



A66 Northern Trans-Pennine
project

Supplementary consultation
Temple Sowerby to Appleby

Kirkby Thore, Long Marton
and Appleby junctions

Winter 2021/2022

Introduction

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

Our proposals for the Temple Sowerby to Appleby section were set out in our consultation in autumn 2021. They include a new bypass of Kirkby Thore to the north of the village which extends to the north of Crackenthorpe adjacent to the old Roman Road linking the existing A66 dual carriageways at Temple Sowerby and Appleby.

We've been reviewing all your feedback from this consultation and using it to help us improve the final design. We've also been completing surveys to gain a better understanding of the local area, including

the environment, ecology and heritage. We are also exploring ways to mitigate potential impacts such as noise, drainage and visual.

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

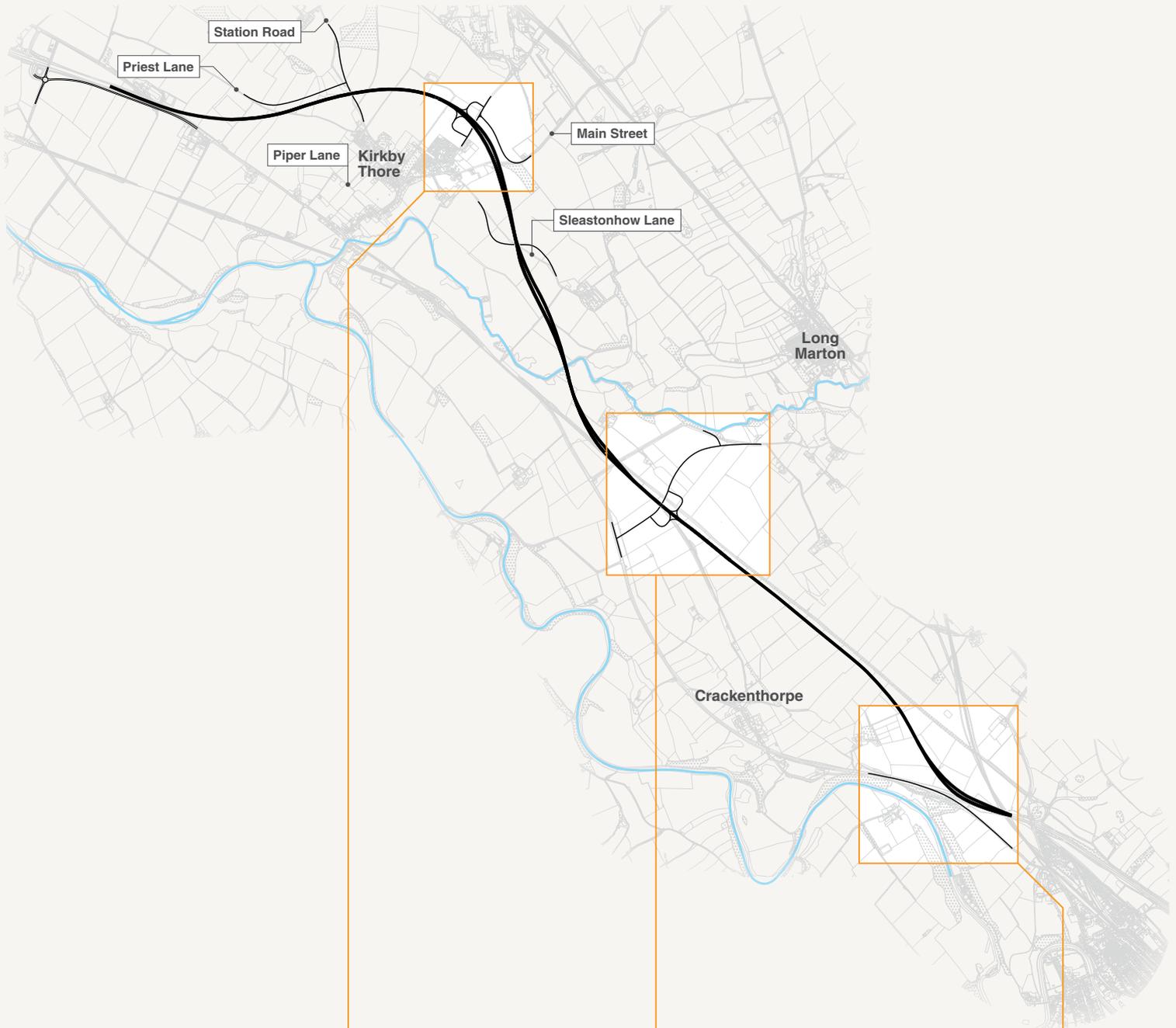
On the Temple Sowerby to Appleby section, we are looking to make changes to the three key junctions: At Main Street in Kirkby Thore; Long Marton Lane End and at Long Marton Road, west of Appleby.

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



What we are proposing

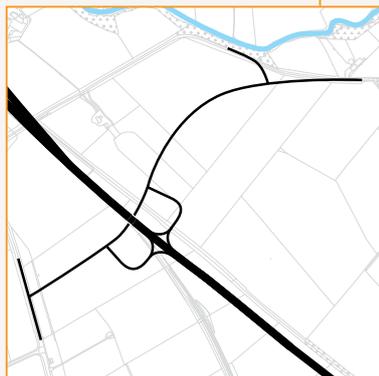
The junction locations



Kirkby Thore northern junction



Long Marton Lane End junction



Appleby access arrangements



Kirkby Thore junction

Our proposals presented at consultation in 2021 included a junction to the north-east of Kirkby Thore, connecting Main Street to the new A66. During our consultation, a number of concerns were raised:

- Volumes of traffic and congestion on Main Street
- Headlight glare from vehicles
- HGV and LGV vehicles accessing the industrial estate would still need to come through Kirkby Thore
- Safety issues relating to a narrow stretch of Main Street

In order to address these concerns, we propose to:

- Re-position the junction from Main Street to Fell Lane
- Construct a compact, grade-separated, full-movement junction with a similar shape and size as proposed in autumn

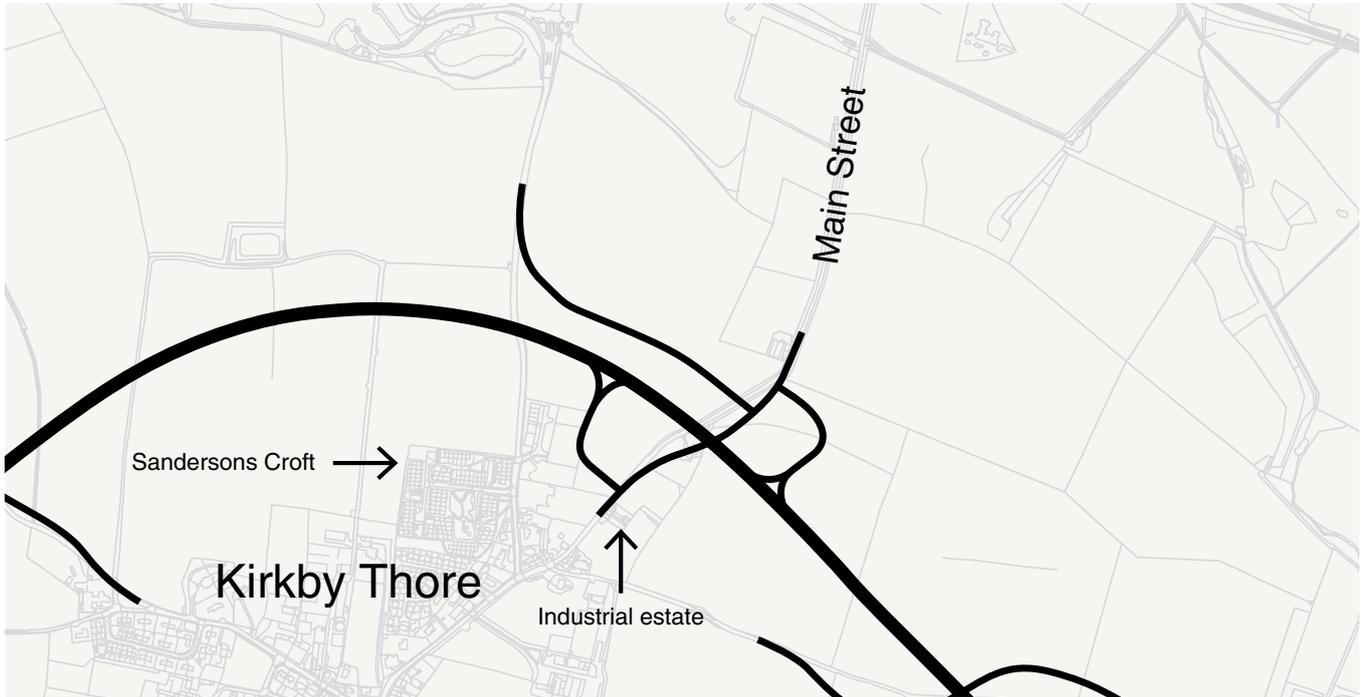
Benefits:

- The overall level of HGV and LGV traffic through the village will be reduced as British Gypsum and other businesses to the north of Kirkby Thore would use the new junction
- Concerns around increased traffic flow and associated safety implications on the narrow section of Main Street would be addressed. Fell Lane is wider and more suitable for two-way traffic

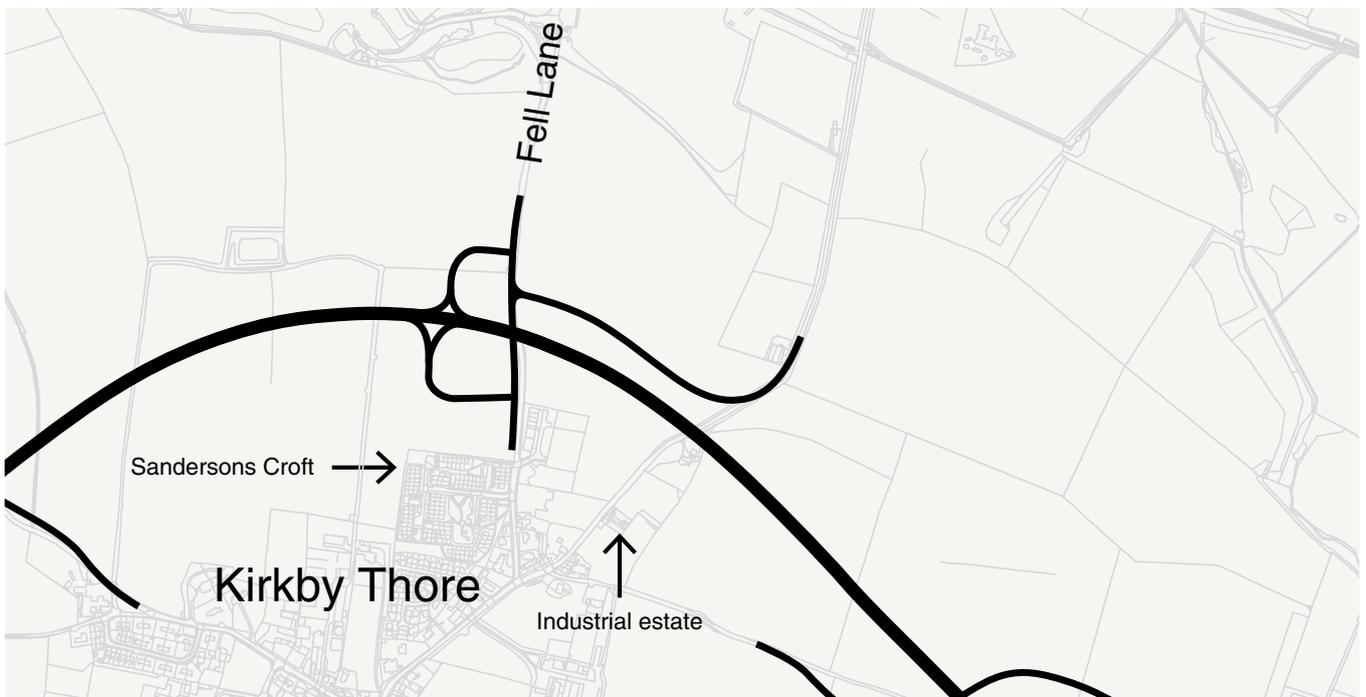
- The junction would not encroach into the mine working area making it easier and safer to build
- The relocation of the junction reduces the potential for headlight glare into properties on Main Street. Other mitigation such as bunding or fencing will also be used where required to eliminate potential glare to any affected properties in Sandersons Croft
- The proposal would avoid any land take from the industrial estate, including the caravan storage park, although work would be carried out to improve access
- Landcaping bunds (hills) will be introduced to reduce any noise issues, particularly to the north of Kirkby Thore

We appreciate that this junction will affect some members of the local community wherever it is located, so we aim to minimise this wherever we can. Our revised plans move the junction closer to Sandersons Croft. We therefore plan a range of mitigation measures to reduce the junction's visibility, associated noise levels, headlight glare and any negative impact it may have on air quality. We will introduce woodland in the junction itself, landscape the bank and restore local hedgerows lost during the work.

Design as presented at our autumn consultation



Our amended design



Legend

— Proposed improvement to junction and road layout

Long Marton Lane End junction

An earlier design of the route included a junction off the new A66 at Long Marton Lane End. As the design evolved, this was removed for a number of reasons. There were concerns about the safety of the proposed junction as the required slip roads would have had poor visibility due to the layout of the land and the steep gradient of Long Marton Lane End. Given that the predicted volumes of traffic at this point were low and other routes were available using the old A66, the junction was replaced in our designs by an overbridge at this location.

During our autumn consultation, we received a lot of feedback on this issue from many individuals and groups including parish councils, residents, landowners, businesses and other stakeholders. Their concerns included:

- An increase in traffic from this location, passing both the Grammar School and properties en route to the proposed B6542 eastbound junction at Appleby
- The scheme would negatively impact traffic connectivity to the A66 for local residents and that the proposed junctions and diversions would increase journey times, encouraging road users to use unsuitable local roads
- Residents and businesses would be unable to travel east of Appleby during the annual horse fair, and that the proposals would limit future growth of the parishes
- The proximity of the Roman Camp Scheduled Monument was raised by Long Marton Parish Council and supported by other parish councils
- The removal of the previously proposed Long Marton junction would mean drivers would have to drive through Kirkby Thore and Appleby to access the A66. This was raised by Cumbria County Council

Alongside these concerns, recent surveys show that the Roman Camp Scheduled Monument is larger than shown in existing records and that the proposed junction would have encroached into it. Due to this impact on the monument and the strength of feeling in the local community, we have reviewed our plans for the Long Marton overbridge.

We are working closely with all the landowners who may be impacted by these changes in the design and will continue to liaise with them.

We propose to:

- Re-align both the new A66 carriageway and Long Marton Lane End to avoid the Roman Camp Scheduled Monument. This re-alignment, together with more detailed level survey information, means that we can address the visibility and safety issues associated with the previous plan at this location
- Create a compact, all-movement, grade-separated junction at Long Marton Lane End to serve villages to the north and south with an underpass. This diverts the Long Marton road under the new A66 with connector roads to the new dual carriageway

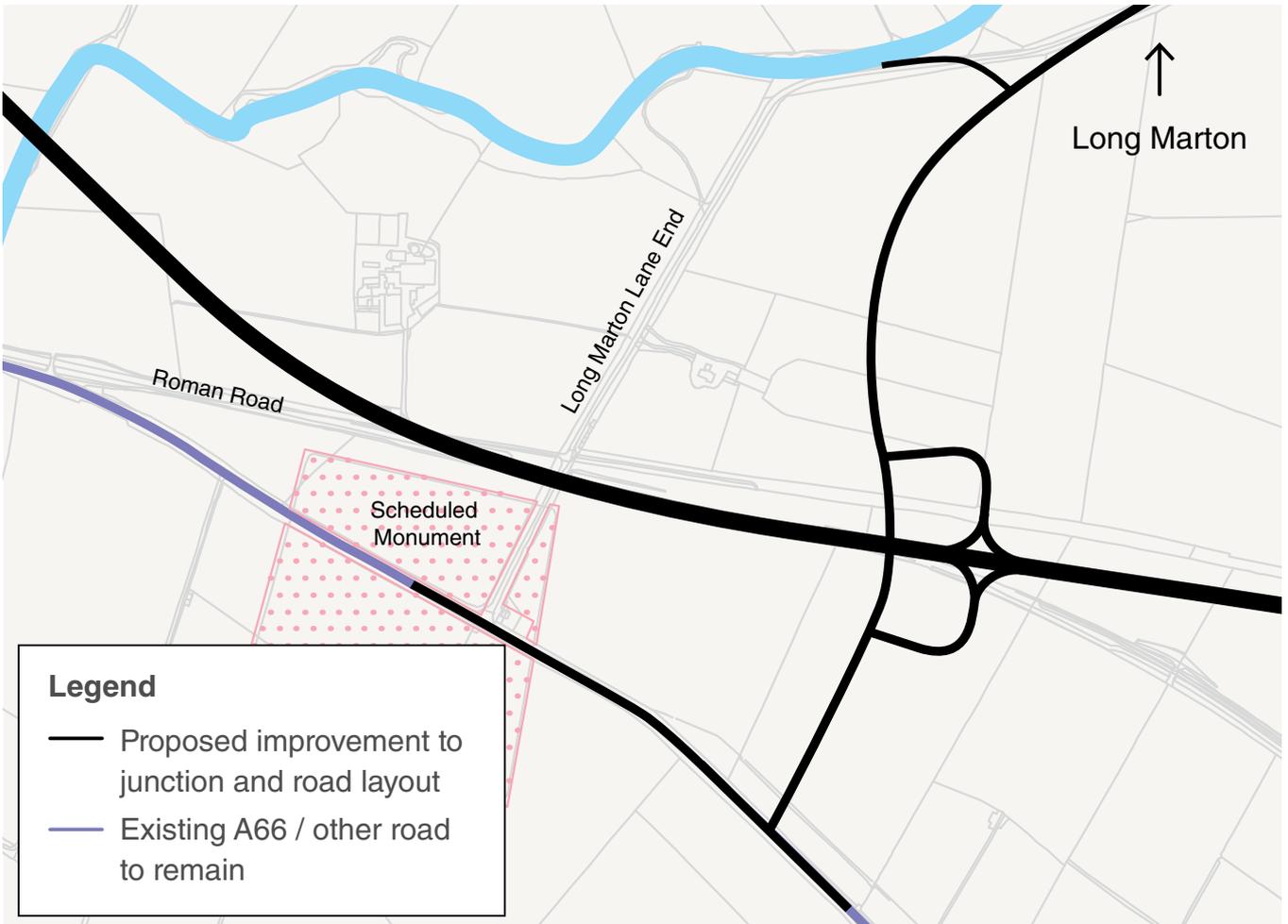
Benefits:

- Provides full access to the new A66 for villages to the north and south
- Potentially avoids rise in traffic volumes in Long Marton
- Avoids the historically-significant Scheduled Monument
- The junction makes it easier to manage traffic and safer to provide diversions when necessary, for example during the Appleby Horse Fair

Design as presented at our autumn consultation



Our amended design



Appleby access arrangements

At consultation, we presented upgraded junctions on the A66 at Appleby. The two junctions would have allowed eastbound traffic to access the new A66 at Fair Hill and westbound traffic to join via a slip road to the west of Appleby. However, both these solutions presented design, safety and community issues.

Eastbound junction

Following further design work, we were concerned that our proposed design option for an eastbound junction might introduce new safety risks to road users. Also, the proposed option would have required landtake from the Fair Hill showground – a dedicated open space used for the Appleby Horse Fair.

Westbound junction

The proposed westbound junction would have required a deep cutting and widening of the existing A66 in an area with known geotechnical issues.

In addition, if the Long Marton Lane End junction is provided, there would be two westbound junctions within 3km of each other, each serving low volumes of traffic.

There were also a number of concerns raised at consultation:

- Impact on the Appleby Horse Fair. Our proposals would have affected access to Fair Hill showground, which travellers were keen to preserve. The plans could have also contributed to congestion locally
- Issues around land slip

- The scheme could increase traffic, particularly in Kirkby Thore and on Long Marton Lane End, the B6262 and other local roads

In light of these concerns and our proposal to re-introduce a junction at Long Marton, we propose to:

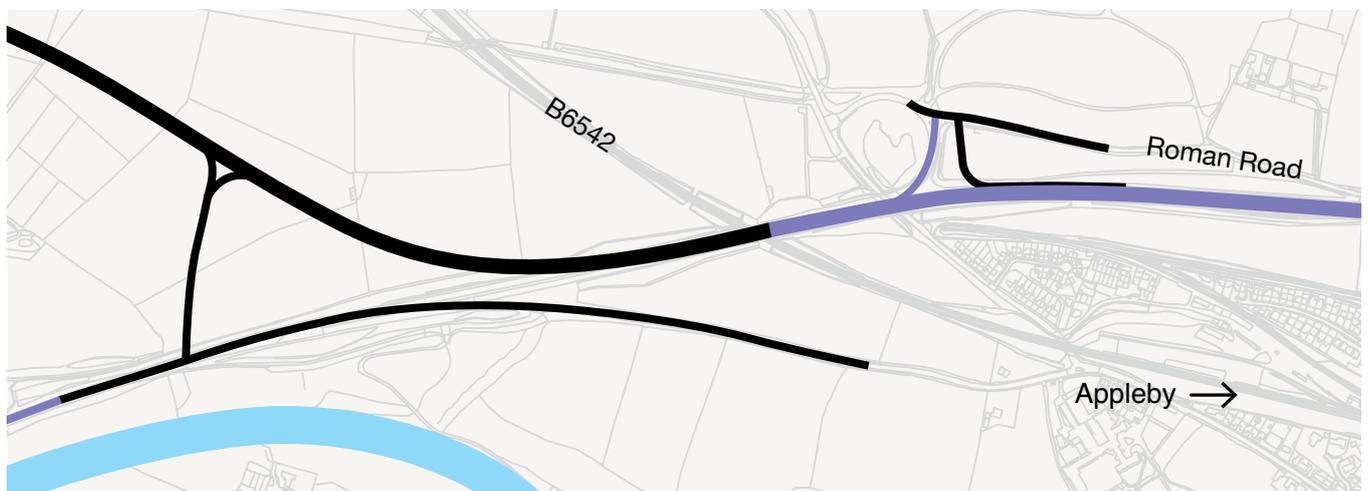
- Discontinue plans for an eastbound and westbound upgrade at Appleby
- Use the new junction at Long Marton Lane End as a nearby, alternative access to the A66

We are removing the proposed eastbound slip road onto the new A66 and the westbound left-in left-out junction presented at our autumn consultation. We will, however, change the existing westbound slip road to a two-way road to allow traffic from Appleby to access the old A66 and head west to the new Long Marton Lane End junction and beyond.

Benefits:

- The new junction at Long Marton Lane End would replace the existing westbound access to the A66 at Appleby. Since traffic would now have access to a high-speed road, we don't expect journey times to increase significantly
- Avoids any landtake within the Fair Hill showground
- By removing the westbound junction we can reduce the landslip risk
- The Long Marton Lane End junction complies with design standards

Design as presented at our autumn consultation



Our amended design



Legend

- Proposed improvement to junction and road layout
- Existing A66 / other road to remain

Managing our environmental impacts

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

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

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

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

Change: Kirkby Thore junction	
Preliminary environmental effects at statutory consultation	Preliminary environmental effects after change
<p>Air quality, noise and human health The previous proposal had the main junction for Kirkby Thore located on Main Street. Traffic entering and travelling through Kirkby Thore is expected to reduce overall, but would have increased traffic close to properties at the north of Main Street. The new road passing to the north of Kirkby Thore is expected to lead to increased noise for the properties at the north of the village, but changes in air quality were not anticipated to be significant.</p>	<p>The PEI Report identified a significant effect arising from noise on properties at the north of Kirkby Thore. The proposed change will not change this conclusion, but the impact experienced by certain properties may change within that range of significance, because the new proposal has moved the junction from Main Street to Fell Lane. This brings the junction closer to Sandersons Croft and those properties may experience slightly more of an increase in noise, with properties on Main Street slightly less affected as a result of the change. There are opportunities to mitigate both visual and noise effects through landform and planting design.</p>
<p>Biodiversity The junction arrangement on Main Street would have resulted in the loss of an area of established woodland to the north east of Kirkby Thore.</p>	<p>As a result of this change, there will no longer be the loss of an area of established woodland. The land on which the new junction arrangement is to be constructed has been identified as predominantly grassland for agricultural use, considered to be of lower biodiversity value than woodland.</p>
<p>Landscape and visual amenity The road to the north of Kirkby Thore, including the junction at its previous location on Main Street, would have had a significant adverse visual impact on the residents of Kirkby Thore and particularly those close to the junction at Main Street.</p>	<p>The change in junction location does not change the overall conclusion of the PEI Report assessment for the scheme in relation to receptors in Kirkby Thore, however the visual impact on the residents of Main Street will be reduced, but the properties on Sandersons Croft will be more affected by the presence of the junction structures. There are opportunities to mitigate both visual and noise effects through landform and planting design.</p>

Change: Long Marton Lane End junction

Preliminary environmental effects at statutory consultation	Preliminary environmental effects after change
<p>Biodiversity The previous proposal had a smaller footprint outside the existing highway boundary and the land being constructed on was agricultural land with low biodiversity.</p>	<p>The new proposal requires more land, but the land on which the new diversion and junction is being built remains primarily agricultural land with low biodiversity value.</p>
<p>Cultural heritage The previous proposals would have resulted in a significant physical impact on the Roman Camp east of Redlands Bank and associated archaeology (a Scheduled Monument).</p>	<p>The new arrangement of the junction moves the works and the new road away from the Scheduled Monument, removing direct impacts to the monument and associated archaeology in the surrounding area. The location of the new junction to the east remains within the setting of the Scheduled Monument but the effects are substantially reduced. The potential significant effect on the Scheduled Monument identified in the PEI Report is therefore no longer expected to occur.</p>
<p>Road drainage and water The previous proposal involved a smaller footprint, and was situated further away from Trout Beck.</p>	<p>The new proposal will require additional work close to Trout Beck (part of the River Eden and Tributaries Special Area of Conservation), potentially including a new drainage outfall to Trout Beck and a cutting in close proximity, which could reduce the flow of water reaching the watercourse. The drainage design will ensure that the flow to Trout Beck is retained so there is no overall reduction, and suitable measures will be implemented during construction of any new outfalls to protect the important habitats present. Therefore the change is not expected to have a significant effect in relation to the SAC, this will be considered in detail in the Habitats Regulations Assessment.</p>
<p>Landscape and visual amenity The previous proposal would have increased the road footprint in this area, though the landscape and visual effects of this junction are limited in the context of the wider scheme.</p>	<p>The new proposal has a greater footprint, and also affects the line of the existing woodland associated with the Roman Road, an important linear landscape feature in the valley. There is no change to the overall conclusions presented in the PEI Report as the line remains largely intact, but mitigation in this area will focus on limiting the impact on this linear feature.</p>

Managing our environmental impacts

Change: Appleby junction	
Preliminary environmental effects at statutory consultation	Preliminary environmental effects after change
<p>Road drainage and water The previous proposal included a connection from the de-trunked A66 to the new A66 where the existing A66 is close to the River Eden Special Area of Conservation. The river has a steep wooded embankment at this location, with known stability risks.</p>	<p>By removing the link at this location we are reducing the amount of infrastructure to be constructed close to the River Eden at this location, which will simplify the construction and reduce the risk of an impact on the River Eden.</p>
<p>Population and human health The previously proposed arrangement would have included changes to the road that would have had a slight adverse, but not significant, effect on Fair Hill, the site of the Appleby Horse Fair, during construction.</p>	<p>By removing the junction at this point and including the junction at Long Marton Road, we have removed the need to utilise land belonging to the Appleby Horse Fair, removing the potential for any impact on the site or the operation of the Fair.</p>

If you would like to review the documents which supported our autumn consultation, including our PEI Report, they are available online at www.highwaysengland.co.uk/A66-NTP and, for the duration of this consultation, you can also view these documents at Appleby Tourist Information Centre, Appleby-in-Westmorland CA16 6XE.

How to have your say

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

If you are looking at this document online and would like a hard copy, please visit our drop-in sessions or deposit points* at St. Michael's, 2 Church Gate, Kirkby Thore CA10 1UR; The Masons Arms, Long Marton, CA16 6BN; Appleby Tourist Information Centre, Appleby-in-Westmorland CA16 6XE; The New Crown Inn, Bolton, Appleby-in-Westmorland CA16 6AU. You can also call us on the number below or email to request a copy.

If you would like to complete the feedback form online, please visit our consultation web page at highwaysengland.citizenspace.com/he/5350e278

We're also planning to host two drop-in sessions** at Kirkby Thore Memorial Hall on Thursday 3 February from 3pm to 7pm and Friday 4 February from 8am to 2pm where members of the project team will be on hand to answer your questions and receive your feedback.

If you would like to view the technical documents which supported our consultation in the autumn, including the PEI Report, they are available online at highwaysengland.citizenspace.com/he/5350e278 and at Appleby Tourist Information Centre, Appleby-in-Westmorland CA16 6XE

For any questions, please contact us:

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

You can also follow:

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



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

*Please check opening times with the venue.

**Events are subject to Government COVID restrictions and may have to be cancelled at short notice if guidance changes. Any such changes will be posted on the project website and advertised at the venue. All materials will be available by post or on the consultation web page at highwaysengland.citizenspace.com/he/5350e278

What happens next

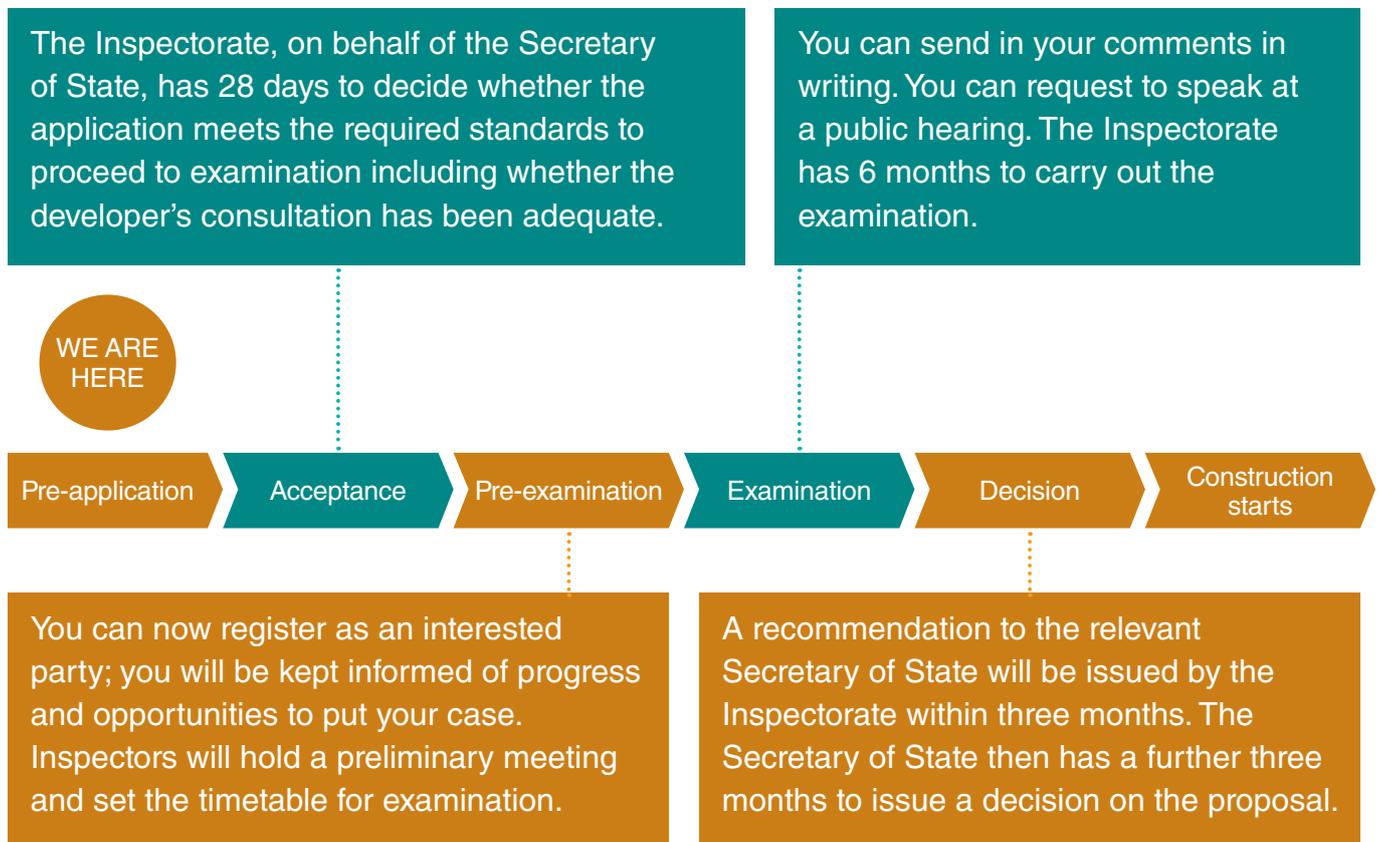
Your feedback will help us to refine our designs before we submit our application for a Development Consent Order (which is the planning permission we need to construct the project) in the spring. If the application is accepted by the Planning Inspectorate, there will be an examination of the application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

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

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

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

The application process



Based on information from the Planning Inspectorate website

Your data, your rights

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

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

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

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

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

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

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



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

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