

**A66 Northern Trans-Pennine Project
TR010062**

**3.4 Environmental Statement
Appendix 11.2 Demolition Waste
Estimates**

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**3.4 ENVIRONMENTAL STATEMENT
APPENDIX 11.2 DEMOLITION WASTE ESTIMATES**

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11.2 Demolition Waste Estimates

11.2.1 Introduction

11.2.1.1 This appendix sets out the demolition waste estimates.

- Demolition waste will be generated through the clearance of buildings and existing infrastructure, including services, roads, and drains which will need to be removed prior to construction. These are likely to consist hard and inert materials, soils, rock and stones, wood (including vegetation), asphalt, brick, concrete, and miscellaneous metals.

11.2.1.2 A remote, desk-based assessment of the buildings and structures to be demolished as part of the project to enable the new A66 and associated road infrastructure to be constructed has been undertaken. This assessment, informed by industry experience of similar demolitions, has been used to estimate the demolition waste that is likely to be generated by the Project.

11.2.1.3 The estimated demolition waste generated by each Scheme are displayed in Table 1: Estimated demolition waste for each scheme.

Table 1: Estimated demolition waste for each scheme

Scheme	Building	Mass (tonnes)
M6 Junction 40 to Kemplay Bank	N/A	0
Penrith to Temple Sowerby	High Barn Farm	1,448
	Lightwater Cottages	476
	Sub-total	1,924
Temple Sowerby to Appleby	John Dodd's Barn	446
	Dunelm Farm	196
	Winthorn House	233
	Green Barn Buildings	166
	Sub-total	1,041
Appleby to Brough	New Hall Farm Underpass	60
	Sandford Retaining Wall	3,000
	Moor Beck Bridge	50
	Ministry of Defence (MOD) Tank Park	3,664
	MOD Compound	3,018
	Toddy Gill Bridge	20
	Sub-total	9,812
Bowes Bypass	Clint Lane Bridge	2,441
	Eastbound Off-slip	1,041
	Old Railway Station Farm Building	1,662

Scheme	Building	Mass (tonnes)
	Old Railway Station Ruins	30
	Low Broats Farm	1,896
	Sub-total	7,070
Cross Lanes to Rokeby	N/A	0
Stephen Bank to Carkin Moor	Slurry Tank	440
	Sub-total	440
A1(M) Junction 53 Scotch Corner		0
Total		20,287

11.2.1.4 The assumptions used to establish the demolition waste estimate are summarised below.

11.2.2 M6 Junction 40 to Kemplay Bank

11.2.2.1 No major demolition waste will be generated by the M6 Junction 40 to Kemplay Bank scheme.

11.2.3 Penrith to Temple Sowerby

High Barn Farm

11.2.3.1 This property appears to consist of 3 buildings. It is assumed the properties are constructed from brick or stone masonry. It is assumed the roofs are a typical timber construction with slate tiles or corrugated cementitious board (there is potential for asbestos). It is assumed the buildings have a height of 4.5 metres.

Lightwater Cottages

11.2.3.2 This single property is assumed to be constructed from brick / stone masonry. It is assumed the roof is a typical timber construction with slate tiles. It is assumed the building has a height of 6 metres.

11.2.4 Temple Sowerby to Appleby

John Dodd's Barn

11.2.4.1 It is assumed this single property is constructed from a steel frame, concrete floor slab and timber cladding. The roof is assumed to be corrugated steel sheeting. It is assumed the building has a height of 8 metres.

Dunelm House

11.2.4.2 It is assumed this single property is constructed from masonry with a slate tiled roof. It is assumed the building has a height of 4.5 metres.

Winthorn House

- 11.2.4.3 It is assumed this single property is constructed from masonry with a slate tiled roof. It is assumed the building has a height of 7 metres.

Green Barn Buildings

- 11.2.4.4 It is assumed the two buildings are constructed from a light steel frame, concrete floor slabs and timber / metal cladding. The roof is assumed to be corrugated steel sheeting. The buildings are assumed to be an average height of 4.5 metres.

11.2.5 Appleby to Brough

New Hall Farm Underpass

- 11.2.5.1 This is a current small underpass, it is unlikely that the whole structure will be removed, with the roof beams and part of the walls removed to suitable level. The remaining elements will be backfilled with suitable material.

Sandford Retaining Wall

- 11.2.5.2 The retaining wall appears to be constructed from gabion baskets filled with stone. It is likely that only part of the retaining wall will be removed to enable the new road to be constructed. The stone will be used with the new embankment works.

Moor Beck Bridge

- 11.2.5.3 This small bridge may be retained to provide access to the large pond within this area. If the bridge is to be demolished it is likely to generate stone/ masonry.

Ministry of Defence (MOD) Tank Park

- 11.2.5.4 The Tank Park consists of buildings, hardstanding and fuel station. It has been assumed that most of the buildings have been constructed from a steel frame with steel cladding walls and roof. There is masonry with assumed cementitious corrugated roofing sheets (there is potential for asbestos). It is assumed the heights of the buildings range from 3.5 to 7.5 metres.

MOD Compound

- 11.2.5.5 The existing MOD Compound buildings range from an estimated height of 3.5 to 7 metres, with some constructed of masonry and others corrugated sheeting. The masonry buildings appear to have cementitious corrugated roofing sheets (there is potential for asbestos).

Toddygill Bridge

- 11.2.5.6 Toddygill Bridge conveys Crooks Beck under the existing A66 and is assumed to be a concrete structure with concrete head walls.

11.2.6 Bowes Bypass

Clint Lane Bridge

- 11.2.6.1 The bridge consists of concrete beams, supported by concrete columns and a spreader beam on a piled foundation. The wing walls are masonry clad and inclined with 6N type backfill.

Farm Building at the Old Railway Station

- 11.2.6.2 The Farm Building appears to be part masonry, part timber clad building with a suspected cementitious corrugated roofing sheets (there is potential for asbestos). The building is estimated to have a height of 6.5 metres with an inner steel frame.

Ruins at the Old Railway Station

- 11.2.6.3 It is assumed that the two Ruins are constructed from stone with no remaining roofs in place.

Low Broats Farm and Farmhouse

- 11.2.6.4 The four farm buildings are constructed of stone, masonry and timber. It is assumed the buildings have a height of 6 metres. The buildings roofs are constructed from slate tiles, others appear to be either cementitious corrugated sheeting (there is potential for asbestos) or steel corrugated sheeting.

11.2.7 Cross Lanes to Rokeby

- 11.2.7.1 No demolition waste will be generated by the Cross Lanes to Rokeby scheme.

11.2.8 Stephen Bank to Carkin Moor

Slurry Tank

- 11.2.8.1 It is estimated the slurry tank is 23 metres in diameter with an open top. It assumed it is constructed from concrete with a depth of 3 metres.

11.2.9 A1(M) Junction 53 Scotch Corner

- 11.2.9.1 No demolition waste will be generated by the A1(M) Junction 53 Scotch Corner scheme.