

A66 Northern Trans-Pennine Project

4.5 Statement of Common Ground Durham County Council (Rev 2)

APFP Regulations 5(2)(q)

Planning Act 2008

**Infrastructure Planning (Applications: Prescribed Forms and
Procedure) Regulations 2009**

Volume 4

24 January 2023

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed
Forms and Procedure)
Regulations 2009**

A66 Northern Trans-Pennine Project
Development Consent Order 202X

**4.5 STATEMENT OF COMMON GROUND WITH
DURHAM COUNTY COUNCIL**

Regulation Number:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010062
Application Document Reference	4.5
Author:	A66 Northern Trans-Pennine project, Project Team, National Highways

Version	Date	Status of Version
Rev 1	13 June 2022	DCO Application
Rev 2	24 January 2023	Deadline 3 Submission

ONTENTS

1 Introduction 1

1.1 Purpose of this document 1

1.2 Parties to this Statement of Common Ground..... 1

1.3 Terminology 2

2 Record of Engagement 3

3 Issues 9

APPENDICES..... 28

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 project ("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 seeks to summarise and explain the respective parties' positions on issues but does not seek to replicate in full 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 the Applicant understands agreement has been reached between the parties to it 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. Previous iterations of the SoCG have been the subject of discussion between the parties to this SoCG. 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 National Highways as the Applicant. It has been shared with Durham County Council for comment prior to the submission of the DCO, at DCO submission and in advance of Deadline 3. Where feedback has been received from Durham County Council (either directly on the draft SoCG or pursuant to another submission by Durham County Council) it has been incorporated into this latest draft by the Applicant.
- 1.2.2 The Applicant has set out the detail of the issues raised by Durham County Council to date and each of the SoCG parties' respective positions. This is intended to assist the Examining Authority in understanding where discussions have reached to date. The Applicant intends to narrow the issues and level of detail in this SoCG as the examination progress and further matters are agreed.

- 1.2.3 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.
- 1.2.4 Durham County Council (DCC) will be responsible for the new and improved local highway network and are the Local Planning Authority for Bowes Bypass and Cross Lanes to Rokeby of the A66 Northern Trans-Pennine project.

1.3 Terminology

- 1.3.1 In the table in the Issues section of this SoCG:
- “Agreed” indicates area(s) of agreement from the Applicant’s perspective;
 - “Under discussion” indicates area(s) of current disagreement from the Applicant’s perspective, 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 from the Applicant’s perspective, where the resolution of differing 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 DCC, 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 DCC.

2 Record of Engagement

2.1.1 A summary of the key meetings that has taken place between National Highways and DCC 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
22.09.2020	Online Meeting	Meeting between DCC, National Highways and the A66 IPT to discuss A66 Project and ongoing future engagement. Meeting included discussions on future local plans for Durham County Council and principal contacts for both the NH/A66 IPT and the County Council.
14.10.2020	Online Meeting	Meeting between DCC and the A66 IPT to discuss the Project and ongoing actions. Meeting included discussions on general updates on the design of the scheme and environmental assessments.
14.12.2020	Online Meeting	Meeting between DCC, National Highways and the A66 IPT to discuss the project and ongoing actions. Meeting included discussions on PPA Agreement and future engagement with PINs. It was noted in the meeting that DCC did not intend to use a PPA.
14.01.2021	Online Meeting	Meeting between DCC and the A66 IPT to discuss the project and ongoing actions. Meeting included discussions on structures, culverts, PRoW and WCH.
21.01.2021	Online Meeting	Meeting between DCC and the A66 IPT to discuss ongoing actions and Statement of Common Consultation. Meeting included discussions on which newspapers the Project Team were intending to advertise the consultation. It was noted in the meeting that the Teesdale Mercury and Northern Echo are used by DCC.
09.02.2021	Online Meeting	Discussions with DCC as part of the Heritage Technical Working Group (TWG) (Matters discussed in the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting includes discussions on the Evidence Plan, project overview, update on report for geophysics, design development and archaeological trenching.
11.02.2021	Online Meeting	Regular meeting between DCC and the A66 IPT to discuss the project and ongoing actions. Meeting included discussions around the design updates to Cross Lanes to Rokeby section.
02.03.2021	Online Meeting	Meeting of the Water TWG with DCC in attendance. (Matters discussed in the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting included discussions on works to be completed, watercourse Crossings and key SW receptors overview.
02.03.2021	Online Meeting	Meeting of the Water TWG with DCC in attendance. (Matters discussed in the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting included discussions on works to be completed and key GW receptors overview.

Date	Form of correspondence	Key topics discussed and key outcomes
12.03.2021	Online Meeting	Discussions with DCC as part of the Heritage TWG (Matters discussed in the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting includes discussions on the research agenda, designated funds opportunities, discussion of developing design at Brougham and archaeological trenching.
18.03.2021	Online Meeting	Meeting of the Habitats Regulations Assessment TWG with DCC in attendance. (Matters discussed in the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting included discussion on site and proximity to schemes, Biodiversity Survey Strategy and HRA Baseline, Baseline Surveys Strategy and introduction to SAC fluvial geomorphology.
25.03.2021	Online Meeting	Regular meeting between DCC and Project Team to discuss the project and ongoing actions. Meeting included discussions on programme and landscape.
26.04.2021	Online Meeting	Meeting between DCC and the IPT at the regular Landscape TWG (Matters discussed at the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting included discussions on Zone of Theoretical Visibility (ZTV), definition of North Pennine Area of Outstanding Natural Beauty (AONB) setting, special qualities of the Greta Bridge and Bowes Conservation Areas.
29.04.2021	Online Meeting	Meeting between DCC and the IPT at the regular Ecological Impact Assessment TWG. (Matters discussed in the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting included discussions on Badger Bait Marking, Otter Halt Monitoring, MoRPH, and Air Quality and Affected Road Network (ARN).
13.05.2021	Online Meeting	Regular meeting between DCC and the A66 IPT to discuss the project and ongoing actions. Meeting included discussions on the DCO process and additional engagement. It was noted in the meeting that there had been local changes but no overall changes to Barnard Castle seats.
24.05.2021	Online Meeting	Meeting between DCC and the IPT to at the regular Landscape TWG (Matters discussed at the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting included discussions on the M6 junction 40 Penrith, Kemplay Bank Roundabout, Penrith to Temple Sowerby (east and west), Temple Sowerby to Appleby, Appleby to Brough, Bowes Bypass, Cross Lanes to Rokeby, Stephen Bank to Carkin Moor and options appraisal.
08.06.2021	Online Meeting	Discussions with DCC as part of the Heritage TWG (Matters discussed in the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting discussions include research framework, option appraisal, Evidence and Survey Strategy and

Date	Form of correspondence	Key topics discussed and key outcomes
		geoarchaeological modelling.
15.06.2021	Online Meeting	Meeting of the Water TWG with DCC in attendance. (Matters discussed in the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting included discussions on progress, works to be completed and design options.
28.06.2021	Online Meeting	Meeting between DCC and the IPT at the regular Landscape TWG (Matters discussed at the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting included discussions on the M6 junction 40 Penrith, Kemplay Bank Roundabout, Penrith to Temple Sowerby (east and west), Temple Sowerby to Appleby, Appleby to Brough, Bowes Bypass, Cross Lanes to Rokeby and Stephen Bank to Carkin Moor.
16.08.2021	Online Meeting	Meeting between DCC and the IPT at the regular Landscape TWG (Matters discussed at the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting included discussions on the M6 junction 40 Penrith, Kemplay Bank Roundabout, Penrith to Temple Sowerby (east and west), Temple Sowerby to Appleby, Appleby to Brough, Bowes Bypass, Cross Lanes to Rokeby, Stephen Bank to Carkin Moor and Scotch Corner.
18.08.2021	Online Meeting	Discussions with DCC as part of the Heritage TWG (Matters discussed in the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting includes discussions on key PEI Report findings and a scheme-by-scheme review.
02.11.2021	Online Meeting	Discussions with DCC as part of the Heritage TWG (Matters discussed in the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting includes discussions on feedback to statutory consultation, updates on research framework, geoarchaeological modelling and surveys.
13.12.2021	Online Meeting	Meeting between DCC, National Highways and the A66 IPT to discuss the revised traffic modelling results related to the Durham options. Meeting included discussions on the high-level impact of the different options. It was noted in the meeting that there was an error to the original modelling that had been corrected.
17.12.2021	Online Meeting	Walking Cycling and Horse-riding Group meeting between DCC, NYCC, National Highways and the A66 IPT to discuss scheme and actions related to active travel. Meeting included discussions east-west connectivity, cycling and designated funds. It was also noted in the meeting by DCC that they had been approached by Cumbria CC for a joint east-west cycling infrastructure although DCC noted they did not see the need for it.
12.01.2022	Online Meeting	Meeting between DCC, National Highways and the A66 IPT to discuss Traffic Modelling following the provision of

Date	Form of correspondence	Key topics discussed and key outcomes
		updated data. Meeting included discussions on the impact the different options have on traffic and on traffic signal specifications.
14.01.2022	Online Meeting	Meeting between DCC, National Highways and the A66 IPT to discuss the assessments been undertaken for the forthcoming DCO specifically focusing on Population and Human Health. Meeting included discussions around Equalities Impacts Assessment, Population Assessment and Human Health Assessment.
18.01.2022	Online Meeting	Discussions with DCC as part of the Heritage TWG (Matters discussed in the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting includes discussion on geoarchaeological modelling exercise, survey updates and design updates.
20.01.2022	Online Meeting	Meeting between DCC and the IPT at the regular Landscape TWG (Matters discussed at the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application Document Number 3.4)). Meeting included discussions on LVIA update and a scheme update.
26.01.2022	Online Meeting	Meeting between DCC, National Highways and the A66 IPT to discuss the proposed operational technology and operation structures being installed or retained as part of the scheme.
27.01.2022	Online Meeting	Meeting between DCC, National Highways and the A66 IPT to discuss the proposed ecological and environmental mitigation proposed as part of the scheme as well as the overall project design principles report. Meeting included an environmental mitigation walkthrough and discussions of the approach to Project Design Report.
03.02.2022	Online Meeting	Regular meeting between DCC, National Highways and the A66 IPT to discuss the project and ongoing actions. Meeting included discussions on the formal response to DCC consultation letter and Hulands Quarry Access.
09.02.2022	Online Meeting	Meeting between DCC and the A66 IPT to discuss the Materials and Waste Assessment methodology which forms part of the Environmental Statement. Meeting included discussions on resource banking and sterilisation and active sites for waste disposal. It was noted in the meeting that there are also other waste disposal sites within the County, although it was advised by the A66 IPT that those closer to the A66 would be preferred.
17.03.2022	Online Meeting	Regular meeting between DCC and A66 IPT to discuss the project and ongoing actions. Meeting included discussions on Draft EMP, SoCG and design updates.
24.03.2022	Online Meeting	Meeting between DCC and the A66 IPT to discuss the approach to Highways and Drainage Design. Meeting included discussions on project design updates, highways adoption, drainage and Tutta Beck.
06.04.2022	Online Meeting	Review and Comment meeting between DCC and the A66 IPT. The Legislation and Policy Compliance Statement were presented for discussion and for comments from DCC, prior to issue as part of the DCO.

Date	Form of correspondence	Key topics discussed and key outcomes
06.04.2022	Online Meeting	Review and Comment meeting between DCC and the A66 IPT. The walking, cycling and horse riding proposals for the Scheme were presented for discussion and for comments from DCC, prior to issue as part of the DCO.
06.04.2022	Online Meeting	Review and Comment meeting between DCC and the A66 IPT. The Project Design Principles Report and the Tree Preservation Order and Important Hedgerow Plans were presented for discussion and for comments from DCC, prior to issue as part of the DCO.
06.04.2022	Online Meeting	Review and Comment meeting between DCC and the A66 IPT. The General Arrangement Drawings, Works Plans, Rights of Way and Access Plans, Classification of Roads Plans, De-Trunking Plans, Traffic Regulation Measures (Clearways and Prohibitions) Plans, and Traffic Regulation Measures (Speed Limits) Plans were presented for discussion and for comments from DCC, prior to issue as part of the DCO.
17.05.2022	In Person Meeting	Meeting between DCC, National Highways and the A66 IPT to discuss the draft General Arrangement Plans and concerns regarding construction traffic and diversionary traffic routing.
23.06.2022	Online Meeting	Joint meeting between CCC, NYCC, DCC, EDC, RDC, Project Team and National Highways to discuss all Authority matters. Meeting included discussions on enabling works and TCPA applications.
25.07.2022	Online Meeting	Meeting to discuss and agree approach to SoCG Topics between July and August 2022.
08.08.2022	Online Meeting	Two Weekly SOCG Meeting focusing on Heritage and the positions of NH and DCC on Rokeby Junction
05.09.2022	Online Meeting	Two Weekly SOCG meeting and check in.
03.10.2022	Online Meeting	Two weekly SOCG Meeting discussing SOCG content.
17.10.2022	Online Meeting	Two weekly SOCG Meeting discussing relevant representation responses and SOCG content.
27.10.2022	Online Meeting	Joint meeting between CCC, NYCC, DCC, EDC, RDC, Project Team and National Highways to discuss all Authority matters. Meeting included a discussion and update on the DCO following Publication of the Examination Timetable, and an update on De-trunking and Stakeholder Engagement.
31.10.2022	Online Meeting	Two Weekly SOCG Meeting with representatives from DCC discussion on the examination process and agreeing future meeting topics ahead of examination.
14.11.2022	Online Meeting	Two Weekly SOCG Meeting with representatives from DCC discussing ongoing resolution of issues and agreeing future meeting topics ahead of examination.
24.11.2022	Online Meeting	Joint meeting between CCC, NYCC, DCC, EDC, RDC, Project Team and National Highways to discuss all Authority matters. Meeting included discussions on the freight study being undertaken by National Highways outside of the A66 NTP.
25.11.2022	Online Meeting	An Online All LA Meeting, including representatives from NYCC, to present the Environmental Management Plan

Date	Form of correspondence	Key topics discussed and key outcomes
		and answer questions from attendees.
28.11.2022	Online Meeting	Two Weekly SOCG Meeting with representatives from DCC discussing ongoing resolution of issues and agreeing future meeting topics ahead of examination.
12.11.2022	Online Meeting	Two Weekly SOCG Meeting with representatives from DCC discussing ongoing resolution of issues and agreeing future meeting topics ahead of examination.
09.01.2023	Online Meeting	Two Weekly SOCG Meeting with representatives from DCC discussing future engagement session and the restructure of the SOCG prior to submission at deadline 3.

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

3 Issues

3.1.1 The SoCG tables in the National Highways position column sometimes refers to either “*the Applicant’s Response to Written Representations made by Interested Parties subject to an SoCG*” (REP2-016) or the “*Applicant’s Comments on Local Impact Report (LIR)*” (REP2-018) as addressing an issue or setting out the current position. At this stage, as these two documents were only recently drafted (and submitted at Deadline 2) we have not sought to interpret or summarise the current position within the SoCG. The references to the relevant paragraphs or sections of these documents are there as “signposts” to allow the local authorities to review our responses/comments on their LIR and Written Representations so that we can then take forward any matters they wish to raise on our responses/comments as part of future dialogue with the LAs. The objective of this dialogue would be to reach an agreed position that we can then report in the next draft of the SoCG (for Deadline 5).

Table 3-1: Record of Issues – Agreed Issues

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
3-1.1 Access & Rights of Way – footpath No. 5.6 Rokeby	Appendix 1 of DCC’s Statutory Consultation response dated 05.11.2021	DCC consider that footpath (No. 5.6 Rokeby) is popular and important and connects Teesdale Way with Brignall and the River Greta would require large diversions (under both the black and blue options). DCC state that a grade-separated crossing of the new dualled section, on or in the near vicinity of the current footpath alignment, is the preferred solution. Officers are concerned that the prospect of the lengthy diversions currently proposed would tempt some people to try and take a	We understand your comments in relation to Public Footpath No. 5.6 Rokeby. The proposed Rokeby junction brings together several PRowWs in the area for onward journeys, and further, provides a safe crossing point, which does not currently exist. It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties.	Agreed	13.06.2022

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
		more direct route across the dualled A66.			
3-1.2 Environmental Impacts – Minerals	Appendix 1 of DCC's Statutory Consultation response dated 05.11.2021	<p>The proposed alignment of the dualling of the A66 and proposed junction improvements in County Durham in part overlie Mineral Safeguarding Areas as identified in the County Durham Plan (Adopted October 2020) as defined on the County Durham Plan Policies Map. Impacts on safeguarded mineral resources will need to be considered. Whenever possible the A66 upgrading should seek to minimise sterilisation of economically important mineral resources where this can be avoided.</p> <p>DCC held a call for new minerals and waste sites in early 2021. Impacts on mineral operator proposed allocations for new mineral working will need to be considered, specifically the proposed Boldron Cross Lanes site which lies on land to the west and east of the B6277.</p> <p>The A66 Northern Trans-Pennine Project will have significant mineral and waste management requirements. Sufficient detail should be included in the ES to assist the Council in</p>	<p>We welcome the engagement with DCC regarding the Minerals Safeguarding Areas and the ongoing works being undertaken to understand the impacts of emerging minerals policies. The impact of the project on the minerals sites are detailed within Chapter 11 (Minerals and Waste) of Volume 1 of the ES (Application Document Reference 3.2, APP-054).</p> <p>It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties.</p>	Agreed	13.06.2022

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
		understanding the impact of the A66 Northern Trans-Pennine Project on material resources and waste management.			
3-1.3 Environmental Impacts - Climate	Jacobs Impact Report – Appendix 2 of DCC’s Statutory Consultation response dated 05.11.2021	No likely significant effects anticipated.	Thank you for confirming this. It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties	Agreed	13.06.2022
3-1.4 Technology and Operations - VMS Signage Connection	A66 . DCC: Technology and Operations Meeting (26.01.2022)	Currently DCC have a link / connection to the VMS signs on the A1(M) so that any issues can be known and managed on the DCC network. Is it possible for a similar link connection be provided for the new VMS signs on the A66.	This will be developed as part of the detailed design post DCO and the request has been passed to the operations lead to consider as part of the design. It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties.	Agreed	13.06.2022
3-1.5 Woodland Planting	A66 . DCC Approach to Project Design Principles (27.01.2022)	The replacement planting of woodland removed as part of the Bowes Bypass Scheme can be replaced within the Cross Lanes to Rokeby Scheme.	We are grateful for confirming this opportunity. It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties.	Agreed	13.06.2022
3-1.6 Hulands Quarry Access	DCC Regular Meeting (03.02.2022) also in DCC’s response to SUPPLEMENTARY CONSULTATION – 28 January 2022 to 27 February 2022 Hulands Quarry access arrangements Bowes Cross Farm	Concerns were raised regarding the access requirements for Hulands Quarry and the interactions between their approved scheme and our proposed amendments.	The access improvements for the Hulands Quarry will be included as part of the red line boundary for the DCO and discussions are progressing with the quarry owners. It is National Highways understanding that this issue is resolved and may be treated as	Agreed	13.06.2022

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
	accommodation works dated 18 February 2022		agreed between the parties		
3-1.7 The additional east-west cycle track/footway, providing a continuous connection between Cross Lanes and Greta Bridge	SUPPLEMENTARY CONSULTATION Walking, cycling and horse-riding provision, Landform and Compounds (Dated 18.03.22)	The additional east-west cycle track/footway, providing a continuous connection between Cross Lanes and Greta Bridge, is welcomed as it enhances the overall network. Officers are unsure how much demand there really is for a route following the A66 at this location, and although it does help to link various north-south public rights of way, it does not address the more fundamental issue of the very limited safe crossing points that will be available, and the distances walkers in particular will have to travel to reach those crossing points. There is no objection to the additional 250m of shared-use path parallel to the A66 in County Durham.	Whilst we appreciate that the Rokeby junction would require walkers to divert via the junction to cross the new dualled A66, adding a distance of approximately 700m to their journey, the proposals are designed to provide a safe crossing point for walkers, with the intention of connecting Public Rights of Ways (PRoWs) together, which are currently severed.	Agreed	13.06.2022
3-1.8 The additional east-west cycle track/footway - Archaeology	SUPPLEMENTARY CONSULTATION Walking, cycling and horse-riding provision, Landform and Compounds (Dated 18.03.22)	In terms of archaeology, it is noted that a programme of assessment, evaluation and reporting is underway in accordance with nationally recognised best practice.	Thank you for confirming that the programme for assessment is being undertaken in accordance with national recognised best practice. It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties.	Agreed	13.06.2022
3-1.9 Inclusion of relevant legislation	Legislation and Policy Compliance Statement review session	Within Section 3.5 (Other legislation) there are no relevant legislation identified on Noise and	Noted. This has been included within the Legislation and Policy Compliance Statement	Agreed	13.06.2022

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
		Vibration. EHO suggest that Part III of the Control of Pollution Act 1974 remains pertinent in relation to the construction works, as does Part III of the Environmental Protection Act 1990 in relation to Statutory Nuisance.	(Application Document Reference 3.9, APP-242). It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties.		
3-1.10 Hulands Quarry	Walking, Cycling and Horse-Riding Proposals review session	Hulands Quarry Public Exhibition took place on 22.03.22. During the course of the DCO the application may be submitted to DCC and potentially one to keep an eye on.	We have consulted with Hulands Quarry and are aware of the proposed infrastructure. Expansion is generally proposed eastwards so the impact on the new infrastructure will be limited. It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties.	Agreed	13.06.2022
3-1.11 AF04 Principal Inclusion	Project Design Principles & Tree Preservation Order Document review session	Looking at the principles that applied to the scheme, AF04 was not defined in the document.	This was incorrect and has been removed from the Project Design Principles Report (Application Document Reference 5.11, APP-302).	Agreed	13.06.2022
3-1.12 Bowes Bypass Road Classification	Design Drawing Review Session	DCC raised no objection with the extension of the unclassified road at Low Road . The Street as part of the Schemes Road Classification.	It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties.	Agreed	13.06.2022
3-1.13 Cross Lanes to Rokeby Road Classification	Design Drawing Review Session	DCC raised no objection with the extension of the B6277 or the extension of the C165.	It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties.	Agreed	13.06.2022
3-1.14 Cross Lanes to Rokeby De-trunking	Design Drawing Review Session	DCC Raised no concerns with the principle and extent of de-trunking	It is National Highways understanding that this issue is	Agreed	13.06.2022

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
extent and principles		of the A66 as part of the Cross Lanes to Rokeby Section.	resolved and may be treated as agreed between the parties.		
3-1.15 Bowes Bypass Speed Limits	Design Drawing Review Session	DCC Raised no concerns with the proposed speed limit changes as part of the Bowes Bypass Scheme.	It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties.	Agreed	13.06.2022
3-1.16 Bowes Bypass Public Rights of Way Access Pan Regulation 5(2)(k) Drawings	Design Drawing Review Session	DCC Raised no concerns with Public Rights of Way Access Pan Regulation 5(2)(k) Drawings.	It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties.	Agreed	13.06.2022
3-1.17 Cross Lanes to Rokeby Public Rights of Way Access Pan Regulation 5(2)(k) Drawings	Design Drawing Review Session	DCC Raised no concerns with Public Rights of Way Access Pan Regulation 5(2)(k) Drawings.	It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties.	Agreed	13.06.2022
3-1.18 Nutrient Impacts on protect sites advise from Natural England	Email from C Teasdale on 21.04.22	On 16 March 2022 Natural England sent a letter to a number of local planning authorities, including Durham County Council, which provided new advice for LPA's in relation to development proposals with the potential to affect water quality resulting in adverse 'nutrient impacts' on protected habitat sites. The A66 project is not a form of development they are generally concerned with, but might be in terms of the likely extent of welfare facilities that will be required and their subsequent disposal when full. This is a matter that you may or may not have considered but it is appropriate	We confirm the implications of Natural England's advice relating to nutrient neutrality is being considered. We can confirm there is no outstanding issues between DCC and National Highways in relation to nutrient neutrality.	Agreed	13.06.2022

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
		that you are made aware of the issue.			
3-1.19 East Bowes Accommodation Overbridge Maintenance	Design Drawing Review Session	East Bowes Accommodation overbridge will have a big maintenance requirement.	We will retain the responsibility of the maintenance of the structure of the bridge. The surfacing would be the responsibility of DCC.	Agreed	24.01.2023
3-1.20 De-trunking and return of DCC Assets	Design Drawing Review Session	When will DCC be able to see the extent of the Detrunking.	We are committed to ensuring de-trunked sections are acceptable in terms of their standard to Local Authorities. De-trunking schedules are included within the DCO application, see document TR010062/APP/5.21, APP-562.	Agreed	24.01.2023
3-1.21 HGV Realignment at Cross Lanes Priority Junction	Design Drawing Review Session	Are we confident that the two priority junctions at Bowes Bypass can turn out of the diverge and not obstruct the carriageway.	We have auto-tracked this layout as part of our design process. We have also undertaken a Road Safety Audit as reported in Section 9 of the Transport Assessment (Application Document Reference 3.7, APP-236) to ensure an independent audit of our design proposal and incorporated feedback from this process into our design. National Highways are therefore confident regards this matter and consider that this point is now agreed, following the Design Drawing Review Session and the evidence provided in the DCO application as cited.	Agreed	24.01.2023
3-1.22 Diversionary Impacts and Construction traffic	Meeting with DCC – 17.05.22	Durham will not accept construction traffic or diversionary traffic via Barnard Castle.	The construction and diversionary routes will be developed as part of the Environmental Management Plan (EMP), should the DCO be	Agreed	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>made. This document will be subject to consultation with DCC and the other host authorities. We note DCC's position on this matter and will work with DCC to ensure suitable construction routes are identified.</p> <p>We would also note that the EMP (Application Document Reference 2.7, APP-019) confirms that no part of the project can start until a Construction Traffic Management Plan (CTMP) is developed which will include (amongst other requirements) the following:</p> <p>Details of proposed traffic management measures, including phasing plans, route restrictions and speed limits.</p> <p>Details of planned carriageway and local road closures, including proposed stakeholder and community engagement protocols in advance of closures.</p> <p>Details of proposed diversion routes, durations of use and proposals for encouraging compliance with designated diversion routes (with consideration for potential noise impacts).</p> <p>The CTMP will include, amongst other commitments, the following commitment for diversion routes to be discussed with the Local</p>		

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			Highway Authority in advanced of required closures. National Highways consider that this matter is agreed in so far is possible at this stage and with commitment to the further engagement as cited above.		

Table 3-2: Record of Issues – Under Discussion Issues

Appendix A includes issues which were stated as under discussion at the time of DCO submission (related to Statutory consultation and/or pre-application discussions) but are no longer considered to be relevant as the issues are either addressed in the DCO documents or outstanding issues are now recorded under relevant representations.

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
3-2.1 Responsibility for Maintenance	Design Drawing Review Session	Who will be responsible for the proposed private accesses?	This has not been determined yet. In most cases these are shared routes so an agreement will need to be determined between National Highways, DCC and the landowners.	Under discussion	13.06.2022
3-2.2 De-trunking	Durham County Council – Relevant Representations – RR-073 – 30 August 2022	Under which legislation does National Highways propose to carry out ancillary highway works to the Local Highway Authority's (LHA) network? This is important for DCC as both highway and permit Authority as to how it addresses the construction of the works. Has a Side Road Order been produced by National Highways?	The Planning Act 2008 established an infrastructure planning regime with the aim, among other matters, of providing a single consent process which avoids the potential delays associated with having the same project being considered through the lens of multiple authorisation regimes. The draft DCO	Under discussion	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
		<p>This would be needed to address, stopping / diversion / change in status / de-trunking / reclassification of highways impacted by the scheme. This Order is very important as it will determine what (and what not) the council inherits for the scheme.</p>	<p>(Document Reference 5.1, APP-285) contains all the necessary statutory powers and authorisations required to construct, operate and maintain the Scheme. This includes development consent (an authorisation broadly equivalent to the grant of planning permission under the Town and Country Planning Act 1990) the authorisation to carry out works to side roads (as would normally be contained in a side roads order made under section 14 and other enabling powers under the Highways Act 1990) and to regulate traffic (as would normally be contained in Traffic Regulation Order made under the Road Traffic Regulation Act 1984). The key statutory powers and provisions concerning streets and highways included in the draft DCO include:</p> <ul style="list-style-type: none"> • article 4 provides for the grant of development consent for the authorised development described in Schedule 1 to the DCO. • article 9 sets out which parties are responsible for maintaining the highways 		

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>constructed, altered or diverted through the implementation of the powers in the DCO. It also sets out that where such highways are to be maintained by a party other than National Highways, the works must be carried out to the reasonable satisfaction of the party that is to maintain them.</p> <ul style="list-style-type: none"> article 10 permits National Highways to stop up streets and private means of access permanently, as shown on the rights of way and access plans (Document Reference 5.19, APP-342 to APP-349) and as specified in Schedule 2 to the draft DCO. These provisions are analogous to a side roads order made under the Highway Act 1980 and the rights of way and access plans have been prepared with regard to the guidance that applies to the preparation of the Site Plans that would 		

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>accompany side roads order.</p> <ul style="list-style-type: none"> article 40 provides for the classification of roads as set out in Schedule 7. That Schedule makes reference to the classification of roads plans (Document Reference 5.20, APP-350 to APP-356) and also includes descriptions of roads to be de-trunked, with reference to the de-trunking plans (Document Reference 5.21, APP-357 to APP-363). <p>articles 41 and 42 make provision for clearways and traffic regulation measures in relation to the roads to described in Schedule 8 to the draft DCO, by reference to the traffic regulation measures (clearways and prohibitions) plans (Document Reference 5.22, APP-364 to APP-370) and the traffic regulation measures (speed limits) plans (Document Reference</p>		

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>5.23, APP-371 to APP-377). These provisions are of equivalent effect to a traffic regulation order made under the Road Traffic Regulation Act 1984. National Highways considers that it has clarified this position including the relevant legislation for these works and awaits confirmation that this matter is agreed.</p>		
3-2.3 Safety Audit	<p>Durham County Council – Relevant Representations – RR-073 – 30 August 2022</p>	<p>As part of the preliminary design process and before land take is determined a Stage 1 Road Safety Audit should have been carried out which would include works on the LHN. Has this been seen by DCC Highways.</p>	<p>A Stage 1 Road Safety Audit (RSA) has been carried out. Both the RSA report and Designers Response Report for the Bowes Bypass scheme and the Cross Lanes to Rokeby scheme has been shared with Durham County Council on the 8 November 2022. Any comments will be reviewed and discussed through our ongoing engagement and scheduled meetings. National Highways consider that this issue can now be agreed should DCC have no further comments on the documents shared and await a response from DCC.</p>	Under discussion	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
3-2.4 Departures	Durham County Council – Relevant Representations – RR-073 – 30 August 2022	It is understood that there would be a number of departures and relaxations from standard on some of the works proposed to become part of the LRN. DCC as Local Highway Authority would need to see these, and the rationale behind them before they could be agreed too. When would these be available for comment?	Local Authority Departures from Standard application forms for the Bowes Bypass and Cross Lanes to Rokeby Schemes have been drafted with the relevant rationale and this has been shared with Durham County Council on 27 October 2022 and discussed at meetings on 31 October 2022 and 14 November 2022. We expect the Council will provide a Determination on the Departures from Standard sought. Liaison will continue through our scheduled meetings and the discussions and formal determination document will be recorded in this SoCG.	Under discussion	24.01.2023
3-2.5 Geology and Soils	Durham County Council – Relevant Representations – RR-073 – 30 August 2022	The findings of the initial Phase 1 ground investigations and the proposal to carry out further ground investigation (Phase 2) prior to construction to further assess risks to human health/sensitive receptors are considered to be satisfactory.	It is considered that the measures contained within the Environmental Management Plan (Document Reference 2.7, APP-019) are consistent with the requested wording. Reference D-GS-04 states the following, which ensures a robust ground investigation process is completed: Any such investigation and assessment required must be carried out in accordance with the Environment Agency's Land contamination: Risk Management (LC:RM). Additionally, any	Under discussion	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>construction that involves intrusive ground works will not start until Phase 2 targeted ground investigations and risk assessments are completed with consultation completed with the Environment Agency and relevant planning authority. National Highways will continue to engage with Durham County Council, as is recorded in the Statement of Common Ground.</p>		
3-2.6 Air Quality	<p>Durham County Council – Relevant Representations – RR-073 – 30 August 2022 Relevant RepresentationsRR-073.28</p>	<p>There are nine human health sensitive receptors assessed in DCC (HSR 57 to HSR 65) for the operational phase. There are no predicted exceedances at human health receptors of any pollutant reported in the chapter, and so no new exceedances as a result of the scheme would be expected within DCC. Results are confirmed to not be presented on a scheme by scheme basis and that the discussion for region 1 in Chapter 5 Air Quality is presents the impact of the overall scheme on the A66 region including the section of the scheme within DCC. The largest human health impact as a result of the scheme is reported to be +0.9 ug/m3, within the DCC boundary at Highly Sensitive Receptor 60 within the</p>	<p>National Highways propose to discuss the information below with Durham County Council during the meeting we are currently organising with the Head of Transport and Contract Services at DCC.</p>	Under discussion	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
		<p>Cross Lanes to Rokeby section adjacent to the A66, south of Barnard Castle, to the east of the B6277 junction with the A66. At this location, concentrations are predicted to increase from 9 ug/m³ in DM 2029 to 9.9 ug/m³ in the DS scenario, where an increase of 3,603 AADT is predicted for the A66. It is not clear whether this receptor is the same receptor which was reported in the PEIR to have an increase of +4.0 ug/m³ in annual mean NO₂ at a residential property adjacent to the A66 at Cross Lanes, however the predicted impacts would appear to have dropped significantly in DCC compared to the PEIR stage.</p>			
3-2.7 Inclusion of relevant legislation	Legislation and Policy Compliance Statement review session	<p>It is noted that there was an amendment to the Environment Bill in 2021 that extended the scope of BNG to include applications in respect of nationally significant infrastructure projects (NSIPs).</p> <p>NPSNN accordence table states the following:</p>	Pending the introduction of secondary regulations (which have recently been consulted upon by Government), a Biodiversity net gain assessment is not currently a requirement for Nationally Significant Infrastructure Projects therefore is not included as part of the Application documents.	Under discussion	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
		<p>3.3 “On this basis, the Project has aligned with the principles of the NPPF in seeking to avoid and mitigate environmental and social impacts.”</p> <p>There is no mention of biodiversity net gains in reference to NPPF.</p>	<p>National Highways are committed to maximising biodiversity delivery achieved by the Project. The environmental mitigation design has been developed to ensure that mitigation is provided for impacts on protected species, and that replacement habitats are provided for those lost. In order to demonstrate effective mitigation for habitat loss the Project has applied the principle of No Net Loss. To measure this outcome the application of 0% Biodiversity Net Gain (BNG) as set out within Natural England’s BNG Metric 2.0 was applied (Metric 2.0 being the available metric at the time of mitigation determination). This approach was discussed and agreed with the Statutory Environmental Bodies, including Natural England, as part of the Evidence Base process, documented in ECi14 of the Evidence Base table in Appendix 1.1 of the Environmental Statement (ES) (Document Reference 3.4, APP-146). The EMP (Document Reference 2.7, APP 0-19) Chapter 1 and REAC commitment D-BD-05 sets out the consultation procedures relating</p>		

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>to the detailed environmental mitigation design.</p> <p>We are committed to maximising biodiversity delivery achieved by the Project.</p>		
<p>3-2.8 Inclusion of relevant legislation: Defra Metrics</p>	<p>Legislation and Policy Compliance Statement review session</p>	<p>Defra Metric 2.0 is referenced, and should this be revised to Defra metric 3.0?</p>	<p>The environmental mitigation design has been developed to ensure mitigation is provided for impacts on protected species and replacement habitats are provided for those lost, achieving a minimum of no net loss. The design has been informed by the principles of habitat replacement (i.e. replacement rations) set out in Defra Biodiversity Metric 3.0. Impacts and proposed mitigation are detailed within Chapter 6 (Biodiversity) of the ES (Application Document Reference 3.2, APP-049) and underpinned by detailed assessments within separate appendices (Appendix 6) Located within Volume 3 of the ES (Document Reference 3.4 , APP-154 to APP-175).</p> <p>We consider that we have addressed DCC's concerns and that this issue is capable of being agreed.</p>	<p>Under discussion</p>	<p>24.01.2023</p>

Table 3-3: Record of Issues – Not Agreed Issues

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
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APPENDICES

Appendix A: Matters from Rev1 SoCG superseded by DCO Submission and National Highways' responses to Relevant Representations

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
A-1.1 Cultural Heritage - misinterpreted policy guidance	Appendix 1 of DCC's Statutory Consultation response dated 05.11.2021	It is the contention of the design and conservation team that National Highways has misinterpreted policy guidance on harm to designated assets and sought to remove perceived harm rather than undertaking an appropriate weighting exercise of the impact of the proposal in the round. The fact that it has now been demonstrated in a plan provided to DCC by National Highways that further heritage benefits can be drawn from an amended Blue route further strengthens the objection to the Black route in this specific location.	<p>We have fully considered the potential impact of the Project on designated heritage assets as set out within the policy tests contained within the National Networks National Policy Statement (NNNPS).</p> <p>Section 8.9 of Chapter 8 (Cultural Heritage) of the ES (Application Document Reference 3.2, APP-051) presents the assessment of likely significant effects. It is during the construction phase and operational phase that some adverse effects on heritage assets are sustained (as summarised in the response to NN NPS paragraph 5.131 above). No significant impacts are expected to arise in the operational phase. Essential mitigation of construction impacts would include measures that reduce the likelihood of physical damage as well as changes to the setting that affect the significance of the heritage assets. An investigation of archaeological remains prior to construction and the analysis of artefacts and publication of results following the construction would minimise the direct impacts</p>	<p>No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that:</p> <p><i>In terms of cultural heritage in respect of the “Blue” route, the balance of harm derived from the “Black” (subject of the DCO application) or “Blue” route is nuanced and, as such, whilst the “Blue” route remains the preference</i> <i>...it is acknowledged that design refinement and the preparation of the heritage mitigation strategy in the Environmental Management Plan provides a reasoned justification for the selected route.</i></p>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>on archaeological remains. The type and location of mitigation required will be agreed with Historic England and County Durham by means of an Historic Environment Mitigation Strategy, to be submitted as part of the Environmental Management Plan (EMP) (Application Document Reference 2.7, APP-019).</p> <p>The operational phase of the Project could lead to beneficial and adverse effects on the setting of cultural heritage assets through traffic noise and the visibility of moving vehicles on the road. Adverse impacts during operation will be no different to the permanent impacts that have occurred as part of the construction phase.</p> <p>National Highways will continue to engage with DCC on these issues and seek agreement that its approach to applying heritage policy is robust.</p>		
A-1.2 Cultural Heritage - Impact on Significance – imposing harm	Appendix 1 of DCC’s Statutory Consultation response dated 05.11.2021	The Black route imposes harm on the setting of the Church of St Mary by the construction of the western junction arrangement. This compromises the gateway effect to Rokeby Park created historically as a result of localised topography	We have fully considered the potential impact of the Project on designated heritage assets. This is assessed within our Chapter 8 (Cultural Heritage) within Volume 1 of the ES (Application Document Reference 3.2, APP-051).	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that:	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>It is our view that the proposed route will not introduce a major physical change to the Register Park and Garden (RPG) and it will minimise the impacts on the settings of the associated assets (St Mary’s Church, the school house and the Old Rectory) and avoids further severance of a part of the RPG.</p> <p>Furthermore, the proposed route will bring some benefits to the historic environment through reduction of severance between St Mary’s Church and the Old Rectory and the likely reduction of impact risk at the Gate Piers at the southwest corner of the park. National Highways will continue to engage with DCC on these issues and seek agreement that its proposals represent the optimal solution.</p>	<p><i>In terms of cultural heritage in respect of the “Blue” route, the balance of harm derived from the “Black” (subject of the DCO application) or “Blue” route is nuanced and, as such, whilst the “Blue” route remains the preference</i></p> <p><i>....it is acknowledged that design refinement and the preparation of the heritage mitigation strategy in the Environmental Management Plan provides a reasoned justification for the selected route.</i></p>	
A-1.3 Cultural Heritage – Impact on Significance – relentless traffic	Appendix 1 of DCC’s Statutory Consultation response dated 05.11.2021	The Black Route fails to remove the harm to the setting of the Church of St Mary which results from relentless traffic movements in close proximity, a primary reason for the inclusion of the asset on the risk register, therefore this route promotes harm	<p>We have fully considered the potential impact of the Project on designated heritage assets. This is assessed within our Chapter 8 (Cultural Heritage) within Volume 1 of the ES (Application Document Reference 3.2, APP-051).</p> <p>It is accepted that construction activities would occur within the setting of the church, both on</p>	<p>No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that:</p> <p><i>In terms of cultural heritage in respect of the “Blue” route, the balance of harm</i></p>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>existing road corridor immediately south and for the construction of the new offline section of road beyond. This would include moving plant, lighting and noise. Construction activity would be visible and audible from the church and would feature heavily in views towards it when viewed from the road. However, this impact would be temporary, resulting in a minor adverse magnitude of impact. However, during operation, traffic noise from current road corridor may be reduced, but the beneficial effects of that moderated by new moving traffic across land to the south. National Highways will continue to engage with DCC on these issues and seek agreement that its proposals represent the optimal solution.</p>	<p><i>derived from the “Black” (subject of the DCO application) or “Blue” route is nuanced and, as such, whilst the “Blue” route remains the preferenceit is acknowledged that design refinement and the preparation of the heritage mitigation strategy in the Environmental Management Plan provides a reasoned justification for the selected route.</i></p>	
A-1.4 Cultural Heritage - Impact on Significance – eastern option access to Barnard Castle	Appendix 1 of DCC’s Statutory Consultation response dated 05.11.2021	The Blue Route utilising the eastern alternative junction sites the proposed Rokeby Junction closer to the location of the existing junction, ensuring the primary flow of westbound vehicles travelling to and from Barnard Castle uses this junction and not the Cross Lanes junction. This traffic behaviour improves journey times, negates	It was agreed within our meeting on 13 December that the modelled flow on Moorhouse Lane is low within the base model validation. It was also agreed in the meeting that this will not lead to us underestimating the reassignment of trips from Barnard Castle Road to	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that: <i>overall when considering the merits of the “Black” route vs</i>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
		<p>possible issues at The Sills and Barnard Castle Bridge and is considered safer for walkers, cyclists and horse riders using the B6277 Moorhouse Lane. These public benefits do not appear to have been weighed against the potential harm to Rokeby Park.</p>	<p>Moorhouse Lane within the Do Something Scenario. We have provided a technical note to DCC (issued on 22 April 2022) which sets out the agreed stance on Highways and Traffic Modelling. This is included within Appendix A of this SoCG. National Highways will continue to engage with DCC on these issues and seek agreement that its proposals represent the optimal solution.</p>	<p><i>the “Blue” route, the differences in Highways terms are shown to be small with the revised modelling scenario. Given that both routes produce a benefit to trip reduction through the centre of Barnard Castle of circa 384 trips per day including over the 16th century bridge, this does in turn, lead to an increase in traffic on the B6277 The Sills of up to 524 additional vehicles per day.</i></p> <p><i>When considering the “Black” vs “Blue” route, DCC had previously objected to National Highways preference of the “Black” route, mainly due to the impact of the additional traffic on the B6277 compared to the “Blue” route. However, the revised modelling has shown that the difference between the</i></p>	

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
				<p><i>routes would be just 127 vehicles per day. Given the benefits of traffic reduction through Barnard Castle, it is not considered that the additional 127 vehicles per day in the “Black” route scenario vs the “Blue” route scenario, would be sufficient grounds for DCC to maintain an objection to National Highways preference of the “Black” route.</i></p> <p>DCC outstanding issues in relation to Highways are considered in table 3-2 above.</p>	
A-1.5 Cultural Heritage - Impact on Significance – design development	Appendix 1 of DCC’s Statutory Consultation response dated 05.11.2021	The design development has not been carried far enough prior to statutory consultation to ensure that all heritage benefits can be weighed against any harm. The revised proposal HE565627 AMY HGN S08 SK CH 000020 clearly carries substantial benefits for the improvement of the setting of the listed Church of St Mary by partially stopping up the A66 and de-trunking the section adjacent to the church	Both of the route options were subject to a detailed review, in light of applicable legislation and guidance and these policy tests, particularly to understand the potential harm first in terms of any loss and then setting to all heritage assets. The methodology for the Cultural Heritage assessment follows the guidance set out within Design Manual for Roads and Bridges	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that: <i>In terms of cultural heritage in respect of the “Blue” route, the balance of harm derived from the “Black”</i>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
		<p>providing a potential stimulus for reuse.</p>	<p>(DMRB) LA 106 Cultural Heritage Assessment (DMRB LA 106) and the Chartered Institute of Archaeologist’s Standard and guidance for historic environment desk-based assessment. The methodology is detailed within Section 8.4 of the Chapter 8 (Cultural Heritage) of Volume 1 of the ES (Application Document reference 3.2, APP-051). It is our view that the route will not introduce a major physical change to the RPG and minimises the impacts on the settings of the associated assets (St Mary’s Church, the school house and the Old Rectory) and avoids further severance of a part of the RPG. The route brings some benefits to the historic environment through reduction of severance between St Mary’s Church and the Old Rectory and the likely reduction of impact risk at the Gate Piers at the southwest corner of the park. We maintain our view (as set out within the consultation brochure) that the principal consideration in our preference for the black junction (the proposed route) is the impact on the Grade II* Rokeby Park RPG, in that the</p>	<p><i>(subject of the DCO application) or “Blue” route is nuanced and, as such, whilst the “Blue” route remains the preferenceit is acknowledged that design refinement and the preparation of the heritage mitigation strategy in the Environmental Management Plan provides a reasoned justification for the selected route.</i></p>	

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			Blue junction (your preference) would lead to fragmentation of the RPG site. National Highways will continue to engage with DCC on these issues and seek agreement that its proposals represent the optimal solution.		
A-1.6 Cultural Heritage - Impact on Significance – impact on Barnard Castle Bridge	Appendix 1 of DCC’s Statutory Consultation response dated 05.11.2021	The potential impact on the Grade I listed and Scheduled Barnard Castle Bridge resulting from increased traffic movements from the western Rokeby junction has not been factored into the balancing exercise. Collision impact already poses an ongoing problem and any increase in movements can only exacerbate this.	As reported within the Transport Assessment (Document reference 3.7, APP-236) the traffic flow in Barnard Castle is expected to reduce due to the lower flows on the A67, of around 400 vehicles AADT, including on Barnard Castle Bridge. This reduction on the A67 occurs due to the improved A66 attracting more longer distance east west traffic from the A67. Further details on traffic modelling are included within the Transport Assessment (Document Reference 3.7, APP-236).	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that: <i>overall when considering the merits of the “Black” route vs the “Blue” route, the differences in Highways terms are shown to be small with the revised modelling scenario. Given that both routes produce a benefit to trip reduction through the centre of Barnard Castle of circa 384 trips per day including over the 16th century bridge, this does in turn, lead to an increase in traffic on the B6277 The Sils of up to 524 additional vehicles per</i>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
				<p>day.</p> <p><i>When considering the “Black” vs “Blue” route, DCC had previously objected to National Highways preference of the “Black” route, mainly due to the impact of the additional traffic on the B6277 compared to the “Blue” route. However, the revised modelling has shown that the difference between the routes would be just 127 vehicles per day. Given the benefits of traffic reduction through Barnard Castle, it is not considered that the additional 127 vehicles per day in the “Black” route scenario vs the “Blue” route scenario, would be sufficient grounds for DCC to maintain an objection to National Highways preference of the “Black” route.</i></p>	

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
				DCC outstanding issues in relation to Highways are considered in table 3-2 above.	
A-1.7 Cultural Heritage - Impact on Significance – improvements to Rokeby Park and Garden	Appendix 1 of DCC's Statutory Consultation response dated 05.11.2021	The possible improvements to the substantially eroded Rokeby Park and Garden at the point of impact have not been included in the balancing exercise, this could include improved visual and physical links to the core of the estate, reinstated designed views, interpretation and replanting in appropriate native and managed species.	The Project Design Report (Document Reference 2.3, APP-009) sets out the proposed landscape mitigation being delivered as part of the Cross Lanes to Rokeby Scheme. This includes localised tree planting at: <i>Church Plantation to the north east side of the de-trunked road.</i> South of the de-trunked road opposite Church Plantation. North west of Barnard Castle Junction.	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that: <i>In terms of cultural heritage in respect of the “Blue” route, the balance of harm derived from the “Black” (subject of the DCO application) or “Blue” route is nuanced and, as such, whilst the “Blue” route remains the preferenceit is acknowledged that design refinement and the preparation of the heritage mitigation strategy in the Environmental Management Plan provides a reasoned justification for the selected route.</i>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
A-1.8 Landscape & Visual Impact – driver experience	Appendix 1 of DCC's Statutory Consultation response dated 05.11.2021	During pre-application presentations it was indicated that driver experience of the A66 – the 'view from the road' - would form part of the analysis. This was also referenced in the scoping report (11.5.2022). This does not appear to have formed a significant part of the PEI Report LVIA which considers views of the A66 from other receptors (including users of other roads) but does not in all cases explicitly consider effects on users of the A66, or the view from the road in the wider sense. While this doesn't undermine the general soundness of the LVIA its omission may limit our understanding of the existing road as part of the landscape and visual baseline, how it engages with the significance of heritage assets such as Rokeby Hall and Park, and how different route junction options in areas like Rokeby would be experienced by users.	The project recognises the importance of the A66 as an historic route and for the scenic opportunities it affords for road users. The Project Design Report (Application Document Reference 2.3, APP-009) sets out the requirements and expectations for the design of the permanent features that will be located within the landscape. At Bowes Bypass, this landscape and design mitigation includes: Retaining the open aspect of this landscape with minimal introduction of woodlands, instead seeking to reinforce existing tree/vegetation belts and layers. Retaining and ensuring the protection for fossilised field systems to protect ridge and furrow field systems and earthwork. Ensuring boundary treatments are to reflect the rural character of the Scheme with existing treatments. Use native tree and scrub planting on the new bridge's embankment to screen and soften the structure and its abutments in the wider landscape.	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that: <i>It is considered that the Landscape and Visual Effects section of the ES is thorough in establishing the baseline conditions of the landscape and visual receptors that would be affected by the proposals and the likely magnitude and significance of effects.</i> <i>The general principles for mitigation set out in the Project Design Principles are well considered. The effectiveness of the proposed mitigation will depend on detailed schemes yet to be submitted.</i>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>Retain the setting of Bowes Castle and views to it, from the A66, as this is an important landmark and orientation feature. Provide appropriate visual screening from The Old Armoury Campsite and tie this in with existing field patterns.</p> <p>At Cross Lanes, this landscape and design mitigation includes: Enhance Princess Charlotte woodland to the north of the junction extending the existing stand of woodland and connecting the green infrastructure north to south at the junction.</p> <p>Provide new native woodland drawn from a locally appropriate species palette for the islands and slip roads.</p> <p>At Rokeby, this landscape and design mitigation includes: Specifically at Rokeby Grange junction: rationalise and restore field patterns, and where the road is to be removed, restore, reinforce and replant the hedgerow (double tree line) to reflect the line of the historic (Roman) road alignment.</p> <p>At Rokeby Grange drive/approach road: Ensure the detailed design does not involve the removal of</p>		

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>the large pollard sycamores Rokeby Chapel and Rectory: Open up views of the Old Rectory by removing dense, inappropriate modern coniferous planting. Full details of these measures and their intended effects are included within the Project Design Report (Application Document Reference 2.3, APP-009). National Highways will continue to engage with DCC on these issues and seek agreement that its assessment of driver experience is robust.</p>		
A-1.9 Landscape & Visual Impact - Rokeby Junction options	Appendix 1 of DCC's Statutory Consultation response dated 05.11.2021	In the absence of a detailed consideration of the potential for mitigation I don't believe it is possible to conclude that junction options based on the Red (Rokeby) alternative, such as the DCC Suggested Blue Option slip road. priority junction, would inevitably be more harmful to the significance of the RPG than the 'do nothing' scenario (in which the A66 impacts heavily on Church Plantation and the church) or the Black eastern (Rokeby) Page 11 of 25 option which would be more harmful to the setting of the church and Church Plantation.	Both of the route options were subject to a detailed review, in light of applicable legislation and guidance and these policy tests, particularly to understand the potential harm first in terms of any loss and then setting to all heritage assets. National Policy contained within the NN NPS seeks to minimise harm to heritage assets unless there are demonstrable public benefits to outweigh the harm. We maintain our view (as set out within the consultation brochure) that the principal consideration in our preference for the black junction (the proposed route) is the impact on the Grade II*	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that: <i>In terms of cultural heritage in respect of the "Blue" route, the balance of harm derived from the "Black" (subject of the DCO application) or "Blue" route is nuanced and, as such, whilst the "Blue" route remains the preference</i>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>Rokeby Park RPG, in that the blue junction (your preference) would lead to fragmentation of the RPG site. There are no additional public benefits arising from the blue junction which would outweigh the harm to the RPG. National Highways will continue to engage with DCC on these issues and seek agreement that its proposals represent the optimal solution.</p>	<p><i>...it is acknowledged that design refinement and the preparation of the heritage mitigation strategy in the Environmental Management Plan provides a reasoned justification for the selected route.</i></p>	
<p>A-1.10 Landscape & Visual Impact – Mitigation</p>	<p>Appendix 1 of DCC’s Statutory Consultation response dated 05.11.2021</p>	<p>Mitigation measures will need to be carefully designed to reduce the effects of the proposals whilst not in themselves introducing additional adverse effects. Particular attention will need to be given to effects on those residential properties where otherwise substantial effects are predicted. Officers anticipate being further involved in the design process and welcome that opportunity.</p>	<p>Further landscape mitigation measures which will be enacted during construction within Section 3.3 of the Environmental Management Plan (EMP) (Application Document Reference 2.7, APP-019). The EMP confirms that no part of the project can start until a Landscape and Ecological Mitigation Plan (LEMP) has been prepared and approved (in consultation with Local Authorities). We will continue to engage with DCC in relation to this plan.</p>	<p>No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that: <i>It is considered that the Landscape and Visual Effects section of the ES is thorough in establishing the baseline conditions of the landscape and visual receptors that would be affected by the proposals and the likely magnitude and significance of effects.</i></p> <p><i>The general principles for mitigation set out in</i></p>	<p>24.01.2023</p>

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
				<i>the Project Design Principles are well considered. The effectiveness of the proposed mitigation will depend on detailed schemes yet to be submitted.</i>	
A-1.11 Traffic Flow and Routing Impacts – Moorhouse Lane	Jacobs Impact Report – Appendix 2 of DCC’s Statutory Consultation response dated 05.11.2021	Car flow on B6277 Moorhouse Lane is less than the observed in the base model which is potentially underestimating the level of flow using this route in the Do Minimum scenario. Could the promoter comment if additional traffic flows on the B6277 in the Do Minimum would impact on the switch in routing from Barnard Castle Road to B6277 with the Black and Blue options in place?	It was agreed within our meeting on 13 December that the modelled flow on Moorhouse Lane is low within the base model validation. It was also agreed in the meeting that we have not underestimated the reassignment of trips from Barnard Castle Road to Moorhouse Lane within the Do Something Scenario. We have provided a technical note to DCC (issued on 22 April 22) which sets out the agreed stance on Highways and Traffic Modelling. Further information is included within the Transport Assessment (Document Reference 3.7, APP-236). We will continue to engage with DCC with a view to reaching agreement that the traffic flow and routing impacts have been the subject of robust assessment.	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that: <i>overall when considering the merits of the “Black” route vs the “Blue” route, the differences in Highways terms are shown to be small with the revised modelling scenario. Given that both routes produce a benefit to trip reduction through the centre of Barnard Castle of circa 384 trips per day including over the 16th century bridge, this does in turn, lead to an increase in traffic on the B6277</i>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
				<p><i>The Sills of up to 524 additional vehicles per day.</i></p> <p><i>When considering the “Black” vs “Blue” route, DCC had previously objected to National Highways preference of the “Black” route, mainly due to the impact of the additional traffic on the B6277 compared to the “Blue” route. However, the revised modelling has shown that the difference between the routes would be just 127 vehicles per day. Given the benefits of traffic reduction through Barnard Castle, it is not considered that the additional 127 vehicles per day in the “Black” route scenario vs the “Blue” route scenario, would be sufficient grounds for DCC to maintain an objection to National Highways preference of the “Black” route.</i></p>	

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
				DCC outstanding issues in relation to Highways are considered in table 3-2 above.	
A-1.12 Traffic Flow and Routing Impacts – Differences in data	Jacobs Impact Report – Appendix 2 of DCC’s Statutory Consultation response dated 05.11.2021	There are differences in the Do Something traffic flows between the shapefile data provided for this summary and the consultation materials. Could the promoter clarify why there are differences between the sets of flows provided?	We are aware that a number of comments in the response relate to the traffic flow modelling numbers which have previously been provided. We met with your Head of Transport on 13 December 2021 to clarify the modelling information. Whilst the data in the LTR was from a later version of the junction design this had omitted the Rokeby eastbound merge, we provided the corrected data to your team for analysis. We have provided a technical note to DCC (issued on 22 April 2022) which sets out the agreed stance on Highways and Traffic Modelling. The full result of the transport modelling is included within the Transport Assessment (Document Reference 3.7, APP-236). We will continue to engage with DCC but believe that the reasoning for the difference in	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that: <i>overall when considering the merits of the “Black” route vs the “Blue” route, the differences in Highways terms are shown to be small with the revised modelling scenario. Given that both routes produce a benefit to trip reduction through the centre of Barnard Castle of circa 384 trips per day including over the 16th century bridge, this does in turn, lead to an increase in traffic on the B6277 The Sills of up to 524 additional vehicles per day.</i>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>traffic flows is capable of being agreed.</p>	<p><i>When considering the “Black” vs “Blue” route, DCC had previously objected to National Highways preference of the “Black” route, mainly due to the impact of the additional traffic on the B6277 compared to the “Blue” route. However, the revised modelling has shown that the difference between the routes would be just 127 vehicles per day. Given the benefits of traffic reduction through Barnard Castle, it is not considered that the additional 127 vehicles per day in the “Black” route scenario vs the “Blue” route scenario, would be sufficient grounds for DCC to maintain an objection to National Highways preference of the “Black” route.</i></p> <p>DCC outstanding issues in relation to</p>	

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
A-1.13 Traffic Flow and Routing Impacts – traffic in Barnard Castle	Jacobs Impact Report – Appendix 2 of DCC’s Statutory Consultation response dated 05.11.2021	<p>Whilst both the Black and Blue options show some level of increase on B6277, there is a much larger decrease in traffic through Barnard Castle and on Bridgegate; 15% with the Black option and 18% with the Blue option.</p> <p>Could the promoter clarify why there is a decrease in traffic through Barnard Castle and if this is specifically a result of either of the proposed options for the Rokeby junction?</p>	<p>Traffic flows on the A67 through Barnard Castle will drop as a result of the Scheme. The improved (faster) A66 attracts more longer distance east-west traffic from the A67 between Cumbria and the rural areas to the south and west of Darlington. This reduction in flow on the A67 would be expected to be a beneficial aspect of the scheme to Barnard Castle.</p> <p>Further detail is provided within the Transport Assessment (Document Reference 3.7, APP-236).</p> <p>We will continue to engage with DCC with a view to reaching agreement that the traffic flow and routing impacts have been the subject of robust assessment.</p>	<p>Highways are considered in table 3-2 above.</p> <p>No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that:</p> <p><i>overall when considering the merits of the “Black” route vs the “Blue” route, the differences in Highways terms are shown to be small with the revised modelling scenario. Given that both routes produce a benefit to trip reduction through the centre of Barnard Castle of circa 384 trips per day including over the 16th century bridge, this does in turn, lead to an increase in traffic on the B6277 The Sills of up to 524 additional vehicles per day.</i></p> <p><i>When considering the “Black” vs “Blue” route,</i></p>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
				<p><i>DCC had previously objected to National Highways preference of the "Black" route, mainly due to the impact of the additional traffic on the B6277 compared to the "Blue" route. However, the revised modelling has shown that the difference between the routes would be just 127 vehicles per day. Given the benefits of traffic reduction through Barnard Castle, it is not considered that the additional 127 vehicles per day in the "Black" route scenario vs the "Blue" route scenario, would be sufficient grounds for DCC to maintain an objection to National Highways preference of the "Black" route.</i></p> <p>DCC outstanding issues in relation to Highways are considered in table 3-2 above.</p>	

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
A-1.14 Traffic Flow and Routing Impacts – Select Link Analysis	Jacobs Impact Report – Appendix 2 of DCC’s Statutory Consultation response dated 05.11.2021	<p>The Black option results in a change to the HGV routing, with 188 additional vehicles using B6277 Moorhouse Lane. It is expected that HGV routing would remain as per the Do Minimum due to the weight restrictions on Bridgegate limiting the available route choice.</p> <p>Could the promoter provide Select Link Analysis plots to show why there is a change to the HGV routing with the Black option compared to the Do Minimum and the Blue option?</p>	<p>We can confirm that the traffic model does include the HGV ban to represent the weight restriction on Barnard Castle Bridge. Further detail is provided within the Transport Assessment (Document Reference 3.7, APP-236).</p> <p>Select Link Analysis plots to show the why there is a change in HGV Routing was provided within Document HE565627-AMY-GEN-S08-RP-TR-000001 (HGV Impacts on Barnard Castle).</p>	<p>No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that:</p> <p><i>overall when considering the merits of the “Black” route vs the “Blue” route, the differences in Highways terms are shown to be small with the revised modelling scenario. Given that both routes produce a benefit to trip reduction through the centre of Barnard Castle of circa 384 trips per day including over the 16th century bridge, this does in turn, lead to an increase in traffic on the B6277 The Sills of up to 524 additional vehicles per day.</i></p> <p><i>When considering the “Black” vs “Blue” route, DCC had previously objected to National</i></p>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
				<p><i>Highways preference of the “Black” route, mainly due to the impact of the additional traffic on the B6277 compared to the “Blue” route. However, the revised modelling has shown that the difference between the routes would be just 127 vehicles per day. Given the benefits of traffic reduction through Barnard Castle, it is not considered that the additional 127 vehicles per day in the “Black” route scenario vs the “Blue” route scenario, would be sufficient grounds for DCC to maintain an objection to National Highways preference of the “Black” route.</i></p> <p>DCC outstanding issues in relation to Highways are considered in table 3-2 above.</p>	
A-1.15 Social and	Jacobs Impact Report – Appendix	The 2011 Census shows that 23.6% of the population of Barnard Castle	The Distributional Impact Report is summarised within section 6.3	This issue is now considered under	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
Distributional Impacts – Negative distributional impacts	2 of DCC’s Statutory Consultation response dated 05.11.2021	are over 65, which indicates there could be potential negative impacts on vulnerable groups of the traffic flow increases on B6277. Could the promoter confirm if there are any negative distributional impacts resulting from the increase in traffic flows on B6277?	of the Combined Modelling and Appraisal Report (Document reference 3.8, APP-237), which is being submitted with our DCO Application. The Distributional Indicators and the 7-point Scale Assessment are briefly summarised below: User Benefits - Slight Beneficial Noise - Moderate Adverse Air Quality - Moderate Adverse Accidents - Neutral Personal Security - Not Applicable Severance - Neutral Accessibility - Not Applicable Affordability - Slight Adverse We will continue to engage with DCC with a view to reaching agreement that the distributional impacts have been the subject of robust assessment.	DCCs Relevant Representations (Document Reference RR-073) and National Highways Issue Specific Hearing 1 (ISH1) Post Hearing Submissions (including written submissions of oral case) - Appendix 2 – The Sills – Scope for complementary environmental consideration.	
A-1.16 Social and Distributional Impacts – Black options impact on walkers and cyclists	Jacobs Impact Report – Appendix 2 of DCC’s Statutory Consultation response dated 05.11.2021	The Black option has a larger impact on walkers and cyclists using B6277 Moorhouse Lane. Could the promoter clarify if an assessment of the impacts to walkers and cyclists from each option has been undertaken? A grade-separated crossing of the new dualled section, on or in the near vicinity of the current footpath alignment, is recommended. Has this been considered?	A Walking Cycling Horse-riding Assessment Report was undertaken in January 2020 to review the existing WCH provision within a 5km of the scheme, to outline potential opportunities for improvements to the existing WCH Provision. A Walking Cycling Horse-riding Assessment Report Review was undertaken to identify any new opportunities, or changes to	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that: <i>In general attempts to accommodate and improve the public rights of way network, by providing</i>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>opportunities, as a result of redesign or design progression. The proposed scheme has not included a grade-separated crossing at alignment of Moorhouse lane and instead diverts users to the new proposed Rokeby Junction, adding a distance of approximately 700m to their journey. The proposals are designed to provide a safe crossing point for walkers, with the intension of connecting Public Rights of Ways (PRoWs) together, which are currently severed. The proposed Rokeby junction also brings together several PRoWs in the area for onward journeys, and further, provides a safe crossing point, which does not currently exist. Full details of the assessments undertaken to support the changes and additions to local Public Right of Way provision is detailed within the Walking Cycling and Horse-riding Proposals Report (Application Document Reference 2.4, APP-010). We will continue to discuss these matters with DCC with a view to reaching agreement that the impacts on walkers and cyclists</p>	<p><i>opportunities to safely cross the A66 and by providing link routes alongside the carriageway are welcomed.</i></p> <p>The relevant representation makes no further comment or objection relating to impact on walkers and cyclists.</p> <p>The associated Appendix to DCC relevant Representation, REP1-022 states on Page 2 that:</p> <p><i>It is not considered that NH has clarified satisfactorily that the east-west links will be designed and clearly identified as being for the users of walkers, cyclists and horseriders. By doing so they would address any potential future bridleways which might be applied for and that</i></p>	

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>along the Black option has been the subject of robust assessment and that reasonable alternatives have been considered and appropriately discounted.</p>	<p><i>would join or intersect with the A66.</i></p> <p>It is understood that this relates primarily to the labelling of the proposals included with the Walking Cycling and Horse-riding Proposals (Document Reference 2.4 , APP-010). No further comments are made related to PROW at Moorehouse lane in association with this issue and is therefore considered to no longer be relevant.</p>	
<p>A-1.17 Environmental Impacts – Air Quality</p>	<p>Jacobs Impact Report – Appendix 2 of DCC’s Statutory Consultation response dated 05.11.2021</p>	<p>The consultation document stated a worse outcome for the Blue option, but the air quality impact described in the PEI Report as minor and not impacting human or ecological receptors. Could the promoter clarify why the Blue option is presented as having worse air quality impacts in the consultation document?</p>	<p>The PEI Report identified that it is likely that a number of sensitive receptors in close proximity to all junction options, will experience minor changes in air quality (both positive and negative due to the shifting alignment) and no human or ecological receptors are predicted to experience any significant adverse effects or pollutant concentrations above the Air Quality Objectives. The consultation booklet incorrectly identifies a worse outcome in regards air quality impacts for the</p>	<p>Issues in relation to air quality are now addressed under 3-2.9 in Table 3-2 above.</p>	<p>24.01.2023</p>

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>blue route as a consequence of the modelling reporting error we report above under the heading Traffic Modelling Assumptions. We will continue to engage with DCC with a view to reaching agreement that the air quality impacts have been the subject of robust assessment.</p>		
<p>A-1.18 Environmental Impacts – Biodiversity</p>	<p>Jacobs Impact Report – Appendix 2 of DCC’s Statutory Consultation response dated 05.11.2021</p>	<p>The greater impact of the Blue option on bats, otters and Tutta Beck is mentioned in the consultation document, but not clarified in the PEI Report. Could the promoter clarify the specific impacts of the Black and Blue options on bats, otters and Tutta Beck and highlight why the Blue option has a greater impact?</p>	<p>It is our view that the Blue option alignment (your preference) results in additional potential impacts associated with severance to potential bat crossings, loss of potential habitat for otters and additional discharges to Tutta Beck in comparison to the black option alignment (the proposed alignment). Impacts associated with Biodiversity are detailed within Chapter 6 (Biodiversity) of Volume 1 of the ES (Application Document Reference 3.2, APP-049). We will continue to engage with DCC on biodiversity issues should they have any residual concerns. Impacts relating Bats is further detailed within Appendix 6.11 of Volume 3 of the ES (Application Document Reference 3.4, APP-079)).</p>	<p>No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that:</p> <p><i>In terms of cultural heritage in respect of the “Blue” route, the balance of harm derived from the “Black” (subject of the DCO application) or “Blue” route is nuanced and, as such, whilst the “Blue” route remains the preferenceit is acknowledged that design refinement and the preparation of the heritage mitigation strategy in the Environmental Management Plan</i></p>	<p>24.01.2023</p>

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>Impacts related to Otters is further detailed within Appendix 6.16 of Volume 3 of the ES (Application Document Reference 3.4, APP-084).</p> <p>Impacts related to Tutta Beck is detailed within Chapter 14 (Road Drainage and the Water Environment) of Volume 1 of the ES (Application Document Reference 3.2, APP-057).</p>	<p><i>provides a reasoned justification for the selected route.</i></p> <p>The associated Appendix to DCC relevant Representation, REP1-022 states on Page 2 that: <i>DCC has no additional comments to make in relation to ecology</i></p> <p>It is therefore considered that this issue is no longer be relevant.</p>	
A-1.19 Environmental Impacts – Cultural Heritage	Jacobs Impact Report – Appendix 2 of DCC’s Statutory Consultation response dated 05.11.2021	Cultural heritage –The degree of harm for the Blue option has not been established and would offer public benefits above those offered by the Black option. Could the promoter clarify if he considers the Blue option has been assessed in accordance with the test set out in the NNNPS as it is considered that it has not been?	We have fully considered the potential impact of the Project on designated heritage assets as set out within the policy tests contained within the National Networks National Policy Statement (NNNPS). The policy tests are well understood by National Highways. We have sought to minimise or avoid harm to heritage assets, where possible and having regard to other factors. Having done that, the policy requires that if there is harm remaining, then a weighing	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that: <i>In terms of cultural heritage in respect of the “Blue” route, the balance of harm derived from the “Black” (subject of the DCO application) or “Blue” route is nuanced and, as such, whilst the</i>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>exercise against the public benefit of development is required under the applicable paragraph of the NNNPS.</p> <p>Both routes have been subject to detailed review in light of applicable legislation and guidance and these policy tests, particularly to understand the potential harm first in terms of any loss and then setting to all heritage assets and particularly those with the highest significance.</p> <p>Our assessment of the Project's accordance with the NNNPS is included within the Legislation and Policy Compliance Statement (Document Reference 3.9, APP-242).</p> <p>We will continue to engage with DCC on these issues and seek agreement that its approach to applying heritage policy is robust.</p>	<p><i>“Blue” route remains the preference</i> <i>....it is acknowledged that design refinement and the preparation of the heritage mitigation strategy in the Environmental Management Plan provides a reasoned justification for the selected route.</i></p>	
A-1.20 Environmental Impacts – Geology and Soils	Jacobs Impact Report – Appendix 2 of DCC’s Statutory Consultation response dated 05.11.2021	<p>DCC want to highlight that, during construction, we believe that there is likely to be significant effects due to the potential permanent land take and loss of high value agricultural soil resource (Grade 3a agricultural land).</p> <p>DCC believe that no likely significant effects will be anticipated during operation.</p>	<p>Where possible, we have sought to reduce required land take and use areas of poorer quality land in preference to that of a higher quality. Further information of the impact to agricultural land is detailed within Chapter 9 (Geology and Soils) within Volume 1 of the ES (Application</p>	<p>No further comment on this issue is provided in DCC’s Relevant Representations (Document Reference RR-073). The associated Appendix to DCC relevant Representation, REP1-</p>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>Document Reference 3.2, APP-052).</p> <p>For both schemes in Durham, no grade 1, 2 or 3a agricultural land is lost due to the scheme construction.</p> <p>The EMP sets out the geology and soils-related construction phase monitoring requirements. These shall include any land to be restored as a result of construction works (as agreed with the landowner and National Highways).</p> <p>The primary measures to mitigate the impacts on soil resources would be set out in a Soil Resource Plan (SRP), as set out in the Soils Management Plan, Annex B9 of the EMP (Application Document 2.7, APP-029) and secured by the DCO.</p> <p>The plan would confirm the different soil types (based on the soil surveys already undertaken); the most appropriate re-use for the different types of soils; and the proposed methods for handling, storing and replacing soils on-site. Compounds and storage areas should be sited to avoid the best and most versatile soils where possible.</p>	<p>022 also makes no reference to this issue and is therefore considered no longer relevant.</p>	

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>The aim of the SRP will be to re-use displaced soil resources on-site in the detailed design of open spaces and green infrastructure. The quality of soils retained on-site would be maintained by following good practice guidance on soils handling and storage, particularly to avoid compaction and degradation of soils.</p>		
<p>A-1.22 Inclusion of relevant legislation</p>	<p>Legislation and Policy Compliance Statement review session</p>	<p>What measures are the IPT undertaking to ensure all relevant policy document is included? Policy could potential move forward between submission and examination.</p>	<p>The ES has been undertaken in accordance with the extant NPSNN. There is no draft revised NPSNN published at present and it is the current NPSNN that remains the applicable policy for assessment. It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties.</p>	<p>No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that a reasonable high level overview of the statutory development plan in County Durham, with suitable references to emerging policies including the Minerals and Waste Policies and Allocations document has been provided.</p>	<p>24.01.2023</p>
<p>A-1.23 Inclusion of relevant legislation: Reason for the Exclusion of certain policies</p>	<p>Legislation and Policy Compliance Statement review session</p>	<p>Needs to provide a reason why other policies (such as Policy 31 for Noise) as well as others that are listed within the Local Plan but are not assessed against these. Suggest that we are clear as to why these are not included or not assessed. Other</p>	<p>We can confirm that a full policy assessment is included as part of the Legislation and Policy Compliance Statement (Application Document Reference 3.9, APP-242)</p>	<p>No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that a reasonable high level</p>	<p>24.01.2023</p>

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
		<p>policies to consider are 10, 14, 25, 31, 32, 35, 43.</p> <p>To check relevant policies of the Whorlton Village Neighbourhood Plan are included. Given the scope of other policies in the Plan, WP5 appears to be the appropriate policy to consider.</p>	<p>In accordance with Policy 31 of the County Durham Plan, an assessment has been carried out to predict the construction and operational noise levels (after embedded mitigation) to determine any potential impact and assess likely significant effects to nearby receptors. This is presented in Section 2.10: Assessment of likely significant effects, of the ES Chapter 12 (Noise and Vibration) within Volume 1 of the ES (Application Document Reference 3.2, APP-055).</p> <p>Residual significant adverse effects have been reported for construction noise and vibration. Where it is practicable and sustainable, further mitigation will be considered to avoid significant effects as part of the Noise and Vibration Management Plan and Section 61 applications that will be prepared as required by the Environmental Management Plan (EMP) (Application Document 2.7, APP-019) following engagement with local authorities and stakeholders.</p> <p>Residual significant adverse effects are also predicted for operational noise. A total of 17</p>	<p>overview of the statutory development plan in County Durham, with suitable references to emerging policies including the Minerals and Waste Policies and Allocations document has been provided.</p> <p>The associated Appendix to DCC relevant Representation, REP1-022 also states on page 29 that in regard to the Development Plan Policy for County Durham that:</p> <p><i>DCC has no additional comments to make. Policy compliance is considered in DCC's Local Impact Report.</i></p>	

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>residential receptors and 5 non-residential receptors will experience significant adverse effects above the Significant Observed Adverse Effect Level. Four residential receptors are identified as potential qualifiers for noise insulation.</p> <p>Operational significant adverse effects will be minimised as far as practicable and sustainable through scheme design and embedded mitigation, including scheme alignment and the use of lower noise road surface and noise screening where it is sustainable to do so.</p> <p>For receptors with a predicted operational significant adverse effect, the viability has been assessed of providing a noise barrier in the form of a fence to avoid these significant effects.</p> <p>We will continue to discuss these matters with DCC with a view to reaching agreement. These significant effects are the total number of receptors after both embedded and essential mitigation measures have been investigated and implemented. For receptors with a predicted operational significant adverse</p>		

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			effect, an assessment of the viability has been assessed of providing a noise barrier in the form of a fence to avoid these significant effects assessed. Details of the process are presented in Chapter 12 of the ES and relevant Appendices (Application Document 3.4, APP-211 to APP-216)		
A-1.24 Inclusion of relevant legislation: Minerals and Waste	Legislation and Policy Compliance Statement review session	<p>County Durham's Local Plan consists of the County Durham Plan (2020) together with the remaining saved policies of the County Durham Minerals Local Plan (December 2000) and County Durham Waste Local Plan (April 2005). The County Durham Plan provides the policy framework for the county up to 2035 to support the development of a thriving economy, so that residents can experience the benefits that ensue as a result. The plan sets out how many new homes and jobs are needed and where they will go, what infrastructure we need and how important landscapes and habitats can be protected.</p> <p>The Council is also preparing a Minerals and Waste Polices and Allocations document to complement</p>	<p>The policies of the County Durham Plan Local Plan have been considered as part of the Material Assets and Waste assessment. It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties.</p>	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that a reasonable high level overview of the statutory development plan in County Durham, with suitable references to emerging policies including the Minerals and Waste Policies and Allocations document has been provided.	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
		<p>the policies of the County Durham Plan. In reference to Minerals Safeguarding, Policy 56 (Safeguarding Mineral Resources) of the adopted County Durham Local Plan specifically safeguards areas of Mineral Resources within the County. A number of these areas have been identified either within or in proximity to the DCO limits (in particular, Bowes Bypass and Cross Lanes to Rokeby). Within the eastern edge Bowes Bypass scheme, this includes Carboniferous Limestone. To the east of this sits two existing quarries: Hulands Quarry operated by Aggregate Industries and Kilmond Wood Quarry operated by Kearton Farms Ltd. There is also an allocation, Policy 58 (Preferred Areas for Future Carboniferous Limestone Extraction) for further working of carboniferous limestone from land to the east of Hulands Quarry.</p>			
<p>A-1.25 Inclusion of relevant legislation: Wider Infrastructure Policies</p>	<p>Legislation and Policy Compliance Statement review session</p>	<p>County Durham Infrastructure Plan and National Strategy (NRM Industrial Strategy), Levelling Up Policies, and any active modes strategies (such as Sustrans) need to be included.</p>	<p>The infrastructure plan has been reviewed however as there is no reference to the Strategic Road Network or the A66, they have been discounted. Levelling up has been considered generally regarding the scheme.</p>	<p>No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that a reasonable high level overview of the</p>	<p>24.01.2023</p>

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			It is National Highways understanding that this issue is resolved and may be treated as agreed between the parties	statutory development plan in County Durham, with suitable references to emerging policies including the Minerals and Waste Policies and Allocations document has been provided.	
A-1.26 Clint Lane Bridge	Walking, Cycling and Horse-Riding Proposals review session	Clint Lane Bridge is not just NCN17 and Pennine Way and Trans-Pennine Way which should be included. Does pose issues as to how we manage pedestrians during the bridge rebuild.	We have included reference to this at 4.6.3 of the Walking, Cycling and Horse Riding Proposals (Application Document Reference 2.4, APP-010). The Environmental Management Plan (Application Document Reference 2.7, APP-019) requires the approval of a Public Rights of Way management plan before the start of development, to be agreed in consultation with the local authorities.	<p>No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that:</p> <p><i>In general attempts to accommodate and improve the public rights of way network, by providing opportunities to safely cross the A66 and by providing link routes alongside the carriageway are welcomed.</i></p> <p>No objection is raised to the WCH proposals within the relevant representation.</p>	24.01.2023

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A-1.27 Construction Impacts	Walking, Cycling and Horse-Riding Proposals review session	<p>Construction. Will the inspector want to consider the impact and methodology of construction and how will this be approved? These don't seem to be diversion and would more likely be closures. DCC would not be keen on lengthy closures so the impact of this will need be carefully considered.</p>	<p>We note the concerns regarding construction and the particular concern regarding a lengthy closure of the PRoW. Safeguards for construction will be included within the EMP to ensure DCC know and agree in advance what they are going to be consulted on as part of the next stage.</p>	<p>No longer relevant – DCC does not make reference to WCH Proposals within their relevant representations (Document Reference RR-073). The associated Appendix to DCC relevant Representation, REP1-022 states on Page 2 that:</p> <p><i>It is not considered that NH has clarified satisfactorily that the east-west links will be designed and clearly identified as being for the users of walkers, cyclists and horseriders. By doing so they would address any potential future bridleways which might be applied for and that would join or intersect with the A66.</i></p> <p>It is understood that this relates primarily to the labelling of the proposes included with</p>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
				the Walking Cycling and Horse-riding Proposals (Document Reference 2.4 , APP-010). No further comments and is therefore considered to no longer be relevant.	
A-1.28 BHS Comments around Bridleways	Walking, Cycling and Horse-Riding Proposals review session	As raised by the BHS at a previous meeting, will these paths be suitable for horse riders. Some 260 future route application (to turn existing footpaths into bridleways) are being looked at by BHS, but these may not all result in a formal application. If a route was suitable for horses, then perhaps these could be labelled as such on the plans.	<p>The works being undertaken are seeking to reconnect and re-provide like for like. The proposed footpaths are going to be 3m wide and suitable for walkers and off-road bikes and will likely consist of a compact stone or be gravel dust topped.</p> <p>The space used would not prejudice these being turned from footpath to bridleway for all users.</p> <p>Continued engagement on these and others will continue during detailed design and any notice of these historic bridleway applications by BHS would be appreciated.</p>	<p>No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that:</p> <p><i>In general attempts to accommodate and improve the public rights of way network, by providing opportunities to safely cross the A66 and by providing link routes alongside the carriageway are welcomed. However, many of the linking routes provided alongside the carriageway, which all appear, at least within County Durham, to be marked as “shared</i></p>	24.01.2023

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				<p><i>pedestrian/cycle path". The legend for the maps mention "shared pedestrian/bridleway" but none were immediately apparent on the maps. It would seem to make sense to identify all these links as being multi-user shared paths, i.e. for pedestrians, equestrians and cyclists. If the physical space is available then a path suitable for all should be provided.</i></p> <p>The associated Appendix to DCC relevant Representation, REP1-022 states on Page 2 that:</p> <p><i>It is not considered that NH has clarified satisfactorily that the east-west links will be designed and clearly identified as being for the users of walkers, cyclists and horseriders. By doing</i></p>	

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				<p><i>so they would address any potential future bridleways which might be applied for and that would join or intersect with the A66.</i></p> <p>It is understood that this relates primarily to the labelling of the proposes included with the Walking Cycling and Horse-riding Proposals (Document Reference 2.4, APP-010). No further comments and is therefore considered to no longer be relevant</p>	
A-1.29 A66 Crossing of Footpath 5 and 6	Walking, Cycling and Horse-Riding Proposals review session	Would a crossing close to the original line would be more useful, especially given its popularity? Ideal preference would be to have a separate crossing at this location.	We note the concern, and this is understood, however currently there are no other crossing points in the vicinity. Further details are included within the Walking Cycling and Horse-riding Proposals (Application Document Reference 2.4, APP-010). Re-connection of existing Footpath No.5 through Rokeby Chapel to Footpath No.6 is proposed via the new grade-separated junction. The length of the new route is approximately 750m which is not considered a significant increase	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that: <i>In general attempts to accommodate and improve the public rights of way network, by providing opportunities to safely cross the A66 and by providing link routes</i>	24.01.2023

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			<p>given that the proposals remove safety issues associated with the current at-grade crossing.</p>	<p><i>alongside the carriageway are welcomed.</i></p> <p>No objection is raised to the WCH proposals within the relevant representation.</p> <p>The associated Appendix to DCC relevant Representation, REP1-022 states on Page 2 that:</p> <p><i>It is not considered that NH has clarified satisfactorily that the east-west links will be designed and clearly identified as being for the users of walkers, cyclists and horseriders. By doing so they would address any potential future bridleways which might be applied for and that would join or intersect with the A66.</i></p> <p>It is understood that this relates primarily to the</p>	

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				labelling of the proposes included with the Walking Cycling and Horse-riding Proposals (Document Reference 2.4, APP-010). No further comments and is therefore considered to no longer be relevant	
A-1.30 Screening at Rokeby Park	Project Design Principles & Tree Preservation Order Document review session	What's happening in terms of grassland screening Rokeby Park	Table 5-12 of the Project Design Principles (Application Document Reference 5.11, APP-302) references specific design principles for the Cross Lanes to Rokeby scheme to address this, in particular principle 8.9 which states: <i>Plant native woodland along the northern verge east of the Old Rectory between the existing and proposed alignment to enhance the existing character of Rokeby Park, and to provide visual screening in relation to the new A66 alignment.</i>	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that: <i>It is considered that the Landscape and Visual Effects section of the ES is thorough in establishing the baseline conditions of the landscape and visual receptors that would be affected by the proposals and the likely magnitude and significance of effects.</i> <i>The general principles for mitigation set out in the Project Design Principles are well</i>	24.01.2023

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				<i>considered. The effectiveness of the proposed mitigation will depend on detailed schemes yet to be submitted.</i>	
A-1.31 Reinstated woodland south of Rokeby Park	Project Design Principles & Tree Preservation Order Document review session	South of Rokeby Junction there was talk about reinstating the woodland belt and how that character, may be not as clear in the Project Design Principles report.	Table 5-12 of the Project Design Principles (Application Document Reference 5.11, APP-302) references specific design principles for the Cross Lanes to Rokeby scheme to address this, in particular principle 8.14 which states: Reinforce existing tree belts to the south of the A66 east of the Barnard Castle junction with appropriate native parkland tree species. This will help maintain the historic integrity of the small section of the RPG south of the 1960s bypass and contain visual impacts of the road upon it. We will continue to engage with DCC on these matters.	No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that: <i>It is considered that the Landscape and Visual Effects section of the ES is thorough in establishing the baseline conditions of the landscape and visual receptors that would be affected by the proposals and the likely magnitude and significance of effects.</i> <i>The general principles for mitigation set out in the Project Design Principles are well considered. The effectiveness of the proposed mitigation will depend on detailed</i>	24.01.2023

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
				<i>schemes yet to be submitted.</i>	
A-1.32 Rokeby Park Red Squirrel Mitigation and associated landscape impacts	Project Design Principles & Tree Preservation Order Document review session	Red Squirrel Mitigation, is this still included and how are we going to manage the visual impact of the structures.	<p>The Environmental Management Plan (EMP)(Application Document Reference 2.7, APP-019) confirms that no part of the project can start until a Landscape and Ecological Mitigation Plan (LEMP) has been prepared and approved (in consultation with Local Authorities). The LEMP shall be in accordance with the Outline LEMP essay plan set out in the Appendix B to the EMP which confirms the following mitigation for red squirrel.</p> <p>Animex Wildlife bridges (or equivalent) are to be installed to connect red squirrel habitat severed by the Project. Two types of red squirrel crossings will be installed throughout the Project, standalone bridges which are independently supported by steel columns for installation in locations where there is no existing structure, and retrofit bridges fixed to existing structures such as a culvert, underpass tunnel, or bridge overpass. In some cases, vegetation may</p>	<p>No longer relevant – DCC confirmed in their relevant representations (Document Reference RR-073) that:</p> <p><i>It is considered that an appropriate level of ecological survey work has been undertaken and the ecological receptors have been identified alongside an assessment of impacts. A mitigation approach is provided that will minimise impacts and provide compensation where required.</i></p>	24.01.2023

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			<p>need to be planted at the ends of the bridge for full connectivity. The landscape planting detail around each crossing point will need to be defined during detailed design in consultation with the Project Ecologist. We will continue to engage with DCC on these matters.</p>		
<p>A-1.33 Important Hedgerows Methodology</p>	<p>Project Design Principles & Tree Preservation Order Document review session</p>	<p>What's the methodology for defining important hedgerows? I would expect most to be defined as important hedgerows in planning terms. Generally speaking, the scheme has had good regard to hedgerows, but it is difficult to map on mass so understanding this criterion will be important.</p>	<p>Our Hedgerow methodology is included within Appendix 6.4 of Volume 3 of the Environmental Statement (Application Document Reference 3.4, APP-072) and has used the following criteria. To be classified as 'important' under the wildlife and landscape criteria, a hedgerow must fulfil one of the criteria in Schedule 1 of the Hedgerow Regulations. The hedge must be over 30 years old and satisfy one of the following: Contains certain categories of species of birds, animals or plants listed in the Wildlife and Countryside Act 1981 or classified as "endangered", "extinct", "rare" or "vulnerable" in Britain within a Red Data Book Joint Nature Conservation Committee (JNCC) publications. Include six or more woody species listed in Schedule 3 of</p>	<p>No longer considered relevant as refers to documents provided in the DCO and no comment is provided in DCC Relevant Representations (Document Reference RR-073). Additionally the associated Appendix to DCC relevant Representation, REP1-022 states on Page 2 that: <i>DCC has no additional comments to make in relation to ecology</i> No further comments are raised within the relevant representation and it is therefore</p>	<p>24.01.2023</p>

Issue	Document References (if relevant)	Durham County Council Position	National Highways Position	Status	Date
			<p>the Hedgerow Regulations in the surveyed section. Include five woody species in the surveyed section and at least three features listed in of the Hedgerows Regulations. Include five woody species including one of the following rare native trees – native black poplar, large leaved lime, small leaved lime and wild service tree. Include at least four woody species in the surveyed section and have four or more of the features listed in paragraph 4 of the Hedgerow Regulations. Have four woody species in the surveyed section, is adjacent to a footpath, bridleway or byway open to all traffic and have two or more features listed in paragraph 4 of the Hedgerow Regulations.</p>	<p>considered to no longer be relevant</p>	
<p>A-1.34 Air Quality Construction Phase Assessment</p>	<p>Durham County Council's Response to Examination Document PDL-013</p>	<p>With reference to Figure 5.3 Air Quality Construction Phase Assessment, the construction phase ARN only falls within DCCs boundary on the A66 to the east of Barnard Castle leading to Scotch Corner. There appears to be no ARN east of Bowes at Scheme 7 Bowes Bypass and also no ARN to the west of Scheme 8 Cross Lanes to Rokeby. One of two construction compounds is noted by the Air</p>	<p>Data provided for the Project and the construction traffic movements were screened in-line with the criteria in LA105 (where available). The worst-case scenario of the peak-averaged daily construction traffic were used and the ARN identified based on the changes in vehicle flows, as set out in the assessment as set out in the Environmental Statement Chapter</p>	<p><i>DCC require confirmation on why roads adjacent to Bowes construction compound does not cause an increase of more than 1000 AADT, when roads further east of the compound do.</i></p> <p>NH Stated that Construction traffic data</p>	<p>24.01.2023</p>

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		<p>Quality Chapter to be in Bowes, amongst other locations. It is understood that the construction traffic impact assessment in this area does not fall into the ARN and has been scoped out of requiring assessment on local air quality, possibly due to the criteria for AADT and HDV flow changes provided in Paragraph 5.6.4 of the Chapter not being exceeded. Explanation as to why these sections would not be materially affected by the scheme should be provided to suitably scope out these sections of construction within DCC, particularly in light of Bowes construction compound being in this location. A table similar to that provided for the operational phase traffic Table 5-10 would be useful. The other construction compound locations should be confirmed and agreed with DCC prior to construction commencing.</p>	<p>5: Air Quality (Document Reference 3.2, APP-048). The location of construction compounds will be reviewed through the continued development of the design.</p>	<p>was screened against the thresholds for HDV movements outlined in DMRB LA 105 and not total AADT movements (200 HDV AADT movements). The data highlighted in the Transport Assessment (Document Reference 3.7, APP-236) is based on a worst-case unlikely scenario for potential local short-term diversions, with no assumed mitigation in-place. As such, given the uncertainty around likelihood and duration, following discussion at a Project level, they were not considered appropriate to be included within the Air Quality Assessment and are based on a worst-case unlikely scenario for potential local short-term diversions, with no assumed mitigation in-place. As such, given the uncertain likelihood and duration, following</p>	

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				<p>discussion at a Project level, they were not considered appropriate to be included within the Air Quality Assessment. Bowes construction compound will be rechecked in terms of its HDV movements in readiness for Deadline 3.</p> <p>Further checking at Deadline 3 has confirmed that the short-term peaks were considered to have a negligible impact on the Annual Average Daily Traffic (AADT) for the area and therefore wouldn't affect the conclusions of the assessment.</p>	