

A66 Community Liaison Group Meeting

Title:	CLG Scheme 9	Revision / Version:	1
Status:	Draft		
Date:	15 June 2021	Reason for Issue:	Information
Location:	MS Teams	Time of Meeting:	17:30 – 19:00
Drafted By:	Hannah Brown		
Attendees:	<p>Highways England Integrated Team: Emily Kitching (EK) – Public Liaison Officer Tom Eggleston (TE) – Scheme Lead Gabby Ashworth (GA) – Highways England Hannah Brown (HB) – Stakeholder Team Support</p> <p>Scheme 9 CLG Representatives: Roman Pronyszyn (RP) – Chairman of Aldbrough St Johns Parish Council Ken Bell (KB) – Ravensworth Representative Robin Russell (RR) – West Layton Parish Representative Cllr Jimmy Wilson-Petch (JWP) - District Councillor for East and West Layton/Ravensworth Sue Farr (SF) – Dalton Parish Meet Clerk Judith Stansfield (JS) – Chair of Melonsby Parish Council</p> <p>Apologies: Colin Simpson, Sally Zaranko, Andrew Henshaw</p>		
Item	Description (Headings reference slideshow slide title)		Comments
1	<p>Introductions EK introduced the session. The previous CLG meeting discussed an overview of the Preferred Route.</p>		
2	<p>Scheme 9 – Stephen Bank to Carkin Moor TE talked through the current proposals, explaining that the design is still evolving and subject to change as engagement continues with landowners and stakeholders. TE therefore requested that the design talked through in this meeting is not discussed wider with the public.</p>		

TE shared the general arrangement plan on screen and talked through the scheme end to end. Starting at the western end of the scheme, TE explained the scheme comes offline to the north of the existing alignment. The track south of existing A66 is a private access track through to Brownsan Bank Farm which will become a local authority highway. TE pointed out the attenuation basin (balancing pond) which takes the water runoff from the scheme into the local watercourse at an agreed rate with the local authority.

Where the scheme is proposed offline north of the existing highway alignment, the road will be lifted up to provide a private underpass to access the farms to the north, east and west. RR queried how much higher than the existing line of the existing road. TE explained the road will be 5.5 – 6m higher than the existing due to the road heading towards a hill and therefore needs to meet the height. The underpass also needs to be accommodated. The design team are trying to minimise the visual impact as much as possible. RR queried the embankment further to the west. TE explained the embankment is to tie within the existing highway, where the existing land drops into a dip so the road has to be lifted slightly to meet. There is a proposed diversion to an existing Public Right of Way (PRoW) (Magna 20) which currently ends when it meets the A66. It is proposed to divert the PRoW along the farm access track and under the underpass to provide connectivity.

TE explained there is a deep cutting of 7/8m because of the topography of the land and because Collier Lane becomes an overbridge over the existing A66. Connectivity is provided from West Layton onto the de-trunked local highway.

Moor Lane Junction

Further east, the road swings further to the north to avoid residential properties to the south. The current proposal to Moor Lane junction is emerging design which is being discussed with stakeholders. The intention is that the underbridge section of junction is placed into a cutting beneath the proposed A66, which allows exit from the A66 using the slip road, travelling from Scotch Corner. Travelling from Barnard Castle, there is a slip road to access Moor Lane and onto the A66. This is the only point at which users would be able to access the de-trunked area of the old A66.

Mainsgill

An existing bridleway runs through Mainsgill Farm which is proposed to be stopped up and moved further west to avoid the farm. This is following discussions with both the landowners and the user groups. JWP queried at the north of Mainsgill what happens to Moor Lane. TE explained Moor Lane is proposed to be stopped up and turned into field/grassland for environmental mitigation.

Further east the mainline swings back to the south and comes back online (original A66 alignment) before reaching the existing scheduled monument at Carkin Moor. It is proposed to retain the existing cutting and lift the road to minimise any impact on the scheduled monument. An existing PRoW crosses at grade at Warrener Lane and it is proposed to sink this down and go beneath the proposed alignment in an underpass, which will provide betterment for users.

To the south there will be a new link provided. Aspiration from Highways England view is to minimise the number of dangerous central reserve openings to prevent people having to turn across traffic. A safety risk assessment showed it was safer to connect Warrener Lane on a new alignment to the de-trunked A66 at the Mainsgill bridge to allow users from Warrener Lane to access the all movement junction. RP queried whether there are any plans for the current staggered junction between Melonsby to Gilling West. TE explained this is outside of the scheme extents.

Drainage

RR raised concern around current drainage in West Layton which could be made worse if having a big cutting. RR queried whether the drainage surveys include right

up to the village. TE explained that the design team have asked the drainage team for the survey to be extended up to the manor and down to the south at lodge. RR explained at the east end water pours across the dual carriageway and is dangerous. TE explained work is underway to look at flood risk and existing flooding issues on the A66 to ensure we are not exacerbating these issues.

JWP raised that at Warrener Lane junction there is existing agricultural traffic crossing the A66 coming from Pondale Farm. TE explained it is proposed to have a left out of Pondale Farm along de-trunked A66 and up to the junction so there is no need to cross the A66.

Environmental Scoping Report

KB stated this meeting has provided more detail which has been useful. KB explained the Environmental Scoping Report has been sent to the Parish Council which was 400 pages long and queried whether this is in the public domain as there are some appendices that would be helpful for the community. TE explained the general arrangement plans are not yet in the public domain and have only been shared with landowners and stakeholders as the design is evolving. The design included in the Scoping Report is a snapshot in time. EK explained we will look for opportunities for when the PDF plans can be circulated or something similar with more information.

RR queried whether after reading the Scoping Report, comments are expected on what is missing. EK explained any feedback provided will be useful to the environment team and if there are specific elements that are missing it would be useful to point out. RR stated it asks lots of questions and points to a lot of issues. It also puts a lot of emphasis on Conservation Areas but not as much on the rural areas without specific designations, which is a large part of the route. It also doesn't cover Public Health implications. TE explained this is scoping and outlines what should be covered in more detail in the Environmental Statement. A version of this document will be made available and will be supplemented by a non-technical summary available for the public.

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AOB

RR queried whether there are any updates on the plans for the next formal consultation in Autumn. EK showed the proposed project timeline and explained statutory consultation is planned for Autumn and by this time, there will be plans showed in detail of the route. It is anticipated that plans will be shown in advance of consultation. Dependent on Covid-19 restrictions at the time, there will be both face-to-face consultation events and online materials presented. EK will provide an update at the next CLG on the number of events to be held and the venues.

RP stated St Johns Village Hall could be a potential venue for public consultation. JWP stated Ravensowrth is also available as an option. JS stated the Church in Melonsby now has room available for display.

EK explained after public consultation, will collate all feedback and amendments to the design will be made. It is expected that the Development Consent Order application will be submitted to the Planning Inspectorate in early 2022.

JWP queried whether construction will start at the eastern or western end in 2024/2025. EK explained once the DCO has been submitted and a decision has been made, if the application is successful then construction will begin in 2024. It is not yet decided which part of the scheme will undergo construction first. EK explained schemes are usually partnered up where there is expected to be a surplus of materials and where there is expected to be a deficit of construction materials.

RR had requested that interested parties are able to listen in to these meeting without participating, or if the meetings can be recorded. EK has spoken to the other Public Liaison Officers and the conclusion is that these meetings are intended to be small and private to share knowledge that is not yet in the public domain. However, EK will look for opportunities where more people can be invited pre-public consultation. EK to feed this back at next meeting or via email.

JS stated local people are interested in whether the road will be sunk down into the landscape and queried whether this information can be shared. EK agreed that JS can share that the design team are looking to sink the road as much as possible to reduce the visual impact.

For any further questions, Emilly Kitching can be contacted via A66NTP@highwaysengland.co.uk