

**A66 Northern Trans-Pennine Project
Scheme 9 Stephen Bank to Carkin Moor CLG
20 September 2021
17.30 – 18.30**

Attendees

Name	Initials	
Judith Stansfield	JS	Chair of Melonsby Parish Council
Ken Bell	KB	Ravensworth Representative
Phil Gate	PG	East Layton Parish Representative
Robin Russell	RR	West Layton Parish Representative
Sue Farr	SU	Dalton Parish Meet Clerk
Cllr Angus Thompson	AT	North Yorkshire County Council Representative
Colin Simpson	CS	Dalton Village Representative
Andrew Henshaw	AH	Mainsgill Farm
Emilly Kitching	EK	Public Liaison Officer – Scheme 9
Tom Eggleston	TE	Design Lead – Scheme 9

Discussion	Action
<ul style="list-style-type: none"> - TE talked through the current proposals for the Stephen Bank to Carkin Moor stretch of the A66 Trans-Pennine Project with general arrangement drawings, plan profiles and draft plans for the upcoming consultation. - TE started at the western end of the scheme, where the scheme comes offline to the north of the existing alignment. The current A66 will become a local authority highway ending at Browson Bank Farm. 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 surrounding farms. RR queried the location and dimensions of the underpass. TE outlined that there is a 5.7m headroom and explained the team are limited in locations due to topography and proximity to the Collier Lane overbridge. There is a proposed diversion to an existing Public Right of Way (PRoW) (Hutton 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 then a deep cutting of ~7/8m with Collier Lane becoming an overbridge over the A66 (utilising the natural topography where possible). Connectivity is provided from West Layton onto the de-trunked local highway. The road then swings further to the north to avoid residential properties. A junction is then proposed, 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. The slip roads will be in cuttings. TE added there are two laybys proposed to be a 'like for like' replacement of what is there currently. CS asked if we needed to provide them. TE explained they are provided in accordance with Design Manual for Roads and Bridges standards.

- TE explained there is an existing bridleway runs through Mainsgill Farm which is proposed to be moved west to avoid users walking through the farm. Moor Lane is proposed to be stopped up and used for environmental mitigation. The mainline swings back to the south and comes back to the 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 to Warrener Lane.
- TE confirmed that the blue hatching shows the field access track for farmers and the pink lines are for cut off drains.
- It was noted there will be visualisations at the upcoming public consultation which can help in understanding the plans.
- AT explained that the local community are concerned that Moor Lane is a rat run for travellers and the proposed junction would likely increase this. AT asked for the connection to be stopped up. AT explained that NYCC support this and is urging for the access to be removed. TE explained that existing traffic concerns with Moor Lane should be helped with the dualling of the A66 and that the matter has been raised with NYCC. The project team have offered to close Moor Lane and it is up to the authority as it forms part of the local road network. The team are providing a connection as there is one already there and it would be for the authority to decide if they would like this connection removed.
- RR noted that in closing Moor Lane it would bring negative impacts on other surrounding communities by pushing traffic onto other lanes.
- CS asked for confirmation about West Layton access. TE confirmed that West Layton could still access the A66 were Moor Lane be closed.
- CS asked the height of the proposed junction. TE explained that the junction is proposed to be broadly grade with an increase in road height of ~1-2m due to crossing a culvert after the junction and the scheduled ancient monument results in the road increasing to ~4m higher. The project team are currently discussing the possibilities of using a retaining wall so the road can be reduced in height however this is dependent on survey work being completed on the scheduled ancient monument.
- TE confirmed there had been no significant changes in design since our previous CLG meeting.
- TE noted that discussions are ongoing with NYCC regarding the possibility of connecting the local road (existing A66) to the proposed mainline A66 and potentially reducing the number of balancing ponds proposed. At queried why there would be plans to reduce the number of ponds. TE explained their location had raised concerns that they would change the setting of the scheduled ancient monument but the storage capacity would not be lost as other remaining ponds would be made larger.
- CS queried the height of the proposed mainline and surrounding topography. TE explained that within the upcoming public consultation, plan profiles are available for everyone to review to understand the full heights of the works proposed in line with the surrounding topography.
- JS explained there had recently been another accident on the A66. EK explained the current timeline for the project. EK explained after the upcoming public consultation, the team will

