

A66 Northern
Trans-Pennine
project

Routes for
consultation

**General arrangement
drawings**



General notes

- The design is ongoing and the design shown on the maps is subject to change, including as a response to feedback from statutory consultation.
- The land required for both engineering and environmental mitigation is based on a worst-case approach currently. This will be rationalised as the design develops and as surveys are completed prior to Development Consent Order (DCO) submission and every opportunity will be sought to reduce the area of land take required.
- Areas of land included in the draft DCO boundary that has no mitigation shown will be reviewed prior to the DCO submission, with the intention that they are returned to former use where possible.
- Mitigation is included to provide a specific function, and therefore some will be location specific in order to fulfil its purpose. Other areas are to create sufficient replacement habitat and there may be potential to be locally flexible about where the habitat is replaced to optimise land operations. Highways England is also keen to discuss how some of the mitigation is delivered – this could be through land management agreements rather than permanent land take. The project team are happy to have further discussions with landowners to understand the implications of the proposed mitigation and determine whether there are ways of limiting the impact on land operations whilst still delivering the mitigation required for the project.

Engineering design

- Boundary treatments are not currently shown but will be required at the extents of permanent land take. These will be designed to be in keeping with the character of the local area and may include post and rail fence, stock fencing, dry stone walls and hedgerows.
- Dry stone walls and hedgerows will be reinstated where lost and new walls and hedgerows will be constructed where they will integrate the design into the surrounding landscape and field patterns and maintain connectivity. Further details about the design principles relating to the approach to boundary treatments is set out in the Project Design Report, available as part of the consultation material.



Environmental mitigation

- Where possible environmental mitigation will be multi-functional. For example by achieving landscape, visual and ecological mitigation at a single location.
- Landscape and visual mitigation will be designed to integrate with surrounding local landscape character and seek to reduce visual impacts.
- Ecological mitigation that is to be implemented will be designed so as to retain and protect any important existing habitats or landscape features (e.g. retaining mature trees).
- The maps show an indication of where noise barriers may need to go, the exact location and form of these will be determined following further noise modelling and design.
- Protected species fencing (temporary and permanent) is not currently shown but will be included throughout the project where required.
- Bat mitigation may include the installation of replacement roosts such as bat boxes, new planting such as hedgerows or tree lines to connect habitats and suitable bat crossing features such as culverts and underpasses.
- Bird mitigation may include creation of rough grassland for barn owl, replacement of scrub, wetland habitats and woodland, installation of nest boxes, buffering of designated sites with habitats such as heathland complex and connecting habitats such as species rich hedgerows.
- Terrestrial invertebrate mitigation may include habitat creation and translocation of invertebrates, careful drainage design to include features such as mud reed beds, bee banks and invertebrate friendly planting.
- Fish and freshwater ecology mitigation may include channel restoration to reconnect meanders, suitable design of culverts to support passage of fish and other species, and other fish passage improvements.
- Otter and water vole mitigation may include temporary fencing around construction areas, artificial holt sites for otters, habitat enhancement and design of appropriate culverts to allow mammal passage.
- Red squirrel mitigation may include crossing features such as rope bridges, tree and hedgerow planting to ensure habitat connectivity, woodland enhancement and new woodland habitat.
- Reptile mitigation may include temporary fencing to protect habitats and avoid disturbance, new habitats to move any reptiles found in the construction site to and creation of open mixtures of habitats suited to reptiles.
- Amphibian mitigation may include suitable pond designs and new ponds purely for amphibians, refuges (areas that amphibians spend time in out of the pond) and habitats to connect ponds with breeding areas.
- Badger mitigation is not shown on the maps as the information is sensitive due to the risk of harm to the animals. Mitigation will be included in the scheme within the draft DCO boundary and may include new habitat, artificial setts and badger crossing features such as tunnels and underpasses. Fencing may also be included to prevent road traffic accidents and harm to badgers due to them crossing the live traffic.

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About this booklet

The general arrangements show the layout of the proposed scheme including:

- Permanent works, new roads, earthworks and roadside features such as signage and lighting columns
- Environmental mitigation, landscaping and tree planting
- Provisional order limits (also known as the red line boundary)
- Open space and replacement land

Statutory consultation legend

Environment - Existing	Environment - Proposed	Environment - Proposed cont.	Boundaries	Engineering & Construction
Listed buildings	Bat	Specimen trees	Proposed draft DCO (Development Consent Order) boundary for the purpose of consultation	Variable Message Sign (VMS)
Ancient tree inventory	Birds	Hedgerow		Acoustic barrier
Public right of way	Buffering SAC	Potential ecological mitigation		Public Right of Way - diverted
Substrans National Cycle Network	Fish	Woodland/woodland edge		Public Right of Way - stopped up
Buildings	Freshwater Ecology	Species rich grassland		Culvert
Watercourse/body	Identified location for Orchard replacement	Woodland to be retained/reinstated		Verges
Fluvial food zone 2	Terrestrial Invertebrates	Specimen trees		Earthworks
Scheduled monument	Otter	Wetland habitat		Carriageway
Ancient woodland	Riparian Mammals	Heathland		Footway
Conservation area	Potential Borrow Pit	Land that would be required to implement the eastern junction alternative at Rokeby (see consultation brochure for further information)		Track or Sideway
Registered park and garden	Potential to reconnect cut off meander			Drainage pond
Local Wildlife Sites (LWS)	Provision of stock proof fencing and buffer strip to Trout Beck			Construction compound
County Wildlife Sites (CWS)	Red Squirrel			
County Durham Plan - Area of high landscape value	Reptile			
Special Protection Areas (SPA)	Amphibian			
Sites of Special Scientific Interest (SSSI)	Water Vole			
Special Areas of Conservation (SAC)	Land that would be required to implement the eastern junction alternative at Rokeby (see consultation brochure for further information)			
Areas of Outstanding Natural Beauty (AONB)				



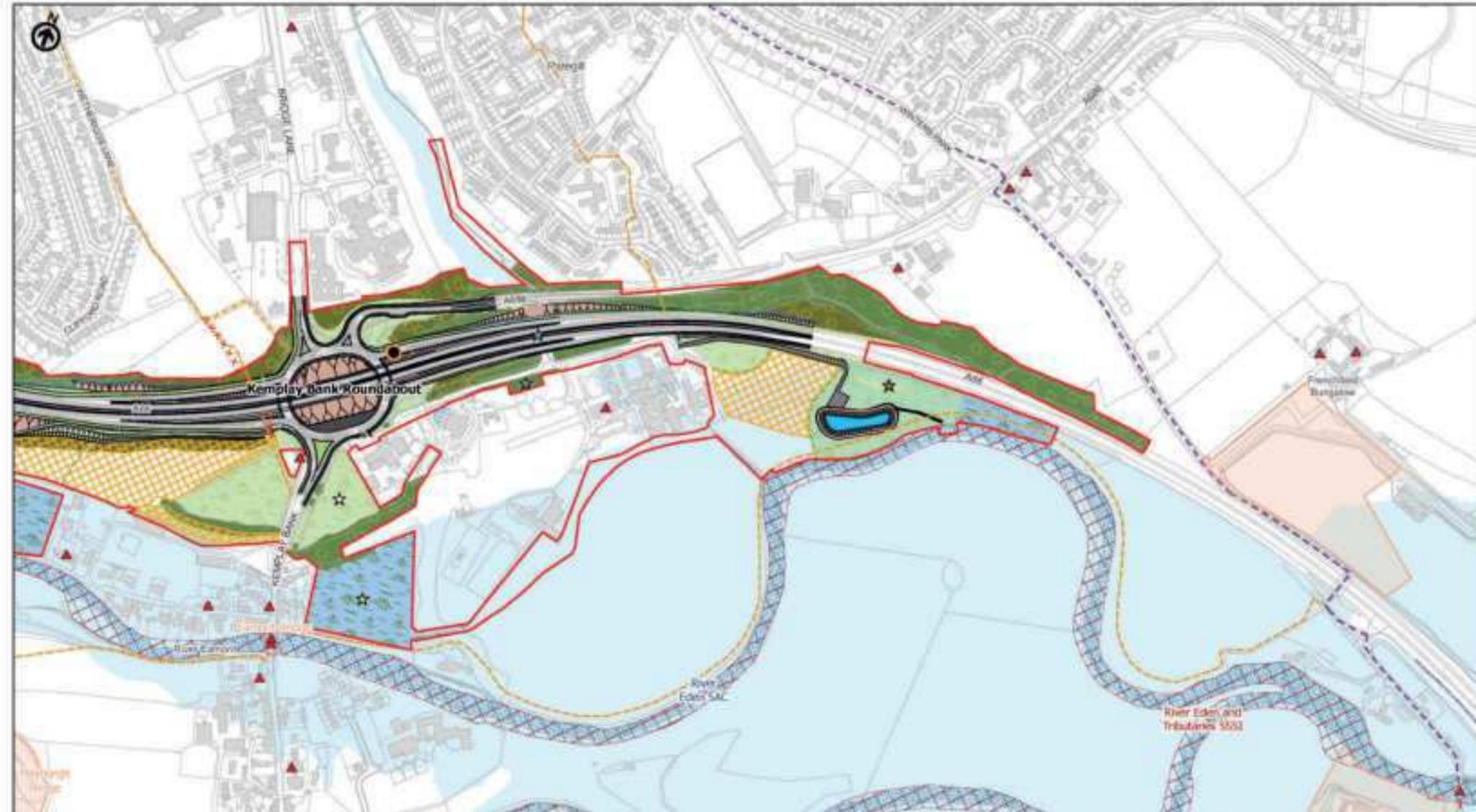



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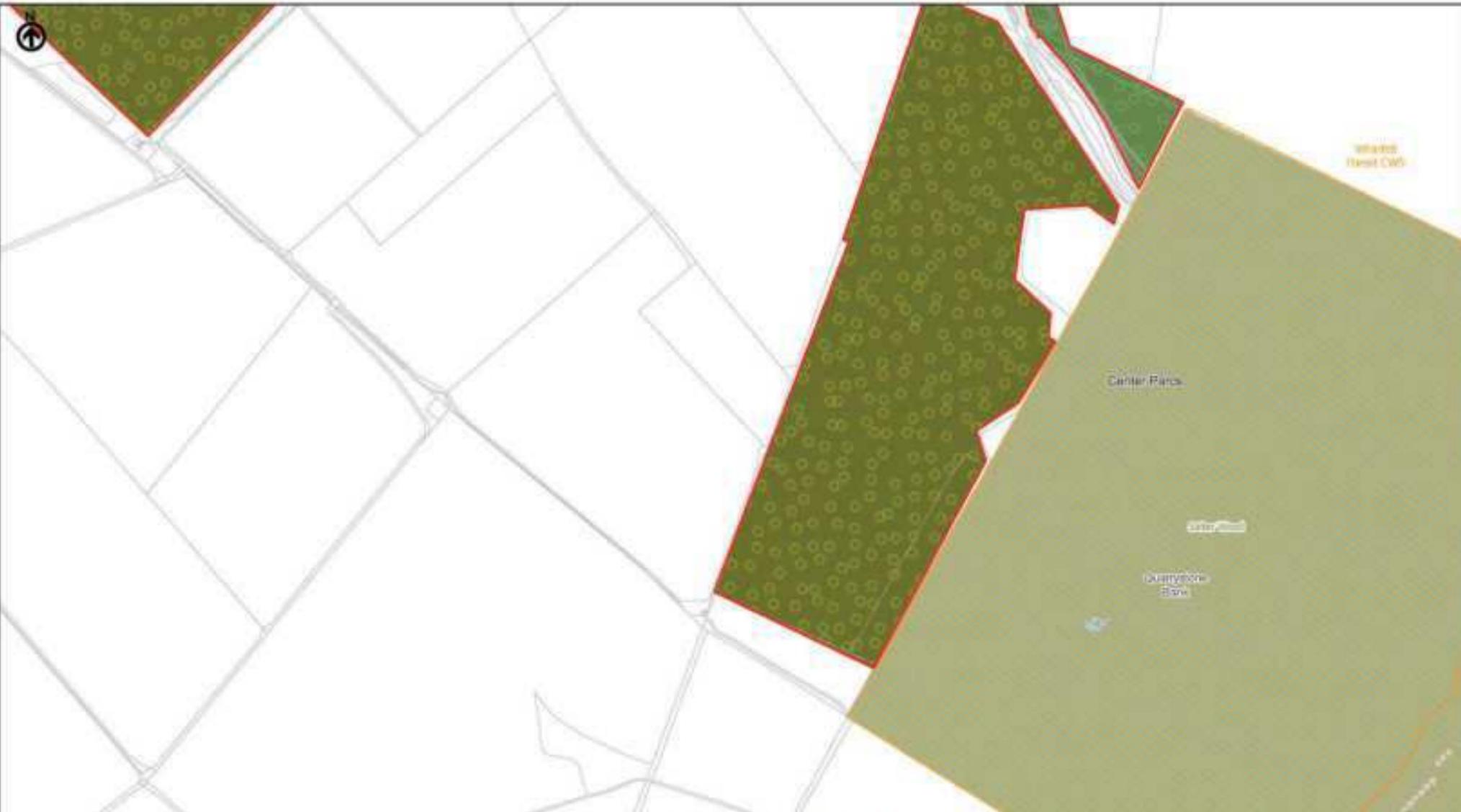
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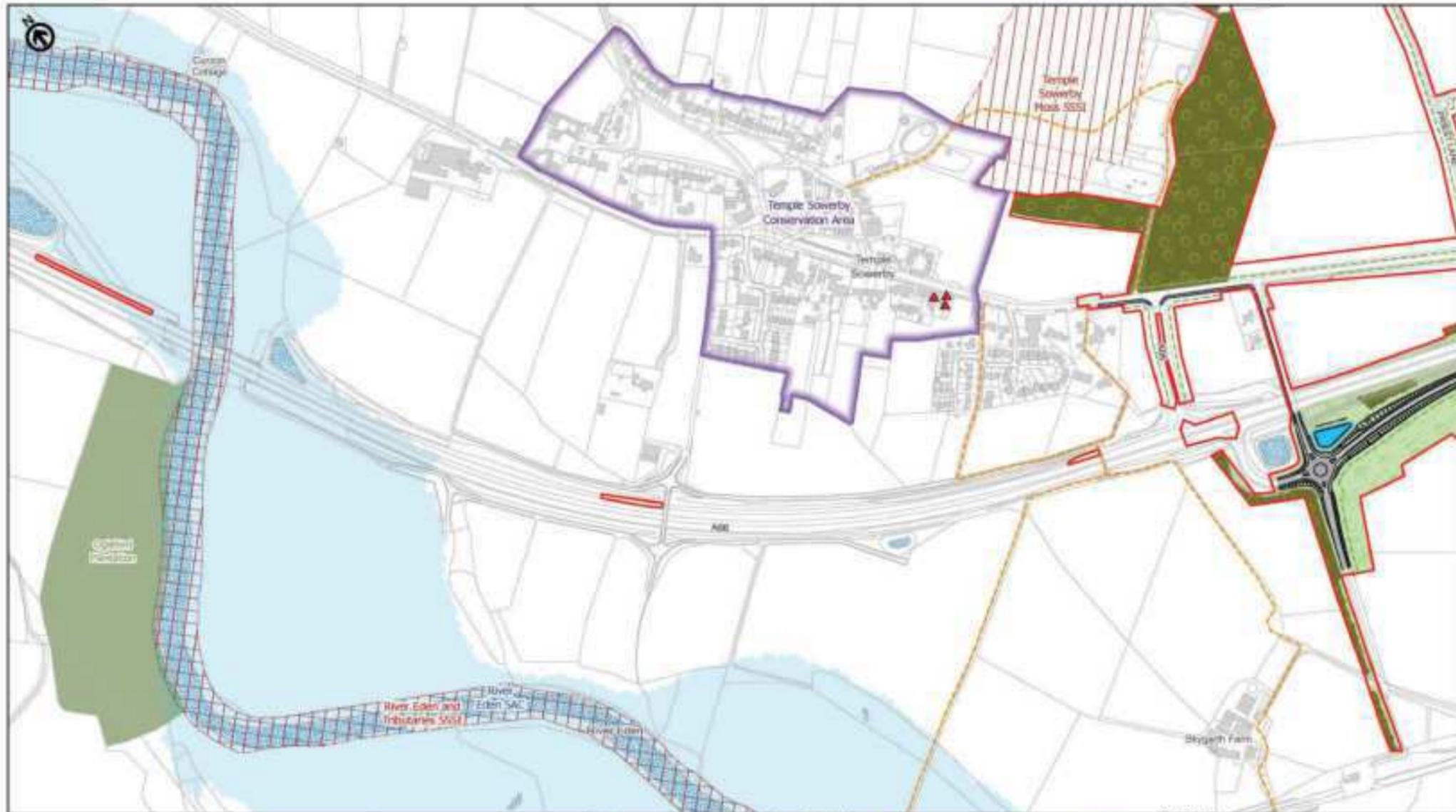
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Temple Sowerby to Appleby

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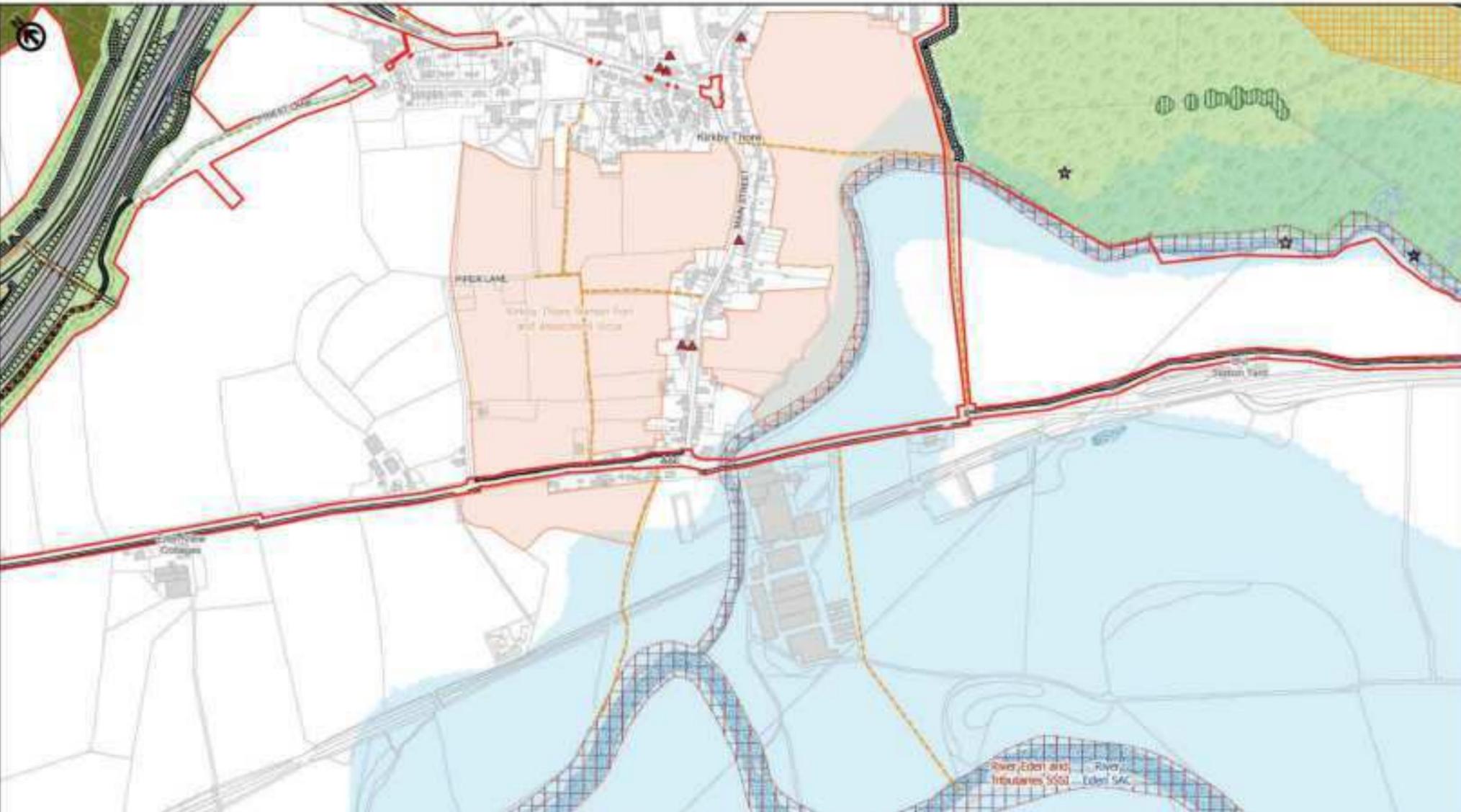
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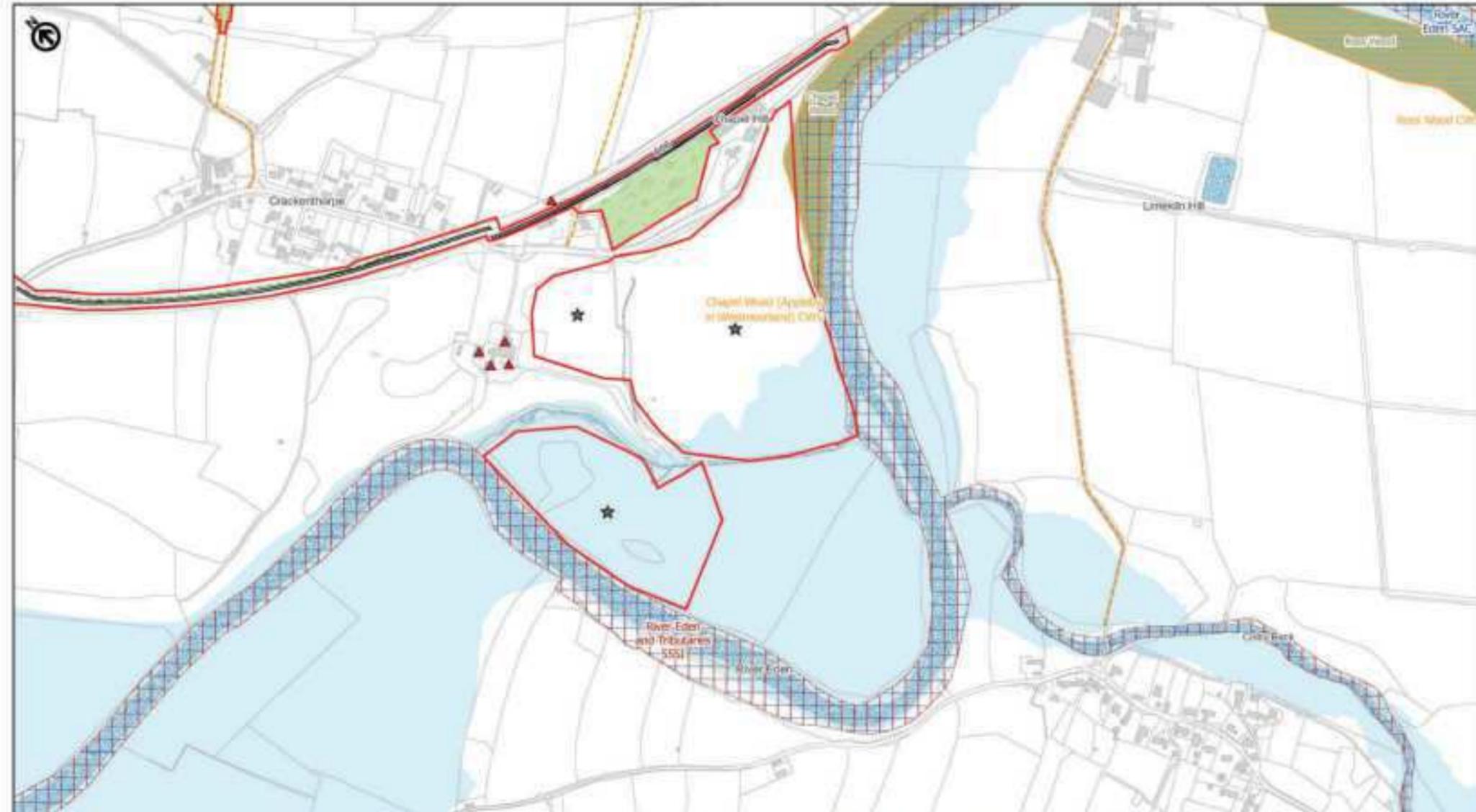
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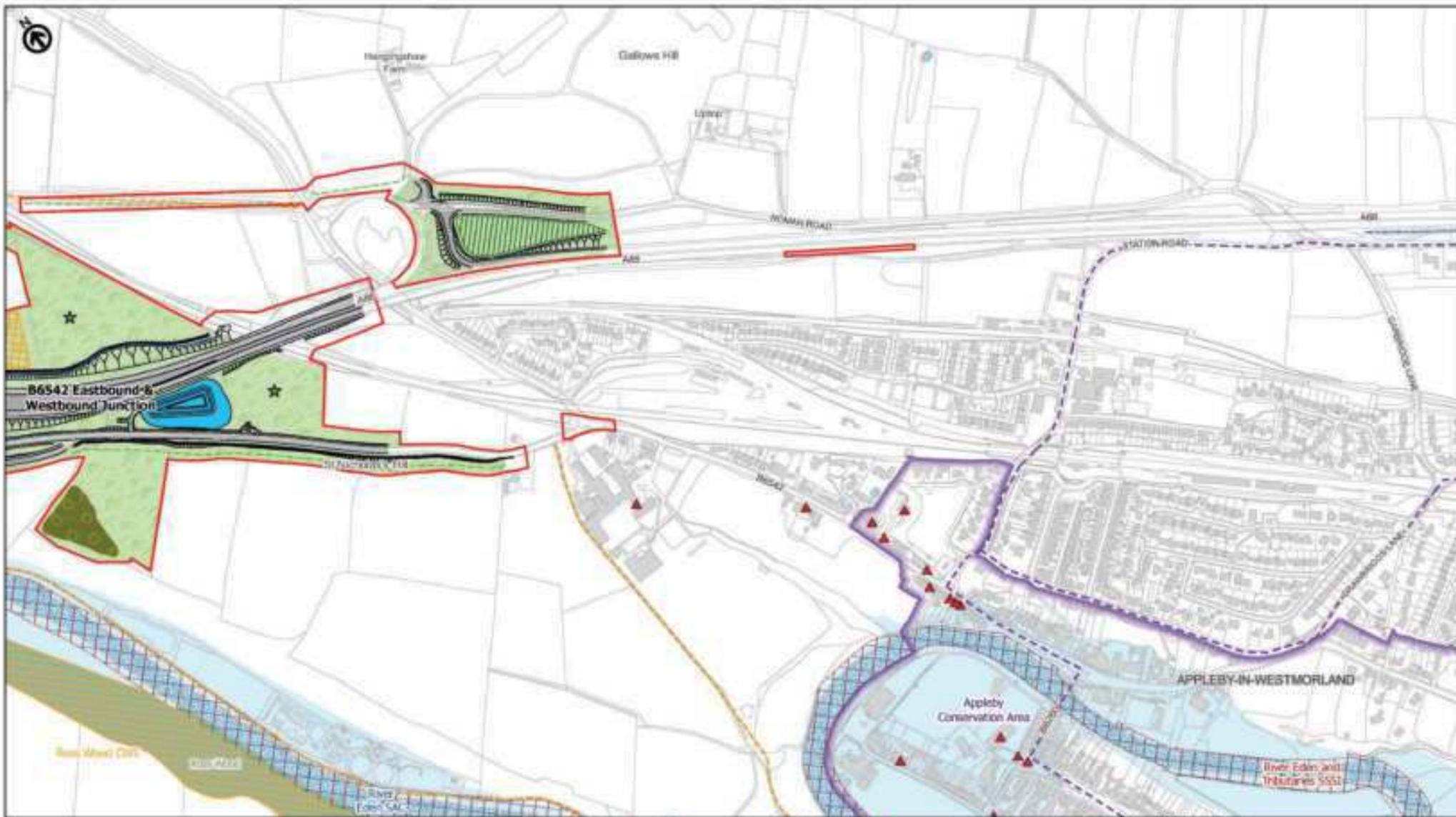
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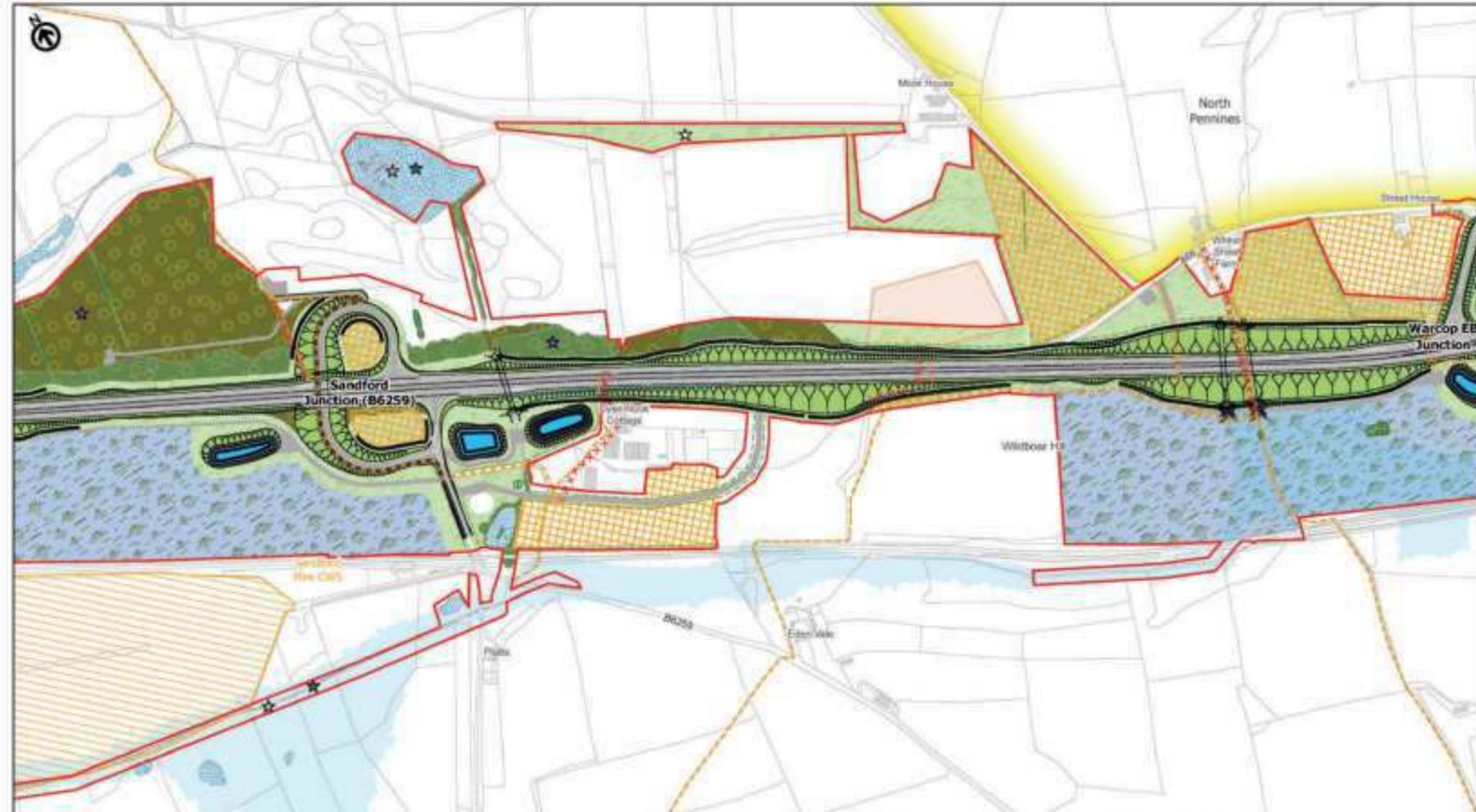
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Proposed site to relocate Brough Hill Fair

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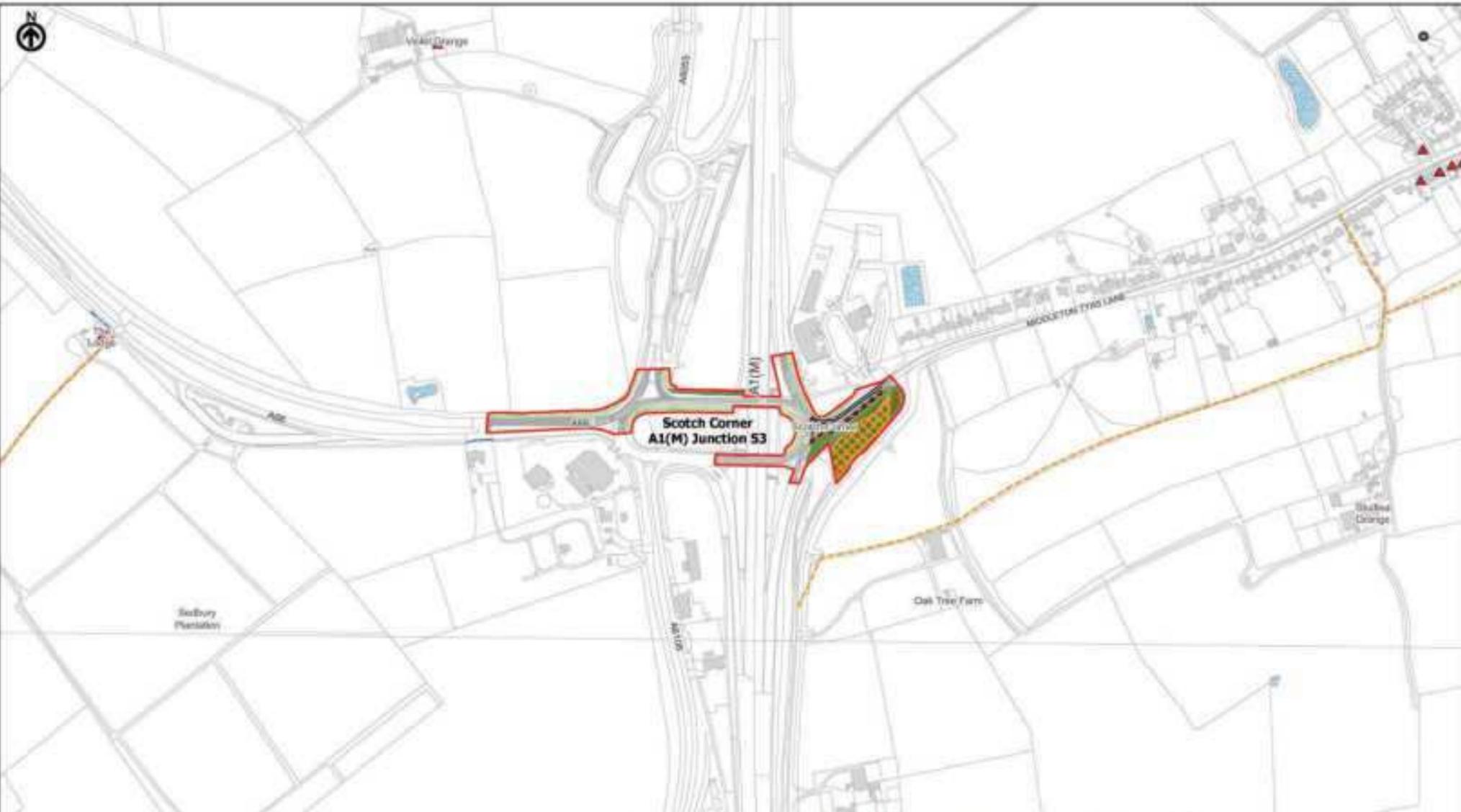
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A1(M) junction 53 Scotch Corner

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How to have your say

This is your opportunity to give your views on our proposals before we submit our Development Consent Order application. There are various ways that you can respond to the consultation.

Completing the feedback form online at www.highwaysengland.co.uk/A66-NTP.

- Posting your feedback form to **Freepost A66 NORTHERN TRANS-PENNINE**. You do not need a stamp.
- Leaving your completed feedback form with us at the consultation events.

If you do not want to complete a feedback form, you can:

- Email us at **A66NTP@highwaysengland.co.uk**
- Write to us marking your envelope **Freepost A66 NORTHERN TRANS-PENNINE**. You do not need a stamp.

For any questions, please contact us:

Email: A66NTP@highwaysengland.co.uk

Call: 0333 090 1192 (local call rate)

Follow:

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

If you would like any further information on the Development Consent Order application process, please visit the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>

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

On 20 August it was announced that Highways England would be changing its name to National Highways. The name change reflects the role of the strategic road network – to connect the nation's regions – and the part it plays in setting Highways standards across the UK.

We have continued this consultation under the Highways England branding to avoid confusion but will be rebranding this project as of 8 November.

The remit of the organisation has not changed and we will continue to operate and maintain England's motorways and A roads.

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ.

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

Please submit your responses by 11.59pm on 6 November 2021.

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0300 123 5000 and we will help you.