

**A66 Northern Trans-Pennine Project
TR010062**

**8.4 Change Application –
Habitats Regulations Assessment
(HRA) Technical Note (Rev 2) (Clean)**

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**8.4 CHANGE APPLICATION – HABITATS REGULATIONS
ASSESSMENT (HRA) TECHNICAL NOTE**

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1.1 Introduction

- 1.1.1 This Technical Note supplements the Habitats Regulations Assessment (HRA) Stage 2 Statement to Inform Appropriate Assessment (SIAA) (APP-235) in relation to the potential impacts of the construction and operation of the changes accepted into the Examination by the Examining Authority as confirmed in the Procedural Decision dated 18 April 2023 (PD-014), following the methodology set out in the Design Manual for Roads and Bridges (DMRB) LA115 and any other relevant guidance.
- 1.1.2 The potential impacts of the changes on European sites are detailed in Section 1.8 of this Technical Note.
- 1.1.3 The Technical Note should be read alongside the HRA Stage 2 SIAA (APP-235).

1.2 Legislation

- 1.2.1 There has been no change in the legislation of the Conservation of Habitats and Species Regulations 2017 (as amended by the Conservation of Habitats and Species (amendment) (EU Exit) Regulations 2019)¹ since the submission of the HRA Stage 2 SIAA (APP-235).

1.3 Assessment methodology

- 1.3.1 The methodology for the assessment of the changes remains the same as described in Section 1.4 of the HRA Stage 2 SIAA (APP-235).

Scoping

- 1.3.2 There is no change to the scope of the assessment for the HRA Stage 2 SIAA (APP-235) for the changes.

Consultation

- 1.3.3 The changes have been presented to statutory consultees and other stakeholders. There are responses relevant to the HRA. These comments are detailed in the Change Application Consultation Report (Document Reference 8.2, CR1-007) and have been taken into account in this assessment.

1.4 Assumptions and limitations

- 1.4.1 Assumptions and limitations specific to the air quality assessment, fluvial geomorphology assessment, hydrogeological impact assessment and water quality assessment are detailed from paragraph 1.4.3 within the HRA Stage 2 SIAA (APP-235) and within the associated technical appendices.

¹ In general, the EU Exit Regulations (see Reg. 4) retain the requirements and interpretation of, and relevance of guidance that applied to the 2017 Regulations, but with adjustments necessary to reflect the UK's exit from the European Union.

1.5 Study area

- 1.5.1 The study area (protected sites potentially affected by the changes) for this assessment remains the same as those described in Section 1.3 of the HRA Stage 2 SIAA (APP-235). This is discussed further in Section 1.8.

1.6 Baseline conditions

- 1.6.1 The baseline conditions for this assessment are consistent with those described within the HRA Stage 2 SIAA (APP-235).

1.7 Summary of HRA Stage 2 SIAA as submitted as part of the DCO

Construction

- 1.7.1 Sections 1.5 to 1.7 (and the Executive Summary) of the HRA Stage 2 SIAA (App-235) set out the construction related Appropriate Assessment.
- 1.7.2 It was considered that adverse effects on the integrity of the European sites, as a result of the construction of the Project, could be ruled out (beyond reasonable scientific doubt) alone and in combination with other projects.

Operation

- 1.7.3 Sections 1.5 to 1.7 (and the Executive Summary) of the HRA Stage 2 SIAA (App-235) set out the operation related Appropriate Assessment.
- 1.7.4 It was considered that adverse effects on the integrity of the European sites, as a result of the operation of the Project, could be ruled out (beyond reasonable scientific doubt) alone and in combination with other projects.

1.8 Potential impacts of the changes

- 1.8.1 The HRA Stage 1 Screening Report (Habitats Regulations Assessment Stage 1: Likely Significant Effects Report, APP-234) identified five European sites with the potential to be affected by the Project:
- River Eden SAC (within 2km, crosses or lies adjacent to, upstream of, or downstream of, a watercourse which is designated in part or wholly as a European site, and within 200m of the Affected Road Network (ARN) in an area predicted to experience an increase in traffic flows resulting from the Project)
 - Helbeck and Swindale Woods SAC (within 2km)
 - Moor House-Upper Teesdale SAC (within 2km)
 - North Pennine Moors SAC (within 2km, within 200m of the ARN in an area predicted to experience an increase in traffic flows resulting from the Project)
 - North Pennine Moors SPA (within 2km, within 200m of the ARN in an area predicted to experience an increase in traffic flows resulting from the Project).

Helbeck and Swindale Woods SAC and Moor House-Upper Teesdale SAC

- 1.8.2 In the case of Helbeck and Swindale Woods SAC and Moor House-Upper Teesdale SAC, the HRA Stage 1 Screening Report (APP-234) concluded that the Project was not likely to have a significant effect on the qualifying interest features of the sites alone with no residual effect. Helbeck and Swindale Woods SAC and Moor House-Upper Teesdale SAC are located ~450m and ~900m respectively from Project at their nearest points. Both sites are located upstream of the Project with no credible pathway for effect on any of the qualifying features. Further information is contained in the HRA Stage 1 Screening Report (APP-234).
- 1.8.3 None of the changes are considered to result in any new pathways for effect which may result in likely significant effects on either Helbeck and Swindale Woods SAC and Moor House-Upper Teesdale SAC. This is due to one or a combination of the following:
- Distance of the changes to the European site, which remains broadly consistent with those presented.
 - The changes are minor which would not result in a pathway for effect.
- 1.8.4 Consequently, it is considered that none of the changes affect the screening results for these sites (APP-234). Therefore, likely significant effects on Helbeck and Swindale Woods SAC and Moor House-Upper Teesdale SAC have been ruled out.

North Pennine Moors SAC and North Pennine Moors SPA

- 1.8.5 North Pennine Moors SAC and North Pennine Moors SPA were taken through to Stage 2 SIAA as likely significant effects could not be ruled out from potential changes in air quality. These two European sites were scoped in due to being within 200m of the ARN. None of the changes will result in new or different likely significant effects to air quality. Furthermore, the changes are not located within the wider ARN or within 200m of either of these European sites. Consequently, there are no changes to adverse effects on integrity of either North Pennine Moors SAC or North Pennine Moors SPA. Therefore, no further assessment is required of these two European sites and the results of the HRA Stage 2 SIAA (APP-235, APP-235) remain unchanged.

River Eden SAC

- 1.8.6 A number of changes have the potential to impact on the River Eden SAC during both construction and operation, as they are located in close proximity to the SAC and functionally linked habitats or are hydrologically connected to the SAC. The changes are assessed in relation to the outcome of the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) and the Stage 2 SIAA (APP-235) submitted as part of the DCO.

Table 1-1: Design Changes assessed in relation to the River Eden SAC and scoping out rationale

Design change	Scoped in (✓) or out (x)	Rationale for scoping out
DC-01 – Change in speed limit west of M6 Junction 40	x	<p>The River Eden SAC is not located within the boundary of this change. The change does not alter the Order Limits or the Indicative Site Clearance Boundary which was used for the HRA Stage 2 SIAA. The reduction in the speed limit does not change any previously identified direct or indirect pathways for effect on qualifying features. Any potential for new or different effects from DC-01 as a result of air quality have been scoped out, as has the potential for new or different effects on the water environment, as described in ES Addendum Volume I. There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the Environmental Management Plan (EMP) (REP3-004). Consequently, DC-01 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).</p>
DC-03 – Reorientation of Kemplay Bank junction	x	<p>Thacka Beck is functionally linked to the River Eden SAC and is located within the boundary of the change. The change does not alter the Order Limits or the Indicative Site Clearance Boundary which was used for the HRA Stage 2 SIAA. Drainage (specifically the effects on outfalls and pond locations) remains unchanged and any potential for new or different effects on the water environment as a result of DC-03 have been scoped out, as described in ES Addendum Volume I. There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Consequently, DC-03 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report APP-234) or the Stage 2 SIAA (APP-235).</p>
DC-04 – Separation of, and greater flexibility for, shared public rights of way and private access track provision from Penrith to Temple Sowerby scheme	x	<p>The change relates to three crossings of tributaries of the River Eden SAC: Lightwater, Unnamed Tributary of River Eamont 3.3 and Unnamed Tributary of River Eamont 3.5. Lightwater was identified to be functionally linked to the River Eden SAC as it was shown to support Atlantic salmon (eDNA data only) a qualifying feature of the SAC. Both the Unnamed Tributaries of River Eamont 3.3 and 3.5 are not functionally linked as they did not support qualifying species or habitat suitable for qualifying features.</p> <p>The change will result in minor amendments to the culvert at Lightwater. The location of Lightwater maintenance lane culvert will be moved within the Order Limits. Assuming a worst-case scenario, it has been assumed that the Lightwater maintenance lane culvert shall be located a short distance (approximately 50m) downstream of the A66 carriageway. The longitudinal length (10m) of the culvert and all other dimensions are unchanged from the design presented at DCO.</p>

Design change	Scoped in (✓) or out (x)	Rationale for scoping out
		<p>There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). In line with the EMP any loss of riparian habitat as a result of this change will be mitigated in line with EMP commitments, to ensure for the replanting of lost habitats, that are not replaced directly, the type and quality of the habitats replaced is greater than that lost in terms of no net loss and positive gains.</p> <p>Consequently, DC-04 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).</p>
<p>DC-05 - Removal of junction for Sewage Treatment Works (and private residence) from A66, and provision of an alternative access from B6262</p>	<p>x</p>	<p>Lightwater is functionally linked to the River Eden SAC and located within the location of the change. The change does not alter the Order Limits or the Indicative Site Clearance Boundary which was used for the HRA Stage 2 assessment. Ponds will be resized and moved, as part of this change but outfalls will remain as per the current DCO design. In line with the HRA Stage 2 SIAA and EMP (REP3-004), the detailed design of attenuation ponds will be informed and assessed using the Highways England's Water Assessment Tool (HEWAT). There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Consequently, DC-05 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).</p>
<p>DC-06 - Increase in vertical Limits of Deviation local to Shell Pipeline</p>	<p>x</p>	<p>The change does not alter the Order Limits or the Indicative Site Clearance Boundary which was used for the HRA Stage 2 assessment. There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Drainage (specifically the effects on outfalls and pond locations) remains unchanged and any potential for new or different effects on the water environment as a result of DC-06 have been scoped out, as described in ES Addendum Volume I. Consequently, DC-06 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).</p>
<p>DC08 – Inversion of the mainline alignment at the junction at Center Parcs</p>	<p>x</p>	<p>The change does not alter the Order Limits or the Indicative Site Clearance Boundary which was used for the HRA Stage 2 SIAA. The change does not affect the aquatic environment, and drainage (specifically the effects on outfalls and pond locations) remains unchanged; any potential for new or different effects on the water environment as a result of DC-08 have been scoped out, as described in ES Addendum Volume I.</p> <p>There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Consequently, DC-08 is not considered to alter the results of the assessment presented in</p>

Design change	Scoped in (✓) or out (x)	Rationale for scoping out
		either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).
DC09 - Flexibility to reuse the existing A66 carriageway	x	The change does not alter the Order Limits or the Indicative Site Clearance Boundary which was used for the HRA Stage 2 assessment. The change does not affect the aquatic environment, and drainage (specifically the effects on outfalls and pond locations) remains unchanged; any potential for new or different effects on the water environment as a result of DC-09 have been scoped out, as described in ES Addendum Volume I. There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Consequently, DC-09 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).
DC11 – Earlier tie-in of Cross Street to the existing road	x	The change does not alter the Order Limits or the Indicative Site Clearance Boundary which was used for the HRA Stage 2 assessment. The change does not affect the aquatic environment, and drainage (specifically the effects on outfalls and pond locations) remains unchanged; any potential for new or different effects on the water environment as a result of DC-11 have been scoped out, as described in ES Addendum Volume I. There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Consequently, DC-11 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).
DC13 - Realignment of Main Street	x	The change does not alter the Order Limits, however during construction the change would result in a change to the permanent land take. This would therefore result in amendments to the Indicative Site Clearance Boundary. However, the River Eden or functionally linked habitat is not situated within the location of this change (impacted habitats include an area of coniferous plantation woodland and arable land). The change does not affect the aquatic environment, and drainage (specifically the effects on outfalls and pond locations) remains unchanged; any potential for new or different effects on the water environment as a result of DC-13 have been scoped out, as described in ES Addendum Volume I. There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Consequently, DC-13 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).

Design change	Scoped in (✓) or out (x)	Rationale for scoping out
DC14 - Realignment of Sleastonhow Lane	x	<p>The change does not alter the Order Limits, which was used for the HRA Stage 2 assessment. However, the change will alter the Indicative Site Clearance Boundary and permanent land take. However, the River Eden or functionally linked habitat is not situated within the location of this change. The change does not affect the aquatic environment, and drainage (specifically the effects on outfalls and pond locations) remains unchanged; any potential for new or different effects on the water environment as a result of DC-14 have been scoped out, as described in ES Addendum Volume I.</p> <p>There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Consequently, DC-14 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).</p>
DC15 - Realignment of Crackenthorpe underpass	x	<p>The change does not alter the Order Limits or the Indicative Site Clearance Boundary which was used for the HRA Stage 2 assessment. The change does not affect the aquatic environment, and drainage (specifically the effects on outfalls and pond locations) remains unchanged; any potential for new or different effects on the water environment as a result of DC-15 have been scoped out, as described in ES Addendum Volume I.</p> <p>There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Consequently, DC-15 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).</p>
DC17 - Cafe Sixty Six - Revised land plan	x	<p>The change does not alter the Order Limits or the Indicative Site Clearance Boundary which was used for the HRA Stage 2 assessment. The change does not affect the aquatic environment, and drainage (specifically the effects on outfalls and pond locations) remains unchanged; any potential for new or different effects on the water environment as a result of DC-17 have been scoped out, as described in ES Addendum Volume I.</p> <p>There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Consequently, DC-17 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).</p>
DC19 - Realignment of cycleway local to Cringle and Moor Beck	x	<p>The change requires a change in the Order Limits used for the HRA Stage 2 assessment. However, the new area of Order Limits is within the alignment of the existing A66, i.e. an area of existing hardstanding. The relocation of the cycleway removes the requirement for two watercourse crossings for the cycleway on Hayber</p>

Design change	Scoped in (✓) or out (x)	Rationale for scoping out
		Beck and Moor Beck (both functionally linked to the River Eden SAC). Drainage (specifically the effects on outfalls and pond locations) remains unchanged; any potential for new or different effects on the water environment as a result of DC-19 has been scoped out, as described in ES Addendum Volume I. There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Consequently, DC-19 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).
DC20 - Update to Limits of Deviation on eastbound connection to local road (immediately west of Hayber Lane)	x	The change does not alter the Order Limits or the Indicative Site Clearance Boundary which was used for the HRA Stage 2 assessment. The change does not affect the aquatic environment, and drainage (specifically the effects on outfalls and pond locations) remains unchanged; any potential for new or different effects on the water environment as a result of DC-20 have been scoped out, as described in ES Addendum Volume I. There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Consequently, DC-20 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).
DC21 - Amendments to Order Limits within Ministry of Defence land	x	The change requires removal of some areas from the Order Limits and addition of some areas that were not previously in the Order Limits, to be used as habitat mitigation. The change would not result in any impact to the River Eden SAC or any functionally linked habitat as the change is for beneficial changes to habitats. The change does not affect the aquatic environment, and drainage (specifically the effects on outfalls and pond locations) remains unchanged; any potential for new or different effects on the water environment as a result of DC-21 have been scoped out, as described in ES Addendum Volume I. There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Consequently, DC-21 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).
DC24 - Reuse of existing A66 (North of Flitholme)	x	The change does not alter the Order Limits, however it requires a new section of cutting that has the potential to be a maximum of 6m deep. The interpretation of the assessment for Appleby to Brough scheme presented in ES Appendix 14.6 Hydrogeological Impact Assessment (APP-225), upon which the HRA Stage 2 SIAA is based, is not anticipated to change due to the change as described within Appendix 5: Hydrogeological Impact Assessment Addendum, found within Volume II of the Environmental Addendum.

Design change	Scoped in (✓) or out (x)	Rationale for scoping out
		<p>The revised zone of influence extends the zone of influence presented in ES Appendix 14.6 Hydrogeological Impact Assessment (APP-225) by a small area to the south of the underpass and an area north-west of the assessed cutting. However, the new areas are not anticipated to impact any new receptors, and the assessed cutting is not anticipated to cause greater impact to those receptors already identified (including the River Eden SAC) as being impacted in ES Appendix 14.6 Hydrogeological Impact Assessment (APP-225).</p> <p>There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Consequently, DC-24 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).</p>
<p>DC25 – Removal of Langrigg westbound junction, revision to Langrigg Lane link, and shortening of Flitholme Road</p>	<p>x</p>	<p>The removal of the Langrigg junction results in less land take and includes the relocation of a large balancing pond away from an area of marshy grassland/fen habitat. The change also includes two areas outside of the Indicative Site Clearance Boundary. One area is at the western end of the change location where the change joins onto the existing Flitholme Road (within the DCO Order Limits). The second area is at the eastern end of the change location where an additional area of land is outside of the Order Limits to enable the outfall of the relocated balancing pond into the unnamed tributary of Lowgill Beck (functionally linked to the River Eden SAC). The change results in no new or greater impacts to the nearby road drainage and water environment receptors assessed during the operation phase.</p> <p>There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). No impacts on the watercourse are anticipated which are new or different to those reported in the HRA Stage 1 Likely Significant Effects Report or Stage 2 SIAA (APP-235). Consequently, DC-25 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).</p>
<p>DC26 - Revision to West View Farm accommodation bridge and removal of West View Farm underpass</p>	<p>x</p>	<p>The change does not alter the Order Limits or the Indicative Site Clearance Boundary which was used for the HRA Stage 2 assessment. The change does not affect the aquatic environment, and drainage (specifically the effects on outfalls and pond locations) remains unchanged; any potential for new or different effects on the water environment as a result of DC-26 have been scoped out, as described in ES Addendum Volume I. There are no changes to any of the proposed mitigation measures in the HRA Stage 2 SIAA (APP-235) or in the EMP (REP3-004). Consequently, DC-26 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) or the Stage 2 SIAA (APP-235).</p>

Design change	Scoped in (✓) or out (x)	Rationale for scoping out
DC27 - Construction of noise barrier south of Brough	x	DC-27 is located in the Appleby to Brough scheme. In line with the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) the potential for likely significant effects on the River Eden SAC were ruled out due to proximity and lack of functional or hydrological linkage between the SAC and the Project. Consequently, DC-27 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234).
DC28 - Realignment of local access road to be closer to new dual carriageway east of Bowes	x	DC-28 is located in the Bowes Bypass scheme. In line with the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) the potential for likely significant effects on the River Eden SAC were ruled out for the following schemes, due to proximity and lack of functional or hydrological linkage: Bowes Bypass, Cross Lanes to Rokeby, Stephen Bank to Carkin Moor and A1(M) Junction 53 Scotch Corner. Consequently, DC-28 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234).
DC30 - Realignment of maintenance/footpath adjacent to Waitlands Lane	x	DC-30 is located in the Stephen Bank to Carkin Moor scheme. In line with the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (Document 3.5, APP-234) the potential for likely significant effects on the River Eden SAC were ruled out for the following schemes, due to proximity and lack of functional or hydrological linkage: Bowes Bypass, Cross Lanes to Rokeby, Stephen Bank to Carkin Moor and A1(M) Junction 53 Scotch Corner. Consequently, DC-30 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234).
DC31 - Realignment of Warrener Lane	x	DC-31 is located in the Stephen Bank to Carkin Moor scheme. In line with the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234) the potential for likely significant effects on the River Eden SAC were ruled out for the following schemes, due to proximity and lack of functional or hydrological linkage: Bowes Bypass, Cross Lanes to Rokeby, Stephen Bank to Carkin Moor and A1(M) Junction 53 Scotch Corner. Consequently, DC-31 is not considered to alter the results of the assessment presented in either the Habitat Regulations Assessment (HRA) Stage 1 Likely Significant Effects Report (APP-234).

1.9 References

- 1.9.1 See reference list detailed in Stage 2 SIAA (APP-235) which details any references made in this Technical Note.