



Transport Infrastructure Planning Unit  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

Direct dial: [REDACTED]

Your ref: [REDACTED]  
Our ref: [REDACTED]

By email to: [transportinfrastructure@dft.gov.uk](mailto:transportinfrastructure@dft.gov.uk)

Date: 9<sup>th</sup> October 2025

Dear Sir or Madam

**Re: Planning Act 2008  
A66 Northern Trans-Pennine Development Consent Order - Article 53  
Post Consent Determination EMP 2.2a (Part 1)**

Thank you for consulting with Historic England on 12<sup>th</sup> September 2025 with regards to the 2<sup>nd</sup> iteration of the A66 Environmental Management Plan (EMP) 2.2a (Part 1) required for the remaining works for Schemes 01, 02 & 06.

We have reviewed all the documents on the SharePoint site in the folder called "*Second Iteration EMP Phase 2a Part 1 (schemes 1,2&6)*"

We confirm that the documents represent the agreed discussions and consultation conducted by National Highways prior to submission to the DoT. All our concerns raised during the consultation were addressed and are reflected in the submission.

Please confirm that this was the correct folder to review as there was conflicting information in the consultation letter, namely what looked like confusion between "Phase 1" and "Part 1".

Yours sincerely

[REDACTED]  
[REDACTED]

Cc: [REDACTED]

Date: 09 October 2025  
Our ref: [REDACTED]  
Your ref: Post-Consent EMP 2.2a Part 1.



transportinfrastructure@dft.gov.uk

**BY EMAIL ONLY**

Hornbeam House  
Crewe Business Park  
Electra Way  
Crewe  
Cheshire  
CW1 6GJ

T [REDACTED]

Dear Sir / Madam,

**A66 Northern Trans-Pennine Development Consent Order - Article 53  
Post Consent Determination**

**CONSULTATION SEEKING NATURAL ENGLAND's COMMENTS ON THE EMP 2.2a Part 1**

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England (NE) is also the statutory nature conservation advisory body for England. Its role includes the provision of advice, assistance and representations to competent authorities discharging their functions in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 as amended ('the Habitats Regulations').

Natural England welcomes the production of Scheme 1, 2 and 6's Phase 2a Environmental Management Plan 2.2a. Natural England have no further comments to make on the EMP documents provided for this scheme, noting that our comments have been resolved. Natural England note that there may be a need for Natural England Wildlife Licences for this scheme, we encourage National Highways to collaborate with us on licence applications submitting draft licences and mitigation reports as early as possible.

Natural England have no further comments to make on the Second iteration EMP, Phase 2a, 2.2a consultation documents.

For any queries relating to specific advice in this letter only, please contact [REDACTED] at [REDACTED] For any new consultations, or to provide further information on this consultation please send your correspondences to [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

Yours sincerely,

[REDACTED]  
[REDACTED]

Transport Infrastructure Planning Unit  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
City of Westminster  
SW1P 4DR

Our ref: [REDACTED]  
Your ref:

Date: 10 October 2025

Dear Sir/Madam

**PLANNING ACT 2008 - A66 NORTHERN TRANS-PENNINE DEVELOPMENT CONSENT ORDER**

**ARTICLE 53 POST CONSENT DETERMINATION (EMP 2.2A PART 1)**

I refer to the above and your letter dated 12 September 2025 inviting the Environment Agency to comment on Phase 2 of the second iteration A66 Environmental Management Plan (EMP). The consultation relates to EMP 2.2A Part 1 which covers environmental controls required for the main construction works associated with Schemes 0102 (M6 Junction 40 to Kemplay Bank) and the Eastern section of Scheme 06 (Appleby to Brough).

The definition and scope of the Phase 2 activities are detailed in section 1.4 of the main EMP document as submitted and are irreversible works summarised as follows:

- Major earthworks (associated with Project construction i.e. carriageway, bridges, viaducts, and underpasses)
- Construction of structures
- Installation of Drainage and Culverts
- Excavation of ponds / ditches
- Watercourse realignments / wetland features
- Cross-scheme movement of materials
- Construction of new footpaths and cycleways
- Diversions and stopping up of Public Rights of Way (PRoW)
- Topsoil Strip / Top Soiling
- Roadworks / Pavement Works
- Planting / Grass Seeding
- Reinstatement of Working Areas
- Sign and Technology installations
- Safety installations i.e. vehicle restraint systems
- Accommodation works
- Traffic management for construction, including abnormal load movements and

deliveries and traffic signs

National Highways and their contractors have previously consulted us on draft versions of the suite of EMP documents that have now been submitted to the Secretary of State in accordance with Article 53(1). All the comments that we have previously provided to National Highways via pre-application advice have been actioned or resolved to our satisfaction, as detailed in the A66 NTP Consultation Summary Report – EMP 2.2a Part 1(Rev 1; dated 31 July 2025) and EMP2.2a Scheme 0102 06 (Eastern) Comments Log – Environment Agency (Excel spreadsheet).

Given the above, the Environment Agency is satisfied with the information submitted to the Secretary of State to cover the phase of work covered by EMP 2.2a Part 1.

Where proposed activities require further permits or approvals from the Environment Agency, the applicant is advised to submit the necessary applications and / or information to us in sufficient time having regard to when they will be required and Environment Agency timescales for their determination.

Yours faithfully

[REDACTED]

[REDACTED]

Direct dial [REDACTED]

Direct e-mail [REDACTED]

**From:** [REDACTED]  
**To:** [TRANSPORTINFRASTRUCTURE](#)  
**Cc:** [REDACTED]  
**Subject:** RE: Consult Letter - A66 Trans-Pennine Project Environmental Management Plan Second Iteration (EMP2.2a Part 1)  
**Date:** 10 October 2025 13:11:51  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[EMP 2.2a Scheme 0102 06 \(Eastern\) Comments Log - WMF.xlsx](#)  
[EMP 2.2a commitments register.pdf](#)

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Dear Sir/Madam,

Thank you for consulting Westmorland and Furness Council on EMP2.2a.

The Council has reviewed the annexes that were shared and has received a Kier response to any Council comments that are still open (see column T of the attached comments log).

In respect of the matters still open, we have the following observations:

- Line 20 – The Council is content for this matter to be updated in the final version of Annex B1.
- Line 95 – response accepted; matter now closed
- Line 182 – the issue of the removal of the green strip on Warcop overbridge is still under discussion with Kier. The technical note (TN) from Kier (ref. HE615322-KIE-EBD-000\_PACKG-RP-LB-000006) has been reviewed by the Council with support from WSP consultants and discussions have been held between the parties. WSP has produced a technical note on behalf of the Council, which has been issued to Kier for consideration. The WSP report summary states:
  - It was agreed that Kier will update the TN they have produced to give a much clearer picture of the reasoning to remove the Warcop 'green' bridge from the design in this location. This should include the difficulties with the implementation and maintenance of the design given the location and topography as discussed.
  - In addition, the TN should give further mitigation detail to ensure bats (and other wildlife) are essentially discouraged from crossing the road between chainages 44100 and 44850 (where no movement/habitat connectivity across the new road is proposed), but encouraged, in an evidenced and viable design, to move across/under the road at different locations of the scheme (e.g. the viaduct to the west).
  - It is noted that there are design challenges in this area (notably the land to the north being MOD controlled and the land to the south being floodplain). The updated design proposals will be further sketched out in the TN with accompanying reasoning and evidence. The agreed design will also be updated within the landscape plans for Scheme 06

to ensure they are implemented.

The updated TN from Kier is now awaited. The Council will need to be satisfied that the further mitigation is sufficient to address the impacts upon bats and other wildlife.

- Line 186 – The Council is content for this matter to be updated in the final version of Annex B7.

The Council is otherwise satisfied with the information submitted and our comments have been addressed, in some cases through specific commitments from National Highways as set out in the attached Commitments Register.

Yours faithfully

[REDACTED]

[REDACTED]

Sustainable Transport and Highways | Thriving Places  
Westmorland and Furness Council | South Lakeland House | Lowther Street |  
Kendal | LA9 4DQ

Mobile: [REDACTED]

**[westmorlandandfurness.gov.uk](http://westmorlandandfurness.gov.uk)**



*Please be aware that I work flexible hours, so whilst this is a convenient time for me to send this message I do not expect a response outside normal working hours.*



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**From:** [REDACTED]

**Sent:** 12 September 2025 10:04

**To:** TRANSPORTINFRASTRUCTURE <TRANSPORTINFRASTRUCTURE@dft.gov.uk>

**Subject:** Consult Letter - A66 Trans-Pennine Project Environmental Management Plan Second Iteration Phase 1 (EMP2.1)

[REDACTED]

Dear Sir / Madam,

Please find A66 Trans-Pennine Project Environmental Management Plan Second Iteration Phase 1 (EMP2.1) Consult Letter attached.

The deadline for this is 12<sup>th</sup> October 2025.

Kind regards,

[REDACTED]

[REDACTED]

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