

## Issue Specific Hearing 2

### Supplementary Agenda Additional Questions

This document relates to an application for a Development Consent Order ('DCO') made on 21 June 2022 by National Highways (the 'Applicant') to the Secretary of State for Transport via the Planning Inspectorate ('PINS') under section 37 of the Planning Act 2008 (the 'PA 2008'). If made, the DCO would grant consent for the Northern Trans-Pennine Project between M6 Junction 40 at Penrith and the A1 junction at Scotch Corner (the 'Project').

The purpose of this document is to set out North Yorkshire County Councils and Richmondshire District Councils responses to the Examining Authority's ('ExAs') Supplementary Agenda Additional Questions issued on 22<sup>nd</sup> November 2022.

No.	Subject	Response by	Question	Councils' Response
<b>CUMULATIVE EFFECTS</b>				
ISH2.CE.01	ES Chapter 15 Cumulative Effects [APP-058]	LPAs and LHAs	Paragraph 15.3.37 states that stakeholders were consulted, and no comments were made on the methodology adopted. Confirm the list of developments is accurate and that you consider the assessment is robust.	Although we have no record of being consulted on the methodology, we are satisfied that it follows established guidance. The list of developments remains valid, and we are satisfied with the assessment of effects.
<b>GEOLOGY AND SOILS</b>				
<u>ISH2.GS.01</u>	ES Chapter 9 Geology and Soils [APP-052]	Applicant, Natural England and Local Authorities	With regard to proportions of ALC survey that were not surveyed due to access issues, can the Applicant confirm any agreement with Natural England and the Local Authorities that a) an appropriate proportion of ALC surveys have been undertaken to inform the baseline of	NYCC and RED have no formal agreement with the Applicant on this matter. The Authorities would defer to Natural England on the appropriate proportion of surveys and future surveys required.

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			the assessment or b) whether the areas not yet subject to survey will be surveyed in the future.	
<b>POPULATION AND HEALTH</b>				
ISH2.PH.03		LPAs and LHAs	In respect to paragraph 13.5.3, confirm that the data used in the analysis of effects is robust given the lack of observed data available at the time of assessment.	<p>The County Council is not overly concerned with the lack of observable data.</p> <p>The footpaths and bridleways are categorised by priority as detailed in the Local Impact Report chapter 18. The proposed diversions are supported and the concern relates to ensuring appropriate safety standards such as hardened verges.</p>
ISH2.PH.04		LPAs and LHAs	In respect to paragraph 13.10.37, confirm that the approach adopted to improve as far as possible the east west connection in the Walking Cycling and Horse-riders provision is satisfactory.	<p>The approach adopted to improve the east-west connection in the walking, cycling and horse-riding provision could be improved.</p> <p>There are also concerns with the standard of the proposed active travel infrastructure and examples at the specific crossings have been given in the Local Impact Report.</p> <p>Our local WCH concerns centre on ensuring local severance is reduced and the connectivity of local routes that cross over the A66 is enhanced. Further to this it is vital that any WCH facilities meet the required national and local design standards.</p>
<b>TRAFFIC AND TRANSPORT</b>				
ISH2.TT.04		Durham CC	In respect to paragraph 8.3.3, confirm that the derived traffic flows associated with Mainsgill Farm Shop are robust for assessment purposes.	Mainsgill Farm Shop is in North Yorkshire. North Yorkshire County Council have no other data to rely on other than the Transport Assessment produced by

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				<p>Bryan G Hall for a fuel service station and are unable to comment on the suitability of the flows.</p> <p>We do now however, request clarity on whether the fuel service station is an integral part of the A66 upgrade, and the impact this has upon the results and assessment contained within the Bryan G Hall Transport Assessment.</p>