

**A66 Northern Trans-Pennine Project
TR010062**

**Development Consent Order Application
6.1 Errata Report**

APFP Regulations 5(2)(q)

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

September 2022

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Examination Procedure)
Rules 2010**

A66 Northern Trans-Pennine Project
Development Consent Order 202x

6.1 DEVELOPMENT CONSENT ORDER ERRATA

Regulation Number:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010062
Application Document Reference	6.1
Author:	A66 Northern Trans-Pennine Project Team, National Highways

Version	Date	Status of Version
Rev 2	02 September 2022	S4 Approved

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1. Introduction

Purpose of this document

- 1.1.1 This document, the Development Consent Order Application Errata Report (the Errata Report), sets out the Errata that have been identified to date within the Development Consent Order (DCO) application for the A66 Northern Trans-Pennine Project (the Project).
- 1.1.2 The DCO application (the Application) was submitted by National Highways (the Applicant), to the Secretary of State through the Planning Inspectorate on 21 June 2022 and was accepted for examination on 19 July 2022.
- 1.1.3 Errata are errors within the DCO application documents, which are minor in nature and do not change the meaning of documents, analysis, assessment or any conclusions (and which are referred to in this document as “Errata”).
- 1.1.4 This Errata Report responds to the matters arising from acceptance, where these are considered Errata, as noted in the Section 55 Checklist and set out in the Rule 9 Letter – Notification of Procedural Decisions Annex A Matters Arising from Acceptance issued by the Examining Authority on 29 July 2022, and also additional Errata identified by National Highways.

Structure of this document

- 1.1.1 This document sets out Errata in Table 2-1, where a correction is provided for clarification. A strikethrough has been used to show text which can be removed from the documents, whilst text in red is new and altered text.
- 1.1.2 As the Errata identified are very minor, the application documents, referred to in Table 2-1, have not been reissued. As such, the submission documents, as available on the project page of the Planning Inspectorate’s National Infrastructure Planning website, remain unchanged; however, they should be referenced against the changes contained within this document.
- 1.1.3 This document will be updated and re-submitted, should further Errata be identified.
- 1.1.4 Where a DCO application document is required to be re-submitted, for reasons other than minor Errata (i.e. where the meaning within the document is changed or where additional information is provided), any Errata will be incorporated in the re-submitted document(s) to provide a fully updated Application document.

2 **Development Consent Order Application Errata**

Table 2-1: Development Consent Order Application Errata

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text
APP-285 5.1 Draft Development Consent Order	Schedule 1 Part 6 Work No. 08-2, pages 68 and 69	Incorrect footpath name	Work No. 08-2— as shown on sheet 1 of the works plans for scheme 08 and being the construction of a new footpath and private means of access, comprising— (a) the construction of a length of new footway, linking Bowes Footpath 1 with Bowes Rokeby Footpath 7; (b) the construction of new private means of access, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 08; and (c) works to effect the stopping up of Bowes Footpath 1 and Bowes Rokeby Footpath 7.
APP-285 5.1 Draft Development Consent Order	Schedule 1 Part 7 Work No 09-9, page 75	Reference to sheet 4 missing	Work No. 09-9— as shown on sheets 3 and 4 of the works plans for scheme 09 and comprising the construction of a new bridleway, to include—
APP-285 5.1 Draft Development Consent Order	Schedule 2 Part 3, page 148	A typographical error in the road reference	Reference 67 New private means of access between Bridleway 341/001 and the new A66, from a point 165 metres north of the junction between the existing A66 and the improved B6552 B6542 , extending in a generally northeasterly direction for a distance of 252 metres, to its junction with Bridleway 341/001 (as shown on sheet 7 of rights of way and access plans for scheme 0405).
APP-285 5.1 Draft Development Consent Order	Draft DCO Schedule 2 Part 3 (page 167) refers to Reference 16 as part of Reference R. Reference 16 is not in existence on plans.	A typographical error in the reference number	Reference 16 14 To be substituted by a new private means of access (Reference 16 14), together with a right of vehicular access over new footpath Reference F (as above) and new highway Reference E (as above), for the benefit of the land affected by the stopping up of private means of access reference r.
APP-285 5.1 Draft Development Consent Order	Schedule 2 Part 3, page 173	A typographical error in the spelling of Dick Scot Lane.	Reference a Access to land and premises (Browson Bank Farm) on the south side of the existing A66, 1 km to the north-west of its junction with the existing Dick Scot Scot Lane.
APP-285 5.1 Draft Development Consent Order	Schedule 2 Part 3, page 173	A typographical error in the spelling of Dick Scot Lane.	Reference b Access to agricultural land on the north side of the A66, opposite the existing junction of the A66 with Dick Scot Scot Lane.

APP-285 5.1 Draft Development Consent Order	Schedule 2 Part 3, page 173-174	A typographical error in the spelling of Dick Scot Lane.	Reference c Access to agricultural land on the south side of the existing A66, 260 metres to the east of the existing junction of the A66 with Dick Seott Scot Lane.
APP-045 3.2 Environmental Statement Chapter 2 The Project	Paragraph 2.5.7	Incorrect figure reference	Figures 2.1: Sheet 1 M6 Junction 40 to Kemplay Bank Order Limits to Figure 2.8: Sheet 8 A1(M) Junction 53 Scotch Corner Order Limits (Application Document 3.3) also present the Order Limits. The Order Limits includes land that will be required for the project both permanently and temporarily including land required to deliver mitigation identified through the environmental assessment.
APP-045 3.2 Environmental Statement Chapter 2 The Project	Paragraph 2.5.8	Incorrect figure reference and typographical error	Figures 2.92: Sheet 1 M6 Junction 40 to Kemplay Bank Indicative Site Clearance Boundary to 2.16: Sheet 8 A1(M) Junction 53 Scotch Corner Indicative Site Clearance Boundary (Application Document Document 3.3) show the site clearance boundary assumed for assessment. This boundary is derived from the indicative scheme design and the indicative construction working areas, and is used in the assessment as a reasonable worsecase worst-case assumption for the extent of vegetation and top soil clearance. The remainder of the Order Limits is land included for environmental mitigation, and therefore it is assumed that important receptors (e.g. hedgerows, mature trees) will be retained in this area. It is recognised, however, that the DCO will theoretically allow the full area within the Order Limits to be cleared, therefore chapters that consider specific receptors have assessed the impact of clearance on those receptors as a worst case, as there may be changes to the proposed construction areas. Where the assessment is area based (e.g. looking at area of vegetation or topsoil lost) the indicative site clearance boundary is used for the assessment, as it represents the reasonable worst case. This assumption is set out in the Project Design Principles (Application Document 5.11).
APP-045 3.2 Environmental Statement Chapter 2 The Project	Paragraph 2.5.9	Incorrect figure reference	Figures 2.473 Sheet 1 M6 Junction 40 to Kemplay Bank Indicative Construction Areas to 2.24: Sheet 8 A1(M) Junction 53 Scotch Corner Indicative Site Construction Areas (Application Document 3.3) show the indicative construction compounds, haul roads and working areas that have formed the basis for assessment. The assessment assumes that construction activities could occur anywhere within the Order Limits, but that the greatest activity (especially in terms of plant use and movement) will be within these areas as well as the main scheme construction area, as defined by the DCO Works Plans (Application Document 5.16).
APP-045 3.2 Environmental Statement Chapter 2 The Project	Paragraph 2.6.1	Amendment to provide clarity regarding M6 Junction 40 and Kemplay Bank Roundabout.	The M6 Junction 40 to Kemplay Bank scheme would provide a three-lane circulatory carriageway with spiral markings, within the footprint of the current roundabout at M6 Junction 40. The A66 eastern arm of the roundabout would be widened to three lanes in each direction between M6 Junction 40 and Kemplay Bank Roundabout to increase capacity for local movements around Penrith. Widening would be required on the following five approach arms to M6 Junction 40 to provide additional lanes and a

			dedicated left turn facility, each controlled under its own signal phase : M6 North, M6 South, A66 East, A66 West, and A592 Ullswater Road.
APP-045 3.2 Environmental Statement Chapter 2 The Project	Paragraph 2.6.8	Clarification on the police observation points	A police observation point would be included on The verges on the Kemplay Bank overbridges are an appropriate width for use as a police observation point for intermittent mobile speed enforcement purposes.
APP-045 3.2 Environmental Statement Chapter 2 The Project	Paragraph 2.2.65	Incorrect number of ponds referenced.	18-20 ponds are proposed at low points in the scheme to attenuate drainage and run-off from the road in order to manage the water quality before it is discharged into the surrounding watercourses. Shared and dedicated access tracks are proposed to be provided to the north and to the south of the road to facilitate access to ponds for maintenance purposes and to accommodate landowner movements.
APP-052 3.2 Environmental Statement Chapter 9 Geology and Soils	Paragraph 9.7.209	Stray 'and' and bullet point at the end of the paragraph	The predicted climatic changes have the potential to impact the mobility and migration of contaminant within the ground and groundwater. The potential combined effects relating to geology and contamination and future climate change for the Project include, but not limited to: <ul style="list-style-type: none"> • the risk of contamination migration through changes in temperature and atmospheric pressure • the risk of contamination migration through fluctuating groundwater levels • increased erosion of geology and soils (extremes in temperatures, increased rainfall intensity) and <p style="text-align: center;">-</p>
APP-287 5.4 Consents and Agreements Position Statement	Paragraph 3.2.3	Incorrect local authority reference.	These have been progressed by the Applicant working with the following stakeholders and as follows: <ul style="list-style-type: none"> • Defence Infrastructure Organisation (Ministry of Defence) • Cumbria County Council and Eden District Council • Durham County Council • North Yorkshire County Council and Richborough Borough Richmondshire District Council • Representatives of the Travellers Community • Natural England • Environment Agency • Historic England • AONB Partnership

APP-299 5.8 Statement of Reasons	Paragraph 2.1.9	Amendment to provide clarity regarding M6 Junction 40 and Kemplay Bank Roundabout.	The M6 Junction 40 to Kemplay Bank scheme would provide a three-lane circulatory carriageway with spiral markings, within the footprint of the current roundabout at M6 Junction 40. The A66 eastern arm of the roundabout would be widened to three lanes in each direction between M6 Junction 40 and Kemplay Bank Roundabout to increase capacity for local movements around Penrith. Widening would be required on the following five approach arms to M6 Junction 40 to provide additional lanes and a dedicated left turn facility, each controlled under its own signal phase : M6 North, M6 South, A66 East, A66 West, and A592 Ullswater Road.																														
APP-299 5.8 Statement of Reasons	Paragraph 2.1.17	Clarification on the police observation points	A police observation point would be included on The verges on the Kemplay Bank overbridges are an appropriate width for use as a police observation point for intermittent mobile speed enforcement purposes.																														
APP-299 5.8 Statement of Reasons	Paragraph 2.1.69	Incorrect number of ponds referenced.	18-20 ponds are proposed at low points in the scheme to attenuate drainage and run-off from the road in order to manage the water quality before it is discharged into the surrounding watercourses. Shared and dedicated access tracks are proposed to be provided to the north and to the south of the road to facilitate access to ponds for maintenance purposes and to accommodate landowner movements.																														
APP-299 5.8 Statement of Reasons	Paragraph 7.2.10 – associated table	Plot 0102-02-54 was not included within the table.	<table border="1"> <thead> <tr> <th data-bbox="1025 772 1205 884">Land use powers sought in the DCO</th> <th data-bbox="1205 772 1361 884">Plots</th> <th data-bbox="1361 772 1458 884">Area (sqm)</th> <th data-bbox="1458 772 1637 884">Replacement land to be provided</th> <th data-bbox="1637 772 1765 884">Plots</th> <th data-bbox="1765 772 1890 884">Area (sqm)</th> </tr> </thead> <tbody> <tr> <td colspan="6" data-bbox="1025 884 1890 916">Open Space</td> </tr> <tr> <td data-bbox="1025 916 1205 1082">Land to be acquired compulsorily</td> <td data-bbox="1205 916 1361 1082">0102-01-32 0102-01-47 0102-02-01 0102-02-08 0102-02-22</td> <td data-bbox="1361 916 1458 1082">8,020</td> <td data-bbox="1458 916 1637 1082">Yes</td> <td data-bbox="1637 916 1765 1082">0102-02-20</td> <td data-bbox="1765 916 1890 1082">10,833</td> </tr> <tr> <td data-bbox="1025 1082 1205 1337">Land to be subject to the creation and acquisition of new rights (permanent rights for environmental mitigation)</td> <td data-bbox="1205 1082 1361 1337">0102-02-54 0102-02-57 0102-02-58 0102-02-68 0102-02-70 0102-02-72 0102-02-73</td> <td data-bbox="1361 1082 1458 1337">3,595 4,624</td> <td data-bbox="1458 1082 1637 1337">No, because the land, when burdened with the new rights will be no less advantageous than before</td> <td data-bbox="1637 1082 1765 1337">N/A</td> <td data-bbox="1765 1082 1890 1337">N/A</td> </tr> <tr> <td data-bbox="1025 1337 1205 1415">Land to be subject to powers of</td> <td data-bbox="1205 1337 1361 1415">0102-01-33 0102-02-21</td> <td data-bbox="1361 1337 1458 1415">4,175</td> <td data-bbox="1458 1337 1637 1415">No (not required because not</td> <td data-bbox="1637 1337 1765 1415">N/A</td> <td data-bbox="1765 1337 1890 1415">N/A</td> </tr> </tbody> </table>	Land use powers sought in the DCO	Plots	Area (sqm)	Replacement land to be provided	Plots	Area (sqm)	Open Space						Land to be acquired compulsorily	0102-01-32 0102-01-47 0102-02-01 0102-02-08 0102-02-22	8,020	Yes	0102-02-20	10,833	Land to be subject to the creation and acquisition of new rights (permanent rights for environmental mitigation)	0102-02-54 0102-02-57 0102-02-58 0102-02-68 0102-02-70 0102-02-72 0102-02-73	3,595 4,624	No, because the land, when burdened with the new rights will be no less advantageous than before	N/A	N/A	Land to be subject to powers of	0102-01-33 0102-02-21	4,175	No (not required because not	N/A	N/A
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			temporary possession			compulsory acquisition)			
			Total area of special category land on S0102: 16,790 16,819 sqm						
APP-299 5.8 Statement of Reasons	Section 2.2	Paragraph numbering error in Section 2.2 Case for the Project	The paragraph numbers should be 2.2.1 to 2.2.13 and not 1.1.1 to 1.1.13.						
APP-344 5.19 Rights of Way and Access Plans	Scheme 0405 Temple Sowerby to Appleby; Sheet 3:	Typographical error	Existing Winthorn to be demolished.						