

From: [REDACTED]
To: [A66Dualling](#)
Cc: [REDACTED]
Subject: National Highways A66 Northern Trans-Pennine project CRM:0087693
Date: 04 October 2022 12:49:26

Dear Bart,

Please find in the table below, as requested, an explanation of the A66 Northern Trans-Pennine project scheme numbering convention, including commentary on why the project is divided into 8 schemes (schemes 1 -11) and an account of why the project does not include a scheme 10.

Whilst the Works Plans and Schedule 1 (Authorised Development) to the draft DCO include references to both the scheme numbers and scheme names, the Environmental Statement (ES) generally refers to the schemes by name only (see for example paragraph 2.5.2 in Chapter 2 (The Project) of the Environmental Statement). However, section 2.6 (Project Description) in Chapter 2 of the ES references both the scheme names and the scheme numbering convention, as used on the Works Plans and in the draft DCO.

Further information about the scheme naming convention can be found in the following DCO Application documents:

Doc 2.1 Understanding the DCO Application
Doc 5.3 Explanatory Memorandum

Works Plans and draft DCO Schedule 1 (Authorised Development)		Environmental Statement Chapter 2 The Project ref 2.5.2
Scheme Number	Scheme Name	Scheme Name
Scheme 0102	M6 Junction 40 to Kemplay Bank	M6 Junction 40 to Kemplay Bank
Scheme 03	Penrith to Temple Sowerby	Penrith to Temple Sowerby
Scheme 0405	Temple Sowerby to Appleby	Temple Sowerby to Appleby
Scheme 06	Appleby to Brough	Appleby to Brough
Scheme 07	Bowes Bypass	Bowes Bypass
Scheme 08	Cross Lanes to Rokeby	Cross Lanes to Rokeby
Scheme 09	Stephen Bank to Carkin Moor	Stephen Bank to Carkin Moor
Scheme 11	A1(M) Junction 53 Scotch Corner	A1(M) Junction 53 Scotch Corner
No Scheme 10 – omission explained	At its inception, the A66 Northern Trans-Pennine project included a Scheme 10, which comprised a series of accommodation structures spanning the A66 mainline to the west of Scotch Corner. However, as Scheme 10 did not contribute to the objective of dualling the remaining single	

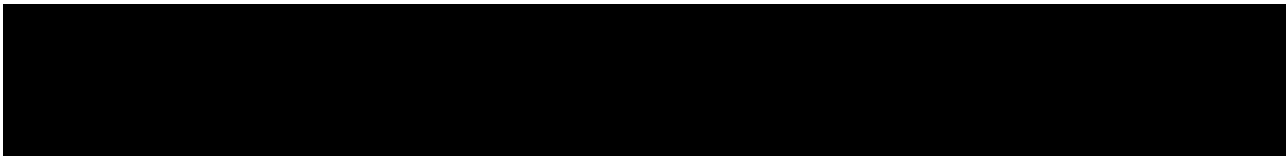
Explanation for combined Schemes 0102 and 0405	<p>carriageway lengths of the A66, it was decided early in National Highways' Preliminary Design stage, that Scheme 10 would not be taken forward as part of the A66 Northern Trans-Pennine project.</p> <p>The scheme numbering system, insofar as it applied to the remaining schemes (i.e. Schemes 01 to 09, and 11) was retained in the interests of consistency and to facilitate retrospective cross-referencing. Accordingly, the 8 schemes which comprise the Project which is the subject of the application for development consent, do not include a 'Scheme 10'.</p>
	<p>Schemes 01 and 02 have been combined to form Scheme 0102 (M6 Junction 40 to Kemplay Bank); and, in a similar fashion, so have Schemes 04 and 05 (Temple Sowerby to Appleby). Scheme 0102 and Scheme 0405 are each counted as a single scheme accordingly, the A66 Northern Trans-Pennine project as a whole comprises eight schemes, numbered 0102, 03, 0405, 06, 07, 08, 09 and 11, as identified on the Works Plans and in Schedule 1 to the draft DCO.</p>

If you have any further questions please let me know and I will be more than happy to help. I can be contacted on A66NTP@nationalhighways.co.uk.

Kind regards,

Monica Corso Griffiths *BEng MSc(Eng) CEng MICE*
 Head of Design and DCO
A66 Northern Trans-Pennine project team
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Need to contact us?



Post: A66 NTP, National Highways, Fifth Floor, 3 Piccadilly Place, Manchester, M1 3BN

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B32 1AF | <https://nationalhighways.co.uk> | info@nationalhighways.co.uk

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