

Planning Inspectorate
c/o QUADIENT
69 Buckingham Avenue
Slough
SL1 4PN

Our ref: NO/2026/117269/01-L01
Your ref: TR010062
Date: 19 January 2026

Dear Sir/Madam

A66 NORTHERN TRANS-PENNINE DEVELOPMENT CONSENT ORDER 2024 (SI 2024 NO. 360) – NON-MATERIAL CHANGE APPLICATION: SECTION 153 OF THE PLANNING ACT 2008 AND REGULATION 7 OF THE INFRASTRUCTURE PLANNING (CHANGES TO, AND REVOCATION OF, DEVELOPMENT CONSENT ORDERS) REGULATIONS 2011

APPLICATION BY NATIONAL HIGHWAYS (“THE APPLICANT”) FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE PROPOSED A66 NORTHERN TRANS-PENNINE PROJECT

I refer to the above application submitted by National Highways to the Planning Inspectorate.

In addition to the submitted plans, we have considered the following report:

- Application for a Non-Material Change to The A66 Northern Trans-Pennine Development Consent Order 2024 - Environmental Report by A66 Northern Trans-Pennine project, Project Team, National Highways (reference TR010062/NH/CHANGEAPP/8.1 Rev 1; dated 10 December 2025)

We have considered the application in so far as it relates to our remit and we wish to make the following comments in relation to each individual change:

- **Proposed Change 1 Cross Street** – we have no comment on the proposed change.
- **Proposed Change 2 Green Lane** – we have no comment on the proposed change.
- **Proposed Change 3 Long Marton** – we have no comment on the proposed change.

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- **Proposed Change 4 Access track at Kirkby Thore** – we have no comment on the proposed change.
- **Proposed Change 5 B6542 and Spitals Farm Access** – we have no comment on the proposed change.
- **Proposed Change 6 Kemplay Bank** – we have no comment on the proposed change.
- **Proposed Change 7 B6262 Combined Public Rights of Way and Private Means of Access** – we have no objection in principle to the proposed change, but the applicant should be aware that at grid reference NY5467828928, flood risk along the route of the approved alignment and the proposed change has increased. This follows updates to the Environment Agency Flood Map for Planning in March 2025. The applicant should ensure that fluvial flood risk associated with the proposed changes is acceptable without increasing flood risk elsewhere.
- **Proposed Change 8 Powis House Private Means of Access** – we have no objection in principle to the proposed change, but it is noted that the amended alignment of the private means of access is further into the fluvial flood zone than the previously approved scheme. We understand that the private access will allow National Highways to access the proposed viaduct for maintenance and repair purposes and it will also provide a second vehicular access to Powis House, in addition to the existing access to Long Marton Road.

Given the above, if National Highways ensure maintenance and repair activities are avoided during times of potential flooding and the occupants of Powis House use the safe, dry access to Long Marton Road during a flood event, the proposed change does not appear to pose any greater flood risks than the previously approved scheme.

Yours faithfully

Planning Officer - Sustainable Places

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 Direct e-mail [REDACTED]@environment-agency.gov.uk