

**A66 Northern Trans-Pennine Project  
TR010062**

**3.4 Environmental Statement  
Appendix 10.9 Limits of Deviation  
Assessment**

**APFP Regulations 5(2)(a)**

**Planning Act 2008**

**Infrastructure Planning (Applications: Prescribed Forms and  
Procedure) Regulations 2009**

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**The Infrastructure Planning  
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Forms and Procedure)  
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A66 Northern Trans-Pennine Project  
Development Consent Order 202x

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**3.4 ENVIRONMENTAL STATEMENT  
APPENDIX 10.9 LIMITS OF DEVIATION ASSESSMENT**

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## 10.9 Limits of Deviation Assessment

- 10.9.1.1 This appendix identifies the Limits of Deviation (LoD) for the project on a scheme-by-scheme basis. The full table of LoD are found in ES Chapter 2: The Project (Application Document 3.2).
- 10.9.1.2 The standard LoD are defined as 3 metres laterally or plus or minus 1 metre vertically. The assessment considers the impacts of these variations to be not significant. In all cases the deviation remains within the Order Limits boundary.
- 10.9.1.3 In most of the schemes there are either no changes to the standard LoD or there are reductions in the height of the scheme. These would not cause a significant change in the assessment. Where there is an increase in height the assessment has been reviewed and the results are incorporated in Tables 10.1, 10.2 and 10.3.
- 10.9.1.4 Table 1: Changes to receptor analysis - Temple Sowerby to Appleby, Table 2: Changes to receptor analysis - Appleby to Brough and Table 3: Changes to receptor analysis - Stephen Bank to Carkin Moor show potential changes to the assessment that would be caused if the LoD identified as the worst case were to be considered. The assessment results are based on the residual impact after 15 years.

### M6 Junction 40 Penrith

- 10.9.1.5 There are no deviations from the standard limits of deviation on M6 Junction 40 Penrith.

### M6 Junction 40 to Kemplay Bank

- 10.9.1.6 There are no deviations from the standard limits of deviation on M6 Junction 40 to Kemplay Bank.

### Penrith to Temple Sowerby

- 10.9.1.7 There is a change in the downwards vertical LoD, reducing the deviation to zero to protect underground assets. These do not constitute a change that would affect the assessment.

### Temple Sowerby to Appleby

- 10.9.1.8 Both the proposed northern and southern carriageway of the new A66 between Temple Sowerby and the Trout Beck crossing have a potential 3m increase in height. The increase in LoD will be tempered by the need to retain tie ins to side roads which are bound by the standard LoD.
- 10.9.1.9 The increase in height at this point would change the landscape character which comprises subtle undulations in landform. It would create an unnatural ridgeline in the landscape and would create a visual break between the foreground and the middle ground. There may also be some obscuring of the long-distance views of the AONB, from Kirkby Thore, which are valued.

Table 1: Changes to receptor analysis - Temple Sowerby to Appleby

Landscape receptor	Visual receptor	Original assessment	Revised assessment
Broad Valley		Moderate	Large
Intermediate Farmland		Moderate	Large
Foothills		Slight	Moderate
	4.2	Moderate	Large
	4.27a	Slight	Moderate
	4.4	Neutral	Moderate
	4.5	Slight	Moderate
	4.6	Neutral	Moderate
	4.7a	Slight	Moderate

10.9.1.10 The changes in the assessment if construction followed the upper LoD would result in a significant effect on the Foothills LCA and a change to significant visual effects for VP's 4.27a, 4.4, 4.5, 4.6 and 4.7a.

### Appleby to Brough

10.9.1.11 The proposed new junction between the B6252 and the new improved A66 at Sandford (link to A66 carriageway westbound and eastbound) have a potential

10.9.1.12 increase in LoD to 2m vertically.

10.9.1.13 Due to the proximity to the AONB this change could have an impact on the landscape character assessment due to the increased presence of the engineering works.

Table 2: Changes to receptor analysis - Appleby to Brough

Landscape receptor	Visual receptor	Original assessment	Revised assessment
Broad Valley		Slight	Slight
Foothills		Slight	Slight
North Pennines AONB		Neutral	Slight
	6.2	Slight	Slight
	6.3	Slight	Slight
	6.5	Slight	Slight

10.9.1.14 The changes in the assessment if construction followed the upper LoD would result in no significant changes to the landscape or visual impact assessment for this scheme due to intervening landform and the implementation of mitigation planting.

### Bowes Bypass

10.9.1.15 There are minor changes to the standard LoD for this scheme, all downwards. Therefore, there would be no change to the assessment.

## Cross Lanes to Rokeby

10.9.1.16 There are minor changes to the standard LoD for this scheme, all downwards. Therefore, there would be no change to the assessment.

## Stephen Bank to Carkin Moor

10.9.1.17 There are changes to the standard LoD, all downwards. Most would not cause a significant change. However, there is a potential increase in depth of 4m at the scheduled monument at Carkin Moor. This would require a more significant retaining structure and would adversely affect the existing topography and landscape setting when viewed from an oblique angle.

Table 3: Changes to receptor analysis - Stephen Bank to Carkin Moor

Landscape receptor	Visual receptor	Original assessment	Revised assessment
Moors Fringe		Slight	Slight
Narrow Valley		Neutral	Neutral
	9.6	Slight	Slight
	9.8	Slight	Slight
	9.8a	Slight	Moderate

10.9.1.18 The changes in the assessment if construction followed the upper LoD would result in a significant effect on Viewpoint 9.8a due to the increased visibility of the retaining structure.

## A1(M) Junction 53 Scotch Corner

10.9.1.19 There are no deviations from the standard limits of deviation on A1(M) Junction 53 Scotch Corner.