

## Cross Lanes to Rokeby

Table 5-7: Summary of preliminary assessment of likely significant environmental effects – Cross Lanes to Rokeby

Factor	Preliminary assessment of likely significant environmental effects	
	Construction stage	Operation stage
Air Quality	<ul style="list-style-type: none"> <li>Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above).</li> </ul>	<ul style="list-style-type: none"> <li>Preliminary assessment for air quality has been undertaken on the basis of the whole route (see route wide table above).</li> </ul>
Biodiversity	<p><b>Black Cross Lanes – Black Rokeby (PRA)</b></p> <ul style="list-style-type: none"> <li>There is the potential for likely significant effects on Thorsgill Wood LWS and Rokeby Park and Mortham Wood LWS relating to air quality. Subject to further assessment.</li> <li>There is the potential for likely significant effects due to the loss of Priority Habitats, and possibly AW, and air quality. Potential loss of up to five mature sycamore trees. Subject to further design and mitigation.</li> <li>Effects will be the same as route wide table above on bat roosts and bat activity, barn owls, amphibians, reptiles and terrestrial invertebrates subject to ongoing surveys.</li> </ul>	<p><b>Black Cross Lanes – Black Rokeby (PRA)</b></p> <ul style="list-style-type: none"> <li>There is the potential for likely significant effects on Thorsgill Wood LWS and Rokeby Park and Mortham Wood LWS and Waterfall Wood AW relating to air quality. Subject to further assessment.</li> <li>There is the potential for likely significant effects on Priority Habitats, and possibly AW, due to air quality. Subject to further assessment.</li> <li>Effects will be the same as route wide table above on bat roosts and bat activity, barn owls, wintering birds, breeding birds, amphibians, reptiles and terrestrial invertebrates subject to ongoing surveys.</li> <li>Effects will be the same as route wide table above on red squirrel and other terrestrial mammal</li> </ul>

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	<ul style="list-style-type: none"> <li>Effects will be the same as route wide table above on red squirrel and other terrestrial mammal species due to habitat loss and possible fragmentation impacts.</li> </ul> <p><b>Blue (Cross Lanes) alternative junction</b></p> <ul style="list-style-type: none"> <li>The effects are as per Black-Black route, though for this junction option there is more loss and severance of habitats at the western end of the scheme, particularly affecting deciduous woodland, hedgerows and semi-improved grassland.</li> </ul> <p><b>Red (Rokeby) alternative junction</b></p> <ul style="list-style-type: none"> <li>The effects are as per the Black-Black route, though for this option there is additional severance to ancient woodland at Church Wood, loss and severance to Jones Wood AW and additional loss of Priority Habitats but reduced loss of the mature sycamore trees.</li> </ul>	<p>species due to habitat loss and possible fragmentation impacts.</p> <p><b>Blue (Cross Lanes) alternative junction</b></p> <ul style="list-style-type: none"> <li>The effects are as per Black-Black route.</li> </ul> <p><b>Red (Rokeby) alternative junction</b></p> <ul style="list-style-type: none"> <li>The effects are as per Black-Black route.</li> </ul>
Climate	<ul style="list-style-type: none"> <li>No likely significant effects anticipated from all alternatives.</li> </ul>	<ul style="list-style-type: none"> <li>No likely significant effects anticipated from all alternatives.</li> </ul>
Cultural Heritage	<p><b>Black Cross Lanes – Black Rokeby (PRA)</b></p> <ul style="list-style-type: none"> <li>No likely significant effects anticipated from all alternatives.</li> </ul> <p><b>Blue (Cross Lanes) alternative junction</b></p> <ul style="list-style-type: none"> <li>Permanent significant adverse effects are anticipated to affect the Ring Ditch, 120m north-east of Poundergill.</li> </ul> <p><b>Red (Rokeby) alternative junction</b></p>	<ul style="list-style-type: none"> <li>No likely significant effects anticipated from all alternatives.</li> </ul>

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	<ul style="list-style-type: none"> <li>Permanent significant adverse effect is anticipated to affect the Grade II* Registered Park and Garden at Rokeby Park.</li> </ul>	
Geology and Soils	<ul style="list-style-type: none"> <li>Likely significant effects due to the potential permanent land take and loss of high value agricultural soil resource (Grade 3a agricultural land) for all alternatives.</li> </ul>	<ul style="list-style-type: none"> <li>No likely significant effects anticipated from all alternatives.</li> </ul>
Landscape and Visual Effects	<p><b>Black Cross Lanes – Black Rokeby (PRA)</b></p> <ul style="list-style-type: none"> <li>Likely significant effects on Barningham, Brignall and Rokeby Broad Character Area</li> <li>Likely significant effects on residents at the west of Tutta Beck Farm, east of Tutta Beck Farm</li> <li>Likely significant effects on PRoW 5 and 8 west of Cross Lanes, PRoW 4, 5, 9 and 10 to the north of the A66, PRoW 3 and 6 to the south of the A66</li> <li>Likely significant effects on visitors to the Church of St. Mary and Cross Lanes Organic Farm</li> </ul> <p><b>Blue (Cross Lanes) alternative junction</b></p> <ul style="list-style-type: none"> <li>Likely significant effects on Boldron and Lartington Broad Character Area</li> <li>Likely significant effects on residents at the west of Tutta Beck Farm, east of Tutta Beck Farm</li> <li>Likely significant effects on PRoW 14, 1, 5, 7, 8, and 19 west of Cross Lanes</li> <li>Likely significant effects on visitors to the Cross Lanes Organic Farm</li> </ul>	<p><b>Black Cross Lanes – Black Rokeby (PRA)</b></p> <ul style="list-style-type: none"> <li>Likely significant effects at year 1 on: <ul style="list-style-type: none"> <li>Barningham, Brignall and Rokeby Broad Character Area</li> <li>Residents at the west of Tutta Beck Farm, School House, and The Rectory</li> <li>PRoW 5 and 8 west of Cross Lanes, PRoW 4, 5, 9 and 10 to the north of the A66, PRoW 3 and 6 to the south of the A66</li> <li>Visitors to the Church of St. Mary and Cross Lanes Organic Farm</li> </ul> </li> <li>Likely significant effects at year 15: <ul style="list-style-type: none"> <li>Barningham, Brignall and Rokeby Broad Character Area</li> <li>Residents at Pounder Gill, Smithy Cottage, Ivy Cottage, The Cottage and Birk House</li> <li>PRoW 5 and 8 west of Cross Lanes, PRoW 4, 5, 9 and 10 to the north of the A66, PRoW 3 and 6 to the south of the A66</li> <li>Visitors to the Church of St. Mary and Cross Lanes Organic Farm</li> </ul> </li> </ul> <p><b>Blue (Cross Lanes) alternative junction</b></p> <ul style="list-style-type: none"> <li>Likely significant effects at year 1 on:</li> </ul>

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	Construction stage	Operation stage
	<p><b>Red (Rokeby) alternative junction</b></p> <ul style="list-style-type: none"> <li>• Likely significant effects on Barningham, Brignall and Rokeby Broad Character Area</li> <li>• Likely significant effects on residents at the east of Tutta Beck Farm</li> <li>• Likely significant effects on PRow 13 to the north of the A66, PRow 3 and 6 to the south of the A66</li> <li>• Likely significant effects on visitors to Rokeby Park RPG</li> </ul>	<ul style="list-style-type: none"> <li>○ Boldron and Lartington Broad Character Area</li> <li>○ Residents at the west of Tutta Beck Farm, School House, and The Rectory</li> <li>○ PRow 14, 19, 1, 5, 7 and 8 west of Cross Lanes</li> <li>○ Visitors to Cross Lanes Organic Farm</li> <li>• Likely significant effects at year 15: <ul style="list-style-type: none"> <li>○ Boldron and Lartington Broad Character Area</li> <li>○ Residents at Pounder Gill, Dent House Farm, Smithy Cottage, Ivy Cottage, The Cottage and Birk House</li> <li>○ PRow 1, 5, 7 and 8 west of Cross Lanes</li> </ul> </li> </ul> <p><b>Red (Rokeby) alternative junction</b></p> <ul style="list-style-type: none"> <li>• Likely significant effects at year 1 on: <ul style="list-style-type: none"> <li>○ Barningham, Brignall and Rokeby Broad Character Area</li> <li>○ Residents at the School House, The Rectory, Tack Room Cottage, The Grove, and Ewebank</li> <li>○ PRow 13 to the north of the A66, PRow 3 and 6 to the south of the A66</li> <li>○ Visitors to Rokeby Park RPG</li> </ul> </li> <li>• Likely significant effects at year 15: <ul style="list-style-type: none"> <li>○ Barningham, Brignall and Rokeby Broad Character Area</li> <li>○ Residents at the School House, The Rectory, Tack Room Cottage, The Grove, and Ewebank</li> <li>○ PRow 13 to the north of the A66, PRow 3 and 6 to the south of the A66</li> </ul> </li> </ul>

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Material Assets and Waste	<ul style="list-style-type: none"> <li>Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above).</li> </ul>	<ul style="list-style-type: none"> <li>Preliminary assessment for material assets and waste has been undertaken on the basis of the whole route (see route wide table above).</li> </ul>
Noise and Vibration	<ul style="list-style-type: none"> <li>There is potential for significant effects across the scheme. Effects will be temporary and localized depending on the specific activity and construction stage.</li> <li>The location and duration of these effects are yet to be determined and are subject to further assessment.</li> </ul>	<p><b>Black Cross Lanes – Black Rokeby (PRA)</b></p> <ul style="list-style-type: none"> <li>Significant adverse effects are predicted to 225 residential receptors and 12 non-residential receptors. Subject to on-going mitigation design and further assessment.</li> <li>Significant beneficial effects are predicted to 216 residential receptors and 64 non-residential receptors.</li> </ul> <p><b>Black Cross Lanes – Red Rokeby</b></p> <ul style="list-style-type: none"> <li>Significant adverse effects are predicted to 14 residential receptors and one non-residential receptors. Subject to on-going mitigation design and further assessment.</li> <li>Significant beneficial effects are predicted to 39 residential receptor and four non-residential receptors.</li> </ul> <p><b>Blue Cross Lanes – Black Rokeby</b></p> <ul style="list-style-type: none"> <li>Significant adverse effects are predicted to 195 residential receptors and eight non-residential receptors. Subject to on-going mitigation design and further assessment.</li> <li>Significant beneficial effects are predicted to 219 residential receptors and 65 non-residential receptors.</li> </ul> <p><b>Blue Cross Lanes – Red Rokeby</b></p>

Factor	Preliminary assessment of likely significant environmental effects	
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		<ul style="list-style-type: none"> <li>• Significant adverse effects are predicted to 16 residential receptors and one non-residential receptor. Subject to on-going mitigation design and further assessment.</li> <li>• Significant beneficial effects are predicted to 32 residential receptors and four non-residential receptors.</li> </ul>
Population and Human Health	<p>The following effects apply to all alternatives:</p> <ul style="list-style-type: none"> <li>• Walkers, cyclists and horse riders – potential likely significant effects due to the severance of PRow and other WCH provisions due to the land required for the construction of the project.</li> <li>• Agricultural land holdings – potential likely significant effects due to the loss of or damage to key characteristics, features or elements of the agricultural holding and potential effect of this change on viability.</li> <li>• Cross Lanes Organic Farm Shop - potential likely significant effects due to a potential permanent loss of land – direct acquisition of land for the scheme.</li> <li>• Residents of rural properties, potentially negative health effects on wellbeing and quality of life due to noise and visual effects</li> <li>• Rural communities – potentially negative health effect due to severance caused by construction activities and traffic, leading to reduced access to services and facilities</li> </ul>	<p>The following effects apply to all alternatives</p> <ul style="list-style-type: none"> <li>• Walkers, cyclists and horse riders – potential for beneficial significant effects if additional formal crossing points are introduced across the A66, that will bring improvements to WCH journey times, in some cases. However, there is also the potential for adverse significant effects due to increased journey times dependent upon the permanent scheme design.</li> <li>• Residents of rural properties, potentially negative health effects due to impacts on quality of life from noise and visual effects.</li> <li>• Rural communities - potentially positive health effect due to improved access to community facilities resulting from improved traffic flows on the A66.</li> </ul>

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Road Drainage and the Water Environment	<ul style="list-style-type: none"> <li>No likely significant effects anticipated from all alternatives.</li> </ul>	<ul style="list-style-type: none"> <li>No likely significant effects anticipated from all alternatives.</li> </ul>