



[REDACTED]
Project Manager
A66 Northern Trans-Pennine Project
National Highways
9th Floor
Piccadilly Gate
Store Street
Manchester
M1 2WD

National Highways Customer
Contact Centre: 0300 123 5000

Date: 11 February 2026

Dear [REDACTED]

Planning Act 2008 and The Infrastructure Planning (Changes To, and Revocation Of, Development Consent Orders) Regulations 2011

Application for a Non-Material Change to the A66 Northern Trans-Pennine Development Consent Order 2024 (SI 2024/360), as corrected by the A66 Northern Trans-Pennine Development Consent (Correction) Order 2025 (SI 2025/1084)

Applicant's response to the Department for Transport's Request for Comments dated 30 January 2026 (the RfC)

I am writing in response to the RfC issued by the Department for Transport to National Highways ("the Applicant") on 30 January 2026 in relation to the Application above.

The RfC invites the Applicant and the Environment Agency to agree a position in relation to the fluvial flood risk, including on the Environment Agency's suggested mitigation measures in respect of the access to Powis House, set out in their representation submitted during the consultation period for the Application. The Applicant notes that the Environment Agency had no comments on Proposed Changes 1 to 6 and only responded substantively to two of the Proposed Changes:

- Proposed Change 7 B6262 Combined Public Rights of Way and Private Means of Access; and
- Proposed Change 8 Powis House Private Means of Access.

In this letter, the Applicant has provided their response to the Environment Agency's representations about these two Proposed Changes, setting each one out under its own sub-heading below.

Proposed Change 7 B6262 Combined Public Rights of Way and Private Means of Access

The Applicant notes the Environment Agency's comments that at grid reference NY5467828928, flood risk along the route of the approved alignment and the proposed change has increased following the updates to the Environment Agency Flood Map for



Planning in March 2025. The Applicant also acknowledges the Environment Agency’s comment that “the Applicant should ensure that fluvial flood risk associated with the proposed changes is acceptable without increasing flood risk elsewhere”. The flood risk referenced here is associated with an unnamed tributary of the Light Water watercourse.

Project-specific hydraulic modelling was undertaken in 2022 to support the assessment of flood risk, as part of the preparation for the DCO application. That hydraulic modelling included representation of this watercourse (Scheme ID: Unnamed Tributary of Light Water 3.1).

Full details can be found in 3.4 Environmental Statement Appendix 14.2 Flood Risk Assessment and Outline Drainage Strategy [APP-221]. Modelled flood extents for both the baseline and with-scheme scenarios are presented in 3.3 Environmental Statement Figure 14.2 Existing Flood Risk [REP7-072] and 3.3 Environmental Statement Figure 14.9 Operational Flood Risk [REP7-085], with extracts presented below. As shown in the first extract, the Unnamed Tributary of Light Water 3.1 is outside of the old Environment Agency Flood Map for Planning Flood Zones 2 and 3 extents and therefore is considered as Flood Zone 1.

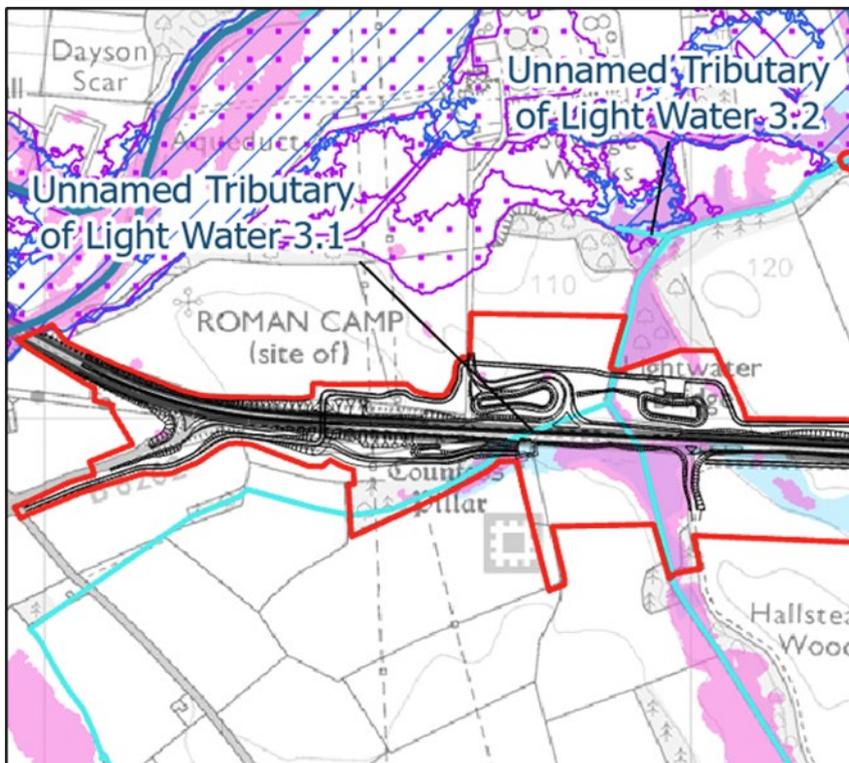


Figure 1 Extract from 3.3 Environmental Statement Figure 14.2 Existing Flood Risk [REP7-072]

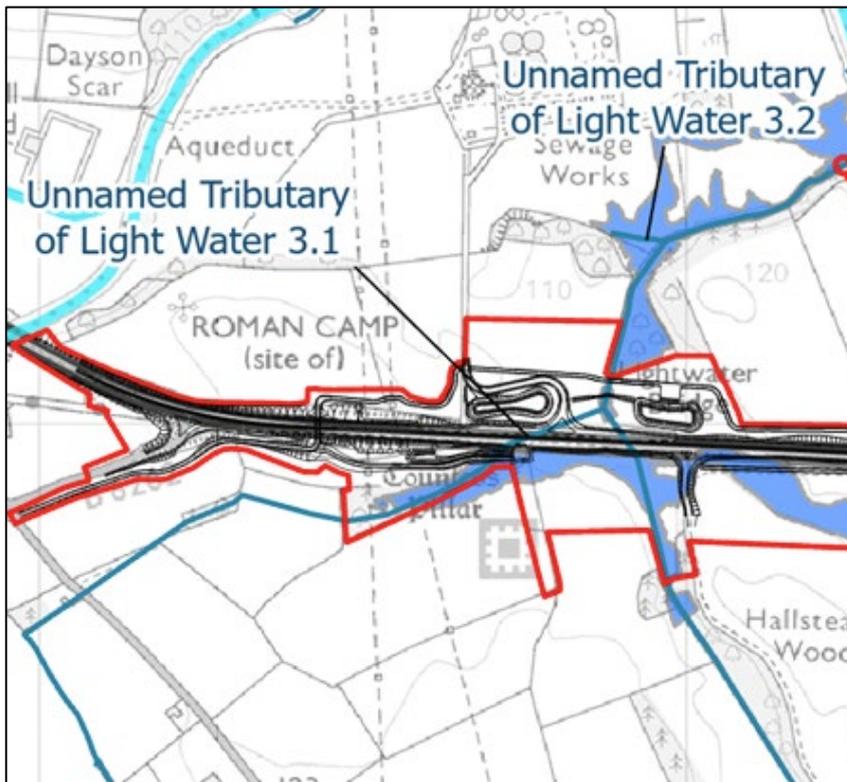


Figure 2 Extract from 3.3 Environmental Statement Figure 14.9 Operational Flood Risk [REP7-085]

The project-specific hydraulic modelling, carried out in 2022, identified flooding associated with Unnamed Tributary of Light Water 3.1. However, as reported in paragraph 14.10.67 of 3.2 Environmental Statement Chapter 14 Road Drainage and the Water Environment [APP-057], the risk to the Project from fluvial flooding is considered to be minimal. The Flood Risk Assessment (FRA) also determines that no change of fluvial risk would be observed downstream and therefore it is not considered that an adverse impact on downstream third-party land would arise as a result of the Project.

The Proposed Change 7, as detailed in the Application Statement submitted as part of the Non-Material Change Application, has been incorporated into the hydraulic models (which have also been updated to reflect the Environment Agency’s Flood Map for Planning as updated in March 2025) to assess the impact of the changes on flood risk. From the updated hydraulic modelling it is concluded that the Proposed Change would not change the assessment or conclusions presented in 3.2 Environmental Statement Chapter 14 Road Drainage and the Water Environment [APP-057]. This is reported in Table 3.7 of the Change Application – Environmental Report.

The flood extents shown on the updated Environment Agency Flood Map for Planning, extract below indicate the Unnamed Tributary of Light Water 3.1 as now being in Flood Zones 2 and 3. However, as this correlates with the scheme-specific hydraulic modelling which has been undertaken for the Project, through completion of the assessments mentioned above, the Applicant has demonstrated that there would be no increase in flood risk as a result of the Proposed Change.

Proposed Change 8 Powis House Private Means of Access

The Applicant notes the Environment Agency’s comments about how the amended alignment of the PMA means that it would be further into the fluvial flood zone than it would have been under the previously approved scheme. The PMA will be used in the future to

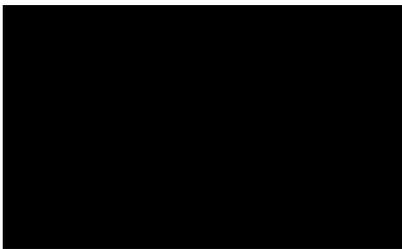
access the Troutbeck Viaduct for maintenance and repair purposes and will provide a second vehicular access to Powis House, in addition to the existing access via Long Marton Road. It also provides a footpath connecting to the existing Footpath 341/017. This PMA is secondary access is to access land to the south of the new A66; however, in the event of a flood of the Troutbeck landowners will be able to access land south of the A66 via the grade separated junction at Powis House Bridge and the realigned Long Marton Road which ties into the existing local road network to the south of the new A66. Pedestrians will also be able to use the cycleway along the detrunked A66 to cross the A66 via the Powis House Bridge should the PMA be closed in a flood event. Both the consented PMA and this Proposed Change are situated in the fluvial flood zone, so the risk of flood events remains regardless.

National Highways will commit to avoiding maintenance and repair activities to Troutbeck Viaduct during flood events and this commitment will be recorded in the Maintenance and Repair Strategy Statement prior to handover to National Highways' Operations team.

On this basis, we would be grateful for confirmation from the Environment Agency that these responses relating to Proposed Changes 7 and 8 are acceptable to the Environment Agency.

If you have any further queries or comments, I can be contacted by email at A66NTP@nationalhighways.co.uk.

Yours sincerely



DCO Project Manager
National Highways