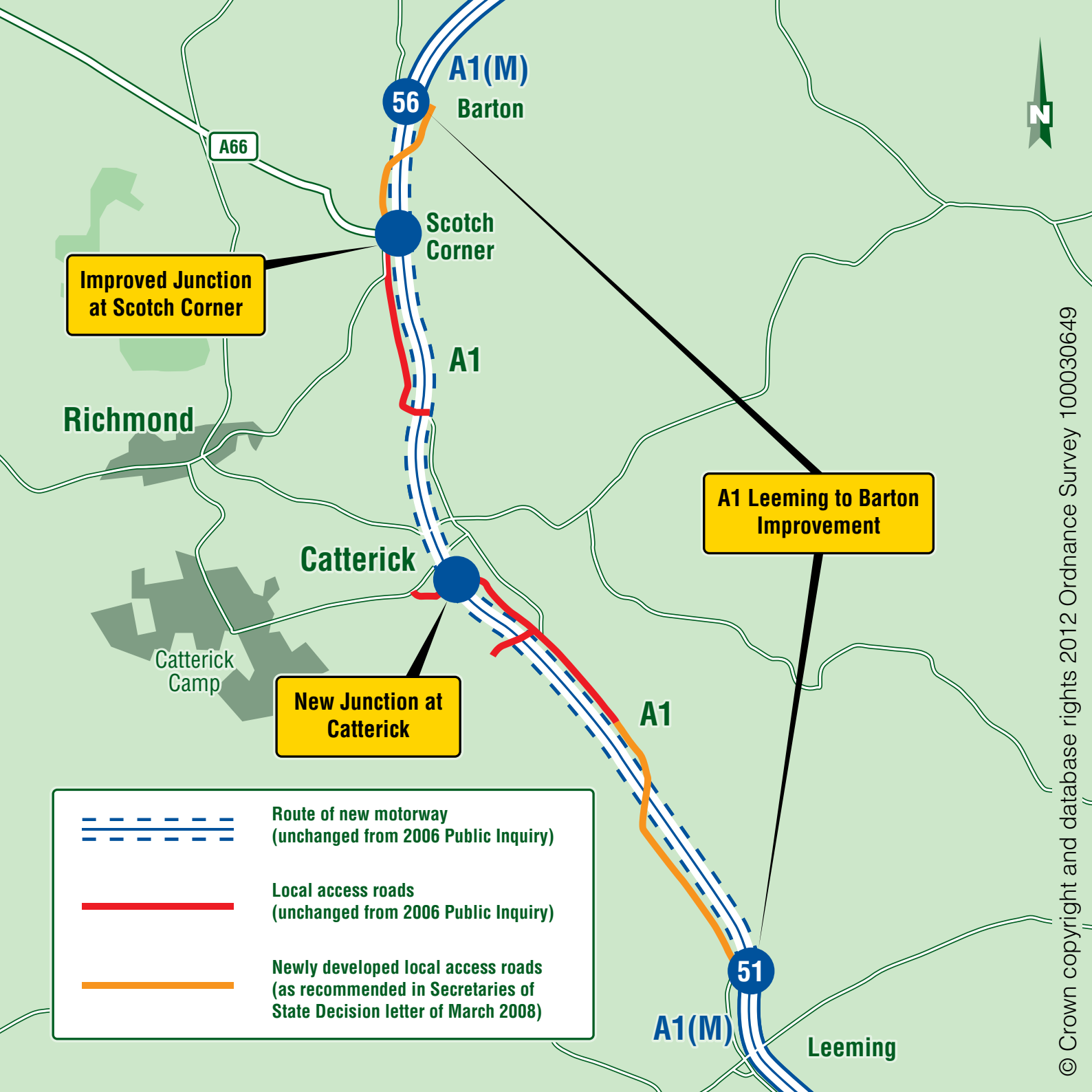


# Leeming to Barton **A1** Improvement





## Introduction

Following the Public Inquiry in November 2006, the Secretaries of State for Transport and Communities and Local Government announced the decision to proceed with the Dishforth to Leeming section of the A1 Dishforth to Barton improvements.

In December 2012 the Chancellor of the Exchequer delivered his autumn statement to Parliament announcing the decision to proceed with the remaining section of the scheme between Leeming and Barton. We are now developing the design of this section of the A1.



## Timeline

Public Inquiry  
October/  
November 2006

All objections to the scheme were considered. After the Inspector's report, the Secretaries of State concluded that there was no sustained objection to the principle of upgrading the Dishforth to Barton trunk road to motorway. The Secretaries of State did however consider that further investigation was needed to consider the provision of a local access road between Leeming and Catterick, and between Scotch Corner and Barton. The Secretaries of State deferred making those parts of the orders affected by the local access road provisions.

Secretaries of  
State decision  
March 2008

As a result of the Secretaries of State decision to proceed with the Dishforth to Barton improvement, the scheme was to be developed as two linked schemes. Dishforth to Leeming and Leeming to Barton. In September 2008, the main line orders for Dishforth to Barton and the side road orders for Dishforth to Leeming were made. The compulsory purchase orders were made for Dishforth to Leeming in October 2008.

Dishforth to Leeming  
March 2009

Construction of the Dishforth to Leeming section commenced in March 2009 and completed in March 2012.

Spending Review  
October 2010

The Secretaries of State announced the cancellation of the A1 Leeming to Barton improvement scheme.

Autumn Statement  
December 2012

In December 2012 the Chancellor of the Exchequer delivered his autumn statement to Parliament announcing the decision to proceed with the remaining section of the scheme between Leeming and Barton.

February 2013

Public information exhibition.

## Environmental mitigation

The environmental statement details a series of measures which will minimise the impact of construction on the surrounding environment.

As you drive along the new motorway between Dishforth and Leeming you can see a number of areas where work to mitigate environmental impact has already been undertaken.

Here are some of the actions we intend to implement as part of the proposals to minimise the impact between Leeming and Barton:



## Nature conservation

We will create new habitats away from the road for great crested newts and bats as well as protection for badgers. These habitats will be created in advance of construction so that we can relocate any protected species which are within the construction area. These habitats are in addition to those created within the balancing ponds.

A full time ecologist will be on site during the construction and habitat creation to ensure that protected species are not harmed during the works.

All works related to protected species will be carried out under appropriate licenses.





## Balancing ponds

Water draining from the road will be collected in balancing ponds. These ponds are designed to store water, allowing pollutants to settle out before the water drains into local watercourses. The creation of balancing ponds contributes to sustainable drainage solutions and pollution prevention, as well as providing an opportunity for habitat creation and improving ecological diversity within the area.

## Existing planting

Where possible, existing mature trees and hedge planting will be retained to maintain and improve the current resource and to provide screening. The relocation of important hedgerows will be considered where practical.

## Noise and air quality

We will undertake noise monitoring along the route prior to the start of construction as a baseline against which to measure any changes during construction.

Air quality monitoring will be undertaken throughout construction and a management plan will be put in place to manage dust.

A full time environmental manager, based on site, will oversee all of the environmental aspects of the improvements.

## History and archaeology

### Historic buildings

We have undertaken a review of all historic buildings affected by the improvement scheme. Where construction impacts are unavoidable, structures of historic interest will be recorded in detail and mitigation measures undertaken.

### Historic landscape features

Features, such as the earthwork remains of ridge and furrow and ancient boundaries will be recorded during site clearance work and we will maintain a watch for other historic landscape features, such as mileposts.

*This image shows archaeology found along the Dishforth to Leeming section.*

### Archaeology

A number of archaeological sites have been identified for excavation in advance of construction work, including Nationally Designated Romano-British sites. A full time team of archaeologists will be present during site clearance work and topsoil removal in order to undertake these excavations and to identify and record any additional sites encountered.



## Local access road

In March 2008, the Secretaries of State recommended that we develop the proposals for a local access road provision between Leeming & Catterick and between Scotch Corner & Barton junctions.

We have now considered the local access road provision and have revised the proposals, in agreement with North Yorkshire County Council, to incorporate the following lengths of local road into the scheme:

- A new local access road starting at the recently constructed Junction 51 (Leeming) and heading northwards on the west side of the new motorway, before crossing on a new bridge south of Low Street then running on the east side of the motorway towards Catterick.

- A new local access road starting at Scotch Corner and heading northwards on the west side of the new motorway, before crossing over on a new bridge south of Kneeton Hall and connecting with the existing Kneeton Lane on the east side of the motorway, providing a connection to the existing Junction 56 (Barton).

Apart from these two lengths of local road described above the scheme remains as shown at the 2006 Public Inquiry.



## Access for pedestrians, cyclists and horse riders

The proposals will provide enhanced access for pedestrians, equestrians and cyclists along the length of the scheme through the provision of a continuous local access road between Leeming and Barton.

We are still discussing the detail, which will be agreed with North Yorkshire County Council (the local highway authority) and other interested stakeholders as the design is developed.

The scheme design will create circular routes on each side of the motorway for equestrians, pedestrians and cyclists. Connections will be provided across the motorway from east to west utilising existing or new bridges.



## Contact us

If you want to contact us or find out more about this project, you can:

- Visit the scheme web page at [www.highways.gov.uk/A1LeemingBarton](http://www.highways.gov.uk/A1LeemingBarton)
- Email us at [A1LeemingtoBarton@highways.gsi.gov.uk](mailto:A1LeemingtoBarton@highways.gsi.gov.uk)
- Follow us on Twitter [http://www.twitter.com/HAttraffic\\_yorks](http://www.twitter.com/HAttraffic_yorks)  
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# The team

Client/Employer



Employers Agent



Employers Valuation and  
Property Adviser



Joint Venture Contractor



Contractors Designers



Local Highway Authority  
(Key Stakeholder)



If you need help using this or any other Highways Agency information, please call **0300 123 5000** and we will assist you.

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