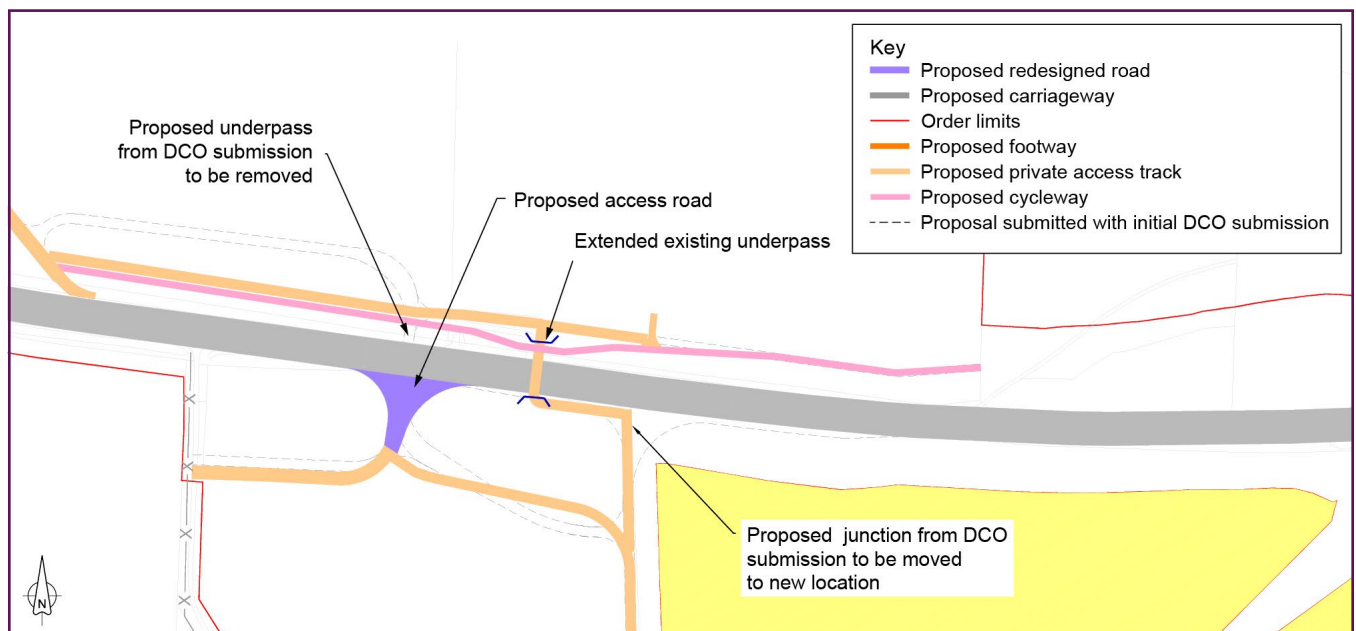
Reason for change

By not providing a new underpass, this would reduce earthworks, materials and associated construction traffic on the local network. It would also reduce construction time and disruption to road users.

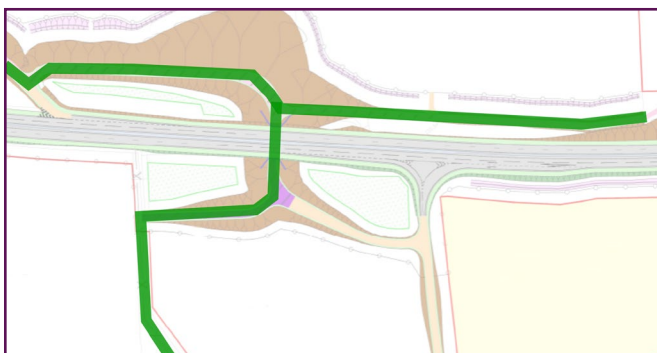
It also removes the potential conflict between walkers and cyclists and farm traffic and animals.

By extending the existing underpass, we provide a dedicated route for the landowner allowing them the opportunity to gate the access for security.

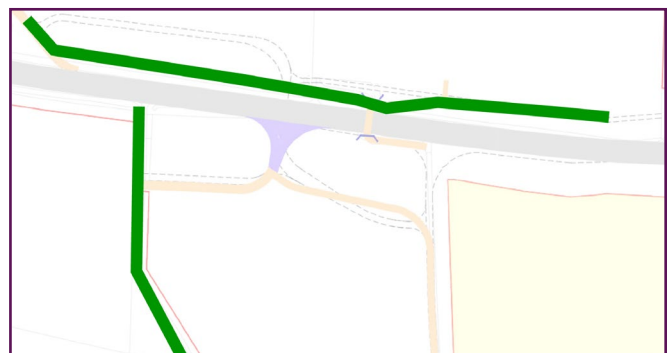
It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement.



DCO design alongside proposed change



DCO design WCH routes



Proposed change WCH routes

Appleby to Brough

DC-19 – Realignment of cycleway local to Cringle and Moor Beck

Description of the change

We are planning on re-routing a small section of the walking and cycling route to move it away from the new A66 and out of the floodplains of Moor Beck and Cringle Beck. The proposed route will utilise part of the old, de-trunked A66 road instead (see plan below).

Reason for the change

This change will move walkers and cyclists away from the new alignment and onto the de-trunked A66 providing a more rural setting. The speed limit on the local road is proposed to be reduced to 30mph to make the route safer.

The change allows us to repurpose the old A66 as a footpath and cycleway, removing the need for construction of a new route. It will also remove the need for an underpass from the side road, meaning walkers and cyclists would no longer be required to pass underneath the road. If required, this underpass would have needed lighting which would not be appropriate in this rural location.

In addition, this part of the current route is in a floodplain. Early detailed design has looked at how we can minimise impacts and we've decided there is a viable alternative route for walkers and cyclists outside the floodplain. The change would remove the need for four small bridges to cross over Cringle Beck and Moor Beck. Removal of these crossings will help to reduce impacts on the becks.

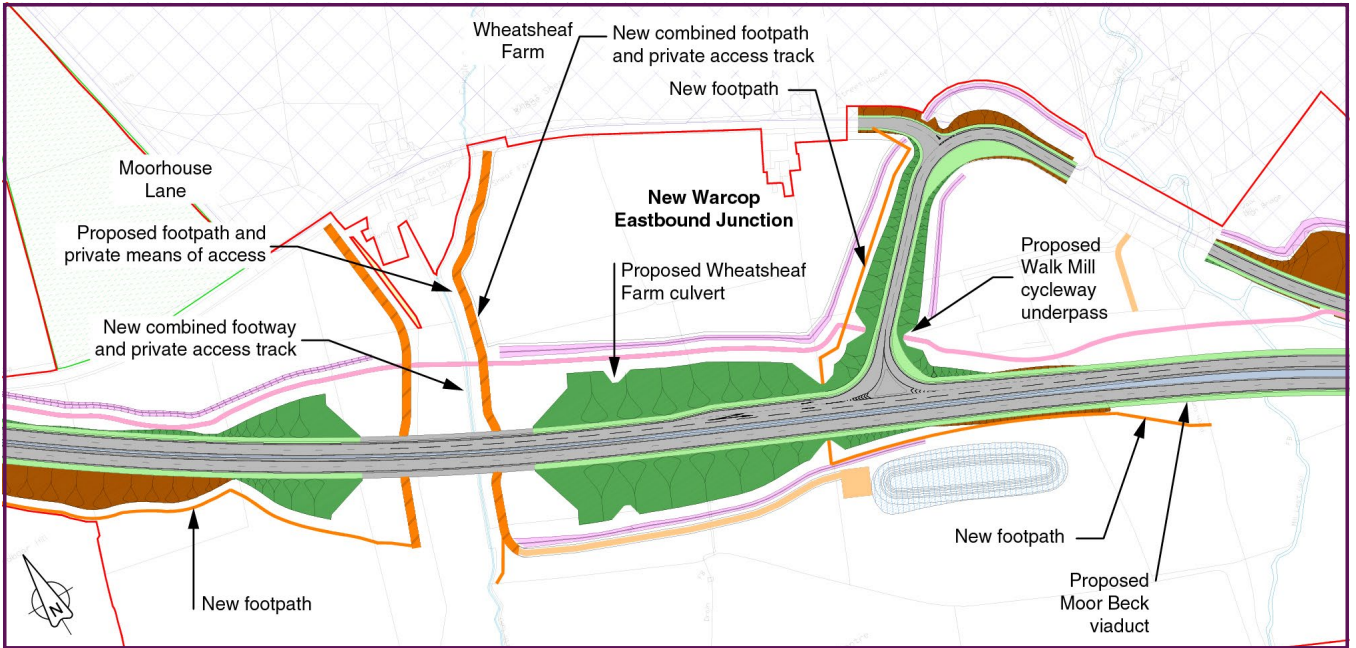
By making this change we are also able to retain the existing hedgerows and dry-stone walls which line the A66 and which would need to be removed under the current DCO plans.

This change would require some additional land (outside the current Order Limits) to enable the proposed walking and cycling route to be located on the de-trunked A66.

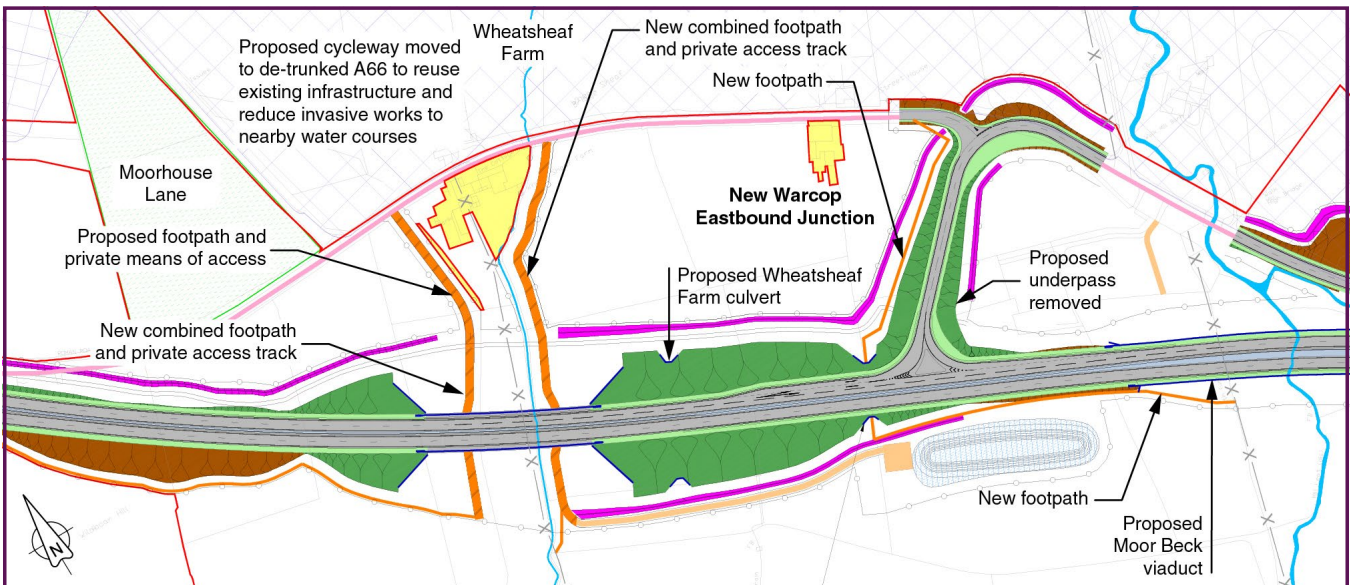
It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement.



Additional land shown in solid pink will allow the cycleway to be moved northwards onto the de-trunked length of the old A66.



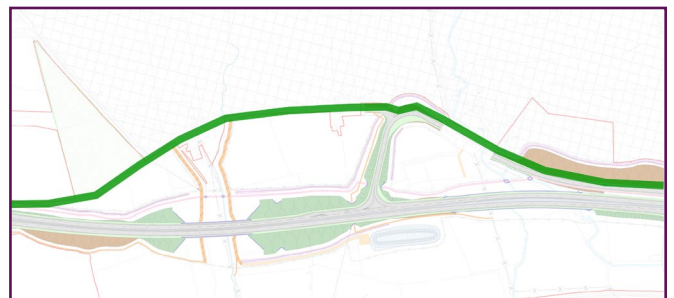
DCO design



Proposed change



DCO design walking and cycling route



Proposed change walking and cycling route

Appleby to Brough

DC-21 – Amendments to Order Limits within Ministry of Defence land

Background to the change

On the Appleby to Brough section of the route, the design of the road is constrained by land to the north which is owned by the Ministry of Defence (MoD) and some which is within the Area of Outstanding Natural Beauty (AONB).

The MoD land holds a special designation as Crown Land. Crown Land cannot be purchased for a DCO without agreement from the landowner.

In our DCO submission we have included some land within the MoD area which we are proposing for environmental mitigation. Environmental mitigation is where we identify areas of land for planting or habitat creation to support protected species which may be affected by the project, or to replace land lost.

In this case, the land was proposed for replacement woodland and grassland planting for both habitat replacement and for mitigating potential effects on protected species, such as red squirrels.

Description of the change

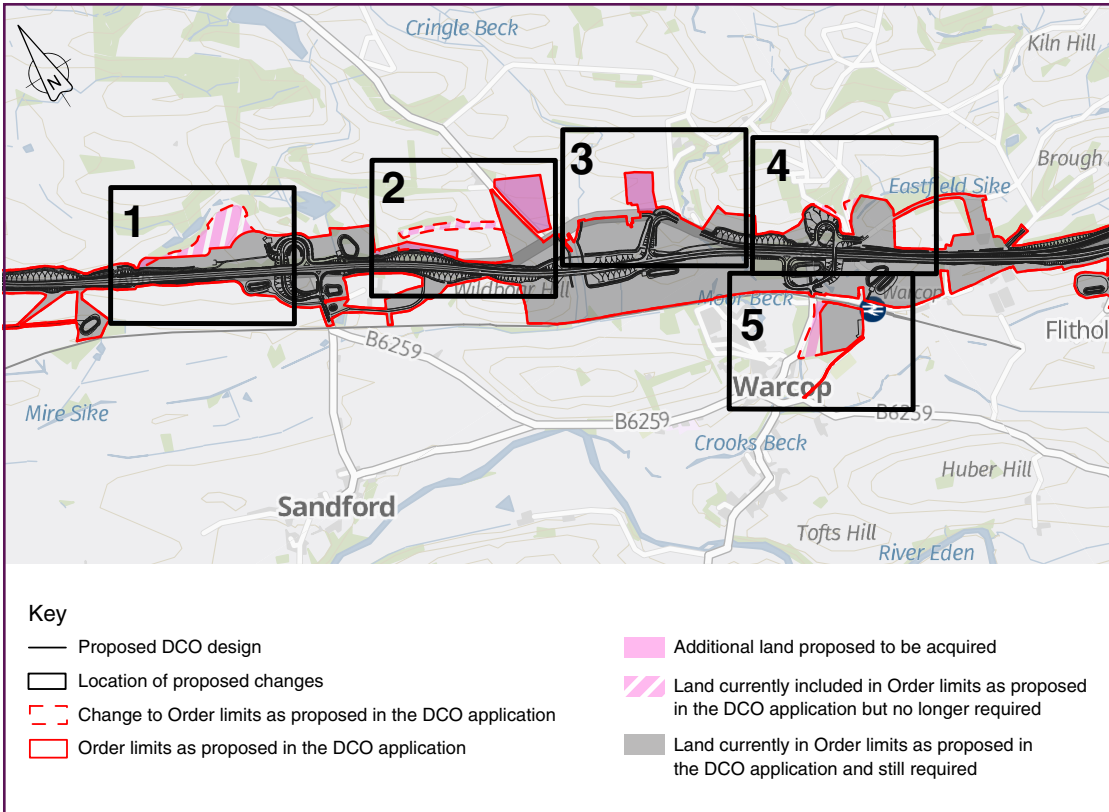
In our ongoing discussions with the MoD, they have told us that some of the land we have proposed to use for mitigation for the scheme is now required for their operational purposes, including the training of troops, which is fundamental to the functioning of the site. They have explained that areas north of the A66 are tactical land and particular locations are of strategic importance.

The MoD have suggested some alternative locations outside of the Order Limits where mitigation planting will not impact on the operations of their site. The changes are shown in the plans. This would require a change to the Order Limits for our DCO application.

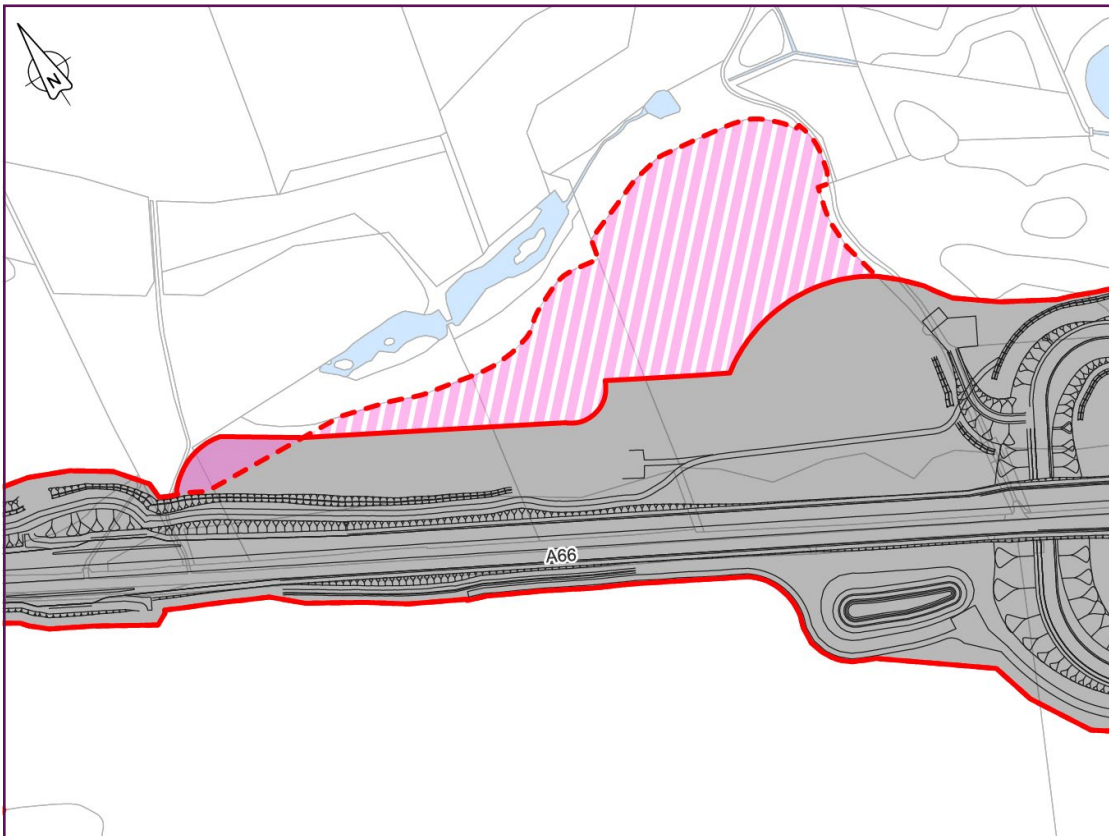
Reason for the change

Crown Land cannot be compulsorily acquired and so we need to reach agreement with the MoD. The new land proposed is equal in size to that originally suggested and does not compromise on the project's environmental objectives.

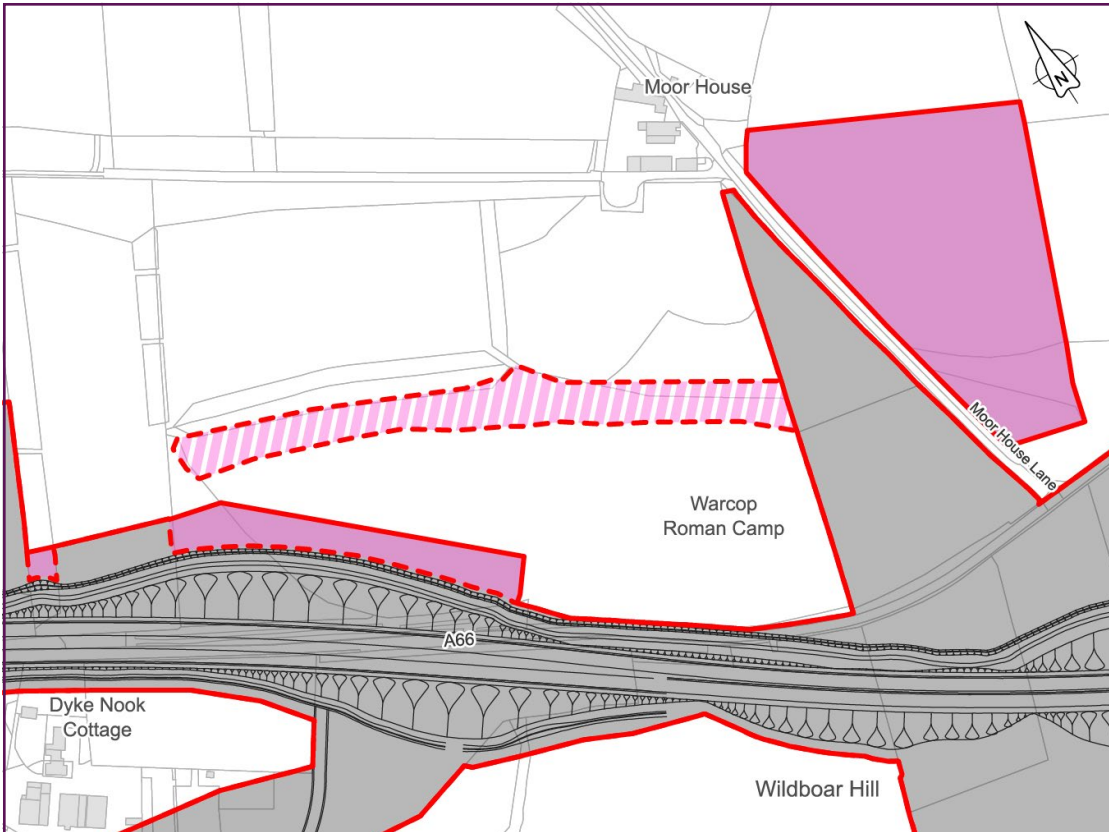
It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topic of Landscape and Visual in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



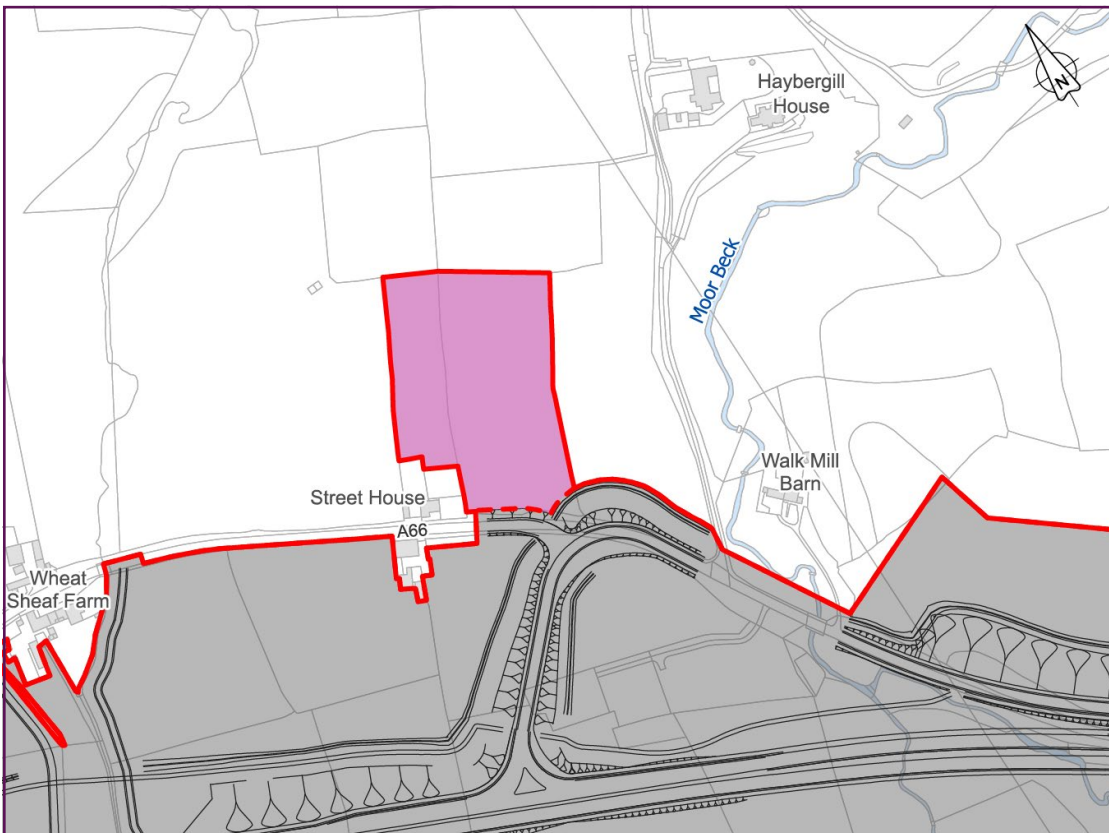
Amendments to the Order Limits within Ministry of Defence land. Increase in the land required to accommodate design changes to ensure the operational requirements of the site are not compromised.



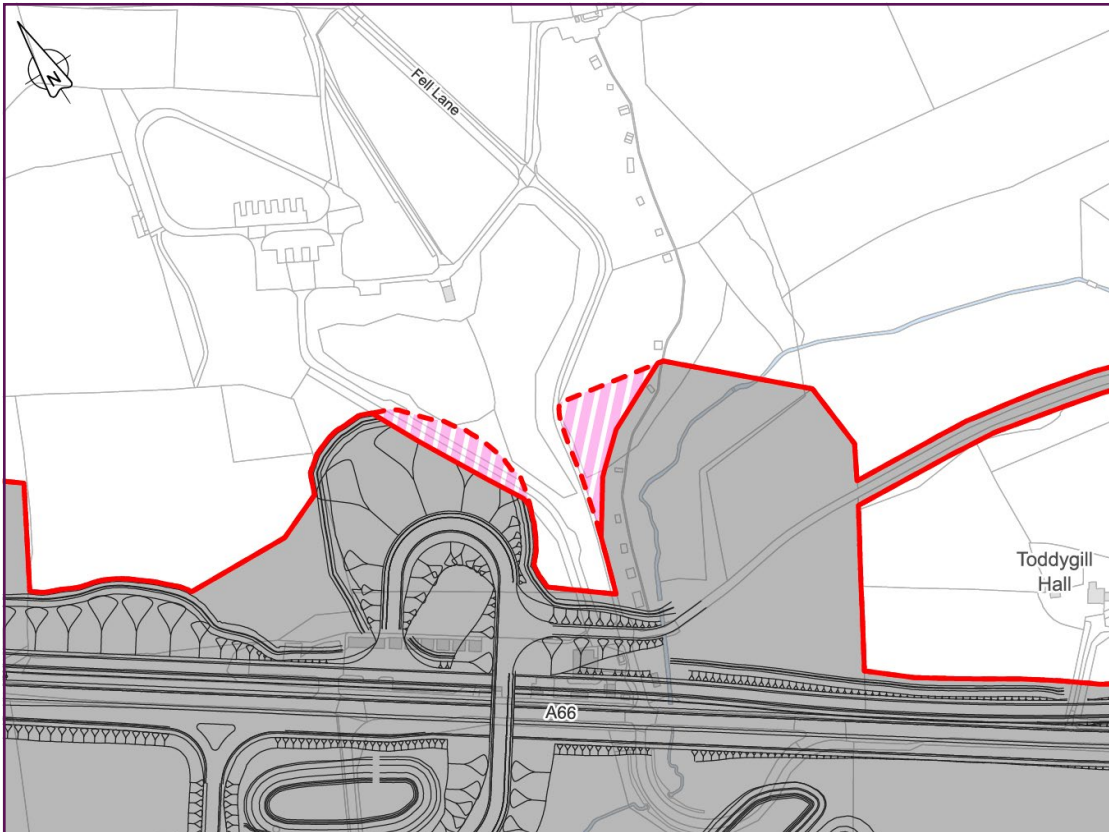
Proposed change 1



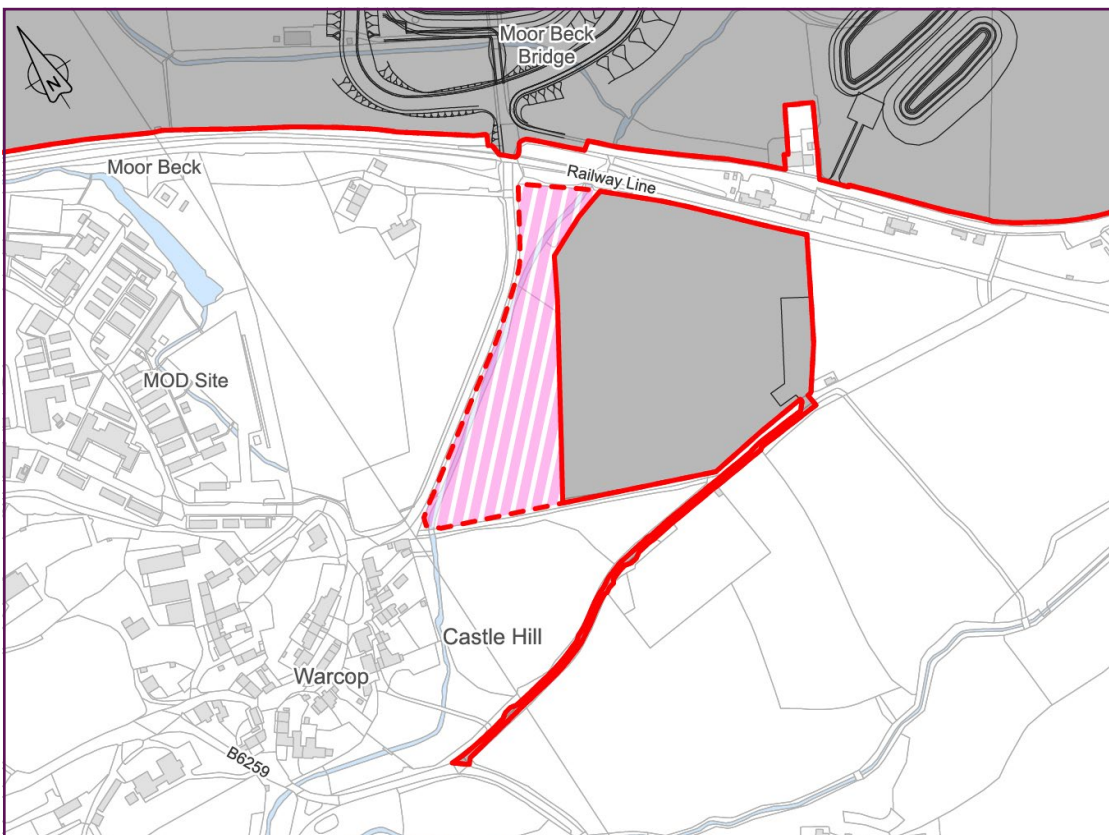
Proposed change 2



Proposed change 3



Proposed change 4



Proposed change 5

Appleby to Brough

DC-25 – Removal of Langrigg westbound junction, revision to Langrigg Lane link, and shortening of Flitholme Road

Background to the change

At Langrigg, to the east of Warcop, our DCO application proposes to maintain the junction with Langrigg Lane as a left-in, left-out to provide access to the properties on Langrigg Lane and to maintain the link southwards to Great Musgrave. Our proposals also include a link road from Langrigg Lane westerly towards Flitholme Road. This link road would provide access, via Flitholme Road, northwards under the new A66 to link to the old A66 for east and west movements.

The concentration of works in this location is significant with impacts on local residents in terms of the proximity of the new arrangement. In particular, the works required on the western side of Langrigg Lane surround a single property.

It also impacts on an area of fen. A number of balancing ponds are required in and around Langrigg Lane, including within the fen area, to manage water run-off from this new road configuration. The fen area is designated as a priority habitat and may suffer a loss if the proposed ponds were constructed; such loss would be difficult to mitigate.

Description of the change

We are proposing to remove the direct left-in, left-out to the new A66 at Langrigg Lane. This enables the link road between Langrigg Lane and Flitholme Road to be moved further north to sit adjacent, where possible, to the new A66 mainline. The tie-in to Flitholme Road at the western end of the link would also be reduced and moved northwards to minimise the amount of new construction required. The connection to the de-trunked A66 via an underpass from the link road would remain.

As a result of the proposed change, access to and from Langrigg Lane would be via the de-trunked A66 (on the north side of the new A66) and through the underpass to enable access to the communities of Warcop to the west and Brough to the east. Access to the new A66 would be maintained via the proposed junction at Warcop and at the existing junction in Brough.

Our proposal would also result in the largest balancing pond, west of Langrigg Lane, being relocated eastwards, within the DCO Order Limits. With less road needing to be constructed, there is the potential that balancing ponds could be made smaller and potentially combined.

This change would require a small area of additional land (outside the current Order Limits) to enable the pond to drain into an existing watercourse.

Reason for the change

This change is being proposed in response to feedback from both local residents and Warcop Parish Council, who suggested the removal of the Langrigg Lane junction, and was a matter discussed at the DCO Issue Specific Hearing on Alternatives in November 2022.

This change would enable us to minimise the impacts of the junction, link road access and balancing ponds on the residents at Langrigg Lane. The new configuration would be at least 50m away from the residential properties rather than 11m in the current proposals.

By tying in the Flitholme Road junction 100m to the north of the bridge over Lowgill Beck, we can also reduce impacts on residents in that area.

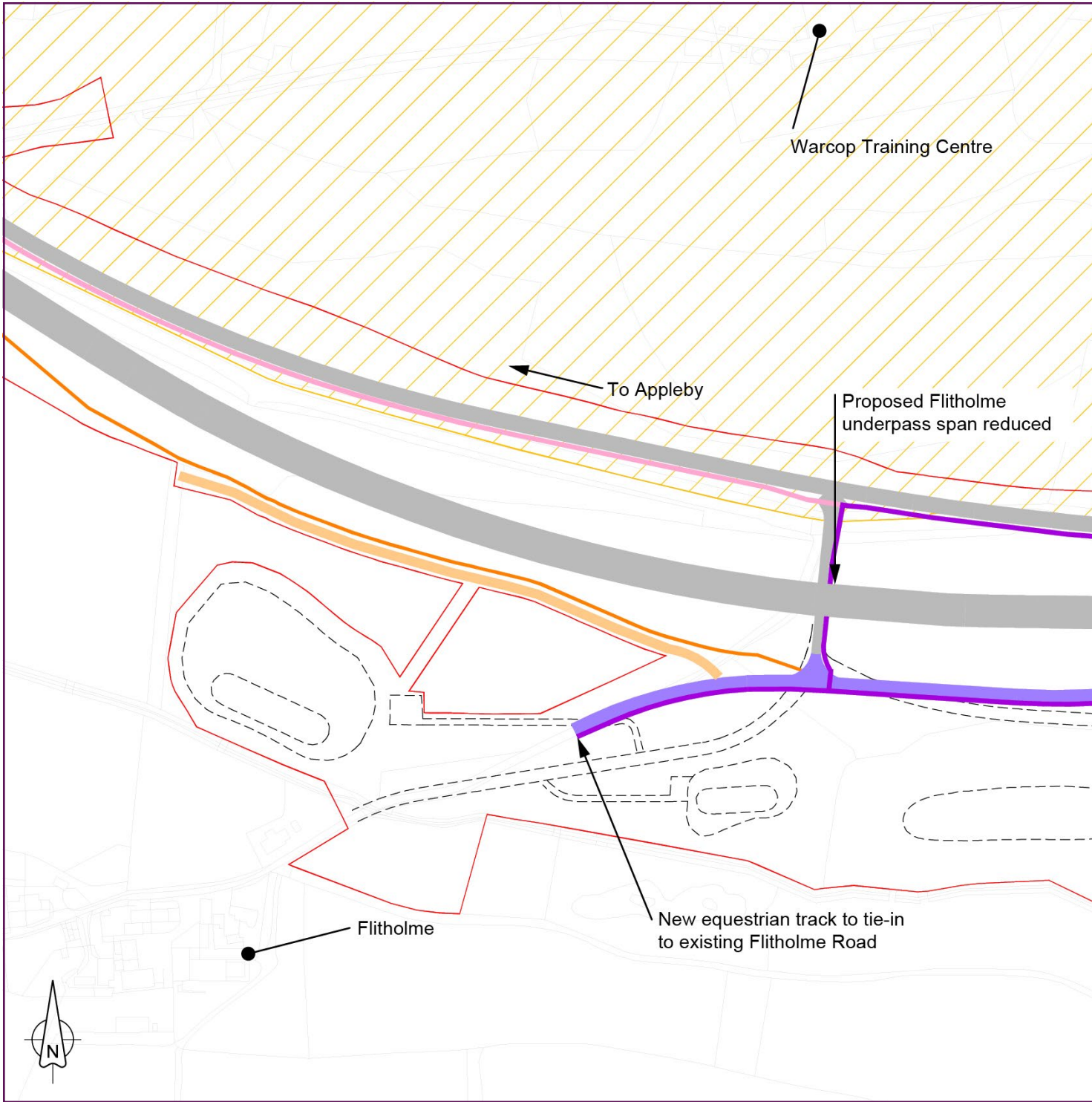
The removal of the Langrigg junction allows the link road and associated infrastructure to move north. The relocation of the largest balancing pond away from an area of fen, which is considered a priority habitat, provides the opportunity to reduce environmental

impact. The relocation of the pond may create different impacts and we will continue to work with landowners to explore options. The reduction in the scale of infrastructure at this location means that less material will need to move via the road network which helps to minimise the impacts of construction traffic on local communities and reduce the build time.

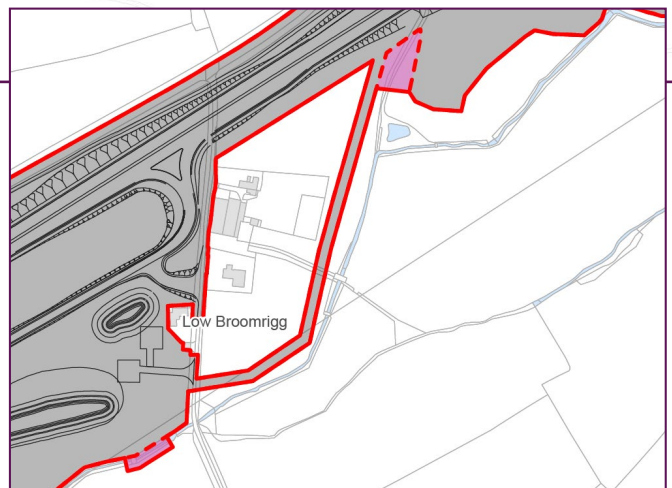
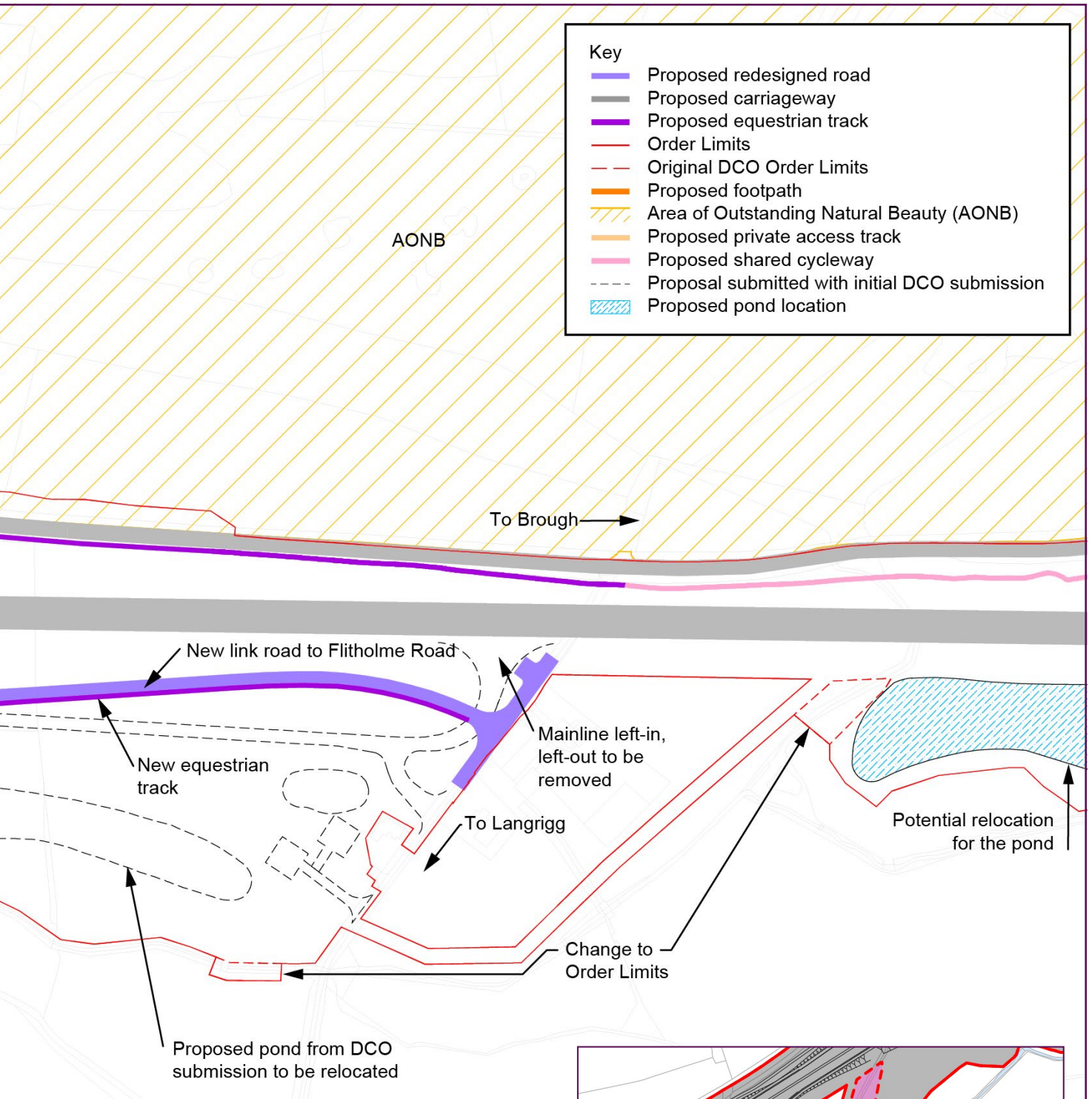
By removing this direct link from the A66, the new configuration, which is more in keeping with the existing local roads, is less likely to attract high speed vehicles. Removing the left-in, left-out also manages the concerns raised by local residents around HGV use of the area and the potential for overnight parking.

Walking, cycling and horse riding provision will be maintained and will match the current arrangements on these roads.

It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement.



This plan helps to compare the DCO design with the proposed change at Langrigg. The DCO design is shown in dotted black with the proposed change (in principle) shown in colour. Further detailed design of aspects such as ponds and accesses continue to be developed.



Additional land to enable the outfall of the relocated balancing pond.

Appleby to Brough

DC-26 – Revision to West View Farm accommodation bridge and removal of West View Farm underpass

Background to change

Our DCO proposal includes a private access track over the A66 for the use of West View Farm and adjoining properties at the eastern end of the Appleby to Brough section of the route. To the west of West View Farm, an associated underpass is provided to provide connectivity to severed lands.

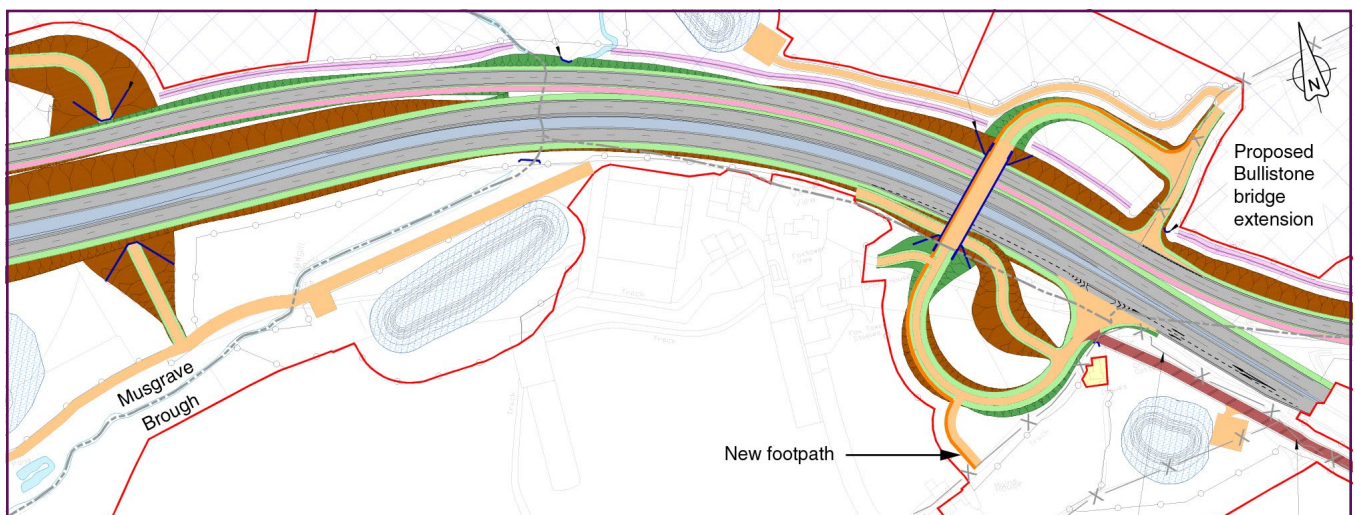
This access arrangement, for the private access track, includes a left-in, left-out to the westbound carriageway and an overbridge providing access to the realigned local road (Main Street) into Brough and to local lanes to the north. The new overbridge would also provide access for walkers, cyclists and horse riders (WCH).

The underpass would provide for movements of livestock and access to the fields and a silage tank to the north.

Description of change

Our proposed change to the DCO moves the overbridge structure to the south east by approximately 80m, locating it further away from the farm buildings and adjacent properties. We would also reduce the span of the bridge as a result of a more compact design for the connecting accesses, leading to less land being required in the North Pennines Area of Outstanding Natural Beauty (AONB), to the north of the A66.

To facilitate this, the westbound left-in, left-out access from the A66 would be removed. We also plan to remove the underpass from our proposals. An extended private access track would connect severed lands to the north from the West View Farm overbridge instead. Access to the balancing ponds to the south would be via a shared track connecting to the West View overbridge on the southern side.



DCO design

Reason for change

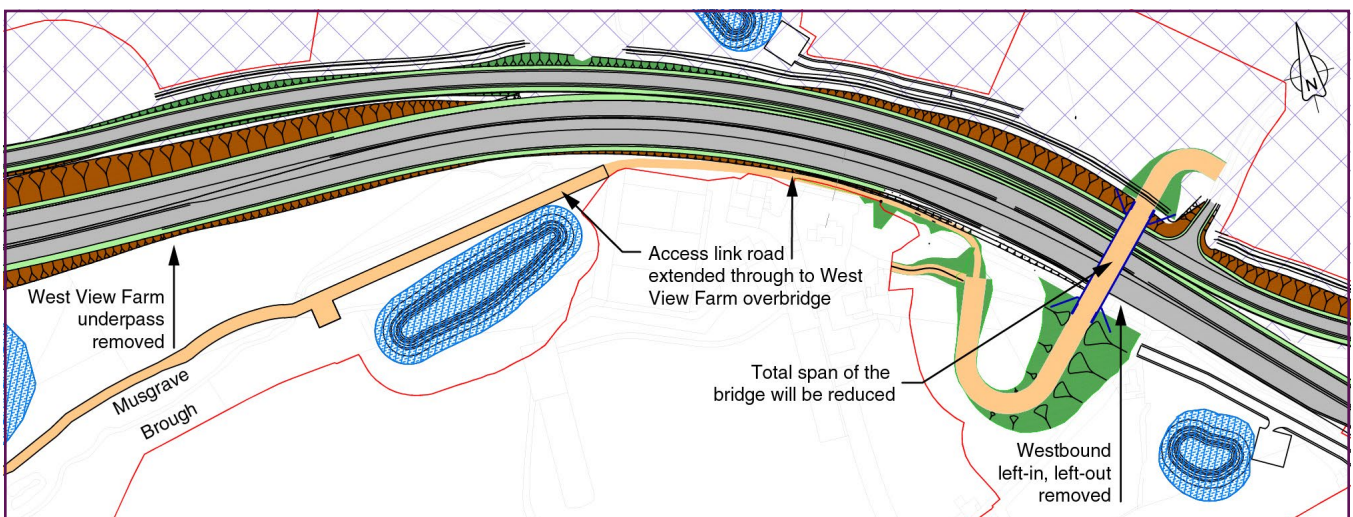
This change has been requested by the landowner and residents of adjoining properties who raised concerns about the proximity of the structure and unauthorised access to the farm and properties by people wanting access to Brough from the A66. It also addresses the landowner's concerns about security, the amount of land required and the proximity of the bridge to residential buildings.

It would provide safer access to the farm by ensuring the bridge, as intended, is a private access track for the farm, adjoining properties and walkers only as the likelihood of members of the public and unauthorised vehicles using the bridge will be significantly reduced. It would also remove the risk of livestock or walkers meeting high speed traffic using the bridge as an access to Brough.

This in turn, allows us to remove the underpass to the west which is not required if the overbridge is solely a private access track and walkers' route.

Reducing the overbridge span and removing the left-in, left-out access and the underpass helps reduce land acquisition and earthworks, resulting in less materials and a shorter construction time. This will help minimise disruption for the landowner and road users and reduce construction traffic.

It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement.



Proposed change

Appleby to Brough

DC-27 – Construction of noise barrier south of Brough

Background to change

As part of the assessments we have carried out for the project, we have looked at the potential noise impacts on properties from additional traffic which the new road might generate.

In our DCO application we identified that there might be additional noise impacts on properties on the housing development off Castle View in Brough. To mitigate this impact, we have included acoustic fencing which will help reduce noise levels in this location. This fencing was planned to be erected on land owned by National Highways at the edge of the A66. Because we own the land where the fencing was proposed it was not included in the DCO application.

Description of the change

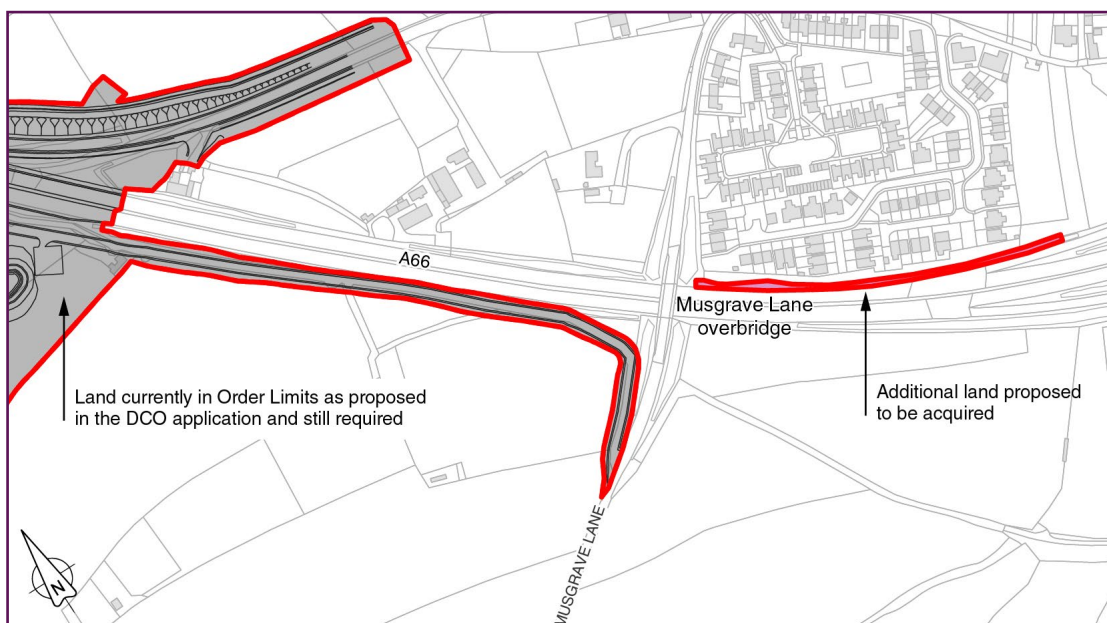
Following further investigation, as part of the early detailed design work, we have determined that the fence cannot be built

and maintained wholly within land owned by National Highways. This means that we need to acquire land which is not owned by National Highways. We are in discussions with the landowner about this change. We are therefore proposing an amendment to the Order Limits to include the land required to erect and maintain the acoustic fencing.

Reason for the change

To allow for the provision of acoustic fencing, as proposed in our DCO submission, to mitigate noise impacts.

It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement.



Construction of noise barrier south of Brough. Additional land will be required to construct and maintain the noise barrier.



Stephen Bank to Carkin Moor

DC-29 – Realignment of A66 mainline and Collier Lane

Background to the change

Our DCO application shows the new A66 west of Collier Lane in a deep cutting. To the west of the cutting, an underpass is proposed beneath the new A66 to take a bridleway and a private access track from land on the north side of the new A66, under the de-trunked A66 near Dick Scot Lane.

The Collier Lane bridge will provide road and footpath access over the new A66. The existing A66 will become a de-trunked, local access road at the southern end of Collier Lane. It will be moved southwards to make room for a deep cutting for the new A66, over a length of approximately 800m.

Description of the change

We are proposing to raise the level of the new A66 and reduce the depth of the cutting by around 2.5m and increase the height of the embankment by Dick Scot Lane by a similar amount. This would create space to allow a longer length of the existing A66 road to be re-used (instead of being moved southwards) when it becomes a local access road. This change would also mean that there was no need for us to provide a temporary diversion road while the deep cutting was being built.

This smaller, shallower cutting for the new A66 would reduce the earthworks in this area. This would then allow us to continue the proposed bridleway and the private access tracks (for land on the north side of the A66) eastwards along the northern boundary of the new A66 mainline, to connect up with Collier Lane. This would make the proposed underpass by Dick Scot Lane surplus to requirements. The proposed bridleway would then continue southwards over the new Collier Lane

bridge before linking into the proposed new equestrian track on the old (de-trunked) A66.

This change would require a small increase in the land required for the project and a change to the Order Limits included in our DCO application. The additional land would be needed to the north west and north east of Collier Lane bridge, to enable the de-trunked A66 to be used for a longer stretch to the south and to accommodate the bridleway to link into Collier Lane.

Reasons for the change

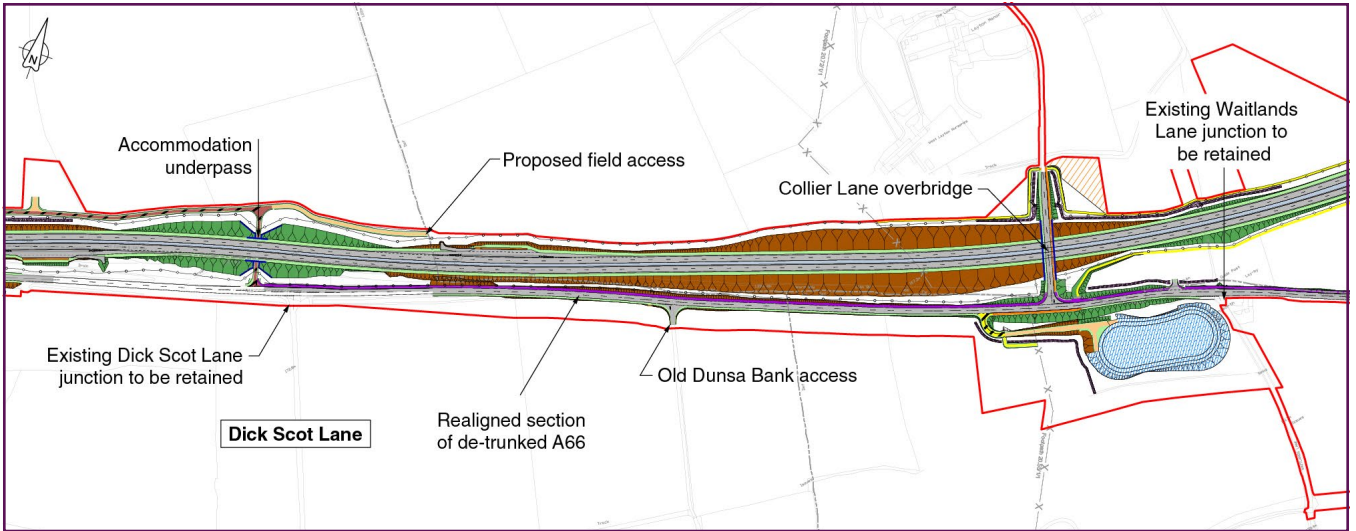
This change will remove the need for a temporary diversion road during the construction of the project. If we reduce the size of the cutting, this will reduce the earthworks, helping in turn to reduce construction traffic and shorten the build programme.

By reducing the footprint of the earthworks, we can also keep more of the existing A66 to maintain local access to the south.

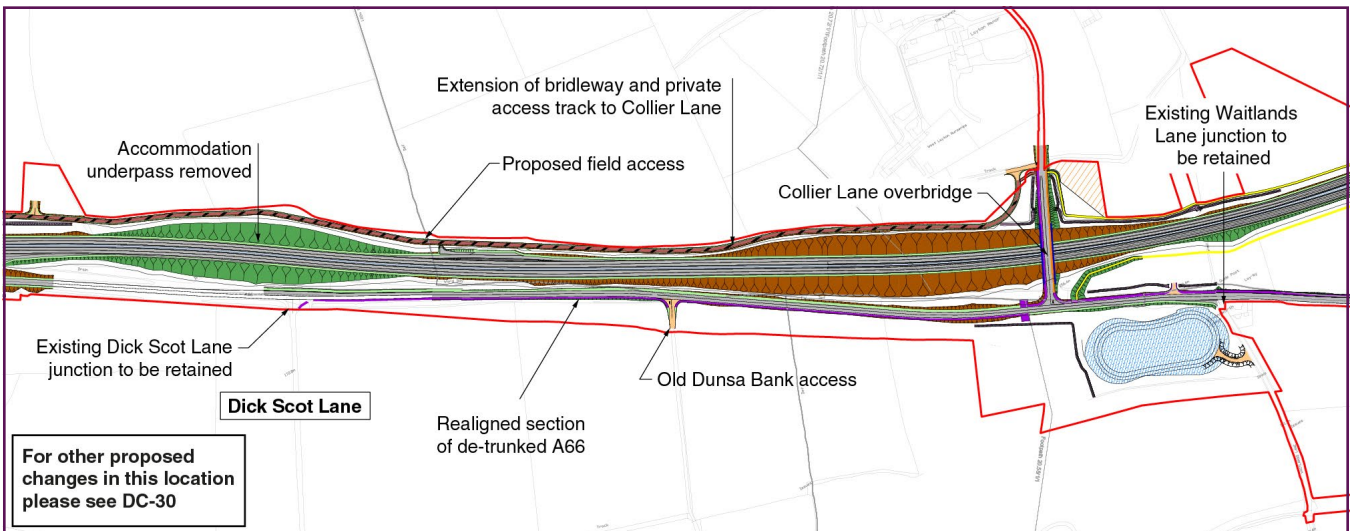
This will facilitate the removal of the proposed concrete underpass, with its associated lighting and drainage requirements.

Please see the plan for details of the WCH route diversion.

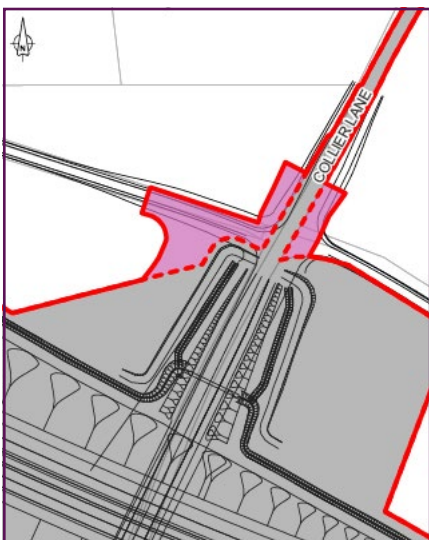
It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topics of Landscape and Visual, Noise and Vibration, and Population and Human Health in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



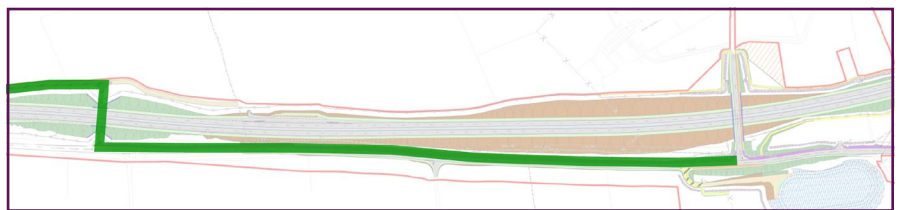
DCO design



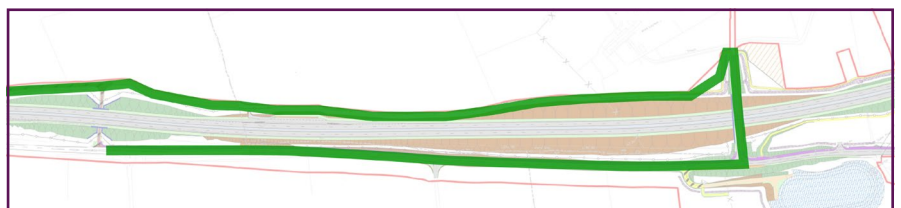
Proposed change



Additional land for extended bridleway



DCO design WCH route



Proposed change WCH route

Stephen Bank to Carkin Moor

DC-30 – Realignment of maintenance/footpath adjacent to Waitlands Lane

Background to the change

In our DCO application design there is a balancing pond close to Waitlands Lane on the south side of the A66, north of Ravensworth. This balancing pond has its maintenance access track running west to join the de-trunked section of the A66 which is parallel to the south of the new A66 alignment in this location.

Footpath number 20.55/1/1 is diverted around the access track to meet with the de-trunked

Description of the change

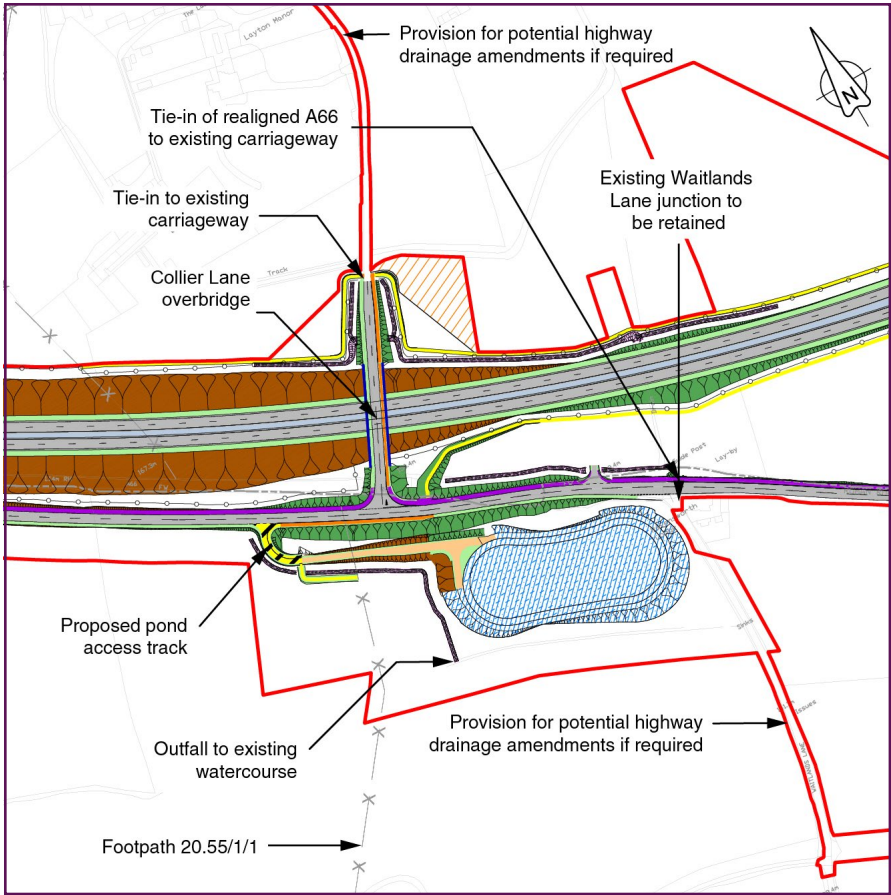
Our proposal is to move the access to the balancing pond from the west to the east. This will avoid the clash with the footpath. The footpath will stay on its original alignment with a small ramp to bring it up to the new level of the de-trunked A66.

Reason for the change

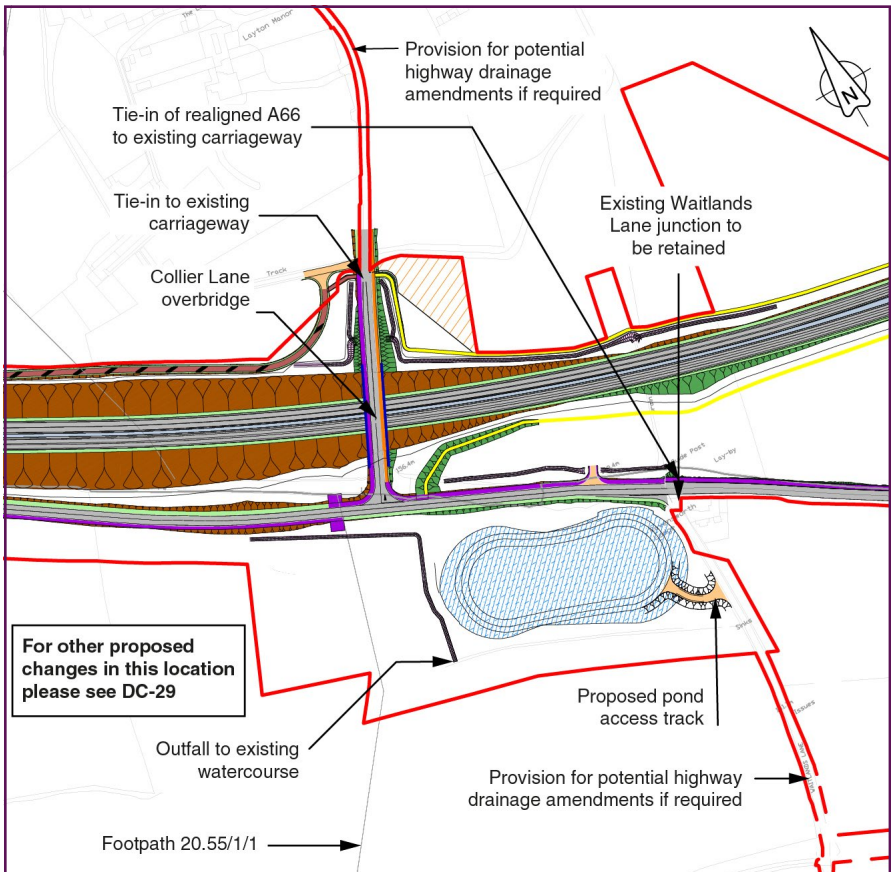
This change avoids the need to realign the footpath and divert walkers. It also reduces the length of the maintenance access track and associated earthworks, reducing the build programme.

It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement





DCO design



Proposed change

Stephen Bank to Carkin Moor

DC-32 – Lower the A66 mainline levels east of Carkin Moor and change an underpass to an overbridge

Background to the change

In our DCO application we have proposed to raise the new A66 mainline by approximately four metres above the existing levels of the A66 to the east of the Scheduled Monument (SM) at Carkin Moor. As the route passes through the SM, the design currently has a retaining wall on the southern verge to avoid earthworks encroaching into the SM.

At the eastern end of the scheme, we are proposing to build an underpass beneath the proposed A66 mainline to provide connectivity from Warrener Lane to an existing bridleway. There are also three drainage ponds, one for our roads and two ponds for the Local Authority roads.

Description of the change

The proposed change would keep the A66 mainline at the current level of the existing A66 carriageway rather than raising it through, to the east of, the SM.

By maintaining the existing levels, the underpass will be replaced with an overbridge for WCH. The design of the overbridge is proposed to be of steel construction. The colour, look and feel of the structure will be developed in coordination with Historic England and other stakeholders at detailed design so that any impact on the setting of the SM and any visual intrusion on the local environment is mitigated as far as reasonably possible. The overbridge could be used as an opportunity for an information area for visitors to view and be able to interpret the SM to the west.

The drainage network will need to be modified as a result of lowering the mainline. Early detailed design work suggests this will result in an increase in the size and number of drainage ponds at the eastern end of the scheme. Further detailed design work is required to develop and optimise the number and size of ponds.

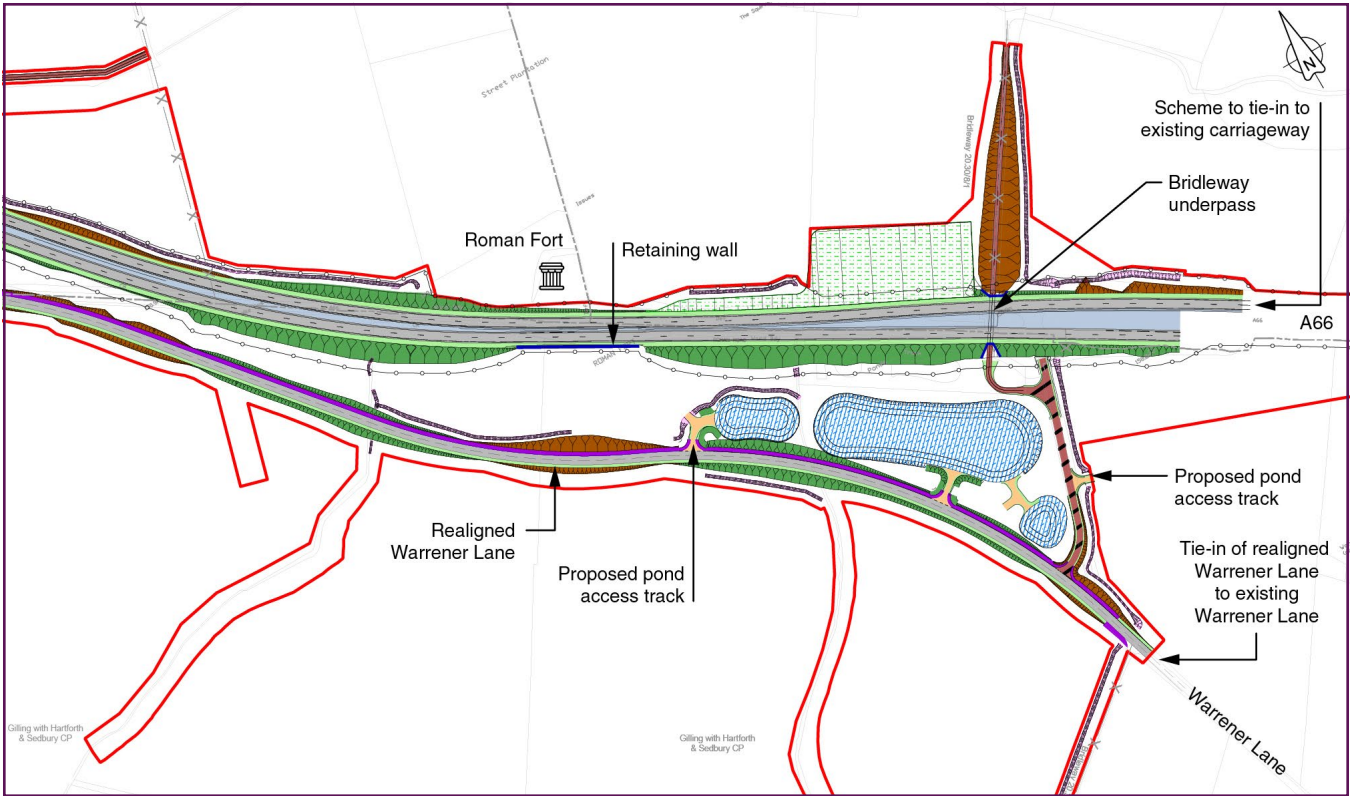
Reason for the change

Reducing levels on the A66 will provide significant construction efficiencies, minimise earthwork activities and significantly lessen the need to import and dispose of materials from the scheme.

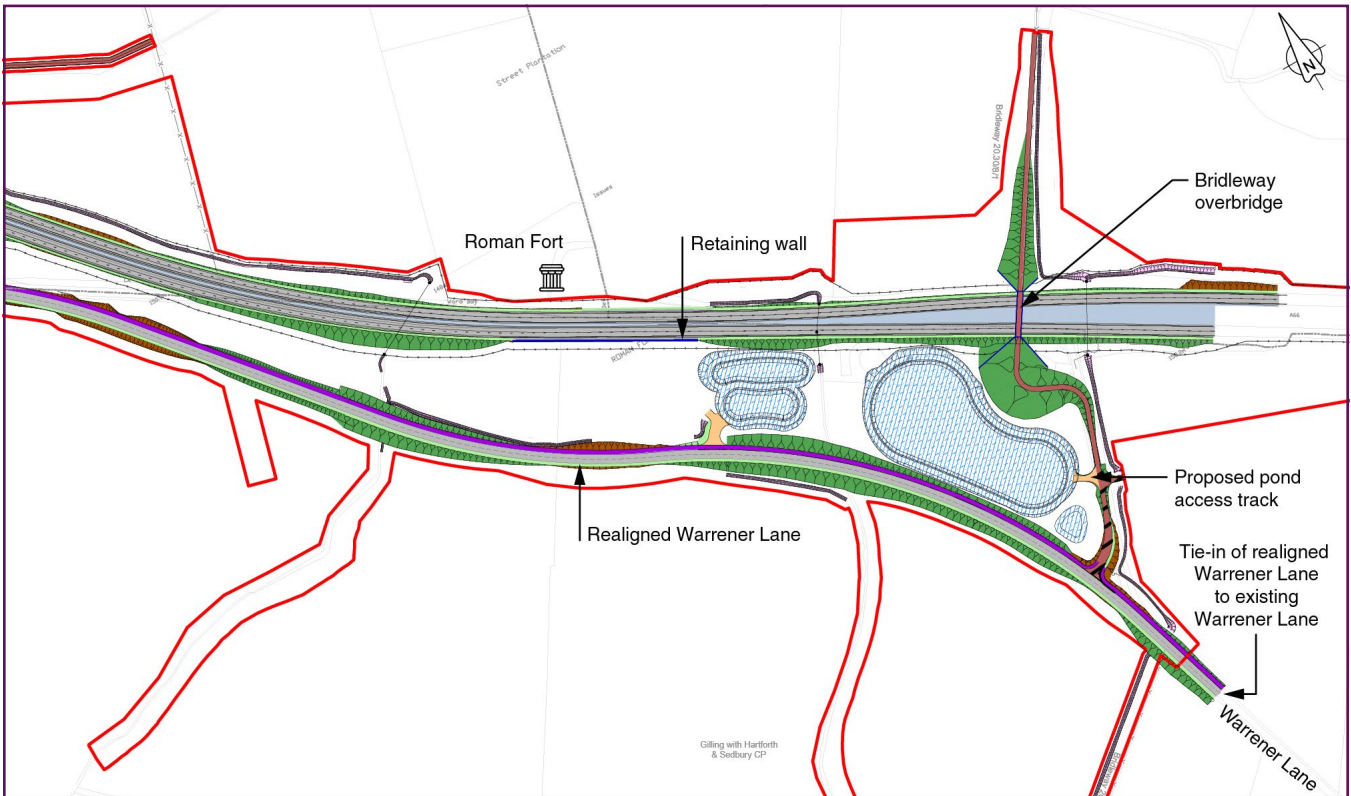
By reducing the level of the mainline, there is an opportunity to ensure the landform of the SM is more distinguishable from the earthworks associated with the road. This has the potential to reduce the impact on the setting of the SM.

The reduction in construction will provide opportunities to shorten duration of the work and reduce the impact on road users. By matching existing A66 levels, the existing carriageway can be used during construction which will avoid the need for temporary roads and diversions which would have been necessary if the road had been raised. The construction footprint would have also been considerably larger.

It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topics of Cultural Heritage and Landscape and Visual in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



DCO design



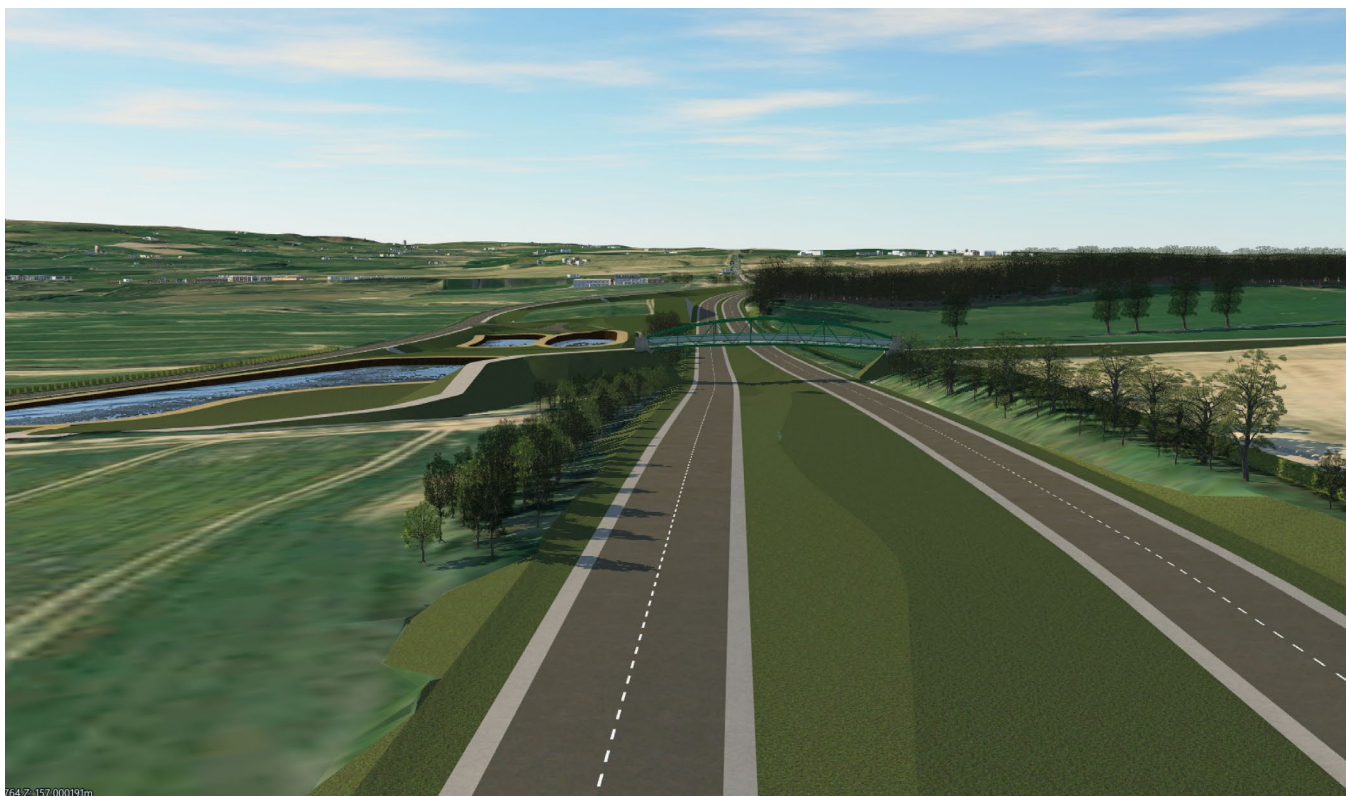
Proposed change

DC-32 – Visualisations for Carkin Moor

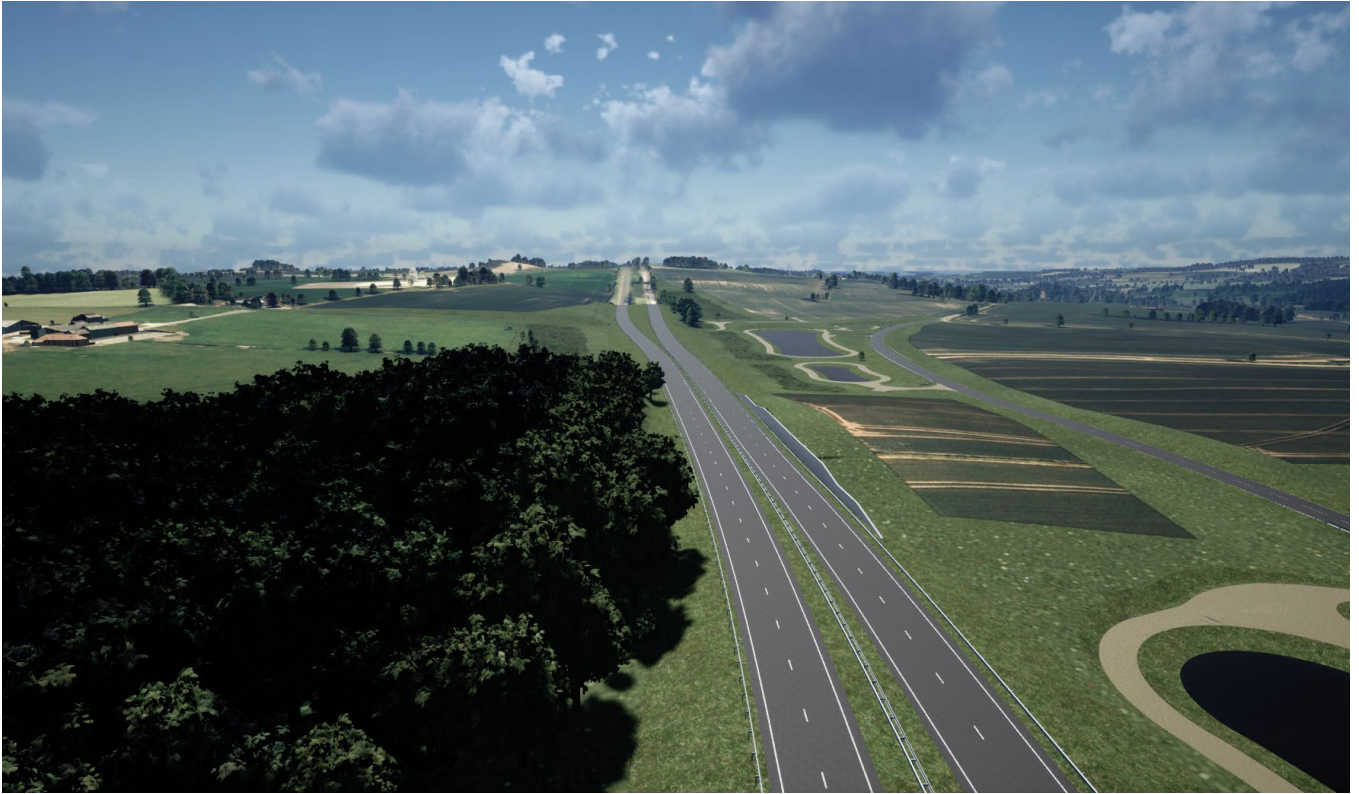
Visualisations are indicative only.



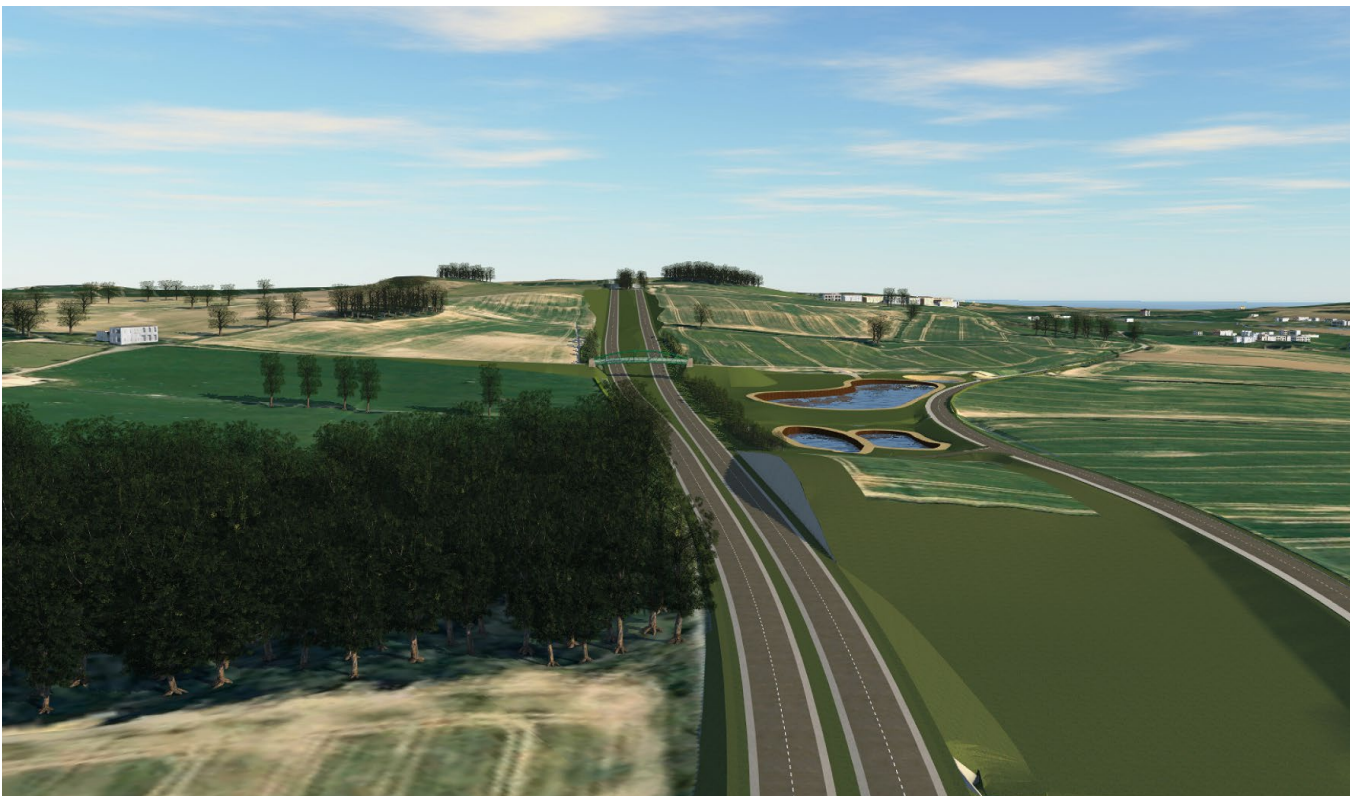
DCO Design – Carkin Moor looking north west



Proposed change – Carkin Moor looking north west



DCO Design – Carkin Moor looking south east



Proposed change – Carkin Moor looking south east



Great carriages
1/2 mile ahead



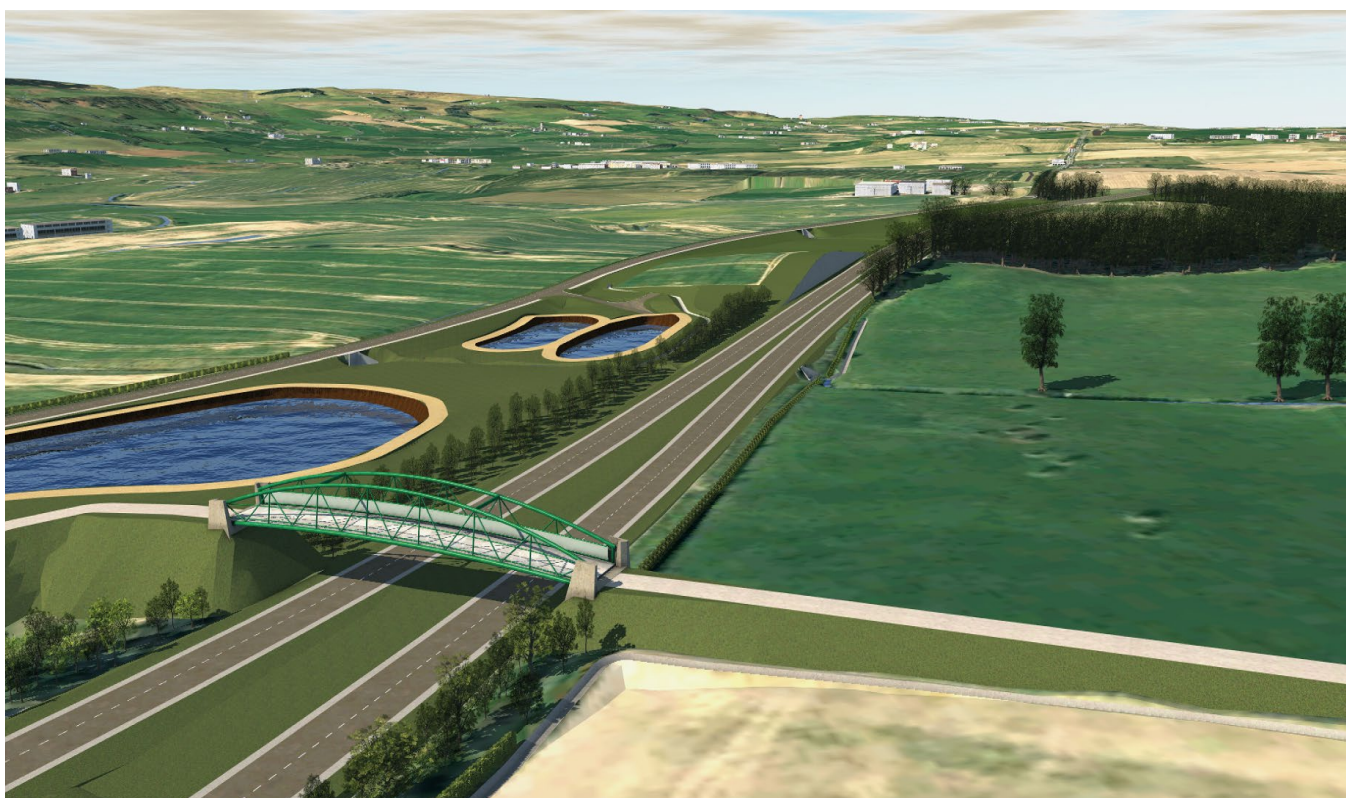
F09692
GS291
Wickes
**Kitchens
& Bathrooms**
Discover more at wickes.co.uk

DC-32 – Visualisations for Carkin Moor

Visualisations are indicative only.



DCO Design – Carkin Moor looking west



Proposed change – Carkin Moor looking west

Changes to the Limits of Deviation

Background to the changes

All road projects are designed with built-in Limits of Deviation (LoDs). These LoDs provide small degrees of flexibility in terms of where the road might lie once it is constructed. They allow for horizontal and vertical deviation from the lines and levels shown on the works plans and engineering section drawings which are submitted as part of the DCO application documentation.

The documents submitted for our DCO show the centre line of the road and then, in some cases, show limits (either side of the centre

line) within which the new road could be built. The standard LoDs included in our DCO are typically plus or minus 3m horizontally and plus or minus 1m vertically. Our DCO also sets out where we need different 'bespoke' LoDs in relation to particular works.

LoDs enable flexibility to deal with problems encountered during construction, such as difficult ground conditions. Without this flexibility, there would be a risk that the road could not be built if unforeseen issues arise during detailed design and/or once the construction team are on site.





Description of the changes

In some areas of the project, we are seeking to change (increase or decrease) the LoDs to provide greater or more limited flexibility in the design and /or construction.

The majority of these changes are required to provide increased flexibility in the alignment of the side roads connecting to the A66 main carriageway. In most cases they will allow us to tie the side road design in earlier to the existing roads which will help construction and reduce the land required for the project.

Some LoDs changes are also being requested to allow us to reduce the separation between the new A66 and the new side roads being provided.

Summary of benefits

LoDs changes will help us to:

- Carry out less complex engineering works
- Speed up construction and minimise impacts on road users
- Reduce the amount of land required for the project
- Reduce impacts on landowners and residents

The following pages outline the locations where we are looking to change the LoDs to allow us the flexibility to modify particular elements of the project design.

M6 Junction 40 to Kemplay Bank

DC-03 – Reorientation of Kemplay Bank junction

Background to the change

As one of the main points of access to Penrith, Kemplay Bank roundabout experiences high volumes of traffic from the M6, A66 and A6. This means it is prone to bottlenecks caused by high levels of congestion.

Vehicles slowing down as they approach Kemplay Bank can cause safety issues and create problems for both east/westbound traffic and north/southbound traffic as it passes through the roundabout. In our DCO application, we have introduced an underpass at this location to facilitate free-flowing traffic along the A66.

Building an underpass at Kemplay Bank, which will pass below a roundabout at ground level for the A6 and local traffic, is complex. It is also time-consuming to construct and will introduce several temporary traffic management phases which will change the roundabout configuration in order to keep traffic moving at this location during construction.

Description of the change

As we have moved into detailed design, we identified an opportunity to improve buildability, reduce the traffic management phases and shorten the overall construction period at Kemplay Bank. This will help minimise the potential disruption to the local community.

If we change the shape of the proposed roundabout from an oval with the longest axis running east west, to an oval with the longest axis running north south, we will be able to construct the new bridges, which carry the roundabout over the new underpass,

principally offline. This enables the traffic phases to be simplified and reduces the time during construction that the roundabout has to operate in a temporary configuration.

We are also looking at raising the mainline through the underpass, which will have several benefits. It reduces the amount of material which is required to be excavated and taken off site, reduces the length of retaining structures required on the approach to the underpass and shortens the construction programme. We are looking to introduce a central pier for these bridges which reduces the thickness of the bridge and allows us to further raise the mainline whilst maintaining the required headroom under the bridge.

This change would be an application to change the Limits of Deviation (LoDs) for the Kemplay Bank scheme.

Reason for the change

We would be able to construct the bridges (on which the new local road roundabout would be constructed) principally offline, speeding up the build programme and reducing the time traffic would be diverted and reducing any potential disruption.

By raising the mainline using a combination of methods including piers to the bridges, we can reduce the depth and weight of the structure above them. This change means we have to excavate and transport less material as well as build smaller retaining walls for the below ground level section of the road. This would also help to reduce the depth of the drainage for the underpass which is currently at a depth of around 13m below the road at its maximum.

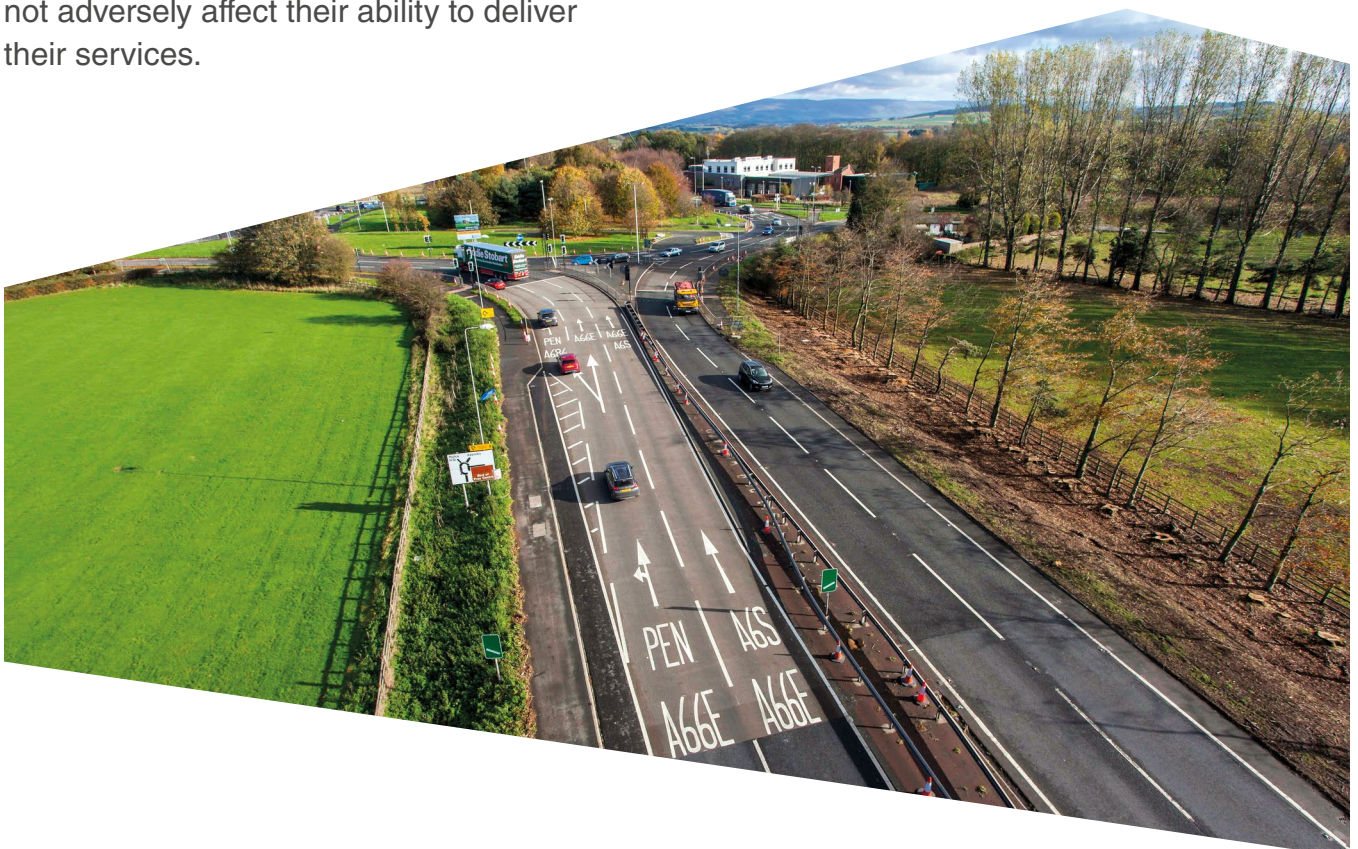
This change will help us to reduce the time it takes to build the Kemplay Bank junction, reducing diversions and disruption caused to local drivers over this long build period. We think this change may help to reduce construction by approximately nine months.

This change may affect the amount of land we need to acquire permanently and use temporarily, particularly on the north side of the roundabout, where we would need to acquire more land permanently to accommodate the changed shape of the roundabout. This would be the case both at the rugby playing fields where an additional slither is required and at the hospital grounds. We are in discussions with landowners around how we might mitigate these effects.

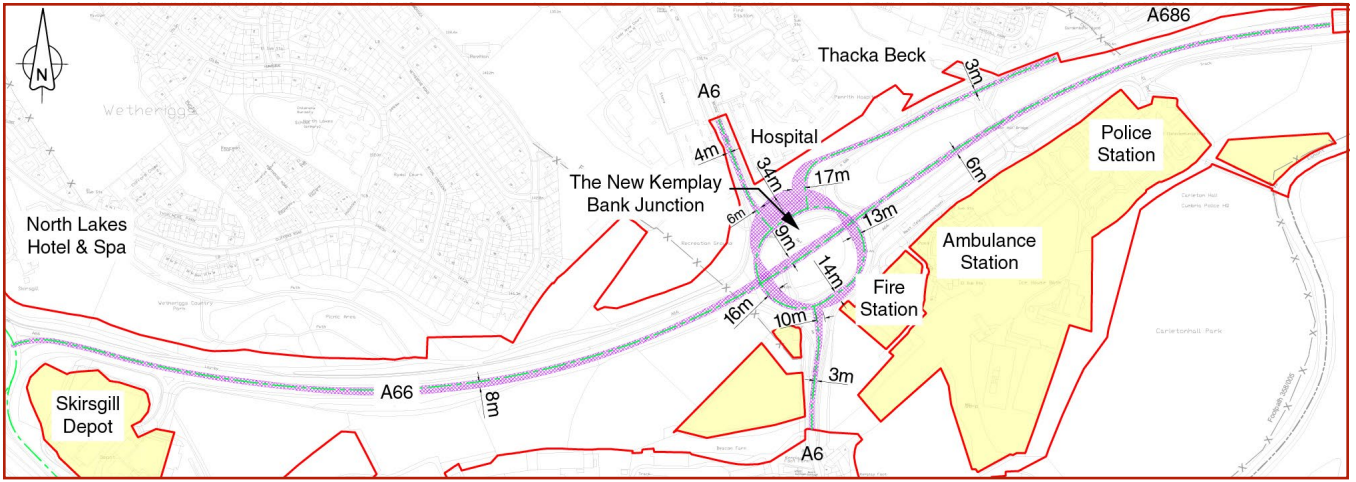
We will continue to engage with the blue light community to ensure our work does not adversely affect their ability to deliver their services.

The change will also allow us to reduce the impacts on essential utility services. The Kemplay Bank area carries a large amount of utilities infrastructure – such as water, gas and electricity services underground. By building the structures offline, we will be able to divert these services once rather than multiple times with the associated outages while work is carried out.

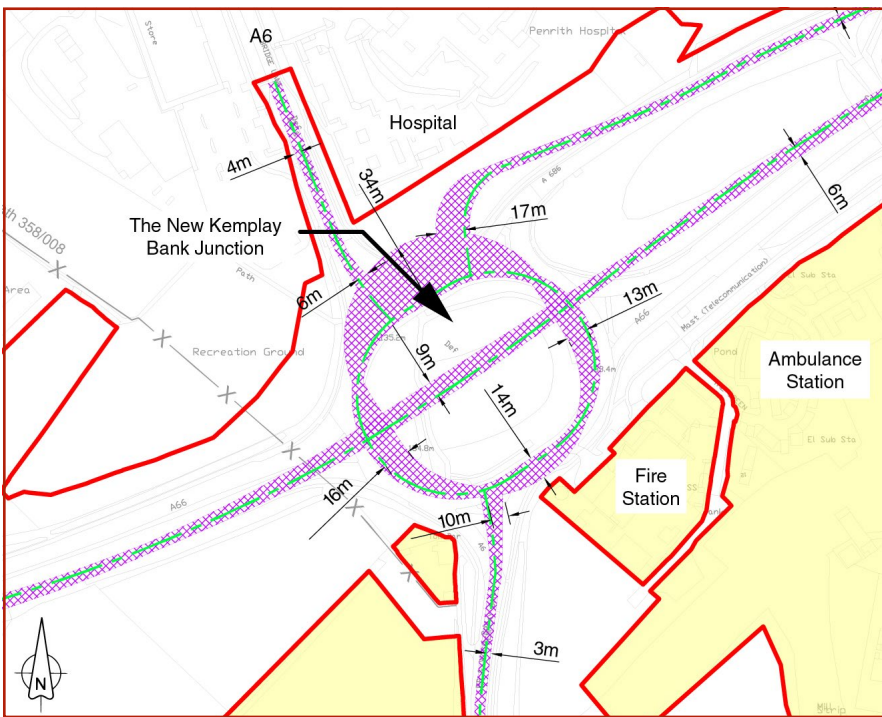
It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topics of Biodiversity, Landscape and Visual, Noise and Vibration, Population and Human Health, and Road Drainage and Water Environment in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



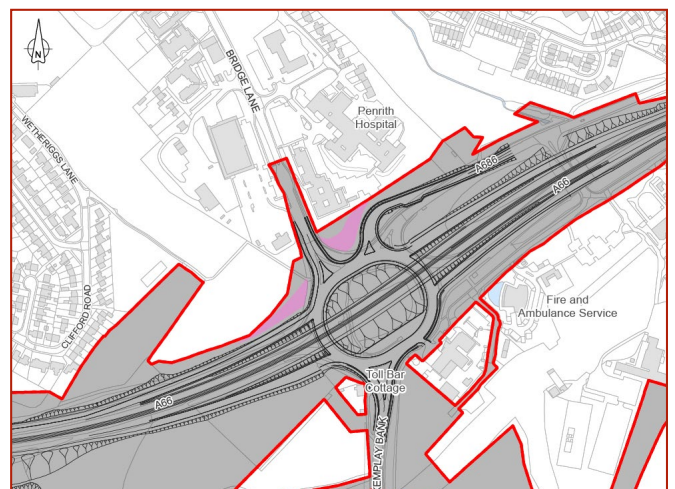




The purple area shows the area within which the final road might be built



Proposed change to Limits of Deviation at the new Kemplay Bank junction. The widths of the proposed changes to the LODs are shown on the image above



Reorientation of Kemplay Bank Junction. Previously land required temporarily is now required permanently in two locations.

Penrith to Temple Sowerby

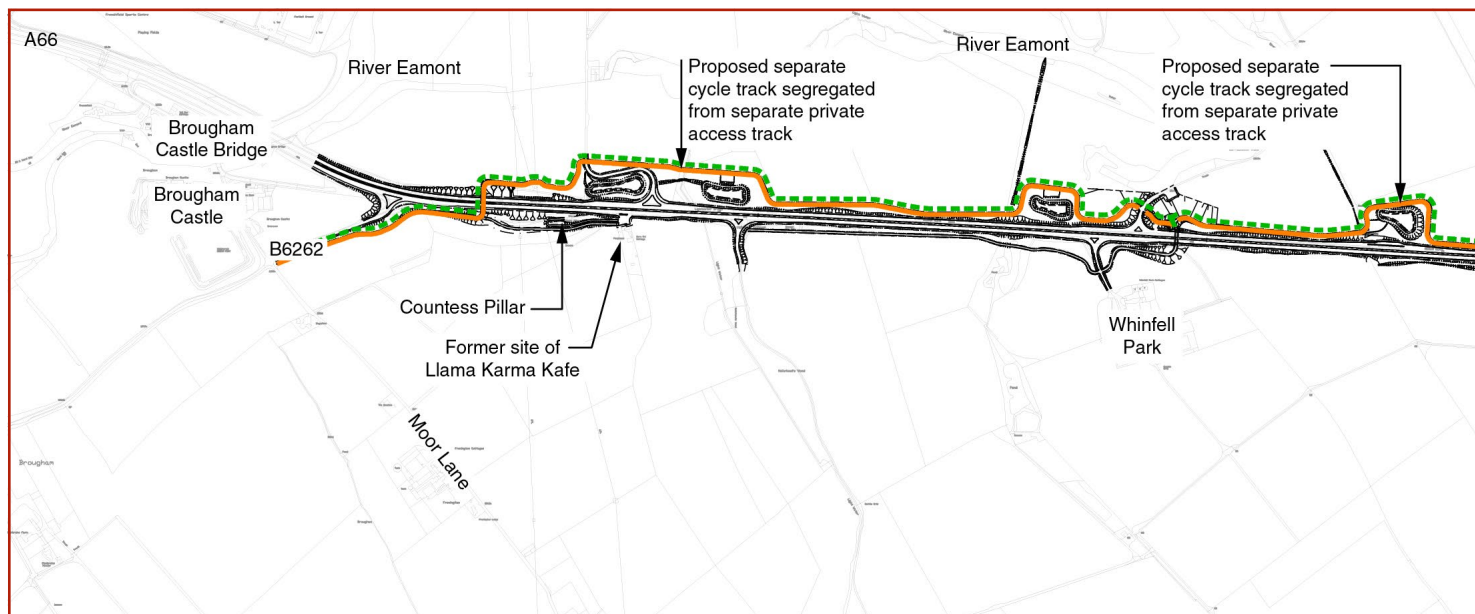
DC-04 – Separation of, and greater flexibility for, shared public rights of way and private access track provision on the Penrith to Temple Sowerby scheme

In our DCO application we have included a shared walking/cycling and private access track to the north of the A66 from the western end of the scheme to the junction local to Center Parcs.

We have continued to engage with stakeholders and landowners to identify opportunities to improve provision. In our work with landowners and their agents, we

have had feedback about how these routes are shared. Some landowners are concerned there could be potential safety and security issues associated with the shared routes.

They tell us that separating the tracks could avoid any potential conflict between users and heavy farm machinery and provide better security for the estate, mitigating issues of potential anti-social behaviour.

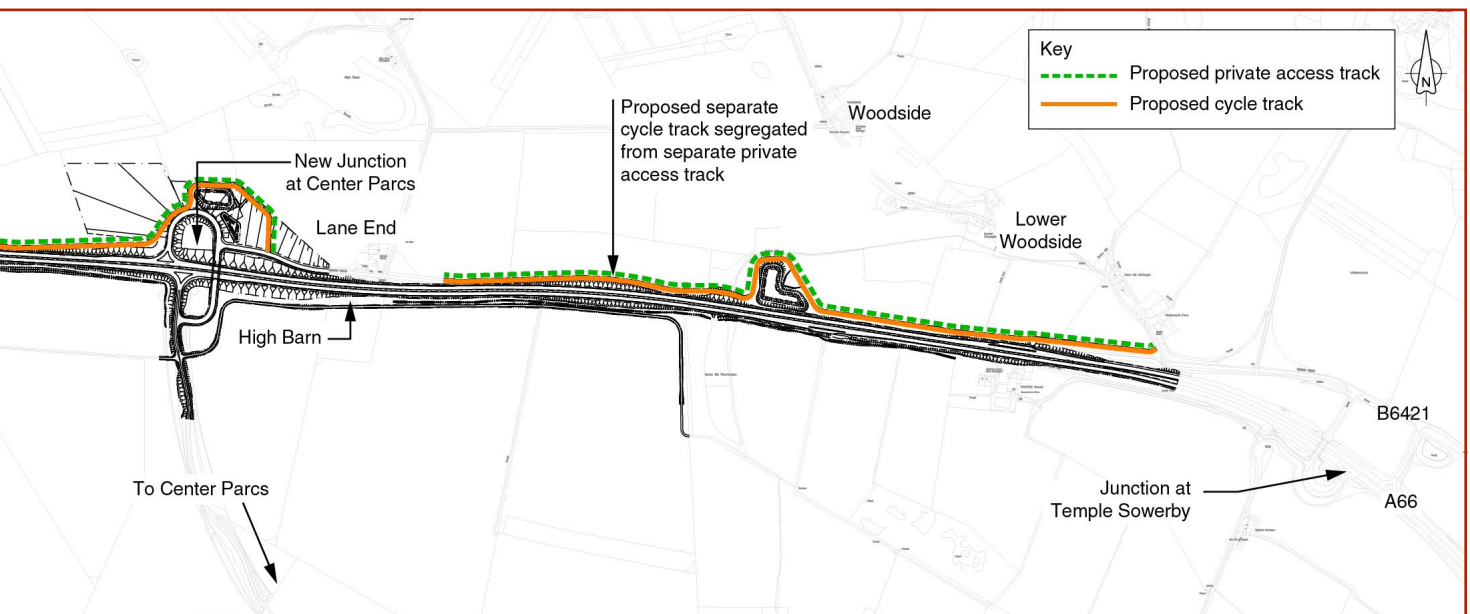


Proposed change

We are therefore proposing that the DCO will include greater flexibility, via increased limits of deviation (LoDs), that will enable two separate routes to be developed. See plan below and page 60 for further information on LoDs.

This plan shows the public right of way to the north of the balancing ponds, however there would be flexibility in the LoD change for them to move to the south where possible.

It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topics of Biodiversity and Road Drainage and Water Environment in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



Penrith to Temple Sowerby

DC-06 – Increase in vertical Limits of Deviation local to Shell Pipeline

There is an underground, high-pressure fuel pipeline crossing under the A66, close to the Countess Pillar, in Brougham.

We have been in ongoing discussions with Shell about this pipeline and how we can minimise the impact that our project has on its operation. Please see page 19 DC-05 – Removal of junction for Sewage Treatment Works.

As part of these discussions, further details have been disclosed by Shell about how the design of the A66 project and its construction should be managed in this location. This information has led to a change in the assumptions made about how the pipeline crossing under the A66 needs to be treated. Due to these discussions, we are applying for a change to the LoDs in this area to allow us to raise the level of the road. This increase in the level of the road is required to allow for the permanent installation of a protective slab below the new road and above the existing pipeline.

We are proposing to extend the LoDs by 1m vertically upwards, which should allow us to accommodate any unforeseen issues at the construction stage, and to ensure adequate working space around the pipeline.

We have completed initial trial holes to investigate the area around the pipeline and discussions are ongoing with Shell. As part of the detailed design, additional ground investigation work will be required to provide supporting information to design this protective slab.

A bridge has been included in our DCO design in this location for landowner access. Depending on the outcome of these ground investigations, the bridge may also have to be lifted in order to provide adequate clearance and headroom.

The potential increase in height of the road would be over a distance of 100m and may mean associated earthworks also need to be increased.

It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topics of Biodiversity and Noise and Vibration in the Environmental Statement. See the Environmental Appendix to this brochure for further information.

Limits of Deviation (LoDs) allow for some flexibility in where the road might lie once it is constructed

Penrith to Temple Sowerby

DC-09 – Flexibility to reuse the existing A66 carriageway

The vertical LoDs dictate how far up or down the road can deviate from the design shown in the engineering section drawings. Along part of the length of the Penrith to Temple Sowerby Scheme we are requesting flexibility in the vertical LoDs to better facilitate online widening.

In this area the existing road is relatively straight but has a number of slight undulations (ups and downs). By relaxing the LoDs to allow the road to rise and fall to a greater extent, we would be able to utilise more of the existing A66 as the westbound carriageway of the new A66. This would mean the road could be repurposed in the existing position without extensive earthworks to dig out a new alignment.

This change could not be applied in the vicinity of the Shell pipeline (the length of road in orange below) if change number DC-06 is

implemented. It would then apply only to the lengths coloured green in the plan.

This change would have a positive impact on the construction work required for the westbound lanes of the new A66, reducing it to overlaying a new road surface, which would, in turn, reduce earthworks and associated construction vehicle movements and the duration of the build period.

It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topics of Biodiversity and Road Drainage and Water Environment in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



Long section along the centre of the A66

Temple Sowerby to Appleby

DC-11 – Earlier tie-in of Cross Street to the existing road

To the north-west of Kirkby Thore, we are seeking flexibility in the LoDs to change the alignment of Cross Street as it crosses the new A66 on a bridge structure and on the section immediately to the north. This change will let us tie-in the realigned length of Cross Street with its existing alignment at a point up to 195m closer to the new A66, while keeping the same road width of 3.5m (with passing places) which was submitted in our DCO design. See plans below.

By keeping the new road (realigned Cross Street) closer to the existing Cross Street for a longer length, we can reduce the size of the structure and earthworks, therefore reducing construction time and impact. This will also make the road more in keeping with the local roads in the area. To achieve this, we are proposing a reduction in the speed limit to 30mph (from the existing 60mph speed limit, as retained in our DCO application).

The new alignment of Cross Street, which could be achieved if the LoDs were changed, would reduce the area of land required on the

inside of the A66 close to the school and the land identified for a new housing development. To the north, it would also tie-in earlier, which would reduce the amount of construction work and the area of land required for the realignment of Cross Street.

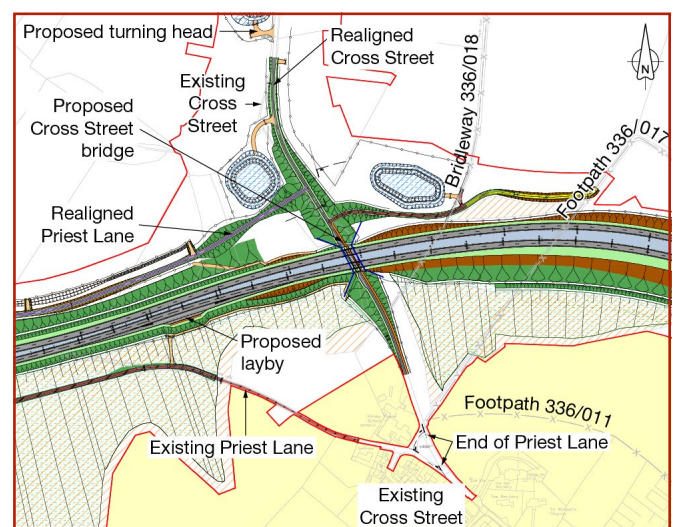
In the DCO application Priest Lane is designated as a ‘quiet lane’ which is a mixed-use road suitable for use by walkers, cyclists and horse riders as well as vehicles. Increasing the lateral LoDs for Priest Lane, Cross Lane and the connected Public Right of Way (PRoW) will enable a staggered connection.

This change will reduce the area of land required for permanent works.

It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topic of Road Drainage and Water Environment in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



DCO design



Proposed change

Temple Sowerby to Appleby

DC-13 – Realignment of Main Street

A change to the LoDs applying to the realignment of Main Street, to the east of Kirkby Thore, would enable us to remove a number of impacts on landowners and their premises.

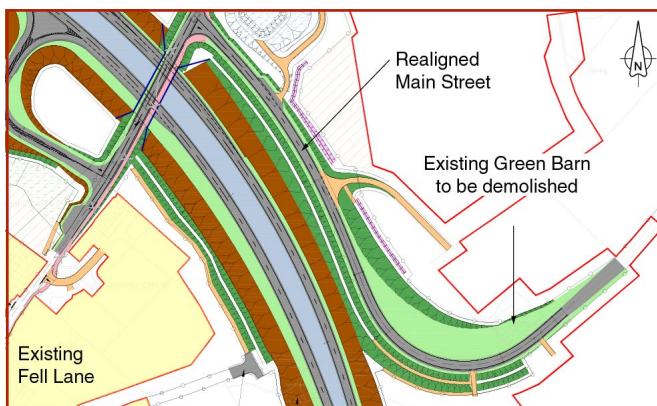
This slight change to the realignment of Main Street would require a reduction in the speed limit to 30mph (from the existing 60mph limit, as retained in our DCO application) as vehicles approach the village. This reduction in speed enables the verge widths to be reduced as drivers will be travelling at a slower speed meaning that the visibility at the curve of the road can be reduced.

By making this slight change we would be able to retain the landowner's barn and the existing private access track off Main Street,

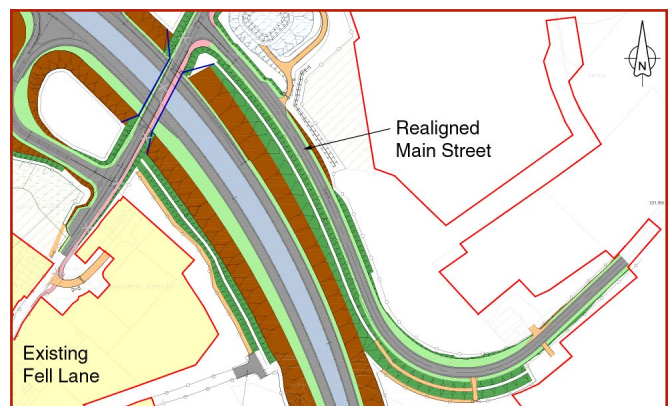
also reducing our impact on neighbouring landowners where a replacement access road is currently proposed.

The change would also enable a reduction in the required earthworks and less land required for the realigned road.

It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



DCO design



Proposed change

Limits of Deviation (LoDs) allow for some flexibility in where the road might lie once it is constructed

Temple Sowerby to Appleby

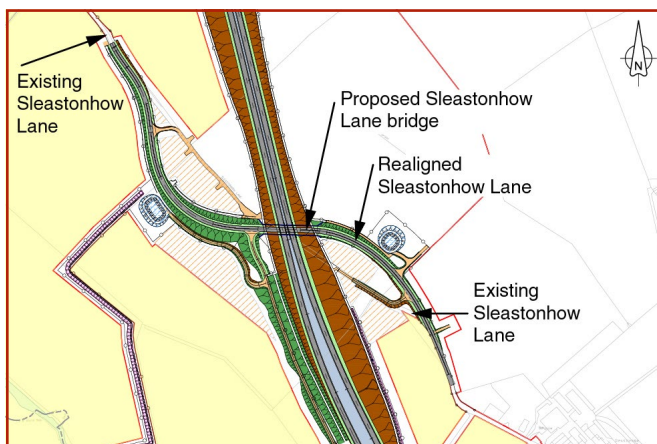
DC-14 – Realignment of Sleastonhow Lane

By amending the LoDs at Sleastonhow Lane in Kirkby Thore, we would be able to introduce more flexibility to enable a reduction in the size of the bridge and associated earthworks, minimising impacts on the landowner in this location.

Sleastonhow Lane would be designed in line with guidance for rural roads and the proposed change would enable the road to cross the new A66 more directly at a right angle (see plans below). This more direct crossing would create two sharper bends where the new structures tie-in with the existing lane. To achieve this, we are

proposing to reduce the speed limit to 30 mph (from the existing 60mph, as retained in our DCO application). Sleastonhow Lane would remain in keeping with other local rural lanes with a width of 3.5m and passing places at a maximum spacing of 200m. This change would also enable us to maintain more of the field hedgerows in this location.

It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



DCO design



Proposed change

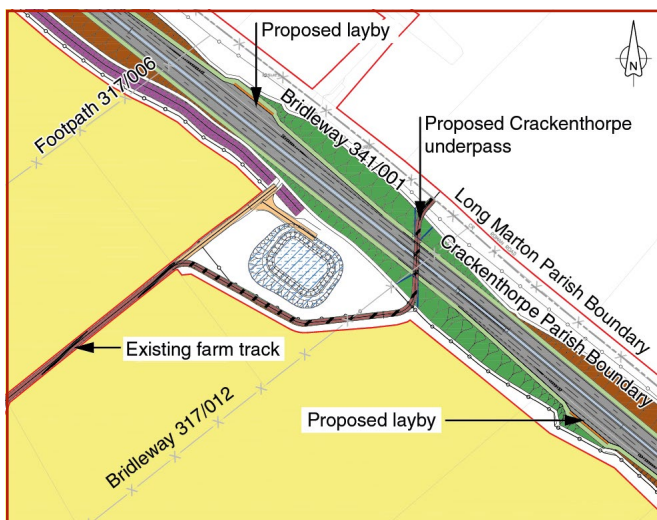
Limits of Deviation (LoDs) allow for some flexibility in where the road might lie once it is constructed

Temple Sowerby to Appleby

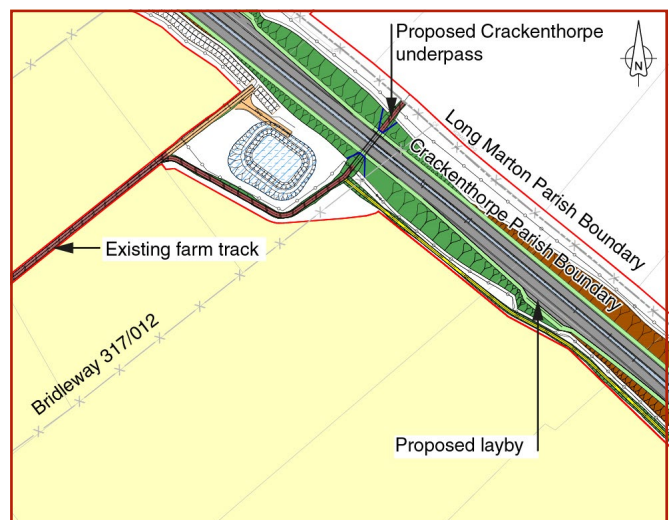
DC-15 – Realignment of Crackenthorpe underpass

Our DCO application proposes an underpass at Crackenthorpe for the use of the landowner and to accommodate a diverted footpath and bridleway. A change to the LoDs applying to the underpass and the footpath to the south of the A66, would enable us to straighten and shorten the alignment of the underpass and footpath. This would also reduce the area of land required and reduce the complexity of construction works.

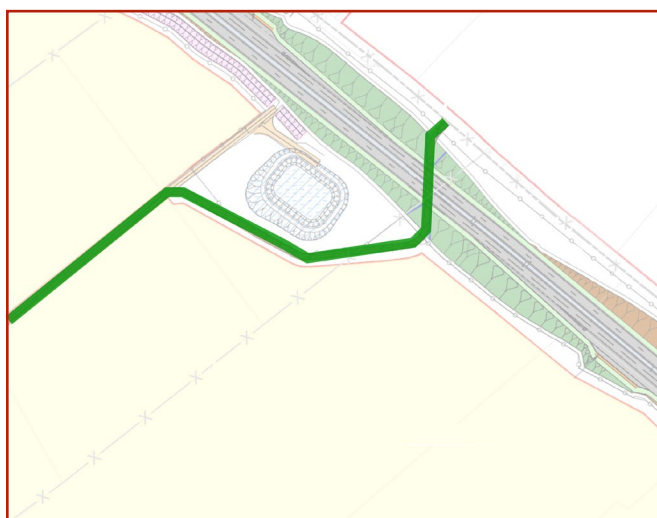
It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



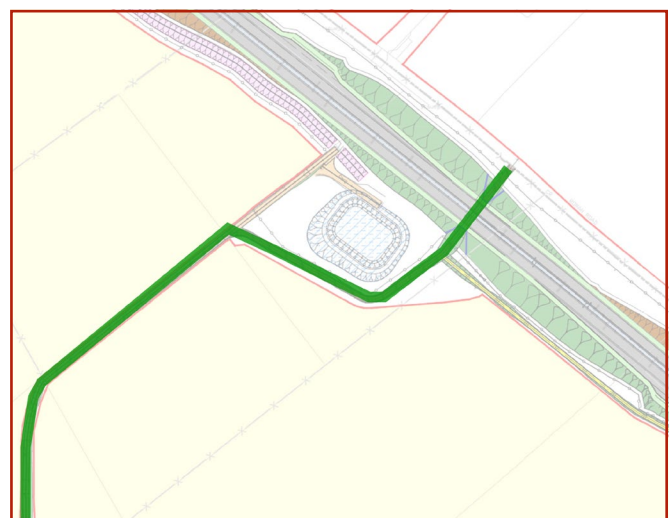
DCO design



Proposed change



DCO design WCH route



Proposed change WCH route

Appleby to Brough

DC-20 – Update to Limits of Deviation on eastbound connection to local road (immediately west of Hayber Lane)

On the Appleby to Brough stretch of the route, our DCO application built in some flexibility to move the mainline downward, if possible, during detailed design. This flexibility was included because we recognise that the road at this location has been built up and, in some areas, is as high as 14m above the current levels.

This change is to relax the vertical LoDs on the side road, which joins the de-trunked A66 to the new mainline. This would enable

the connecting road to move downwards to the same degree as the mainline during the detailed design.

It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



Limits of Deviation (LoDs) allow for some flexibility in where the road might lie once it is constructed

Appleby to Brough

DC-22 – Realignment of Warcop westbound junction

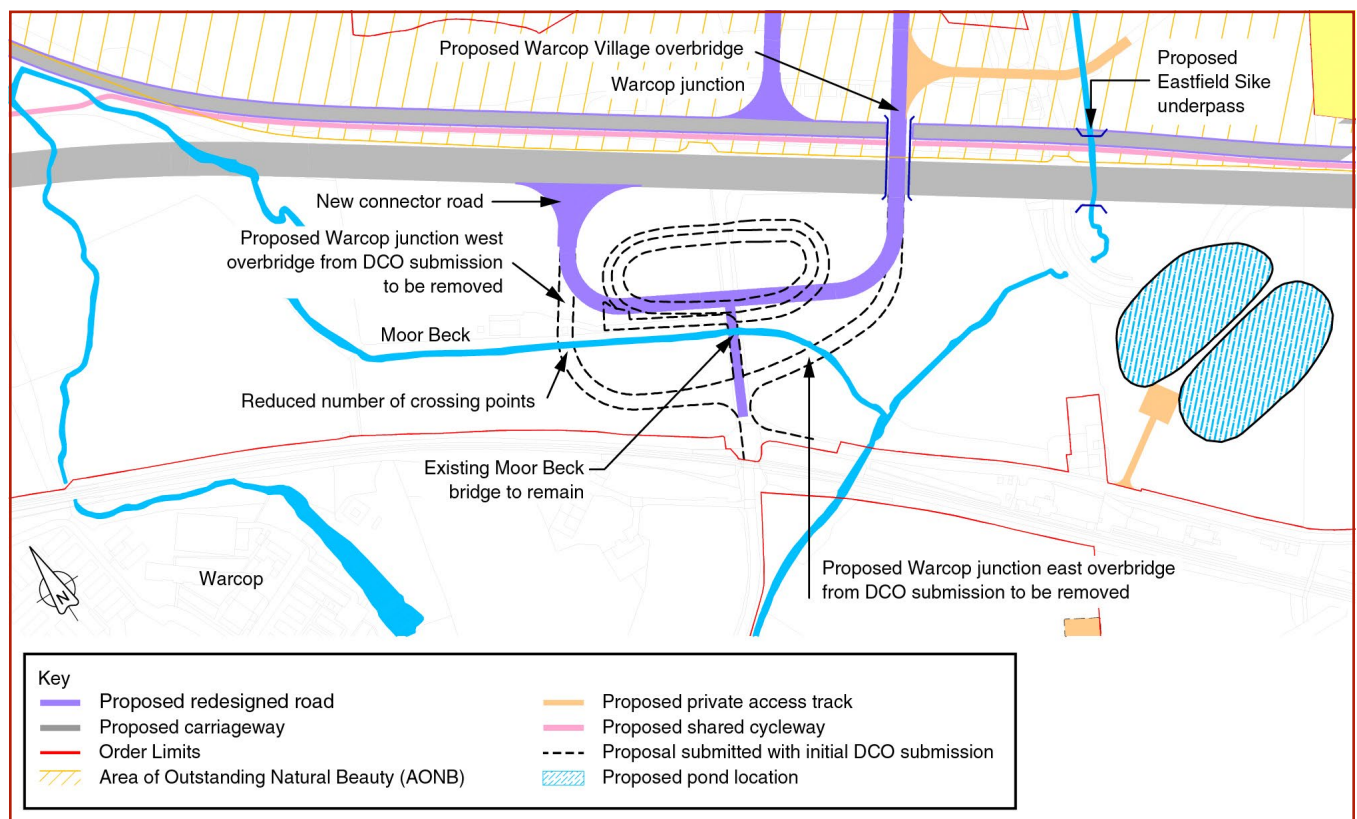
At Warcop our design includes an overbridge which will give access to the new A66 in both directions for people travelling to and from the village. In our DCO application the westbound junction and loop, on the south side of the A66, crosses the Moor Beck in two locations.

By seeking more flexibility in the LoDs we aim to move the loop closer to the new A66, which would narrow the gap between the loop and the A66 dual carriageway (see plan below).

This would require the relocation of the balancing pond from within the loop of the junction to an alternative location which will be developed during detailed design. The realignment of the south side of the bridge

would have the advantages of limiting impacts on the beck, removing the structures required for the two crossings, and the amount of construction required. The construction period would be shorter and disruption reduced as a result of the proposed change.

It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topics of Biodiversity, Landscape and Visual, and Road Drainage and Water Environment in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



This plan helps to compare the DCO design with the proposed change to the access arrangements. The DCO design is shown in dotted black with the proposed change (in principle) shown in colour. Further detailed design of aspects such as ponds and accesses continue to be developed.

Appleby to Brough

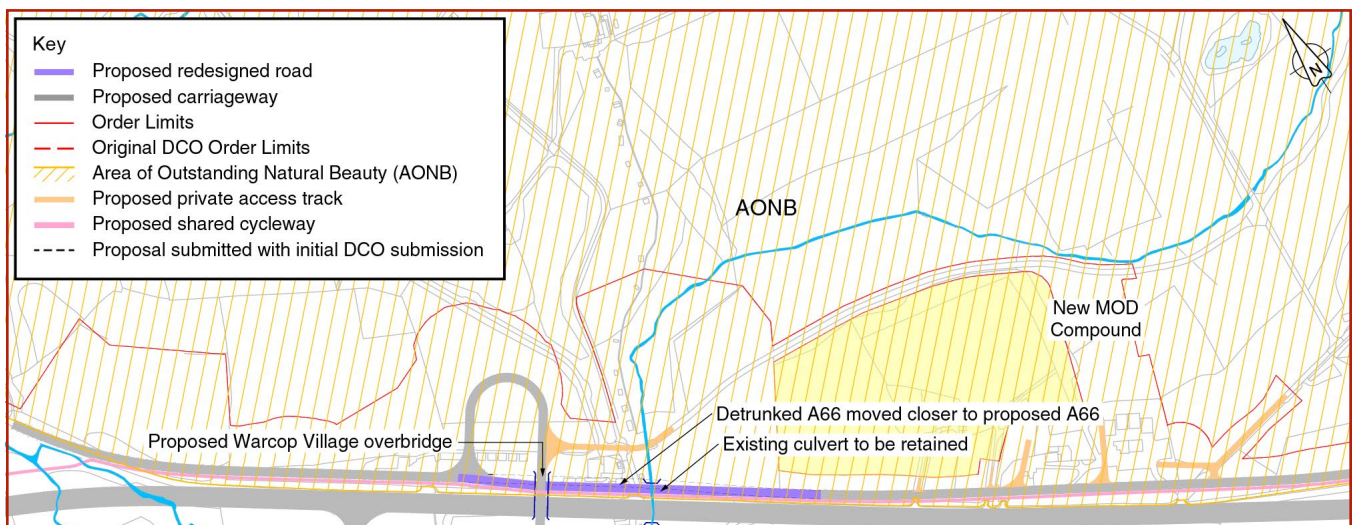
DC-23 – Realignment of de-trunked A66 to be closer to new dual carriageway at Warcop

Local to the junction at Warcop, our DCO design includes separation between the dual carriageway and the de-trunked length of the A66 to help us build the roads. Early detailed design has determined that this provision is no longer required. An increase in the horizontal LoDs will enable the de-trunked A66 to move southwards closer to the dual carriageway.

As a result of the proposed change, the bridge (that forms part of the junction) spanning the new A66 and the de-trunked section of the old A66 as well as the culvert at Eastfield Syke

can be reduced in length. This would reduce the area of land required from the Ministry of Defence land to the north and would reduce the size of the structure and therefore the construction period and associated disruption.

It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topics of Biodiversity and Road Drainage and Water Environment in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



For proposed changes south this location please see DC-22

Appleby to Brough

DC-24 – Reuse of existing A66 (north of Flitholme)

Our DCO proposes an underpass which leads under the new A66 road and onto the de-trunked section of the realigned old A66 to provide local access in both directions.

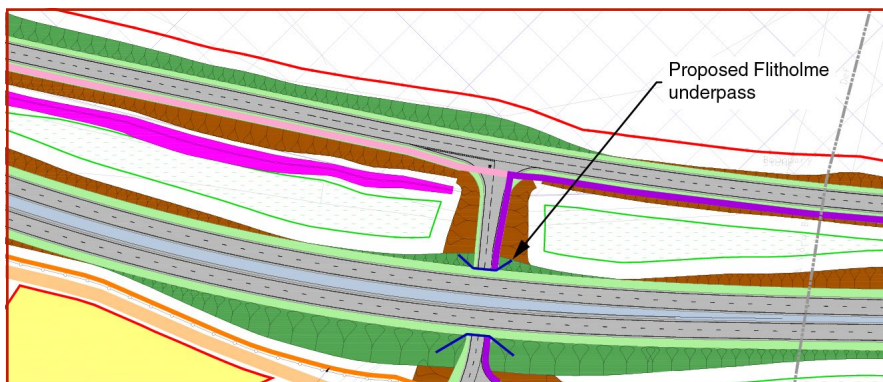
Currently the proposal is to rebuild the de-trunked section of the A66 to the north of the current road. A change to the LoDs applying to this would enable us to utilise more of the existing road. We would require a reduction in the speed limit to 30mph (from the existing 60mph limit, as retained in our DCO application) to achieve this on the de-trunked A66, which would bring it more in keeping with the local road network.

The proposed change would have a number of benefits. It would reduce tree loss, as an area of dense, mature woodland could be retained to the north of the existing A66. This

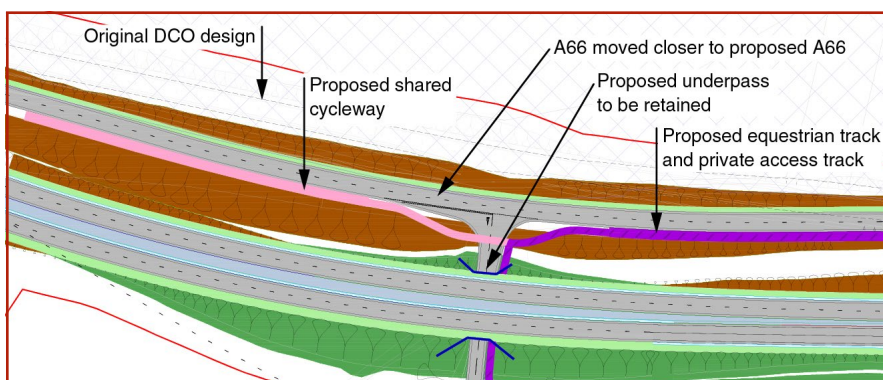
retention of trees could also help to reduce the areas of environmental mitigation land required for replacement woodland. It would also reduce the area of land required from the landowner and would enable more of the existing hedgerows and dry-stone boundary walls to be retained.

Construction time and associated disruption would also be reduced, and the earthworks, which would have been required to build the new de-trunked section, would also be minimised.

It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topic of Road Drainage and Water Environment in the Environmental Statement. See the Environmental Appendix to this brochure for further information.



DCO design



Proposed change

Bowes Bypass

DC-28 – Realignment of local access road to be closer to new dual carriageway east of Bowes

East of Bowes our DCO design includes separation between the dual carriageway and a private access track to help us build the road. Early detailed design has determined that this provision is no longer required. An increase in the lateral LoDs will enable the overbridge design to be simplified and moved closer to the dual carriageway.

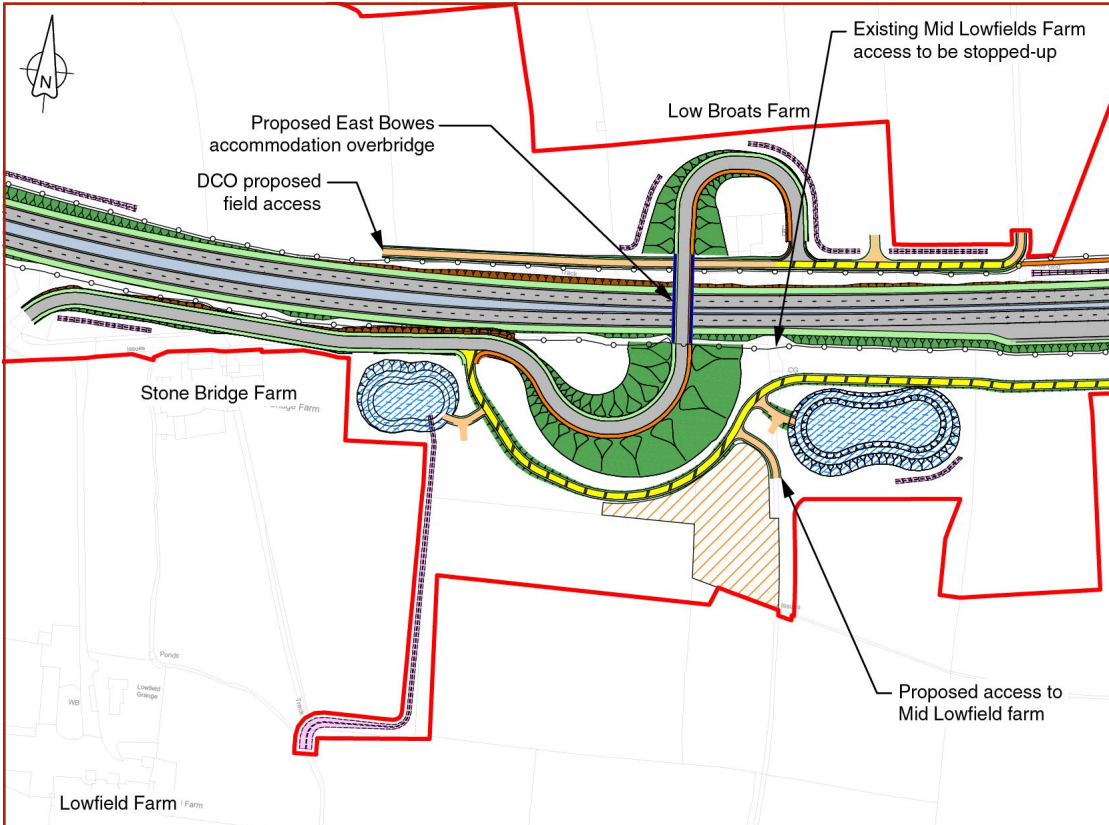
As a result of the proposed change to the layout, a bridge over the A66, which carries a footpath and private access track, could be reduced in length by approximately 20m.

By reducing the size of the structure we can reduce the construction period, which would minimise disruption for local people and road users.

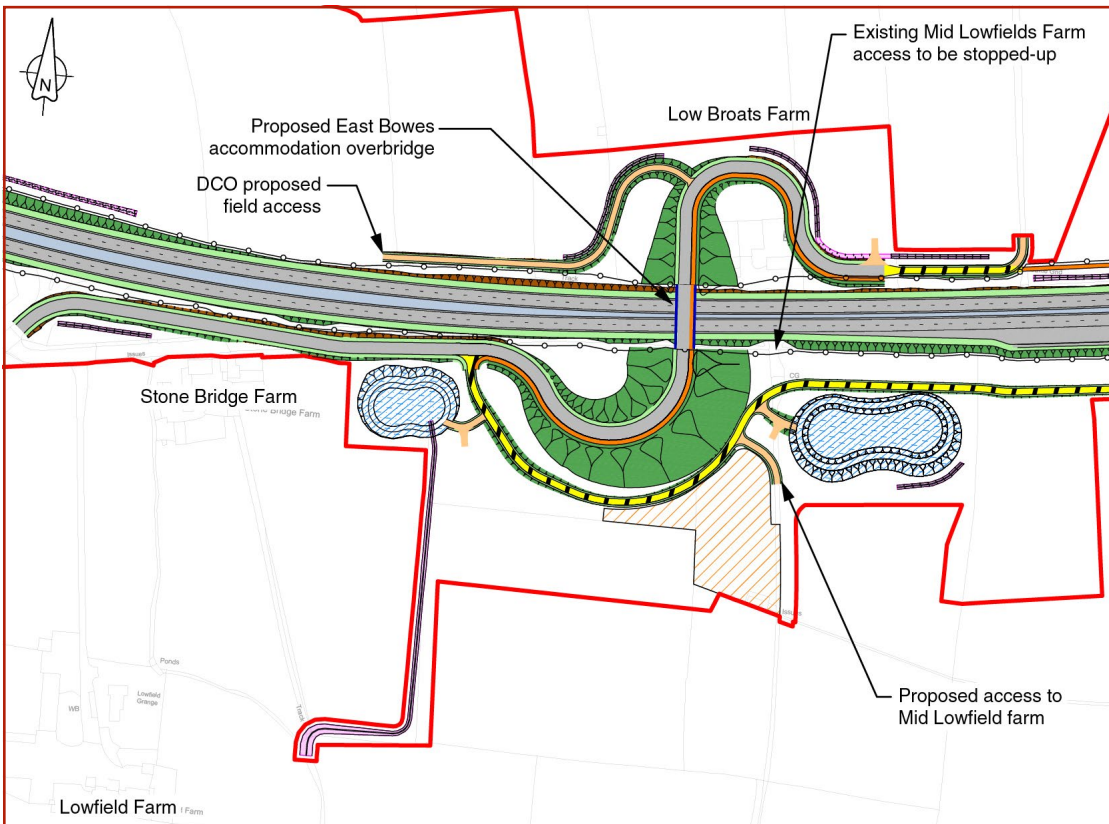
The visual impact of the bridge would also be reduced.

It is considered that this proposed change has the potential to introduce new or different likely significant effects reported for the topic of Landscape and Visual in the Environmental Statement. See the Environmental Appendix to this brochure for further information.

Limits of Deviation (LoDs) allow for some flexibility in where the road might lie once it is constructed



DCO design



Proposed change



Limits of Deviation (LoDs) allow for some flexibility in where the road might lie once it is constructed

Stephen Bank to Carkin Moor

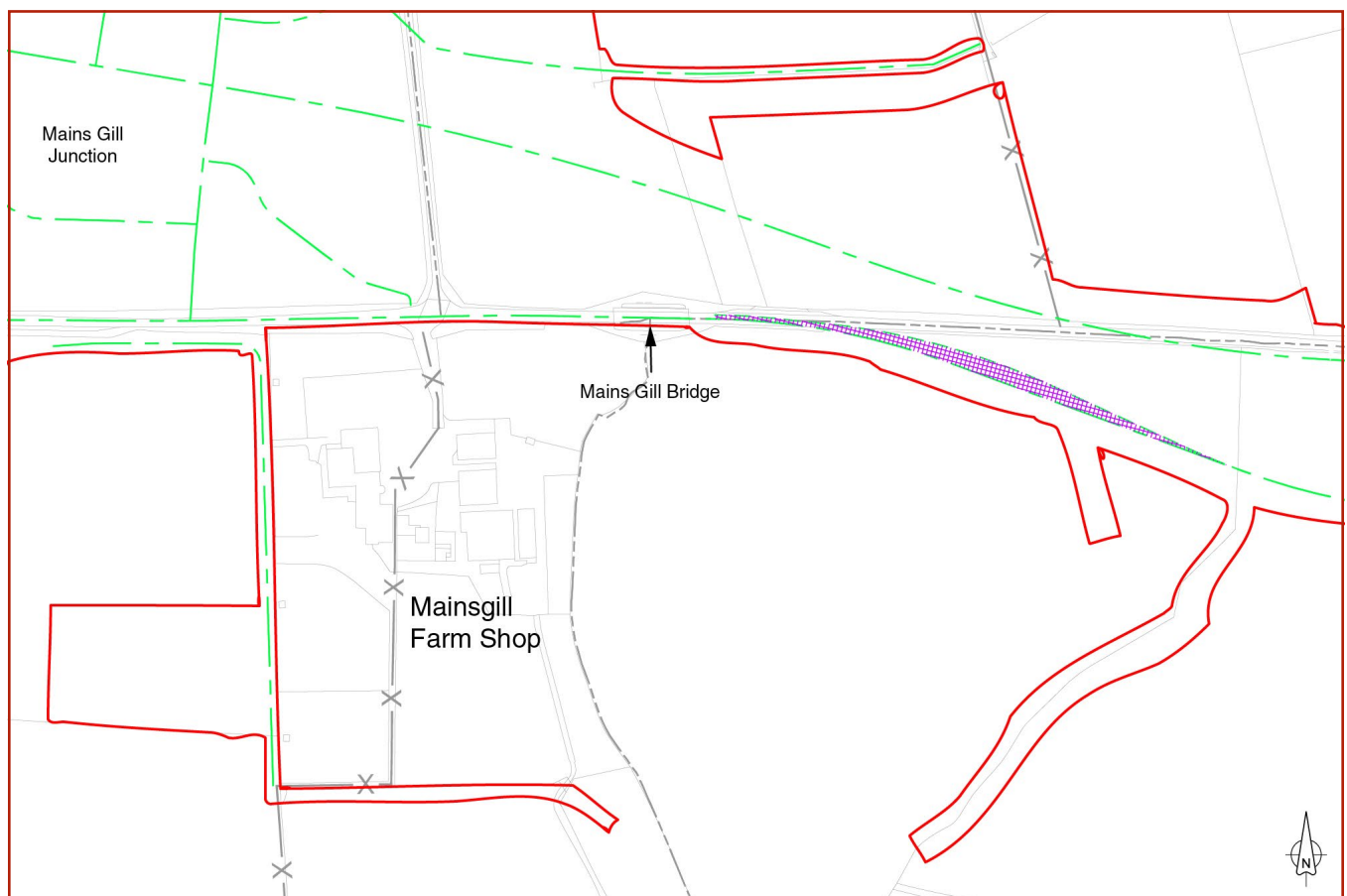
DC-31 – Realignment of Warrener Lane

In our DCO application we have designed Warrener Lane to connect with the de-trunked section of the A66, west of the all-movement junction close to Mainsgill Farm shop. See plan below.

A change to the LoDs in this location would provide us with an opportunity to move Warrener Lane northwards closer to the A66. This would be done without encroaching on

the Scheduled Monument. This proposed change would allow us to reduce the area of land required, shorten the construction period and reduce the impacts on local people.

It is considered that this proposed change does not have the potential to change the likely significant effects reported for any topic in the Environmental Statement.



This plan helps to compare the DCO design with the proposed change. The purple hatched area indicates the potential change northwards which is up to 12m at its widest point

What happens next

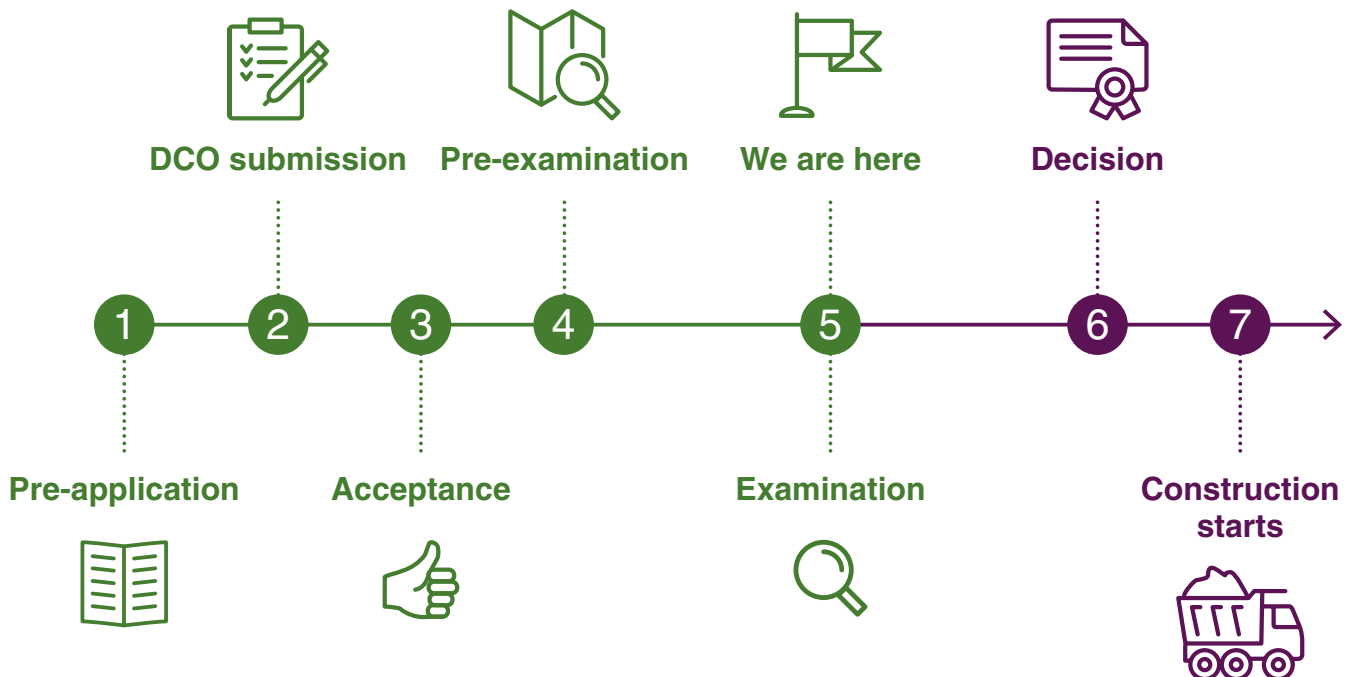
Following the consultation we will summarise the feedback we collect from you into a Change Consultation Report.

This will inform our change application to the Examining Authority, which may include some, or all, of the proposed changes set out in this consultation. The Examining Authority will then consider our proposed changes application and make the final decision on which of the changes can be accepted into the DCO examination.

We are currently in the examination period which launched in November 2022. The examination can take up to six months, following which the Examining Authority has three months to report to the Secretary of State. They will then have a further three months to make their decision. If the project is approved, construction will start in 2024.

The Planning Inspectorate's website will provide updates on the process – see below.

Application process



For more information about the DCO process, please visit: infrastructure.planninginspectorate.gov.uk/application-process/the-process/

Keep in touch

You can contact us by email on A66NTP@nationalhighways.co.uk or call us on **0333 090 1192**.

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

Follow our Twitter feed:
@A66NTP

Follow us on Facebook:
A66 Northern Trans-Pennine project

Watch our project video on YouTube:
www.youtube.com/watch?v=EBBIUdZd9jA

© Crown copyright and database rights 2022 OS 100030649.

You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.

This document is also available on our website at highwaysengland.citizenspace.com/he/a66-ntp-dco-application-design-change-consultation

For an accessible version of this publication please call 0300 123 5000 and we will help you. Those with questions, queries and feedback to consultation should use the contact details set out on page 12.

If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication, email info@nationalhighways.co.uk or call **0300 123 5000***. Please quote the National Highways publications code PR246/22. Designer's code DT/WC2/23.

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well managed forests and other controlled sources when issued directly by National Highways. Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ.

National Highways Company Limited registered in England and Wales number 09346363.

For an accessible version of this publication please call **0300 123 5000** and we will help you.

