

**A66 Northern Trans-Pennine Project  
TR010062**

**Development Consent Order Application  
6.1 Errata Report (Rev 2) Tracked**

**Planning Act 2008**

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

**24 January 2023**

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 REPORT  
(REV 1)**

---

<b>Planning Inspectorate Scheme Reference</b>	TR010062
<b>Application Document Reference</b>	6.1 (Rev 1)
<b>Author:</b>	A66 Northern Trans-Pennine Project Team, National Highways

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Issue 1	02 September 2022	S4 Approved
Rev 2	24 January 2023	Deadline 3

<b>Document Verification</b>	
<b>Project Title</b>	<b>A66 Northern Trans-Pennine Project</b>
<b>Document Title</b>	<b>Development Consent Order Application Errata</b>
<b>Document Ref</b>	<b>6.1</b>

## Table of Contents

<b>1. Introduction</b> .....	<b>2</b>
Purpose of this document.....	2
Structure of this document.....	2
<b>2 Development Consent Order Application Errata</b> .....	<b>4</b>
13a – <del>Scrap</del> <b>Scarps</b> .....	14

## 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 provides an updated version to that which was submitted in response to the matters arising from acceptance, where these were 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.
- 1.1.5 This version of the Errata Report is correct as of Deadline 3 (24 January 2023) of the Examination.

### 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 further 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. Since, the original version of this Errata report, some DCO application documents have been revised and submitted to the Examination of the DCO application. Where this is the case, these revised

documents have included the amendments previously identified as errata. Where Errata have been amended in this way, this is identified in the 'Application Document Reference' column of Table 2-1 below, and the relevant row has been coloured grey.

---

## 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 <b>(This has now been amended in 5.1 Draft Development Consent Order Rev 2 (REP2-005) which was submitted at Deadline 2).</b>	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 <b>BowesRokeby</b> 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 <b>BowesRokeby</b> Footpath 7.
APP-285 5.1 Draft Development Consent Order <b>(This has now been amended in 5.1 Draft Development Consent Order Rev 2 (REP2-005) which was submitted at Deadline 2).</b>	Schedule 1 Part 7 Work No 09-9, page 75	Reference to sheet 4 missing	Work No. 09-9— as shown on sheets <b>3 and 4</b> 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 <b>(This has now been amended in 5.1 Draft Development Consent Order Rev 2 (REP2-005) which was submitted at Deadline 2).</b>	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 <b>B6552 B6542</b> , 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 <b>(This has now been amended in 5.1 Draft Development Consent Order Rev 2 (REP2-005) which was submitted at Deadline 2).</b>	Draft DCO Schedule 2 Part 3 (page 167) refers to Reference 16 as part of Reference R. Reference 16 is not in	A typographical error in the reference number	Reference <b>1614</b> To be substituted by a new private means of access (Reference <b>1614</b> ), 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.



Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text
	existence on plans.		
APP-285 5.1 Draft Development Consent Order <b>(This has now been amended in 5.1 Draft Development Consent Order Rev 2 (REP2-005) which was submitted at Deadline 2).</b>	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 <del>Seott</del> Scot Lane.
APP-285 5.1 Draft Development Consent Order <b>(This has now been amended in 5.1 Draft Development Consent Order Rev 2 (REP2-005) which was submitted at Deadline 2).</b>	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 <del>Seott</del> Scot Lane.
APP-285 5.1 Draft Development Consent Order <b>(This has now been amended in 5.1 Draft Development Consent Order Rev 2 (REP2-005) which was submitted at Deadline 2).</b>	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 <del>Seott</del> Scot Lane.

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text																														
<p>REP2-005 <b>5.1 Draft Development Consent Order Rev 2 which was submitted at Deadline 2</b></p>	<p>Part 2, Article 7, page 11 and 12.</p>	<p>Incorrect references to Work Numbers:</p> <p>Work No.09-2D, should be renamed as Work No.09-3E</p> <p>The original reference (in Rev 1 of the draft DCO) to Work No.09-3B was correct and should be reinstated</p>	<p>Table referred to in paragraph (3)</p> <table border="1" data-bbox="1048 331 1917 769"> <thead> <tr> <th data-bbox="1048 331 1294 469">(1) <i>Part of authorised development</i></th> <th data-bbox="1294 331 1585 469">(2) <i>Lateral limit of deviation of the centre line number the north side of the shown on the w</i></th> <th data-bbox="1585 331 1917 469">(3) <i>Lateral limit of deviation of the numbered work of the centre line works plans</i></th> </tr> </thead> <tbody> <tr> <td>Work No. 0405-4B</td> <td>To the extent of th</td> <td>Order limits</td> </tr> <tr> <td>Work No. 0405-18</td> <td>To the extent of th</td> <td>Order limits</td> </tr> <tr> <td>Work No. 0405-19</td> <td>To the extent of th</td> <td>Order limits</td> </tr> <tr> <td>Work No. 06-7A</td> <td>40 metres</td> <td></td> </tr> <tr> <td>Work No. 06-7B</td> <td>40 metres</td> <td></td> </tr> <tr> <td>Work No. 09-1B</td> <td>5 metres</td> <td></td> </tr> <tr> <td>Work No. 09-1D</td> <td>To the extent of the Order limits</td> <td>3 metres</td> </tr> <tr> <td>Work No. 09-2D</td> <td>0 metres</td> <td>5 metres</td> </tr> <tr> <td>Work No. <del>09-3B</del> <b>09-3E</b></td> <td><del>3 metres</del> To the extent of the corresponding fine dashed green line shown on the works plans</td> <td>To the extent of the corresponding fine dashed green line shown on the works plans 3 metres</td> </tr> </tbody> </table> <p>(4) In constructing or maintaining the linear works referred to in column (1) of the table below</p> <p>In column 1 of the Table referred to in paragraph (3) (of article 7 – Limits of Deviation):</p> <ul style="list-style-type: none"> <li>• Work No, 09-2D should be renamed as 09-3E to match the Works Plans for Scheme 09 Stephen Bank to Carkin Moor (Document ref 5.16, APP-324); and</li> <li>• Work no. 09-3B should remain as 09-3B (i.e. the amendment made at Deadline 2, in Rev 2 of the draft DCO, changing Work No. 09-3B to 09-3E, was incorrectly applied (and should have been applied to Work No. 09-2D instead – as noted above)).</li> </ul> <p>For the avoidance of doubt, the Applicant confirms that the amendments made to the lateral limits of deviation in Columns (2) and (3) of the Table referred to in paragraph (3) of article 7 of the draft DCO Rev 2, as submitted at Deadline 2 are correct.</p> <p>Table referred to in paragraph (5)</p>	(1) <i>Part of authorised development</i>	(2) <i>Lateral limit of deviation of the centre line number the north side of the shown on the w</i>	(3) <i>Lateral limit of deviation of the numbered work of the centre line works plans</i>	Work No. 0405-4B	To the extent of th	Order limits	Work No. 0405-18	To the extent of th	Order limits	Work No. 0405-19	To the extent of th	Order limits	Work No. 06-7A	40 metres		Work No. 06-7B	40 metres		Work No. 09-1B	5 metres		Work No. 09-1D	To the extent of the Order limits	3 metres	Work No. 09-2D	0 metres	5 metres	Work No. <del>09-3B</del> <b>09-3E</b>	<del>3 metres</del> To the extent of the corresponding fine dashed green line shown on the works plans	To the extent of the corresponding fine dashed green line shown on the works plans 3 metres
(1) <i>Part of authorised development</i>	(2) <i>Lateral limit of deviation of the centre line number the north side of the shown on the w</i>	(3) <i>Lateral limit of deviation of the numbered work of the centre line works plans</i>																															
Work No. 0405-4B	To the extent of th	Order limits																															
Work No. 0405-18	To the extent of th	Order limits																															
Work No. 0405-19	To the extent of th	Order limits																															
Work No. 06-7A	40 metres																																
Work No. 06-7B	40 metres																																
Work No. 09-1B	5 metres																																
Work No. 09-1D	To the extent of the Order limits	3 metres																															
Work No. 09-2D	0 metres	5 metres																															
Work No. <del>09-3B</del> <b>09-3E</b>	<del>3 metres</del> To the extent of the corresponding fine dashed green line shown on the works plans	To the extent of the corresponding fine dashed green line shown on the works plans 3 metres																															

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text																					
			<table border="1" data-bbox="1055 280 1951 523"> <tr> <td>Work No. 08-1B</td> <td>1 metre</td> <td>2 metres</td> </tr> <tr> <td>Work No. 08-4A</td> <td>1 metre</td> <td>2 metres</td> </tr> <tr> <td>Work No. 08-4B</td> <td>1 metre</td> <td>2 metres</td> </tr> <tr> <td>Work No. 09-1B</td> <td><del>1 metre</del> 3 metres</td> <td><del>3 metres</del> 1 metre</td> </tr> <tr> <td>Work No. 09-1D</td> <td>1 metre</td> <td>4 metres</td> </tr> <tr> <td>Work No. 09-3B</td> <td>1 metre</td> <td>To any extent the undertaker considers to be necessary</td> </tr> <tr> <td>Work No. 09-5</td> <td><del>1 metre</del> 3 metres</td> <td><del>3 metres</del> 1 metre</td> </tr> </table> <p data-bbox="1039 533 2069 651">In Columns (2) and (3) of the Table referred to in paragraph (5) of article 7 the amendments to the lateral limits of deviation for Work Nos. 09-1B and 09-5 (as shown in the mark-up above) were incorrectly applied and should be disregarded. The original text should be retained.</p>	Work No. 08-1B	1 metre	2 metres	Work No. 08-4A	1 metre	2 metres	Work No. 08-4B	1 metre	2 metres	Work No. 09-1B	<del>1 metre</del> 3 metres	<del>3 metres</del> 1 metre	Work No. 09-1D	1 metre	4 metres	Work No. 09-3B	1 metre	To any extent the undertaker considers to be necessary	Work No. 09-5	<del>1 metre</del> 3 metres	<del>3 metres</del> 1 metre
Work No. 08-1B	1 metre	2 metres																						
Work No. 08-4A	1 metre	2 metres																						
Work No. 08-4B	1 metre	2 metres																						
Work No. 09-1B	<del>1 metre</del> 3 metres	<del>3 metres</del> 1 metre																						
Work No. 09-1D	1 metre	4 metres																						
Work No. 09-3B	1 metre	To any extent the undertaker considers to be necessary																						
Work No. 09-5	<del>1 metre</del> 3 metres	<del>3 metres</del> 1 metre																						
REP2-005 5.1 Draft Development Consent Order Rev 2 which was submitted at Deadline 2	Part 5, Article 53(12)	Typographical error in the definition of “commence”. This will be corrected in the next iteration of the draft Development Consent Order.	“commence” means beginning to carry out any material operation (as defined in section 56(4) of the 1990 Act) forming part of the authorised development other than operations consisting of archaeological investigations and mitigation works, ecological surveys and mitigation works, investigations for the purpose of assessing and monitoring ground conditions and levels, remedial work in respect of any contamination or other adverse ground conditions, erection of any temporary means of enclosure, receipt and erection of construction plant and equipment, <del>diversion and laying of underground apparatus,</del> and the temporary display of site notices or advertisements, and “commencement” is to be construed accordingly;																					
APP-285 5.1 Draft Development Consent Order	Various	Typographical errors	The Applicant reviewed the application version of the draft DCO and corrected a number of minor typographical errors. These are shown on the track changes version of the DCO submitted at Deadline 2 [REP2-006].																					
APP-045 3.2 Environmental Statement Chapter 2 The Project	Paragraph 2.5.7	Incorrect figure reference	Figures 2.1: <del>Sheet 1</del> M6 Junction 40 to Kemplay Bank Order Limits to <del>Figure 2.8: Sheet 8</del> 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. <del>92</del> : <del>Sheet 1</del> M6 Junction 40 to Kemplay Bank Indicative Site Clearance Boundary to <del>2.16: Sheet 8</del> A1(M) Junction 53 Scotch Corner Indicative Site Clearance Boundary (Application <del>Document</del> Document 3.3) show the site clearance boundary assumed for assessment. This boundary is derived from the indicative scheme design																					

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text
			and the indicative construction working areas, and is used in the assessment as a reasonable <del>worsecase</del> <b>worst-case</b> 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 2.173 <del>Sheet 1</del> <b>Sheet 1</b> M6 Junction 40 to Kemplay Bank Indicative Construction Areas to <del>2.24:-Sheet 8</del> <b>A1(M) Junction 53 Scotch Corner Indicative Site Construction Areas</b> (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, <del>each controlled under its own signal phase</del> : 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	<del>A police observation point would be included on</del> <b>The verges on</b> the Kemplay Bank overbridges <b>are an appropriate width for use as a police observation point for</b> <del>intermittent mobile</del> speed enforcement purposes.
APP-045 3.2 Environmental Statement Chapter 2 The Project	Paragraph 2.2.65	Incorrect number of ponds referenced.	<del>18-20</del> 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.

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text
<b>APP-049 3.2 Environmental Statement Chapter 6 Biodiversity</b>	Paragraph 6.8.6	The final bullet point of paragraph 6.8.6, also referred to in EMP REAC Commitment MW-BD-21 refers to the avoidance of the use of rodenticide where possible. National Highways can confirm that there will be no use of rodenticides and this was an error. The EMP REACH MW-BD-21 will also be amended on this point.	<p><del>Any use of rodenticide should be avoided where possible on construction compounds so as to prevent deaths of barn owls through eating poisoned rodents.</del></p> <p>There will be no use of rodenticides and traps/machines will be used at construction compounds so as to prevent deaths of barn owls through eating poisoned rodents.</p>
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	<p>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:</p> <ul style="list-style-type: none"> <li>• the risk of contamination migration through changes in temperature and atmospheric pressure</li> <li>• the risk of contamination migration through fluctuating groundwater levels</li> <li>• increased erosion of geology and soils (extremes in temperatures, increased rainfall intensity) <del>and</del></li> </ul>
<b>APP-053 3.2 Environmental Statement Chapter 10 Landscape and Visual</b>	Tables 10-1 to 10-15 Impacts on Viewpoints	Incorrect table number references	<ul style="list-style-type: none"> <li>• Table <del>40-8</del> 10-11: ICCI assessment for operation likely effects</li> <li>• Table <del>40-11</del> 10-12: Summary of significant effects (construction)</li> <li>• Table <del>40-12</del> 10-13: Summary of significant effects (operation year 1)</li> </ul>

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text
			<ul style="list-style-type: none"> <li>• Table 40-7-10-14: Summary of residual significant effects (year 15 - summer)</li> <li>• Table 40-8 10-15 Combined predicted residual effects</li> </ul>
APP-287 5.4 Consents and Agreements Position Statement	Paragraph 3.2.3	Incorrect local authority reference.	<p>These have been progressed by the Applicant working with the following stakeholders and as follows:</p> <ul style="list-style-type: none"> <li>• Defence Infrastructure Organisation (Ministry of Defence)</li> <li>• Cumbria County Council and Eden District Council</li> <li>• Durham County Council</li> <li>• North Yorkshire County Council and <del>Richborough Borough</del> Richmondshire District Council</li> <li>• Representatives of the Travellers Community</li> <li>• Natural England</li> <li>• Environment Agency</li> <li>• Historic England</li> <li>• AONB Partnership</li> </ul>
APP-299 5.8 Statement of Reasons <b>(This has now been amended in 5.8 Statement of Reasons, Rev 2 (REP2-012) which was submitted at Deadline 2).</b>	Paragraph 2.1.9	Amendment to provide clarity regarding M6 Junction 40 and Kemplay Bank Roundabout.	<p>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, <del>each controlled under its own signal phase</del>: M6 North, M6 South, A66 East, A66 West, and A592 Ullswater Road.</p>
APP-299 5.8 Statement of Reasons <b>(This has now been amended in 5.8 Statement of Reasons, Rev 2 (REP2-012) which was submitted at Deadline 2).</b>	Paragraph 2.1.17	Clarification on the police observation points	<p><del>A police observation point would be included on</del> The verges on the Kemplay Bank overbridges <del>are an appropriate width for use as a police observation point for</del> intermittent mobile speed enforcement purposes.</p>
APP-299 5.8 Statement of Reasons	Paragraph 2.1.69	Incorrect number of ponds referenced.	<p><del>18-20</del> 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</p>

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text																																									
<b>(This has now been amended in 5.8 Statement of Reasons, Rev 2 (REP2-012) which was submitted at Deadline 2).</b>			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 <b>(This has now been amended in 5.8 Statement of Reasons, Rev 2 (REP2-012) which was submitted at Deadline 2).</b>	Paragraph 7.2.10 – associated table	Plot 0102-02-54 was not included within the table.	<table border="1"> <thead> <tr> <th data-bbox="1039 491 1223 604">Land use powers sought in the DCO</th> <th data-bbox="1223 491 1373 604">Plots</th> <th data-bbox="1373 491 1473 604">Area (sqm)</th> <th data-bbox="1473 491 1653 604">Replacement land to be provided</th> <th data-bbox="1653 491 1778 604">Plots</th> <th data-bbox="1778 491 1906 604">Area (sqm)</th> </tr> </thead> <tbody> <tr> <td colspan="6" data-bbox="1039 604 1906 635">Open Space</td> </tr> <tr> <td data-bbox="1039 635 1223 799">Land to be acquired compulsorily</td> <td data-bbox="1223 635 1373 799">0102-01-32 0102-01-47 0102-02-01 0102-02-08 0102-02-22</td> <td data-bbox="1373 635 1473 799">8,020</td> <td data-bbox="1473 635 1653 799">Yes</td> <td data-bbox="1653 635 1778 799">0102-02-20</td> <td data-bbox="1778 635 1906 799">10,833</td> </tr> <tr> <td data-bbox="1039 799 1223 1054">Land to be subject to the creation and acquisition of new rights (permanent rights for environmental mitigation)</td> <td data-bbox="1223 799 1373 1054">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="1373 799 1473 1054">3,595 4,624</td> <td data-bbox="1473 799 1653 1054">No, because the land, when burdened with the new rights will be no less advantageous than before</td> <td data-bbox="1653 799 1778 1054">N/A</td> <td data-bbox="1778 799 1906 1054">N/A</td> </tr> <tr> <td data-bbox="1039 1054 1223 1193">Land to be subject to powers of temporary possession</td> <td data-bbox="1223 1054 1373 1193">0102-01-33 0102-02-21</td> <td data-bbox="1373 1054 1473 1193">4,175</td> <td data-bbox="1473 1054 1653 1193">No (not required because not compulsory acquisition)</td> <td data-bbox="1653 1054 1778 1193">N/A</td> <td data-bbox="1778 1054 1906 1193">N/A</td> </tr> <tr> <td colspan="6" data-bbox="1039 1193 1906 1225"><b>Total area of special category land on S0102: 16,790 16,819 sqm</b></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 temporary possession	0102-01-33 0102-02-21	4,175	No (not required because not compulsory acquisition)	N/A	N/A	<b>Total area of special category land on S0102: 16,790 16,819 sqm</b>					
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 temporary possession	0102-01-33 0102-02-21	4,175	No (not required because not compulsory acquisition)	N/A	N/A																																							
<b>Total area of special category land on S0102: 16,790 16,819 sqm</b>																																												
APP-299 5.8 Statement of Reasons <b>(This has now been amended in 5.8 Statement of Reasons, Rev 2 (REP2-012) which</b>	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.																																									

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text
<b>was submitted at Deadline 2).</b>			
APP-344 5.19 Rights of Way and Access Plans	Scheme 0405 Temple Sowerby to Appleby; Sheet 3:	Typographical error – the word “demolished” was wrongly spelt on the sheet.	Existing Winthorn to be demolished.
<b>APP-048</b> <b>3.2 Environmental Statement Chapter 5 Air Quality</b>	Paragraph 5.10.17	Typographical error	The assessment of effects at designated habitats identified two locations where the scheme is predicted to result in an increase in nitrogen deposition greater than 0.4 kg N/ha/yr. The maximum increase in nutrient nitrogen deposition as a result of construction-related vehicles is predicted to be 2.4 kg N/ha/year at receptor point Rokeby Park and Mortham Wood Local Wildlife Site <del>Lightwater Alluvial Forest part of the River Eden and Tributaries SSSI</del> . At this location, as a percentage of the lower critical load for the relevant habitat (10 kg N/ha/yr), there is a 24% increase in nitrogen deposition. This receptor point is predicted to experience an increase as a result of construction vehicle movements. There are predicted to be around 365 additional HDV movements per day past this location.
APP-202 3.4 Environmental Statement Appendix 10.6 Schedule of Visual Effects	Table 1	Typographical error with reference to “low” value sensitivity which is corrected to “moderate.”	Sensitivity The combination of <del>low</del> <b>moderate</b> value and moderate susceptibility results in moderate sensitivity to the scheme.
APP-053 3.2 Environmental Statement Chapter 10 Landscape and Visual	Table 10-8 (p170) Table 10-11 (p 171) Table 10-12 (p176) Table 10-7 (p180) Table 10-8 (p182) T	Typographical error with the table numbering and titles.	Correct table numberings <del>Table 10-8: ICCL assessment for operation likely effects</del> <b>Table 10-11: ICCL assessment for operation likely effects</b>  <del>Table 10-11: Summary of significant effects (construction)</del> <b>Table 10-12: Summary of significant effects (construction)</b>  <del>Table 10-12: Summary of significant effects (operation year 1)</del> <b>Table 10-13: Summary of significant effects (operation year 1)</b>  <del>Table 10-7: Summary of residual significant effects (year 15 - summer)</del> <b>Table 10-14: Summary of residual significant effects (year 15 - summer)</b>



Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text		
			<p><del>Table 10-8: Combined predicted residual effects</del> <b>Table 10-15: Combined predicted residual effects</b></p>		
APP-053 3.2 Environmental Statement Chapter 10 Landscape and Visual	10.9.30	Typographical error, which requires deletion as shown.	The construction activity would be located across and in close proximity to the existing A66, so as to consolidate the construction phase to within the existing perception of the road and <del>Bowes</del> .		
APP-200 3.4 Environmental Statement Appendix 10.4 Landscape Character Assessments	10.4.2	Typographical error – the word “Scarps” was wrongly spelt.	<p>13a – <del>Scraps</del> <b>Scarps</b></p> <p><b>TABLE 2: 13A – <del>SCRAPS</del> SCARPS</b></p> <table border="1" data-bbox="1043 596 2069 724"> <tr> <td data-bbox="1043 596 1375 724"><b>Scarps (13a)</b></td> <td data-bbox="1375 596 2069 724"> <b>Relevant Scheme Study Areas within area:</b>  <b>Appleby to Brough</b>  <b>Relevant Order Limits within the area: None</b> </td> </tr> </table> <p>Relevant aspects of the published description:                      Scarps LCT is situated along the western edge of the North Pennines, and much of it is located within the North Pennines AONB.                      The published description of the Scarps is:                      This landscape has an open, expansive and undeveloped character that gives a sense of remoteness. The open moorland and vast, uninterrupted skies add a sense of wildness.</p> <p>Relevant stated key characteristics:</p> <ul style="list-style-type: none"> <li>• Horizontal outcrops of limestone and volcanic rock form distinct features.</li> <li>• Unimproved grassland dominates.</li> <li>• Steep slopes often filled with bracken and scrub.</li> <li>• Ghylls and gullies intersect the scar and moorland.</li> <li>• Improved pasture on lower slopes.</li> <li>• Small fields bounded by stone walls.</li> </ul> <p>Sensitive characteristic features include the steep limestone grassland slopes intersected by streams, low lying wooded areas as well as the tranquil character, the remoteness of the area and the sense of wilderness.</p>	<b>Scarps (13a)</b>	<b>Relevant Scheme Study Areas within area:</b> <b>Appleby to Brough</b> <b>Relevant Order Limits within the area: None</b>
<b>Scarps (13a)</b>	<b>Relevant Scheme Study Areas within area:</b> <b>Appleby to Brough</b> <b>Relevant Order Limits within the area: None</b>				

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text			
APP-187 3.4 Environmental Statement Appendix 8.10 Impact Assessment Table	All tables within the Appendix	Typographical error with the table numbering.	The table reference numbers in Appendix 8.10 are currently numbered Table 1 to Table 25. The table numbers should all start with <b>Table 8.10.1</b> to <b>Table 8.10.25</b> to be consistent with the Appendix reference number.			
APP-049 3.2 Environmental Statement Chapter 6 Biodiversity	Table 6-8	Typographical error with reference to the “CREAM model”, which is deleted as shown.	Consultee/ respondent	Comment	Applicant response	Where addressed?
			Natural England	Consultation was undertaken with Natural England in relation to assessment air quality impacts via email correspondence in relation to the following items: 1. Can Natural England clarify their concerns and expectation with regards the loss of one species metric given that this is referenced in both LA105 and NEA001. 2. Are Natural England aware of any evidence of existing habitat impacts/degradation or species impacts associated with air pollution within the Project area (email dated 02/12/21).	It was agreed that the project team would incorporate the ammonia/ <del>CREAM</del> <del>model</del> , as advised and provided by Natural England, within the air quality modelling. No further correspondence with Natural England and air quality has been undertaken to date - however it is understood that National Highways have since agreed to pursue an updated approach to assessing air quality in collaboration with Natural England.	ES Chapter 5: Air Quality; ES Chapter 6 Biodiversity Section 6.10: Assessment of likely significant effects.

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text			
				<p>Natural England responded to confirm: 'Natural England do not endorse LA105 as it is not compliant with the Habs Regs process (as correctly explained in LA115) and it uses NECR210 to propose a loss of one species metric which is used to screen sites out of further assessment based upon this information in isolation. Natural England do support the use of NECR210, as identified in NEA001, however only at the appropriate assessment stage, for the specific habitat types the reports covers and alongside other sources of site-specific evidence (email dated 15/12/21)</p>		

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text
APP-043 3.1 <b>Environmental Statement (ES) Non-Technical Summary(NTS)</b>	4.11.15	Bullet point 2 of paragraph 4.11.15 was wrongly included in the ES NTS and is not correct as is set out in the technical chapters of the ES. This should be removed as shown.	Appleby to Brough <ul style="list-style-type: none"> <li>• Significant permanent beneficial effects to 12 community assets in the operational phase.</li> <li>• <del>Significant permanent adverse effects to three businesses as a result of permanent noise and vibration changes.</del></li> <li>• Significant beneficial effect to one business in the operational phase.</li> <li>• No significant effects to private property or PRow are likely.</li> <li>• Overall positive health effect.</li> </ul>