

**A66 Northern Trans-Pennine Project
TR010062**

6.1 Errata Report (Rev 3)

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

16 May 2023

Infrastructure Planning

Planning Act 2008

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

**A66 Northern Trans-Pennine Project
Development Consent Order 202x**

**6.1 DEVELOPMENT CONSENT ORDER ERRATA REPORT
(REV 3)**

Planning Inspectorate Scheme Reference	TR010062
Application Document Reference	6.1
Author:	A66 Northern Trans-Pennine Project Team, National Highways

Version	Date	Status of Version
Rev 1	02 September 2022	S4 Approved
Rev 2	24 January 2023	Deadline 3
Rev 3	16 May 2023	Deadline 8

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1. Introduction

1.1 Purpose of this document

- 1.1.1 This document, the Development Consent Order Application Errata Report (the Errata Report), sets out the Errata that have been identified to date within the Development Consent Order (DCO) application for the A66 Northern Trans-Pennine Project (the Project).
- 1.1.2 The DCO application (the Application) was submitted by National Highways (the Applicant), to the Secretary of State through the Planning Inspectorate on 21 June 2022 and was accepted for examination on 19 July 2022.
- 1.1.3 Errata are errors within the DCO application documents, which are minor in nature and do not change the meaning of documents, analysis, assessment or any conclusions (and which are referred to in this document as “Errata”).
- 1.1.4 This Errata Report provides an updated version to that which was submitted in response to the matters arising from acceptance, where these were considered Errata, as noted in the Section 55 Checklist and set out in the Rule 9 Letter – Notification of Procedural Decisions Annex A Matters Arising from Acceptance issued by the Examining Authority on 29 July 2022, and also additional Errata identified by National Highways.
- 1.1.5 This version of the Errata Report is correct as of Deadline 8 (16 May 2023) of the Examination.

1.2 Structure of this document

- 1.2.1 This document sets out Errata in Table 2-1, where a correction is provided for clarification. A strikethrough has been used to show text which can be removed from the documents, whilst text in red is new and altered text.
- 1.2.2 As the Errata identified are very minor, the application documents, referred to in Table 2-1, have not been reissued. As such, the submission documents, as available on the project page of the Planning Inspectorate’s National Infrastructure Planning website, remain unchanged; however, they should be referenced against the changes contained within this document.
- 1.2.3 Where a DCO application document is required to be re-submitted, for reasons other than minor Errata (i.e. where the meaning within the document is changed or where additional information is provided), any Errata will be incorporated in the re-submitted document(s) to provide a fully updated Application document. Since the original version of this Errata report, some DCO application documents have been revised and submitted to the Examination of the DCO application. Where this is the case, these revised documents have included the amendments previously identified as errata. Where Errata have been amended in this way, this is identified in the ‘Update’ column of Table 2-1 below.

2. Development Consent Order Application Errata

Table 2-1: Development Consent Order Application Errata

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text	Update																														
APP-285 5.1 Draft Development Consent Order	Schedule 1 Part 6 Work No. 08-2, pages 68 and 69	Incorrect footpath name	Work No. 08-2— as shown on sheet 1 of the works plans for scheme 08 and being the construction of a new footpath and private means of access, comprising— (a) the construction of a length of new footway, linking Bowes Footpath 1 with BowesRokeby Footpath 7; (b) the construction of new private means of access, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 08; and (c) works to effect the stopping up of Bowes Footpath 1 and BowesRokeby Footpath 7.	This was amended in 5.1 Draft Development Consent Order Rev 2 (REP2-005) which was submitted at Deadline 2 of the Examination)).																														
APP-285 5.1 Draft Development Consent Order	Schedule 1 Part 7 Work No 09-9, page 75	Reference to sheet 4 missing	Work No. 09-9— as shown on sheets 3 and 4 of the works plans for scheme 09 and comprising the construction of a new bridleway, to include—	This was amended in 5.1 Draft Development Consent Order Rev 2 (REP2-005) which was submitted at Deadline 2)).																														
APP-285 5.1 Draft Development Consent Order	Schedule 2 Part 3, page 148	A typographical error in the road reference	Reference 67 New private means of access between Bridleway 341/001 and the new A66, from a point 165 metres north of the junction between the existing A66 and the improved B6552 B6542 , extending in a generally northeasterly direction for a distance of 252 metres, to its junction with Bridleway 341/001 (as shown on sheet 7 of rights of way and access plans for scheme 0405).	This was amended in 5.1 Draft Development Consent Order Rev 2 (REP2-005) which was submitted at Deadline 2)).																														
APP-285 5.1 Draft Development Consent Order	Draft DCO Schedule 2 Part 3 (page 167) refers to Reference 16 as part of Reference R. Reference 16 is not in existence on plans.	A typographical error in the reference number	Reference 4614 To be substituted by a new private means of access (Reference 4614), together with a right of vehicular access over new footpath Reference F (as above) and new highway Reference E (as above), for the benefit of the land affected by the stopping up of private means of access reference r.	This was amended in 5.1 Draft Development Consent Order Rev 2 (REP2-005) which was submitted at Deadline 2)).																														
APP-285 5.1 Draft Development Consent Order	Schedule 2 Part 3, page 173	A typographical error in the spelling of Dick Scot Lane.	Reference a Access to land and premises (Browson Bank Farm) on the south side of the existing A66, 1 km to the north-west of its junction with the existing Dick Seott Scot Lane.	This was amended in 5.1 Draft Development Consent Order Rev 2 (REP2-005) which was submitted at Deadline 2)).																														
APP-285 5.1 Draft Development Consent Order	Schedule 2 Part 3, page 173	A typographical error in the spelling of Dick Scot Lane.	Reference b Access to agricultural land on the north side of the A66, opposite the existing junction of the A66 with Dick Seott Scot Lane.	This was amended in 5.1 Draft Development Consent Order Rev 2 (REP2-005) which was submitted at Deadline 2)).																														
APP-285 5.1 Draft Development Consent Order	Schedule 2 Part 3, page 173-174	A typographical error in the spelling of Dick Scot Lane.	Reference c Access to agricultural land on the south side of the existing A66, 260 metres to the east of the existing junction of the A66 with Dick Seott Scot Lane.	This was amended in 5.1 Draft Development Consent Order Rev 2 (REP2-005) which was submitted at Deadline 2)).																														
REP2-005 5.1 Draft Development Consent Order Rev 2 which was submitted at Deadline 2	Part 2, Article 7, page 11 and 12.	Incorrect references to Work Numbers: Work No.09-2D, should be renamed as Work No.09-3E The original reference (in Rev 1 of the draft DCO) to Work No.09-3B was correct and should be reinstated	<p>Table referred to in paragraph (3)</p> <table border="1"> <thead> <tr> <th>(1) Part of authorised development</th> <th>(2) Lateral limit of deviation of the centre line number the north side of shown on the w</th> <th>(3) Lateral limit of deviation of the numbered work of the centre line works plans</th> </tr> </thead> <tbody> <tr> <td>Work No. 0405-4B</td> <td>To the extent of the</td> <td>Order limits</td> </tr> <tr> <td>Work No. 0405-18</td> <td>To the extent of the</td> <td>Order limits</td> </tr> <tr> <td>Work No. 0405-19</td> <td>To the extent of the</td> <td>Order limits</td> </tr> <tr> <td>Work No. 06-7A</td> <td>40 metres</td> <td></td> </tr> <tr> <td>Work No. 06-7B</td> <td>40 metres</td> <td></td> </tr> <tr> <td>Work No. 09-1B</td> <td>5 metres</td> <td></td> </tr> <tr> <td>Work No. 09-1D</td> <td>To the extent of the Order limits</td> <td>3 metres</td> </tr> <tr> <td>Work No. 09-2D</td> <td>0 metres</td> <td>5 metres</td> </tr> <tr> <td>Work No. 09-3B 09-3E</td> <td>3 metres To the extent of the corresponding fine dashed green line shown on the works plans</td> <td>To the extent of the corresponding fine dashed-green line shown on the works plans 3 metres</td> </tr> </tbody> </table> <p><i>(4) In construction or maintaining the linear works referred to in column (1) of the table below</i></p>	(1) Part of authorised development	(2) Lateral limit of deviation of the centre line number the north side of shown on the w	(3) Lateral limit of deviation of the numbered work of the centre line works plans	Work No. 0405-4B	To the extent of the	Order limits	Work No. 0405-18	To the extent of the	Order limits	Work No. 0405-19	To the extent of the	Order limits	Work No. 06-7A	40 metres		Work No. 06-7B	40 metres		Work No. 09-1B	5 metres		Work No. 09-1D	To the extent of the Order limits	3 metres	Work No. 09-2D	0 metres	5 metres	Work No. 09-3B 09-3E	3 metres To the extent of the corresponding fine dashed green line shown on the works plans	To the extent of the corresponding fine dashed-green line shown on the works plans 3 metres	This was amended in Draft Development Consent Order Revision 3 ([REP7-092] which was submitted at Deadline 7).
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Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text	Update																								
			<p>In column 1 of the Table referred to in paragraph (3) (of article 7 – Limits of Deviation):</p> <ul style="list-style-type: none"> Work No. 09-2D should be renamed as 09-3E to match the Works Plans for Scheme 09 Stephen Bank to Carkin Moor (Document ref 5.16, APP-324); and Work no. 09-3B should remain as 09-3B (i.e. the amendment made at Deadline 2, in Rev 2 of the draft DCO, changing Work No. 09-3B to 09-3E, was incorrectly applied (and should have been applied to Work No. 09-2D instead – as noted above)). <p>For the avoidance of doubt, the Applicant confirms that the amendments made to the lateral limits of deviation in Columns (2) and (3) of the Table referred to in paragraph (3) of article 7 of the draft DCO Rev 2, as submitted at Deadline 2 are correct.</p> <p>Table referred to in paragraph (5)</p> <table border="1"> <thead> <tr> <th>Work No.</th> <th>Column (2)</th> <th>Column (3)</th> </tr> </thead> <tbody> <tr> <td>Work No. 08-1B</td> <td>1 metre</td> <td>2 metres</td> </tr> <tr> <td>Work No. 08-4A</td> <td>1 metre</td> <td>2 metres</td> </tr> <tr> <td>Work No. 08-4B</td> <td>1 metre</td> <td>2 metres</td> </tr> <tr> <td>Work No. 09-1B</td> <td>1 metre 3 metres</td> <td>2 metres 1 metre</td> </tr> <tr> <td>Work No. 09-1D</td> <td>1 metre</td> <td>4 metres</td> </tr> <tr> <td>Work No. 09-3B</td> <td>1 metre</td> <td>To any extent the undertaker considers to be necessary</td> </tr> <tr> <td>Work No. 09-5</td> <td>1 metre 3 metres</td> <td>2 metres 1 metre</td> </tr> </tbody> </table> <p>In Columns (2) and (3) of the Table referred to in paragraph (5) of article 7 the amendments to the lateral limits of deviation for Work Nos. 09-1B and 09-5 (as shown in the mark-up above) were incorrectly applied and should be disregarded. The original text should be retained.</p>	Work No.	Column (2)	Column (3)	Work No. 08-1B	1 metre	2 metres	Work No. 08-4A	1 metre	2 metres	Work No. 08-4B	1 metre	2 metres	Work No. 09-1B	1 metre 3 metres	2 metres 1 metre	Work No. 09-1D	1 metre	4 metres	Work No. 09-3B	1 metre	To any extent the undertaker considers to be necessary	Work No. 09-5	1 metre 3 metres	2 metres 1 metre	
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REP2-005 5.1 Draft Development Consent Order Rev 2 which was submitted at Deadline 2	Part 5, Article 53(12)	Typographical error in the definition of “commence”. This will be corrected in the next iteration of the draft Development Consent Order.	“commence” means beginning to carry out any material operation (as defined in section 56(4) of the 1990 Act) forming part of the authorised development other than operations consisting of archaeological investigations and mitigation works, ecological surveys and mitigation works, investigations for the purpose of assessing and monitoring ground conditions and levels, remedial work in respect of any contamination or other adverse ground conditions, erection of any temporary means of enclosure, receipt and erection of construction plant and equipment, diversion and laying of underground apparatus , and the torary display of site notices or advertisements, and “commencement” is to be construed accordingly;	This was amended in Draft Development Consent Order Revision 3 ([REP7-092] which was submitted at Deadline 7).																								
APP-285 5.1 Draft Development Consent Order	Various	Typographical errors	The Applicant reviewed the application version of the draft DCO and corrected a number of minor typographical errors. These are shown on the track changes version of the DCO submitted at Deadline 2 [REP2-006].	Addressed in REP2-006 Draft DCO Rev 2.																								
APP-045 3.2 Environmental Statement Chapter 2 The Project	Paragraph 2.5.7	Incorrect figure reference	Figures 2.1: Sheet 1 M6 Junction 40 to Kemplay Bank Order Limits to Figure 2-8: Sheet 8 A1(M) Junction 53 Scotch Corner Order Limits (Application Document 3.3) also present the Order Limits. The Order Limits includes land that will be required for the project both permanently and temporarily including land required to deliver mitigation identified through the environmental assessment.	No update to Chapter 2.																								
APP-045 3.2 Environmental Statement Chapter 2 The Project	Paragraph 2.5.8	Incorrect figure reference and typographical error	Figures 2.92: Sheet 1 M6 Junction 40 to Kemplay Bank Indicative Site Clearance Boundary to 2.16: Sheet 8 A1(M) Junction 53 Scotch Corner Indicative Site Clearance Boundary (Application Document Document 3.3) show the site clearance boundary assumed for assessment. This boundary is derived from the indicative scheme design and the indicative construction working areas, and is used in the assessment as a reasonable worsecase worst-case assumption for the extent of vegetation and topsoil clearance. The remainder of the Order Limits is land included for environmental mitigation, and therefore it is assumed that important receptors (e.g. hedgerows, mature trees) will be retained in this area. It is recognised, however, that the DCO will theoretically allow the full area within the Order Limits to be cleared, therefore chapters that consider specific receptors have assessed the impact of clearance on those receptors as a worst case, as there may be changes to the proposed construction areas. Where the assessment is area based (e.g. looking at area of vegetation or topsoil lost) the indicative site clearance boundary is used for the assessment, as it represents the reasonable worst case. This assumption is set out in the Project Design Principles (Application Document 5.11).	No update to Chapter 2.																								
APP-045 3.2 Environmental Statement Chapter 2 The Project	Paragraph 2.5.9	Incorrect figure reference	Figures 2.473 Sheet 1 M6 Junction 40 to Kemplay Bank Indicative Construction Areas to 2.24: Sheet 8 A1(M) Junction 53 Scotch Corner Indicative Site Construction Areas (Application Document 3.3) show the indicative construction compounds, haul roads and working areas that have formed the basis for assessment. The assessment assumes that construction activities could occur anywhere within the Order Limits, but that the greatest activity (especially in terms of plant use and movement) will be within these	No update to Chapter 2.																								

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text	Update
REP7-171 Environmental Statement Addendum Volume 3			areas as well as the main scheme construction area, as defined by the DCO Works Plans (Application Document 5.16).	
APP-045 3.2 Environmental Statement Chapter 2 The Project REP7-171 Environmental Statement Addendum Volume 3	Paragraph 2.6.1	Amendment to provide clarity regarding M6 Junction 40 and Kemplay Bank Roundabout.	The M6 Junction 40 to Kemplay Bank scheme would provide a three-lane circulatory carriageway with spiral markings, within the footprint of the current roundabout at M6 Junction 40. The A66 eastern arm of the roundabout would be widened to three lanes in each direction between M6 Junction 40 and Kemplay Bank Roundabout to increase capacity for local movements around Penrith. Widening would be required on the following five approach arms to M6 Junction 40 to provide additional lanes and a dedicated left turn facility, each controlled under its own signal phase : M6 North, M6 South, A66 East, A66 West, and A592 Ullswater Road.	No update to Chapter 2.
APP-045 3.2 Environmental Statement Chapter 2 The Project REP7-171 Environmental Statement Addendum Volume 3	Paragraph 2.6.8	Clarification on the police observation points	A police observation point would be included on The verges on the Kemplay Bank overbridges are an appropriate width for use as a police observation point for intermittent mobile speed enforcement purposes.	No update to Chapter 2.
APP-045 3.2 Environmental Statement Chapter 2 The Project REP7-171 Environmental Statement Addendum Volume 3	Paragraph 2.2.65	Incorrect number of ponds referenced.	48-20 ponds are proposed at low points in the scheme to attenuate drainage and run-off from the road in order to manage the water quality before it is discharged into the surrounding watercourses. Shared and dedicated access tracks are proposed to be provided to the north and to the south of the road to facilitate access to ponds for maintenance purposes and to accommodate landowner movements.	No update to Chapter 2.
APP-049 3.2 Environmental Statement Chapter 6 Biodiversity and EMP REAC Commitment MW-BD-21	Paragraph 6.8.6	The final bullet point of paragraph 6.8.6, also referred to in EMP REAC Commitment MW-BD-21 refers to the avoidance of the use of rodenticide where possible. National Highways can confirm that there will be no use of rodenticides and this was an error. The EMP REAC MW-BD-21 will also be amended on this point.	Any use of rodenticide should be avoided where possible on construction compounds so as to prevent deaths of barn owls through eating poisoned rodents. There will be no use of rodenticides and traps/machines will be used at construction compounds so as to prevent deaths of barn owls through eating poisoned rodents.	No update to Chapter 6 of the ES. EMP REAC Commitment MW-BD-21 is updated in the Environmental Management Plan (Rev 5), submitted at Deadline 8.
APP-052 3.2 Environmental Statement Chapter 9 Geology and Soils	Paragraph 9.7.209	Stray 'and' and bullet point at the end of the paragraph	The predicted climatic changes have the potential to impact the mobility and migration of contaminant within the ground and groundwater. The potential combined effects relating to geology and contamination and future climate change for the Project include, but not limited to: <ul style="list-style-type: none"> the risk of contamination migration through changes in temperature and atmospheric pressure the risk of contamination migration through fluctuating groundwater levels increased erosion of geology and soils (extremes in temperatures, increased rainfall intensity) and 	No update to Chapter 9.
APP-053 3.2 Environmental Statement Chapter 10 Landscape and Visual	Tables 10-1 to 10-15 Impacts on Viewpoints	Incorrect table number references	<ul style="list-style-type: none"> Table 40-8 10-11: ICCI assessment for operation likely effects Table 40-44 10-12: Summary of significant effects (construction) Table 40-42 10-13: Summary of significant effects (operation year 1) Table 40-7 10-14: Summary of residual significant effects (year 15 - summer) Table 40-8 10-15 Combined predicted residual effects 	No update to Chapter 10.

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text	Update																																				
APP-287 5.4 Consents and Agreements Position Statement	Paragraph 3.2.3	Incorrect local authority reference.	These have been progressed by the Applicant working with the following stakeholders and as follows: <ul style="list-style-type: none"> Defence Infrastructure Organisation (Ministry of Defence) Cumbria County Council and Eden District Council Durham County Council North Yorkshire County Council and Richborough Borough Richmondshire District Council Representatives of the Travellers Community Natural England Environment Agency Historic England AONB Partnership 	Richmondshire District Council was dissolved on 1 April 2023 and is now taken over by North Yorkshire Council. The Consents and Agreements Position Statement has not been updated.																																				
APP-299 5.8 Statement of Reasons	Paragraph 2.1.9	Amendment to provide clarity regarding M6 Junction 40 and Kemplay Bank Roundabout.	The M6 Junction 40 to Kemplay Bank scheme would provide a three-lane circulatory carriageway with spiral markings, within the footprint of the current roundabout at M6 Junction 40. The A66 eastern arm of the roundabout would be widened to three lanes in each direction between M6 Junction 40 and Kemplay Bank Roundabout to increase capacity for local movements around Penrith. Widening would be required on the following five approach arms to M6 Junction 40 to provide additional lanes and a dedicated left turn facility, each controlled under its own signal phase : M6 North, M6 South, A66 East, A66 West, and A592 Ullswater Road.	This was amended in 5.8 Statement of Reasons, Rev 2 (REP2-012) which was submitted at Deadline 2)).																																				
APP-299 5.8 Statement of Reasons	Paragraph 2.1.17	Clarification on the police observation points	A police observation point would be included on The verges on the Kemplay Bank overbridges are an appropriate width for use as a police observation point for intermittent mobile speed enforcement purposes.	This was amended in 5.8 Statement of Reasons, Rev 2 (REP2-012) which was submitted at Deadline 2)).																																				
APP-299 5.8 Statement of Reasons	Paragraph 2.1.69	Incorrect number of ponds referenced.	18-20 ponds are proposed at low points in the scheme to attenuate drainage and run-off from the road in order to manage the water quality before it is discharged into the surrounding watercourses. Shared and dedicated access tracks are proposed to be provided to the north and to the south of the road to facilitate access to ponds for maintenance purposes and to accommodate landowner movements.	This was amended in 5.8 Statement of Reasons, Rev 2 (REP2-012) which was submitted at Deadline 2)).																																				
APP-299 5.8 Statement of Reasons	Paragraph 7.2.10 – associated table	Plot 0102-02-54 was not included within the table.	<table border="1"> <thead> <tr> <th>Land use powers sought in the DCO</th> <th>Plots</th> <th>Area (sqm)</th> <th>Replacement land to be provided</th> <th>Plots</th> <th>Area (sqm)</th> </tr> </thead> <tbody> <tr> <td colspan="6">Open Space</td> </tr> <tr> <td>Land to be acquired compulsorily</td> <td>0102-01-32 0102-01-47 0102-02-01 0102-02-08 0102-02-22</td> <td>8,020</td> <td>Yes</td> <td>0102-02-20</td> <td>10,833</td> </tr> <tr> <td>Land to be subject to the creation and acquisition of new rights (permanent rights for environmental mitigation)</td> <td>0102-02-54 0102-02-57 0102-02-58 0102-02-68 0102-02-70 0102-02-72 0102-02-73</td> <td>3,595 4,624</td> <td>No, because the land, when burdened with the new rights will be no less advantageous than before</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Land to be subject to powers of temporary possession</td> <td>0102-01-33 0102-02-21</td> <td>4,175</td> <td>No (not required because not compulsory acquisition)</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td colspan="6">Total area of special category land on S0102: 15,790 16,819 sqm</td> </tr> </tbody> </table>	Land use powers sought in the DCO	Plots	Area (sqm)	Replacement land to be provided	Plots	Area (sqm)	Open Space						Land to be acquired compulsorily	0102-01-32 0102-01-47 0102-02-01 0102-02-08 0102-02-22	8,020	Yes	0102-02-20	10,833	Land to be subject to the creation and acquisition of new rights (permanent rights for environmental mitigation)	0102-02-54 0102-02-57 0102-02-58 0102-02-68 0102-02-70 0102-02-72 0102-02-73	3,595 4,624	No, because the land, when burdened with the new rights will be no less advantageous than before	N/A	N/A	Land to be subject to powers of temporary possession	0102-01-33 0102-02-21	4,175	No (not required because not compulsory acquisition)	N/A	N/A	Total area of special category land on S0102: 15,790 16,819 sqm						This was amended in 5.8 Statement of Reasons, Rev 2 (REP2-012) which was submitted at Deadline 2)).
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APP-299 5.8 Statement of Reasons	Section 2.2	Paragraph numbering error in Section 2.2 Case for the Project	The paragraph numbers should be 2.2.1 to 2.2.13 and not 1.1.1 to 1.1.13.	This was amended in 5.8 Statement of Reasons, Rev 2 (REP2-012) which was submitted at Deadline 2)).																																				

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text	Update				
APP-344 5.19 Rights of Way and Access Plans	Scheme 0405 Temple Sowerby to Appleby; Sheet 3:	Typographical error – the word “demolished” was wrongly spelt on the sheet.	Existing Winthorn to be demolished.	No update to APP-344				
APP-048 3.2 Environmental Statement Chapter 5 Air Quality	Paragraph 5.10.17	Typographical error	The assessment of effects at designated habitats identified two locations where the scheme is predicted to result in an increase in nitrogen deposition greater than 0.4 kg N/ha/yr. The maximum increase in nutrient nitrogen deposition as a result of construction-related vehicles is predicted to be 2.4 kg N/ha/year at receptor point Rokeby Park and Mortham Wood Local Wildlife Site Lightwater Alluvial Forest part of the River Eden and Tributaries SSSI . At this location, as a percentage of the lower critical load for the relevant habitat (10 kg N/ha/yr), there is a 24% increase in nitrogen deposition. This receptor point is predicted to experience an increase as a result of construction vehicle movements. There are predicted to be around 365 additional HDV movements per day past this location.	No update to Chapter 5.				
APP-202 3.4 Environmental Statement Appendix 10.6 Schedule of Visual Effects	Table 1	Typographical error with reference to “low” value sensitivity which is corrected to “moderate.”	Sensitivity The combination of low moderate value and moderate susceptibility results in moderate sensitivity to the scheme.	No update to Appendix 10.6.				
APP-053 3.2 Environmental Statement Chapter 10 Landscape and Visual	Table 10-8 (p170) Table 10-11 (p 171) Table 10-12 (p176) Table 10-7 (p180) Table 10-8 (p182) T	Typographical error with the table numbering and titles.	Correct table numberings Table 10-8: ICCI assessment for operation likely effects Table 10-11: ICCI assessment for operation likely effects Table 10-11: Summary of significant effects (construction) Table 10-12: Summary of significant effects (construction) Table 10-12: Summary of significant effects (operation year 1) Table 10-13: Summary of significant effects (operation year 1) Table 10-7: Summary of residual significant effects (year 15 – summer) Table 10-14: Summary of residual significant effects (year 15 - summer) Table 10-8: Combined predicted residual effects Table 10-15: Combined predicted residual effects	No update to Chapter 10.				
APP-053 3.2 Environmental Statement Chapter 10 Landscape and Visual	10.9.30	Typographical error, which requires deletion as shown.	The construction activity would be located across and in close proximity to the existing A66, so as to consolidate the construction phase to within the existing perception of the road and Bowes .	No update to Chapter 10.				
APP-200 3.4 Environmental Statement Appendix 10.4 Landscape Character Assessments	10.4.2	Typographical error – the word “Scarps” was wrongly spelt.	13a – Scraps Scarps Table 2: 13a – Scraps Scarps <table border="1" data-bbox="1196 1203 2383 1312"> <tr> <td>Scarps (13a)</td> <td>Relevant Scheme Study Areas within area: Appleby to Brough</td> </tr> <tr> <td></td> <td>Relevant Order Limits within the area: None</td> </tr> </table> <p>Relevant aspects of the published description: Scarps LCT is situated along the western edge of the North Pennines, and much of it is located within the North Pennines AONB. The published description of the Scarps is: This landscape has an open, expansive and undeveloped character that gives a sense of remoteness. The open moorland and vast, uninterrupted skies add a sense of wildness.</p> <p>Relevant stated key characteristics:</p> <ul style="list-style-type: none"> • Horizontal outcrops of limestone and volcanic rock form distinct features. • Unimproved grassland dominates. • Steep slopes often filled with bracken and scrub. • Ghylls and gullies intersect the scar and moorland. • Improved pasture on lower slopes. • Small fields bounded by stone walls. <p>Sensitive characteristic features include the steep limestone grassland slopes intersected by streams, low lying wooded areas as well as the tranquil character, the remoteness of the area and the sense of wilderness.</p>	Scarps (13a)	Relevant Scheme Study Areas within area: Appleby to Brough		Relevant Order Limits within the area: None	No update to Appendix 10.4.
Scarps (13a)	Relevant Scheme Study Areas within area: Appleby to Brough							
	Relevant Order Limits within the area: None							

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text				Update
APP-187 3.4 Environmental Statement Appendix 8.10 Impact Assessment Table	All tables within the Appendix	Typographical error with the table numbering.	The table reference numbers in Appendix 8.10 are currently numbered Table 1 to Table 25. The table numbers should all start with Table 8.10.1 to Table 8.10.25 to be consistent with the Appendix reference number.				No update to Appendix 8.10.
APP-049 3.2 Environmental Statement Chapter 6 Biodiversity	Table 6-8	Typographical error with reference to the "CREAM model", which is deleted as shown.	Consultee/ respondent	Comment	Applicant response	Where addressed?	No update to Chapter 6.
			Natural England	<p>Consultation was undertaken with Natural England in relation to assessment air quality impacts via email correspondence in relation to the following items:</p> <ol style="list-style-type: none"> 1. Can Natural England clarify their concerns and expectation with regards the loss of one species metric given that this is referenced in both LA105 and NEA001. 2. Are Natural England aware of any evidence of existing habitat impacts/degradation or species impacts associated with air pollution within the Project area (email dated 02/12/21). <p>Natural England responded to confirm: 'Natural England do not endorse LA105 as it is not compliant with the Habs Regs process (as correctly explained in LA115) and it uses NECR210 to propose a loss of one species metric which is used to screen sites out of further assessment based upon this information in isolation. Natural England do support the use of NECR210, as identified in NEA001, however only at the appropriate assessment stage, for the specific habitat types the reports covers and alongside other sources of site-specific evidence (email dated 15/12/21)</p>	It was agreed that the project team would incorporate the ammonia/ CREAM model, as advised and provided by Natural England, within the air quality modelling. No further correspondence with Natural England and air quality has been undertaken to date - however it is understood that National Highways have since agreed to pursue an updated approach to assessing air quality in collaboration with Natural England.	ES Chapter 5: Air Quality; ES Chapter 6 Biodiversity Section 6.10: Assessment of likely significant effects.	
APP-043 3.1 Environmental Statement (ES) Non-Technical Summary(NTS)	4.11.15	Bullet point 2 of paragraph 4.11.15 was wrongly included in the ES NTS and is not correct as is set out in the topic chapters of the ES. This should be removed as shown.	<p>Appleby to Brough</p> <ul style="list-style-type: none"> • Significant permanent beneficial effects to 12 community assets in the operational phase. • Significant permanent adverse effects to three businesses as a result of permanent noise and vibration changes. • Significant beneficial effect to one business in the operational phase. • No significant effects to private property or PRoW are likely. • Overall positive health effect. 				No update to APP-043.

Application Document Reference	Section and Paragraph Reference	Nature of Erratum and Explanation	Amendment / Replacement Text							Update		
APP – 056 3.2 Chapter 13 Population and Human Health	Table 13-20	Incorrect reporting of Nicholson total plot area and subsequent total area of land within the DCO boundary and, percentage of holding located within the DCO boundary.	Name of farm or landowner surname	Total holding size	Area within the DCO boundary	% of the holding affected	Current use	Additional observations	Sensitivity	No update to Chapter 13.		
			Nicholson	34ha 124ha	12.59ha 20.8ha	37.03% 16.7%	Arable & Grassland	N/A	High			
APP-056 3.2 Chapter 13 Population and Human Health	Table 13-50	Incorrect reporting of Nicholson total plot area and subsequent total area of land within the DCO boundary, percentage of holding located within the DCO boundary and area to be returned to agriculture (modified grassland).	Name of farm or landowner	Total plot area (s) (ha)	Area (ha) within DCO boundary	Area (ha) permanently required	Area (ha) returned to agriculture (modified)	Impact to access	Sensitivity	Magnitude of impact	Significance of effect	No update to Chapter 13.
			Nicholson	34 124ha	12.59 20.8ha	8.2 14.2ha	4.3 6.6ha	Negligible	High	Permanent minor adverse	Moderate adverse	
	Baseline summary for the Nicholson land holding	Incorrect reporting of Nicholson total plot area	34ha 124ha of land							No update to Appendix 13.2.		
REP7-133 - 5.20 (Rev 2) Classification of Roads Plan Scheme 06 Appleby to Brough	Sheet 1 of 2	Naming of roads	B1066 replaced with C3077 in both plan and legend following agreement with Westmorland and Furness Council.							Updated to 5.20 (Rev 3) and issued at Deadline 8		
	Sheet 2 of 2	Naming of roads	Following agreement with Westmorland and Furness Council the following amends have been made: <ul style="list-style-type: none"> B1066 replaced with C3077 in both plan (Insets 2, 3 and 4) and legend; Unclassified Road numbers removed (Inset 2); and Moorhouse Link annotated as a result of accepted change DC-19 (Inset 2 and 4); and Label for 'Langrigg Westbound Junction' amended to read 'New Langrigg Link Junction' (as a result of accepted change DC-25). 									
REP7-003 - 2.5 (Rev 2) General Arrangement Drawings Scheme 06 Appleby to Brough	Sheet 3 of 6	Change to hatching in drawing	A short section length of shared cycleway had been incorrectly hatched and was not clear on omitted from a localised area on Sheet 3 of the General Arrangement drawings . Drawing has been updated to show this connection include the missing length so that the drawing aligns correctly with the cycleway provision in the DCO (as provided for in Schedule 2 to the DCO and shown on the corresponding Rights of Way and Access Plans) description .							Updated to 2.5 (Rev 3) and issued at Deadline 8		
REP7-116 - 5.17 (Rev 2) Engineering Section Drawings (Plan and Profiles) Scheme 06 Appleby to Brough	Sheet 4 of 15	Drawing error	Relocation of bridge structure (Eastfield Syke Underbridge) in p Plan element of this drawing to align with watercourse. Bridge location was already shown correctly in the corresponding Profile element of the drawing .							Updated to 5.17 (Rev 3) and issued at Deadline 8		
REP7-129 - 5.19 (Rev 2) Rights of Way and Access Plans Scheme 03 Penrith to Temple Sowerby to Appleby	Sheet 1 of 4	Change to hatching in drawing	Area of car park at former Llama Karma Kafe site had been incorrectly hatched as highway. Drawing updated to remove this hatching from the car park .							Updated to 5.19 (Rev 3) and issued at Deadline 8		