

A66 Northern Trans-Pennine Project

TR010062

4.5 Statement of Common Ground with the Gypsy and Travellers Representatives

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A66 Northern Trans-Pennine Project
Development Consent Order 202X

**4.5 STATEMENT OF COMMON GROUND WITH THE
GYPSY AND TRAVELLER REPRESENTATIVES**

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground ("SoCG") has been prepared in respect of the proposed A66 Northern Trans-Pennine ("the Application") made by National Highways Limited ("National Highways") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order ("the Order") under section 37 of the Planning Act 2008 ("PA 2008").
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All Application documents are available on the Planning Inspectorate website.
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, where agreement will not be reached, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.
- 1.1.4 This SoCG has been prepared by the Applicant and in its view provides an accurate record of discussions to date and a summary of the issues that are either agreed, subject to further discussion or not agreed. The Applicant will work to agree and submit joint working drafts of the SoCG as the examination progresses. Prior to the end of the examination, the Applicant intends to submit jointly on behalf of both parties a final SoCG confirming what matters have been agreed and have not been agreed, and if any remain under discussion.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) National Highways as the Undertaker and (2) the Gypsy and Traveller Representatives.
- 1.2.2 National Highways (formerly Highways England) became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State.
- 1.2.3 The Gypsy and Traveller Representatives represents the wider Gypsy, Traveller, Roma community which has interests in local events such as Appleby Fair and Brough Hill Fair. The community stakeholder is responsible for sharing the views of their community on the proposed works to the A66.

1.3 Terminology

- 1.3.1 In the table in the Issues section of this SoCG:
- "Agreed" indicates area(s) of agreement
 - "Under discussion" indicates area(s) of current disagreement where resolution remains possible, and where parties continue discussing the

issue to determine whether they can reach agreement by the end of the examination

- “Not agreed” indicates a final position for area(s) of disagreement where the resolution of different positions will not be possible, and parties agree on this point

1.3.2 It can be assumed that any matters not specifically referred to in the Issues section of this SoCG are not of material interest or relevance to the Gypsy and Traveller Representatives, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, unless otherwise raised in due course by the Gypsy and Traveller Representatives.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that has taken place between National Highways and the Gypsy and Traveller Representatives in relation to the Application is outlined in table 2.1.

Table 2.1 – Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes
03.02.2021	Phone Call	Phone call between Bill Lloyd, National Highways and the Project Team discussing cultural significance of the local Fairs.
18.03.2021	Email	Correspondence between Bill Lloyd and National Highways communications team to discuss contacts with the Gypsy and Traveller Facebook groups.
19.03.2021	Email	Correspondence between Bill Lloyd and the Project Team to discuss the potential for a Gypsy and Traveller Focus Group.
22.03.2021	Phone Call	Message left by Bill Lloyd with Project Team notifying of impacts of resurfacing works on Appleby Horse Fair traffic.
23.03.2021	Letter	Letter issued from Project Team to Bill Lloyd regarding the resurfacing works in Appleby.
07.04.2021	Phone call	Correspondence between Billy Welch and the Project Team discussing Brough Hill Fair and meeting availabilities.
20.04.2021	Email	Email from Project Team exploring other examples of Gypsy Fair relocation and asking for details of the charter.
09.06.2021	Phone Call	Phone Call between Bill Lloyd and Project Team discussing the history, legal status and operations of Brough Hill Fair.
11.06.2021	Email	Email from Project Team with meeting note and leaflet regarding junctions appended.
06.07.2021	Email	Email from Project Team to Bill Lloyd with meeting notes of phone meeting.
16.07.2021	Email	Email from the Project Team to Bill Welch attaching leaflet in the Warcop event.
17.07.2021	Email	Email between Project Team and Bill Lloyd regarding meeting note amendments.
16.07.2021	Phone Call	Phone call between Billy Welch and Project Team to discussing the relocation of Brough Hill Fair and invitation to the drop-in regarding alternatives for this part of the project.
13.08.2021	Phone Call	Phone call between Billy Welch and Project Team discussing Brough Hill Fair.
19.08.2021	Email	Correspondence between Billy Welch and Project Team regarding site for Brough Hill Fair.
01.10.2021	Meeting	Meeting with Project Team.
03.11.2021	Phone Call	Phone call between Billy Welch and Project Team discussing stat-con feedback.
05.11.2021	Email	Email from Project Team to Bill Lloyd and Bill Welch with typed up feedback for stat con response.

Date	Form of correspondence	Key topics discussed and key outcomes
05.11.2021	Email	Correspondence between Billy Welch and Project Team to agree that the response which was dictated over the phone and written up by Rachel Smith was accurate.
08.02.2022	Meeting	On site to discuss changes to Appleby access arrangement and removal of impact on Fair Hill site. Also discussed site for Brough Hill Fair.
25.02.2022	Email	From Project Team regarding meeting to discuss alternative sites.
04.03.2022	Meeting	With Project Team in Darlington to discuss both sites.
09.03.22	Email	Email from Project Team to MASG chair and Bill Lloyd to advise of additional consultation
11.03.2022	Email	Leaflet and brochure for the supplementary consultation around site for Brough Hill Fair.
14.03.2022	Meeting	Meeting on site with Billy Welch to look at the two alternative sites for Brough Hill Fair.
08.04.2022	Email	Email from Project Team to Billy Welch with visualisations of alternative 'bivvy' site.
20.04.2022	Email	Email from Project Team to Bill Lloyd with visualisations of alternative 'bivvy' site.
25.04.2022	Email	Email from Project Team asking for feedback on Brough Hill visuals and offering meeting to discuss.
24.04.2022	Phone call	With Billy Welch regarding feedback on sites and next steps.
27.04.2022	Email	Email from Project Team to Billy Welch to follow up in emails and provide next steps
04.05.2022	Phone call	From Billy Welch to ask for email to be resent.
04.05.2022	Email	Resending previous email and reiterating offer to help further. Attaching letter send to local authorities and parish councils.

2.1.2 It is agreed that this is an accurate record of the key meetings and other forms of consultation and engagement undertaken between (1) National Highways and (2) the Gypsy and Traveller Representatives in relation to the issues addressed in this SoCG.

1 Issues

Table 3.1 Record of Issue

Issue	Document References (if relevant)	Travellers Community Position	National Highways Position	Status	Date
Impact on the Appleby Fair Hill site Temple Sowerby to Appleby Scheme The design presented at statutory consultation show an incursion onto Fair Hill in Appleby which is used by the Gypsy and traveller community for the annual Appleby Horse Fair.	Statutory consultation map books and brochure	The Gypsy and traveller community consider the Appleby site to be 'sacrosanct' and no impact is acceptable. However, the eastbound slip road is a good idea and would ease traffic flow and better for the Fair.	The design has been amended since statutory consultation due to required deviations from design standards, safety concerns and in light of feedback from the attendees of the fair and the local authorities. The junction previously impacting the site has now been removed and there is no longer any impact upon the site of the Appleby Fair.	Agreed	Oct 2021
Replacement site for Brough Hill Appleby to Brough The redesigned A66 utilises a large part of the site currently used by the gypsy community for the annual Brough Hill Fair.		The gypsy community deem the proposed site on the MoD's bivvy site (next door to the current site) is not suitable. The site is too close to A66, too small and there are concerns that the field has been used for cattle. The site is also rutted and uneven.	The proposed site is 5.4 acres which is comparable to the existing Brough Hill site. It is also flatter and squarer. Both the landowner and the neighbouring farmer have assured National Highways that the field has not been used for cattle in living memory.	Not agreed	Sept 2021
Alternative replacement site for Brough Hill		The proposed alternative site at Brough is not suitable. It is smaller and has potential flooding issues.	Consultation has been undertaken with the Gypsy community and the local residents to gather feedback	Not agreed	May 2022

Issue	Document References (if relevant)	Travellers Community Position	National Highways Position	Status	Date
<p>Appleby to Brough</p> <p>Proposed alternative site suggested closer to Brough.</p> <p>The redesigned A66 utilises a large part of the site currently used by the gypsy community for the annual Brough Hill Fair</p>		<p>Any reprofiling to mitigate flooding would make the site more dangerous for children and horses.</p> <p>The proximity to Brough is positive as is the access lane which would allow access to the village without using the A66.</p>	<p>on both sites – Brough and the bivouac site at Warcop.</p> <p>The outcome of this process is that we have included the bivouac site within the DCO for the replacement site for the Brough Hill Fair.</p> <p>We have chosen this site following the supplementary consultation because it is more than twice the size of Site 2 Eastern Site, has the ability for better mitigation than Site 2 Eastern Site in terms of earth bunding and planted screening to the upgraded A66 and nearby businesses, has good access from Station Road and has less drainage issues than first anticipated.</p> <p>It also maintains the cultural connection to the existing Brough Hill Fair site by being alongside and using part of the old site in the layout.</p>		
<p>Alternative route alignment suggested by Billy Welch, Gypsy community representative.</p>		<p>The 'Billy Welch' straight line option for the route would bypass on the straight line - 100 yards north. This is shorter in construction terms and would need less slips and local access provision.</p> <p>It would leave the A66 as a local road for walkers, cyclists and horses, and contractors could</p>	<p>We have investigated both the 'Billy Welch' route and the route proposed by the parish council which would be further north into the AONB.</p> <p>Through the design stage, work has been carried out to ensure that the route taken forward minimises the impact of and potential damage to the North</p>	<p>Not agreed</p>	<p>March 2022</p>

Issue	Document References (if relevant)	Travellers Community Position	National Highways Position	Status	Date
		<p>continue to use the old road during construction.</p> <p>The fair could remain on the current site and the only impact would be on an unattractive area of heathland. This solution is better for National Highways, Warcop and the Gypsy community.</p>	<p>Pennines AONB, which is protected as a nationally designated site by legislation and policy. In accordance with the National Networks National Policy Statement (NNNPS) paragraph 5.151, the Secretary of State is directed to refuse development consent in nationally designated areas except in exceptional circumstances and where it can be demonstrated that it is in the public interest. A route even further into the AONB and MOD land to the north of the existing A66, would have considerable impact on the AONB and MOD operations and would highly likely not obtain a grant of DCO.</p> <p>In relation to comments on the ability of the old A66 to provide for walkers, cyclists and horse riders (WCH), the existing A66 east of Warcop is retained as part of the local road connecting into Brough and allowing for WCH as well as local traffic.</p>		