

A66 Northern Trans-Pennine Project

4.5 Statement of Common Ground North Yorkshire Council (Rev 4)

APFP Regulations 5(2)(q)

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**Infrastructure Planning (Applications: Prescribed Forms and
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A66 Northern Trans-Pennine Project
Development Consent Order 202X

**4.5 JOINT STATEMENT OF COMMON GROUND WITH
THE NORTH YORKSHIRE COUNCIL**

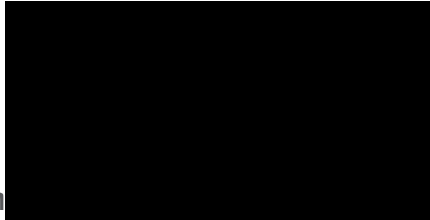
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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) National Highways Limited and (2) The North Yorkshire Council

Sign

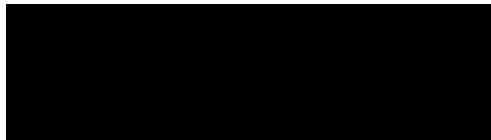


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On behalf of National

Highways Date: 16/05/2023

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Date: 16/05/2023

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1 Introduction

1.1. Purpose of this document

- 1.1.1. This Statement of Common Ground ("SoCG") has been prepared in respect of the proposed A66 Northern Trans-Pennine 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.
- 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 agreement has been reached between the parties to it. SoCGs are an established means in the planning process of allowing all parties to identify and focus on specific issues that may need to be addressed during the examination.

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 The North Yorkshire Council (NYC) for comment prior to the submission of the DCO, at DCO submission and in advance of Deadline 8. It has been agreed with NYC for submission at Deadline 8.
- 1.2.2 Prior to submission at Deadline 8, on 1 April 2023, North Yorkshire County Council and Richmondshire District Council combined into one Unitary Authority, North Yorkshire Council (NYC). Previous revisions of this SoCG have been prepared and discussed with representatives of both North Yorkshire County Council and Richmondshire District Council prior to the reorganisation. References remain in this SoCG related to the historical engagement with these authorities.
- 1.2.3 The Applicant has set out the detail of the issues raised by NYC 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.
- 1.2.4 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.
- 1.2.5 NYC will be responsible for the new and improved local highway network and is the Local Planning Authority for Stephen Bank to Carkin

Moor and Scotch Corner schemes of the A66 Northern Tran-Pennine project.

1.3 Terminology

1.3.1 In the table in the Issues section of this SoCG:

- “Agreed” indicates area(s) of agreement between the Applicant and NYC.

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 NYC, and therefore have not been the subject of any discussions between the parties.

2 Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between the Applicant and NYC (prior to the local government reorganisation, references are made to North Yorkshire County Council (NYCC) and Richmondshire District Council (RDC)) 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
17.12.2020	Online Meeting	Meeting between NYCC, National Highways and A66 Project Team to discuss future engagement, consultation on the Scheme. Meeting included discussions on the programme of the project. It was noted in the meeting that NYCC would welcome a PPA.
08.01.2021	Online Meeting	Meeting between NYCC, RDC and the Project Team to discuss Project development and ongoing actions. Meeting included discussions around future engagement with both NYCC and RDC.
14.01.2021	Online Meeting	Meeting between NYCC, RDC and the Project Team to discuss Project development and ongoing actions. Meeting included discussions on SoCC, de-trunking and walking, cycling and horse riding (WCH). It was noted in the meeting that NYCC are preparing a draft PPA.
09.02.2021	Online Meeting	Discussions with NYCC and RDC 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 archaeology trenching.
11.02.2021	Online Meeting	Meeting between NYCC, RDC and the Project Team to discuss Project development and ongoing actions. Meeting included discussions on ongoing engagement plans and general design and environmental updates.
16.02.2021	Online Meeting	Meeting between NYCC, RDC and the Project Team to discuss Project development and ongoing actions. Meeting included discussions on highways design. It was noted in the meeting that an outlet centre is being proposed at Scotch Corner.
16.02.2021	Online Meeting	Meeting between NYCC Highways and the Project Team to discuss Scheme development and principles.
12.03.2021	Online Meeting	Discussions with NYCC/RDC 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, design at Brougham and archaeological trenching.
12.03.2021	Online Meeting	Meeting between NYCC/RDC and the Project Team 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)).

Date	Form of correspondence	Key topics discussed and key outcomes
		Meeting included discussions on the evidence plan, a scheme-by-scheme overview, viewpoints, Landscape Character Assessment, AONB Management Plan and Areas of High Landscape Value.
16.03.2021	Online Meeting	Meeting between NYCC and RDC and the Project Team 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 ornithology strategy, bats and red squirrels.
08.04.2021	Online Meeting	Meeting between NYCC, RDC and the Project Team to discuss Project development and ongoing actions. Meeting included discussions on programme updates, future highways design technical meetings and general environment update.
26.04.2021	Online Meeting	Meeting between NYCC/RDC and the Project Team 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.
20.05.2021	Online Meeting	Meeting between NYCC, RDC and the Project Team to discuss Project development and ongoing actions. Meeting included discussions on updates to the DCO consultation and TWG's.
24.05.2021	Online Meeting	Discussions between NYCC/RDC and the Project Team 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.
08.06.2021	Online Meeting	Discussions between NYCC/RDC 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, options, evidence and survey strategy and geoarchaeological modelling.
10.06.2021	Online Meeting	Meeting between NYCC, RDC and the Project Team to discuss Project development and ongoing actions. Meeting included discussions on design updates and updates to the project programme.
10.06.2021	Online Meeting	Meeting between NYCC and RDC and the Project Team at the regular Ecological Impact Assessment TWG. (Matters discussed in the Technical Working Groups are included within ES Appendix 1.1: Evidence Plan (Application

Date	Form of correspondence	Key topics discussed and key outcomes
		Document Number 3.4)). Meeting included discussions on bat surveys (Overview of methods).
28.06.2021	Online Meeting	Meeting between NYCC Members/Leader, National Highways and Project Team to provide an update on the scheme.
01.07.2021	Online Meeting	Joint Meeting between NYCC, RDC and the Project Team to discuss Project development and ongoing actions. Meeting included discussions on the SOCC and PPA and external resourcing for NYCC/RDC.
01.07.2021	Online Meeting	Meeting between RDC Leader, National Highways and the Project Team to provide an update on the scheme.
20.07.2021	Online Meeting	Meeting between NYCC, RDC, National Highways and the Project Team to discuss Project development and ongoing actions. Meeting included discussions on PPA and Mainsgill. It was noted in the meeting that the owners of Mainsgill have been speaking with Council members.
21.07.2021	Online Meeting	Continuation of 20.07.2021.
10.08.2021	Online Meeting	Meeting between NYCC and RDC and the Project Team 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 various ecology surveys.
16.08.2021	Online Meeting	Meeting between NYCC and RDC and the Project Team 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 NYCC and RDC 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 PEI Report findings.
15.09.2021	Online Meeting	Meeting between WSP and the Project Team to discuss Project development and ongoing actions. Meeting included discussions on design updates.
28.10.2021	Online Meeting	Meeting between NYCC and the Project Team to discuss project drainage designs. Meeting included discussions on departures, flooding and culverts.
01.11.2021	Online Meeting	Meeting between NYCC, National Highways and the Project Team to discuss project development and WCH proposals outside of scope. Meeting included discussions on design standards, signage, de-trunking, operational requirements and specific design updates. It was noted in the meeting that NYCC are happy for designs to be based off of DMRB standards.

Date	Form of correspondence	Key topics discussed and key outcomes
02.11.2021	Online Meeting	Meeting between NYCC, National Highways and the Project Team to discuss development of project structures and future requirements. Meeting included discussions around specific structures such as underbridges and overbridges but also covered culverts and laybys.
10.11.2021	Online Meeting	Meeting between NYCC, National Highways and the Project Team to discuss project development and principles. Meeting included discussions on ponds, SuDS, water quality and culvert designs.
15.11.2021	Online Meeting	Meeting between NYCC and the Project Team to discuss Scheme development and WCH proposals outside of scope.
16.11.2021	Online Meeting	Meeting between NYCC, National Highways and the Project Team to discuss development of project structures and future requirements. Meeting included discussions on DMRB, lighting and the NYCC technical approval process.
24.11.2021	Online Meeting	Meeting between NYCC, National Highways and the Project Team to discuss project development and principles. Meeting included discussions on ponds, SuDS, water quality and culvert designs.
29.11.2021	Online Meeting	Meeting between NYCC and the Project Team to discuss project development and WCH proposals outside of scope
30.11.2021	Online Meeting	Meeting between NYCC, National Highways and the Project Team to discuss development of project structures and future requirements. Meeting included discussions on programme update and general design updates.
01.12.2021	Online Meeting	Meeting between NYCC and RDC and the Project Team 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 statutory consultation, LVIA Update and the landscape design approach.
08.12.2021	Online Meeting	Drop-in session between NYCC and the Project Team to discuss any outstanding principles or concerns relating to drainage.
13.12.2021	Online Meeting	Meeting between NYCC and the Project Team to discuss Scheme development and walking, cycling and horse riding proposals outside of scope
14.12.2021	Online Meeting	Meeting between NYCC and the Project Team to discuss development of project structures and future requirements.
17.12.2021	Online Meeting	Monthly Meeting between NYCC, DCC and the Project Team to present and discuss potential WCH proposals and projects to be allocated and supported through designated funds applications.
20.12.2021	Online Meeting	Meeting between RDC, NYCC, National Highways and the Project Team to discuss the response the statutory consultation.
20.01.2021	Online Meeting	Meeting between NYCC and RDC and the Project Team 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)).

Date	Form of correspondence	Key topics discussed and key outcomes
		Meeting included discussions on LVIA Update and a scheme update.
24.01.2022	Online Meeting	Meeting between NYCC and the Project Team to discuss the present the current work and process on the diversionary impacts during construction. Meeting included discussions on construction compounds, construction traffic and mitigation. It was noted in the meeting that there are local concerns regarding the impact of construction traffic on local roads.
25.01.2022	Online Meeting	Meeting between NYCC and the Project Team to present the current environmental mitigation and the work undertaken on the Project Design Report. Meeting included discussions on the proposed environmental mitigation and a walk through of the Project Design Report.
26.01.2022	Online Meeting	Meeting between NYCC, National Highways and the Project Team to discuss the current work being undertaken on the A66, looking specifically at the Technology being delivered on the road for operational purposes. Meeting included discussions on retained and proposed technology, retained and proposed operational elements and responses to statutory consultation comments. It was noted in the meeting that NYCC would want to see technology added that would futureproof the network.
26.01.2022	Online Meeting	Meeting between NYCC and RDC and the Project Team 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 surveys, construction mitigation methods and design mitigation.
10.02.2022	Online Meeting	Meeting between NYCC, RDC and the Project Team to discuss Project development and ongoing actions. Meeting included discussions on design updates and PPA updates.
22.02.2022	Online Meeting	Meeting Between NYCC and the Project Team to discuss the approach taken towards Socio Economic, Population and Human Health in the Environmental Statement. Meeting included discussions on the scope and methodology of the work, key themes, and the responses to NYCC/RDC consultation.
10.03.2022	Online Meeting	Joint Meeting between NYCC, National Highways and the Project Team to discuss Project development and ongoing actions. Meeting included discussions on SoCGs and PPA updates.
31.03.2022	Online Meeting	Joint Meeting between NYCC, RDC and the Project Team to discuss Project development and ongoing actions.
08.04.2022	Online Meeting	Meeting between NYCC, RDC and the Project Team. The Project team presented the Design Drawings for NYCC and RDC to comment and discuss ahead if finalisation for the DCO.
08.04.2022	Online Meeting	Meeting between NYCC, RDC and the Project Team. The Project team presented the Legislation and Policy Design

Date	Form of correspondence	Key topics discussed and key outcomes
		Statement for NYCC and RDC to comment and discuss ahead if finalisation for the DCO.
08.04.2022	Online Meeting	Meeting between NYCC, RDC and the Project Team. The Project team presented the final Walking Cycling and Horse-Riding proposals for NYCC and RDC to comment and discuss ahead if finalisation for the DCO.
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.
27.07.2022	Online Meeting	Discussion on process for updating SoCG and regular meetings post-acceptance of the DCO.
25.08.2022	Online Meeting	Joint meeting between CCC, NYCC, DCC, EDC, RDC, Project Team and National Highways to discuss all Authority matters. Meeting included an update on the EMP, the role of LAs in the DCO examination phase and a discussion of Resourcing for LA inputs.
07.09.2022	Online Meeting	Discussion on process for updating SoCG and regular meetings post-acceptance of the DCO.
21.09.2022	Online Meeting	Discussion on process for updating SoCG and regular meetings post-acceptance of the DCO.
22.09.2022	Online Meeting	Joint meeting between CCC, NYCC, DCC, EDC, RDC, Project Team and National Highways to discuss all Authority matters. Meeting included a DCO Update and discussions on future meeting topics.
19.10.2022	Online Meeting	Discussion on process for updating SoCG and regular meetings post-acceptance of the DCO.
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.
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 and answer questions from attendees.
11.01.2023	Online Meeting	Discussion with NYCC on process for updating the SoCG ahead of Deadline 3.
09.02.2023	Online Meeting	Meeting with NYCC to discuss the outstanding SoCG issues and the process of restructuring the SOCG ahead of Deadline 5.
23.02.2023	Online Meeting	Joint meeting between CCC, NYCC, DCC, EDC, RDC, Project Team and National Highways to discuss all Authority matters. Meeting specifically focused on the EMP and the

Date	Form of correspondence	Key topics discussed and key outcomes
		changes made since examination following comments from Interested Parties.
28.02.2023	Online Meeting	Meeting with NYCCs Lead Local Flood Authority representative to discuss the approach to protected provisions within the A66 DCO and how that would affect the land drainage authority.
03.03.2023	Online Meeting	Meeting with NYCC to discuss the EMP, the changes made since examination following comments from Interested Parties. Aspects of the PDP and landscape specific queries were also discussed.
09.03.2023	Online Meeting	Meeting with NYCC Landscape Architect to discuss SoCG comments related to Landscape design and mitigation within the Project Design Principles document and the EMP.
09.03.2023	Online Meeting	Follow-up meeting with NYCCs Lead Local Flood Authority representative to discuss PADSS comments related to flood risk, surface water and drainage ponds.
14.03.2023	Online Meeting	Joint meeting between DCC, NYC, Project Team and National Highways and National Highways delivery partners to discuss the process of and continued engagement into detailed design.
23.03.2023	Online Meeting	Joint meeting between CCC, NYCC, DCC, EDC, RDC, Project Team and National Highways to discuss all Authority matters. Meeting specifically focused on changes to the DCO.
11.04.2023	Online Meeting	Joint meeting between DCC, NYC, Project Team and National Highways and National Highways delivery partners to discuss the process of and continued engagement into detailed design.
17.04.2023	Online Meeting	Meeting with NYC to discuss the outstanding SoCG issues and the process of restructuring the SoCG ahead of Deadline 8.
25.04.2023	Online Meeting	Meeting with NYC to agree the SoCG submission for Deadline 8.
10.05.2023	Online Meeting	Meeting with NYC to discuss and move to signing the SoCG ahead of Deadline 8.

2.1.2 This is an accurate record of the key meetings and other forms of consultation and engagement undertaken between (1) National Highways, (2) NYCC and (3) RDC prior to local government reorganisation on 1 April 2023, in relation to the issues addressed in this SoCG.

2.1.3 From 1 April 2023, this record reflects the consultation and engagement undertaken between (1) National Highways and (2) NYC in relation to the issues addressed in this SoCG.

3 Issues

3.1.1 Tables 3-1 provides a summary of the issues raised between the parties and the status. Details of historical positions which are no longer relevant, (as the issues are addressed in the DCO documents or representations during examination) are provided in the Deadline 5 SoCG and not repeated in this document.

Table 3-1: Record of Issues – Agreed Issues

Issue	Document References (if relevant)	NYC position / NYCC and RDC position (where relevant)	National Highways Position	Status
3-1.1. Moor Lane	NYCC and RDC Stat Con Response: Section 4.0 – 4.1	In response to concerns raised by East and West Layton Parish Council about the connection and use of Moor Lane to the new all movements junction, NYCC consider that if Moor Lane were to be closed to traffic this would force all residents and other road users to use Winston Cross roads to access the A66 and deny users the opportunity to use a far safer all movements interchange as proposed.	We understand that NYC do not wish to progress with the closure of Moor Lane as requested by East and West Layton Parish Council..	Agreed
3-1.2. Scotch Corner Development	NYCC and RDC Stat Con Response: Section 6.0 – 6.3	NYCC & EDC wants to ensure that NH remain involved in discussions around future development plans at Scotch Corner.	We welcome opportunities for NYC to keep NH updated of any plans for further economic growth and development at Scotch Corner.	Agreed
3-1.3. Noise and Vibration - Description of the likely significant effects	NYCC and RDC Stat Con Response: Section 8.18	Section 13.8.21 identifies that the section of carriageway at the A1(M) junction 53 Scotch Corner has the potential to be affected from junction improvements and was not assessed in the Options Selection stage of the EAR. RDC would like confirmation that this junction will be assessed as part of the ESR to protect noise sensitive receptors located nearby.	The Scotch Corner junction has been included within the Project study area and assessed in Chapter 12 (Noise and Vibration) of the ES (Application Document Reference 3.2, APP-055).	Agreed
3-1.4. Landscape and Visual Impact - Soil Management and Agricultural Land	NYCC and RDC Stat Con Response: Section 11.8	We generally welcome the proposed methodology and approach set out in the PEI Report Chapter 09 Geology and Soils. However, the PEI Report assessment and	ES Chapter 9 Geology and Soils (Application Document Reference 3.2, APP-052) contains an Agricultural Land Classification	Agreed

Issue	Document References (if relevant)	NYC position / NYCC and RDC position (where relevant)	National Highways Position	Status
		report is based on existing data (The Provisional ALC maps Ministry of Agriculture, Fisheries and Food, 1970s). This does not classify land into Grade 3a and Grade 3b to differentiate between the 'best and most versatile' (BMV). A detailed soil survey, assessment and management plan are needed in order to protect and manage site soils, including protection and restoration of ALC best and most versatile land where appropriate.	(ALC) Factual Soil Report (Appendix 9.5) this includes findings from soil and ALC surveys.	
3-1.5. HGV Facilities at Scotch Corner	North Yorkshire CC & Richmondshire DC: Design Drawing Review Session	Can we confirm that the Lorry parking at Scotch Corner is not within scope.	We can confirm that this is not within the scope of this project. We are aware that a separate Team within National Highways are looking at HGV facilities and we will continue to engage with you on opportunities for HGV rest areas in future.	Agreed
3-1.6. NYCC Policies	Legislation and Policy Compliance Statement review session	Has the NYCC Transport Plan and Strategic Transport Prospectus been looked at as part of this assessment: https://www.northyorks.gov.uk/local-transport-plan https://www.northyorks.gov.uk/strategic-transport-prospectus	This has been included within Legislation and Policy Compliance Statement, where relevant.	Agreed
3-1.7. Classification of Roads Plan: Moor Lane (and other Unclassified Road) junctions to the National Highway	North Yorkshire CC & Richmondshire DC: Design Drawing Review Session	Concern for Moor Lane (and other unclassified roads) what standards will these be built to. Issues previously where the access is to a high standard before hitting a smaller, unclassified road. This may need to be a departure to make this a narrow road.	The junction at Moor Lane would be built to a NYC Design Standard rather than to DMRB to address this concern. This was the position agreed prior to submission of the DCO and will be integrated into the detailed design of the scheme.	Agreed subject to continued dialogue post DCO on the detailed design.

Issue	Document References (if relevant)	NYC position / NYCC and RDC position (where relevant)	National Highways Position	Status
3-1.8. Active Travel and Improving connections to local communities	NYCC and RDC Stat Con Response: Section 2.6 – 2.12, 2.13-2.15	NYCC & EDC want to ensure walking, cycling and horse riding are fully considered to minimise severance, improve resilience, and increase amenity on the de-trunked section of A66.	Information on the Project's walking, cycling and horse-riding proposals are included within the Walking, Cycling and Horse-riding Proposal Report (Application Document Reference 2.4, APP-010). National Highways have also responded on this matter in Section 4.10 of the Applicant's Comments on Local Impact Report (Document Reference 7.9 REP2-018). For further detail on the Applicant's historical position please see the Deadline 5 SoCG [REP5-010].	Agreed subject to continued dialogue post DCO on the detailed design.
3-1.9. Maximising social and economic benefits	NYCC and RDC Stat Con Response: Section 2.16 – 2.17	NYCC & EDC wants to ensure the investment in the A66 benefits local communities and economies (helping the Levelling Up agenda).	We are very supportive of opportunities to improve job opportunities, encourage the development of apprentices and work with local authorities to maximise economic development throughout the construction period. The Environmental Management Plan (EMP) (Application Document Reference 2.7 (Rev 2), REP3-004) includes a commitment to develop a Skills and Employment Strategy, which will be the responsibility of the Principal Contractor. For further detail on the Applicant's historical position please see the Deadline 5 SoCG [REP5-010].	Agreed

Issue	Document References (if relevant)	NYC position / NYCC and RDC position (where relevant)	National Highways Position	Status
3-1.10. Climate Change Officer RDC	NYCC and RDC Stat Con Response: Section 7.0 – 7.1	From a sustainable travel point of view, it is essential that safe crossing points are provided for pedestrians, cyclists and horse riders to ensure that journeys on foot, by bike and on horseback remain attractive options to and from communities to the north and south of the A66. Also, that provision is made for any public transport vehicles making routes across the A66 to be able to do so safely.	Enhancement measures have been incorporated into the design to develop an east-west active travel connection which utilises the de-trunked sections of the A66 during operation. National Highways have also responded on this matter in Section 4.10 and 4.19 of the Applicant's Comments on Local Impact Report (Document Reference 7.9 REP2-018). For further detail on the Applicant's historical position please see the Deadline 5 SoCG [REP5-010].	Agreed
3-1.11. Comments from the Richmondshire Climate Action Partnership	NYCC and RDC Stat Con Response: Section 7.2	The main concerns are the crossing points on the sections dualled previously which are not up to the standard proposed now by National Highways in the upgrading of the remaining A66 single carriageway to dual carriageway section.	We would refer to the opportunity to bid for designated funds for potential works that fall outside of the scope of this Project. We will continue to engage with the Local Authorities on this issue.	Agreed
3-1.12. Noise and Vibration - Construction Noise	NYCC and RDC Stat Con Response: Section 8.4 - 8.5	RDC would like to see further details on proposed diversion route study areas from the main scheme, where full carriageway closures overnight (23:00-07:00) are required. Further clarification on the construction phases of the project is required, including proposed start and end dates for each phase with the proposed working hours. Additional information on the likelihood of out of hours working taking place. Whether it would be a regular aspect of the project, or only if the scheme fell behind schedule. Details of the proposed locations of any infrastructure support compounds or depots is also required, to enable RDC to	Chapter 12 (Noise and Vibration) of the ES (Application Document Reference 3.2, APP-055) has been undertaken in accordance DMRB LA 111. We can confirm a study area of 300m from closest construction activity has been applied. The Environmental Management Plan (EMP) (Application Document Reference 2.7 (Rev 2), APP-019) confirms that a Construction Traffic Management Plan is developed for the specific scheme (or part of the	Agreed

Issue	Document References (if relevant)	NYC position / NYCC and RDC position (where relevant)	National Highways Position	Status
		<p>assess the suitability of the proposed locations.</p> <p>For further detail on the Local Authorities historical position please see the Deadline 5 SoCG [REP5-010].</p>	<p>scheme) being sought for approval, which addresses proposals for traffic management including, if required any temporary diversions, their duration and the number required.</p> <p>National Highways have reviewed and commented on the Local Impact Report in Section 4.18 of the Applicant's Comments on Local Impact Report (Document Reference 7.9 REP2-018).</p> <p>For further detail on the Applicant's historical position please see the Deadline 5 SoCG [REP5-010].</p>	
3-1.13. Noise and Vibration - Noise	NYCC and RDC Stat Con Response: Section 8.12	<p>Paragraph 13.5.7 of the ESR has identified two NIAs along the current route corridor within the district of Richmondshire, namely, DEFRA Important Area 10437 (Stephen Bank to Carkin Moor) and 10127 (Gatherley Moor Farm).</p> <p>RDC does not agree with the assumption that there are only two locations along the route corridor within the district of Richmondshire that are considered an NIA therefore more in-depth information would be required in the ES showing further information as to how the NIAs have been classified and identified.</p>	<p>National Highways have reviewed and commented on the Local Impact Report in Section 4.18 of the Applicant's Comments on Local Impact Report (Document Reference 7.9 REP2-018).</p> <p>For further detail on the Applicant's historical position please see the Deadline 5 SoCG [REP5-010].</p>	Agreed
3-1.14. Noise and Vibration - Potential Impacts	NYCC and RDC Stat Con Response: Section 8.13 & 8.16	<p>The potential noise and vibration impacts identified within Section 13.4 of the ESR are broadly considered acceptable. However, Section 13.6.1 of the ESR identifies potential impacts from noise at sensitive receptors should be considered within a 25m radius.</p>	<p>It is noted that within NYCC and RDC's responses to the Applicant's Responses to the Relevant Representations Part 4 of 4 (REP2-035, No.122-9) that it states that "The assessment of noise and</p>	Agreed

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		<p>Construction traffic using diversionary routes during night-time hours is likely to be a major factor when considering adverse impacts on sensitive properties, therefore it is recommended that this distance is revised to consider sensitive properties at a greater distance where appropriate.</p> <p>For further detail on the Applicant's historical position please see the Deadline 5 SoCG [REP5-010].</p>	<p>vibration levels in the relevant chapter of the ES can be broadly agreed with. It is important that all aspects of the scheme are considered fully. Further assessment of the adequacy of dealing with these effects will form part of the Local Impact Report.”</p> <p>National Highways have reviewed and commented on the Local Impact Report in Section 4.18 of the Applicant's Comments on Local Impact Report (Document Reference 7.9 REP2-018). National Highways will work with RDC to develop the approach to diversionary routes and in particular noise mitigation measures as part of the development of the EMP.</p> <p>As per 3-1.12 the CTMP will identify whether any night-time diversions are required, the nature and duration of these. The project direction is to avoid full closures of the A66 wherever possible.</p> <p>For further detail on the Applicant's historical position please see the Deadline 5 SoCG [REP5-010].</p>	
3-1.15. Construction Traffic	A66, NYCC & RDC: Technology and Operations Meeting (26.01.2022)	Keen to establish if there any smart measures that could be used to influence construction traffic, such as vehicle tracking and monitoring, would be supported and would not want to miss the opportunity to build or embed this into	This will be a matter for discussion with the Principal Contractor prior to commencement of works in 2024.	Agreed subject to continued dialogue with the Delivery

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		the construction ethos. NYCC would be looking to take a hypercautious approach to construction traffic.		Integration Partners post-DCO
3-1.16. GA Drawings: Browson Bank Farm Balancing Pond and Access Track	North Yorkshire CC & Richmondshire DC: Design Drawing Review Session (08.04.2022)	Given the proposed balancing ponds are split between NYCC and National Highways, who will maintain the access?	These are currently shown as a private means of access in National Highways ownership with rights to NYC to access the smaller pond. This can be discussed and agreed with NYC at detailed design.	Agreed subject to continued dialogue post DCO on the detailed design.
3-1.17. GA Drawings: Layby Locations and HGVs Facilities	North Yorkshire CC & Richmondshire DC: Design Drawing Review Session (08.04.2022)	<p>Are the locations of the laybys fixed and what was the methodology for this?</p> <p>We know there is a need for HGV facilities locally, and there is a need to proactively encourage appropriate places for HGVs to stop overnight.</p>	<p>The location of laybys has been made following the recommendations of Road Safety Audit as identified in Section 9.2 of the Transport Assessment (Application Document Reference 3.7, APP-236). National Highways have also responded on this matter in Section 4.12 of the Applicant's Comments on Local Impact Report (Document Reference 7.9 REP2-018).</p> <p>For further detail on the Applicant's historical position please see the Deadline 5 SoCG [REP5-010].</p>	Agreed
3-1.18. Classification of Roads Plan	North Yorkshire CC & Richmondshire DC: Design Drawing Review Session (08.04.2022)	NYC are happy with the C1108 and the extension of Warrener Lane, but we will seek to confirm with the team to ensure we are happy with this convention prior to those appearing on the schedules.	We will continue to seek confirmation on this matter as part of detailed design	Agreed subject to continued dialogue post DCO on the detailed design.

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3-1.19. Traffic Regulation Order (Speed Limits) Plans: Warrener Lane Speed Limit	North Yorkshire CC & Richmondshire DC: Design Drawing Review Session (08.04.2022)	Warrener Lane would that new stretch be at 50mph and will this leave us with an issue as to when the old road is at a 60mph. It is possible that the 50mph limit could start at the new pond access to the west and finish at the eastern end after the new WCH Infrastructure.	We will continue to seek confirmation on this matter as part of detailed design.	Agreed subject to continued dialogue post DCO on the detailed design.
3-1.20. Biodiversity	North Yorkshire County Council and Richmondshire District Council – Relevant Representations – RR-122 – 02 September 2022	The ES identifies that a residual adverse effect remains in relation to barn owl during the operational phase of the development. The authority wishes to work with the applicant to identify appropriate mitigation to minimise the residual effect as far as possible.	Barn Owl assessments are detailed within Chapter 6 Biodiversity of the Environmental Statement (Document Reference 3.2, APP-049) and section 4.16 of the Applicant's Comments on Local Impact Report (Document Reference 7.9 REP2-018). National Highways will continue to investigate potential mitigation measures having regard to highway design standards and will continue to engage with NYC on this point. For further detail on the Applicant's historical position please see the Deadline 5 SoCG [REP5-010].	Agreed
3-1.21. De-trunking of existing A66	NYCC and RDC DL4 response	NYCC & RDC wants to ensure that the existing A66 is de-trunked at an acceptable standard. At deadline 4 NYCC and RDC stated: De-trunking works will be designed in accordance with a combined A66 NTP Rural Design Guide applicable across all LHA's. However, discussions are ongoing regarding applying the guide to specific parts of the network. The Councils have provided the Applicant with	We are committed to ensuring de-trunked sections are acceptable in terms of standard to Local Authorities. We can confirm this has been discussed with the Local Authorities as part of the pre-application process. National Highways have also responded on this matter in	Agreed subject to completion of the de-trunking agreement. This is being progressed with a view to being

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		<p>informal written responses to each de-trunking asset proposal received from the Applicant. Formal discussions are now required with the Applicant to resolve any outstanding technical issues and highlight those that should be resolved through legal side agreements to be completed as soon as possible and in any event by the end of the Examination.</p> <p>NYCC also stated at DL4 The Council is aware of its statutory duties, under the Highways Act 1980, that will apply to new, altered or diverted de-trunked highway after the scheme is open to traffic. This would include winter maintenance. The scope of the phased maintenance requirements and associated timescales have not been set out in detail within the Construction Traffic Management Plan [APP033]. Therefore, the Council requires a legal side agreement to clarify this and for the agreement to align with the Applicant's own contractual arrangements with its contractors; any construction defects would remain the responsibility of the Applicant for a period of 12 months from the completion of the highways works as is standard practice for the construction of new highway.</p>	<p>Section 4.8 of the Applicant's Comments on Local Impact Report (Document Reference 7.9, REP2-018).</p> <p>It has been agreed that a de-trunking agreement will be produced to reflect matters agreed with the Local Authorities. This has been the subject of discussions post deadline 5 and the principles are largely agreed.</p> <p>Maintenance of the de-trunked section after handover will be the responsibility of the Local Roads Authority, National Highways have committed to providing dates for this handover.</p> <p>National Highways note that where appropriate warranty and defects liability will be in accordance with appropriate contracts.</p>	<p>completed prior to the close of examination.</p>
<p>3-1.22. Landscape Design and Improvements at Scotch Corner</p>	<p>A66, NYCC and RDC Approach to Project Design Principles (25.01.2022)</p>	<p>It would be good to demonstrate the qualitative landscape design around Scotch Corner to see some improved quality in this area as part of the Scheme.</p>	<p>The scope of works for the Scheme are bound by the impact of the road works being undertaken, and overall improvements of the landscape quality in this area are likely to be out of scope. However, we will continue discussions with NYC into detailed design around the matter.</p>	<p>Agreed subject to continued dialogue with the Delivery Integration Partners post-DCO.</p>

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			A landscape meeting was held on 09.03.23 to discuss the approach to landscaping and explain the Project Design Principles for the application.	
3.1-23. Landscape and Visual	North Yorkshire County Council and Richmondshire District Council – Relevant Representations – RR-122 – 02 September 2022	<p>Landscape and Visual Improvements</p> <p>The Authority is satisfied that the DCO Application includes an adequate Landscape and Visual Impact Assessment (LVIA) subject to inclusion of selected illustrations (elevations, cross sections and photomontages) to help explain significant effects and illustrate key features of the scheme in a wider context (such as the proposed overbridges).</p> <p>The Application should also include an explanation of the design principles in order to demonstrate good design.</p> <p>The Applicant states that the Structures have undergone an aesthetic review to ensure they comply with the overarching design aspirations (ES 10.9.4). Reference is also made to a Project Design Principles document (PDP) (Application Document 5.11). However, this review or PDP document are not clear or evident in the Application.</p> <p>It is acknowledged that illustrative layouts of the key mitigation principles are shown on the visual Environmental Mitigation Maps (Application Document 2.8). However, these are illustrative layouts not intended to be secured by the DCO (ES 2.7.4).</p> <p>The Authority would wish to see an outline landscape strategy (incorporating mitigation)</p>	<p>The Project Design Principles document (Document Reference 5.11, APP-302) is available as part of the DCO Application and sets out the underpinning principles on which the mitigation is based.</p> <p>Annex B1 of The Environmental Management Plan (EMP) (Document Reference 2.7, APP-021) contains an outline Landscape and Ecological Management Plan (LEMP). The EMP requires that the LEMP is developed in further detail in consultation with various stakeholders, including the local planning authorities. Compliance with this process is secured through article 53 of the draft DCO. This will then be subject to approval from the SoS prior to the start of works. The LEMP once approved will contain specifications for long term management and monitoring. The Project Design Principles (PDP) (Document Reference 5.11, APP-302) outlines key landscaping design considerations with Theme A outlining key principles to promote</p>	Agreed subject to continued dialogue with the Delivery Integration Partners post-DCO.

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		<p>secured through the DCO and would welcome an opportunity to continue to work with the Applicant on detailed aspects of the landscape and visual mitigation, to ensure an appropriate response.</p> <p>The Authority would also wish to see further information and clarification for long-term maintenance and management of proposed landscape mitigation including responsibilities and how landscaping is secured as a permanent element of the scheme through the Order.</p>	<p>landscape integration and landscape character amongst others. The detailed design of the Project must be carried out so as to be compatible with the PDP, which is secured in article 54 of the DCO, if made.</p>	
3-1.24 Diversions	DL4 response	<p>All diversion routes were assessed by the Councils to be unsuitable without mitigation (see Appendix 1 of the Councils' LIR, (REP 1-019)), and all comments and risks that were raised remain valid. Prior to construction, the Councils must have the opportunity to agree a set of diversion routes with the Applicant, alongside funding for any remedial works required to make those routes satisfactory within the planning limitations and agree the strategic operational diversion once the scheme is opened. The Councils continue to be concerned by the construction impact of the scheme on the local community from rat-runs, weight restrictions and suitability of the rural road network to accommodate diverted vehicles. A strategic diversion plan for the operational phase needs to be provided by the Applicant and agreed by the Councils and secured as part of the EMP.</p>	<p>We would also note that the EMP (Application Document Reference 2.7 (Rev 2), REP3-004) confirms that no part of the Project can start until a Construction Traffic Management Plan is developed in consultation with NYC, 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</p>	<p>Agreed subject to continued dialogue with the Delivery Integration Partners post-DCO on the details within the CTMP</p>

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		<p>NYC has expressed concern with the position of the proposed main compound at Moor Lane. Whilst the red line of the scheme is sufficient to cover the compound NYC understood the compound would be to the south of the road until late 2022 when contractors informed the Council of the preferred position. A TCPA application is expected to bring the works forward ahead of DCO determination. The issue may raise local concerns with residents in East Layton and it will be vital that these concerns are picked up in the CTMP, particularly if the TCPA application is refused.</p>	<p>diversion routes (with consideration for potential noise impacts). The CTMP will include, amongst other commitments, the following commitment for diversion routes to be discussed with the Local Highway Authority in advanced of required closures. The CTMP will also include details in relation to site compounds including appropriate traffic management. National Highways consider that this matter is agreed in so far as possible at this stage and with commitment to the further engagement as cited above.</p>	