



Our ref: TR010062

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19 March 2026

Dear Ms Kopala,

**Proposed Non-Material Change to the A66 Northern Trans-Pennine Development Consent Order 2024 (SI 2024 No.360) and the A66 Northern Trans-Pennine Development Consent (Correction) Order 2025 (SI 2025 No. 1084)**

**The Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations: Regulation 7A – Consultation and publicity statement**

National Highways submitted an application seeking to make eight proposed Non-Material Changes to the above development consent order affecting Schemes 01 to 05 only. This was published by the Planning Inspectorate on 12 December 2025.

Please now find attached a Consultation and Publicity Statement for this Non-Material Change application. The Statement has been prepared in accordance with regulation 7A of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011.

The consultation period for this Non-Material Change application concluded on 19 January 2026. A total of 12 representations were received in response to the application. The comments made in the representations are addressed in Section 5 of the Consultation and Publicity Statement and summarised in Annex E.

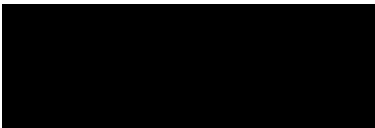
The Government's guidance *Planning Act 2008: Guidance on Changes to Development Consent Orders* indicates that a decision on the application for a Non-Material Change application should normally be made within 6 weeks of the closing date for responses to publicity and consultation and we note that amending orders

generally come into force a day or two after they are made. These are important considerations for us in terms of achieving the timely delivery of this project.

I would be grateful if you would please acknowledge receipt of this letter and the attached Consultation and Publicity Statement.

If you have any questions or require further information, please contact Hannah Coates DCO Project Manager at [A66NTP@nationalhighways.co.uk](mailto:A66NTP@nationalhighways.co.uk).

Yours Sincerely

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DCO Project Manager for the A66 Northern Trans-Pennine Project



# **A66 Northern Trans-Pennine Project**

**TR010062**

## **Consultation and Publicity Statement for a Non-Material Change to The A66 Northern Trans-Pennine Development Consent Order 2024**

**Planning Act 2008**

**Regulation 7A of The Infrastructure Planning (Changes to, and  
Revocation of, Development Consent Orders) Regulations 2011**

**19 March 2026**

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Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning (Change to, and Revocation of, Development  
Consent Orders) Regulations 2011**

**(as amended)**

**Non-Material Change Application to  
The A66 Northern Trans-Pennine Project  
Development Consent Order 2024**

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**Consultation and Publicity Statement for a Non-Material  
Change to A66 Northern Trans-Pennine Project  
Development Consent Order 2024**

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|---|---|
| <b>Regulation Number:</b>                     | Regulation 7a   |
| <b>Planning Inspectorate Scheme Reference</b> | TR010062  |
| <b>Author:</b>                                | A66 Northern Trans-Pennine Project Team – National Highways |

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|----------------|---------------|---------------------------------|
| Rev 1          | 19 March 2026 | Non-Material Change Application |

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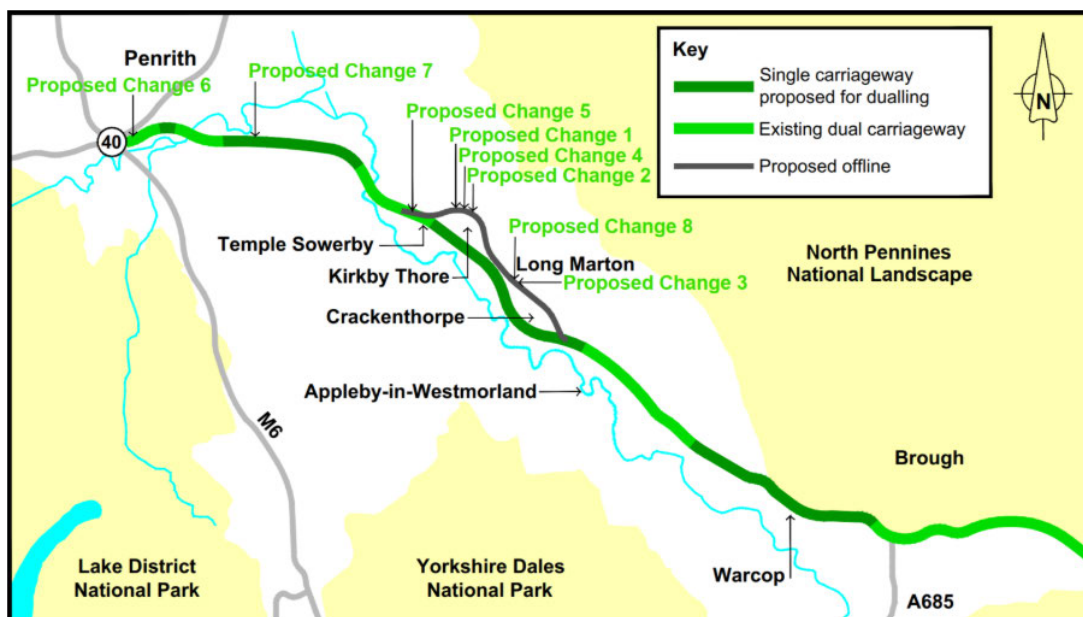
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## 1 Introduction

- 1.1 National Highways ('the Applicant') has the benefit of the A66 Northern Trans-Pennine Development Consent Order (DCO) 2024 (SI.2024 No.360), hereafter referred to as 'the Order' which was made by the Secretary of State for Transport on 7th March 2024, and came into force on 28th March 2024.
- 1.2 The Order authorises the construction, operation and maintenance of the A66 Northern Trans-Pennine Project ('the Project'), which comprises the dualling of all remaining single lengths of carriageway of the A66 to create a continuous 70mph dual carriageway (with the exception of a short length of 50mph dualling between M6 Junction 40 and east of Kemplay Bank) across the North Pennines between M6 junction 40 at Penrith and A1(M) at Scotch Corner, including improvement of these two junctions ('the Authorised Development').
- 1.3 The existing route is 80km in length and intermittently dualled with approximately 30km of single carriageway, within six separate sections. The Authorised Development comprises eight schemes (known as Scheme 0102, Scheme 03, Scheme 0405, Scheme 06, Scheme 07, Scheme 08, Scheme 09 and Scheme 11 respectively) with the following main features:
- upgrades to the existing single carriageway sections of the road to dual carriageway;
  - junction improvements; and
  - minor improvements to the existing dual carriageway sections.
- 1.4 This Consultation and Publicity Statement has been prepared to accompany an application for a non-material change to the Order (the 'Change Application'). The application is made pursuant to section 153 and paragraph 2 of Schedule 6 to the Planning Act 2008, and in accordance with the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011, as amended ('the 2011 Regulations').
- 1.5 Consent is sought for the following eight 'Proposed Changes' to the Order (the 'Proposed Changes') which are located within schemes 01 to 05 of the Project, as shown in Figure 1 below.

Figure 1 Location of the Proposed Changes



- **Proposed Change 1 - Cross Street:** amendments to the horizontal alignment of Cross Street
- **Proposed Change 2 - Green Lane:** amendment to the horizontal alignment of Green Lane
- **Proposed Change 3 - Long Marton:** amendment to the alignment of Morland Road to reduce bridge span and amendment to the alignment and cross section of Long Marton bridge
- **Proposed Change 4 - Access track at Kirkby Thore:** removal of a Private Means of Access (PMA) track through farmland
- **Proposed Change 5 - B6542 and Spitals Farm Access:** amendment to the alignment of the B6542 and reduction in length of the Private Means of Access (PMA) underpass
- **Proposed Change 6 - Kemplay Bank:** amendment to DCO centreline of part of Work Number 0102-1E
- **Proposed Change 7 - B6262 Combined Public Rights of Way and Private Means of Access:** realignment of various lengths of combined Public Rights of Way (PRoW) and Private Means of Access (PMA):
  - on the south side of the A66, running between the B6262 and the site of the former Llama Karma Kafe, and providing access to the Countess Pillar which is located between them

(comprising part of Work No. 3-7A, and both Work Nos. 03-9A and 03-9B); and

- crossing over the A66, then running along the north side of the A66 in an easterly direction (comprising part of Work No. 03-7A and part of Work No. 03-7B)

- **Proposed Change 8 - Powis House Private Means of Access:** realignment of footpath and Private Means of Access (PMA).

- 1.6 Part 1 of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011, sets out the provisions for publicising and consulting on an application for a Non-Material Change to a DCO.
- 1.7 This Statement and its annexes constitute the consultation and publicity statement to be submitted with the Non-Material Change application submitted by National Highways to the Secretary of State on 10 December 2025 (the 'Change Application') and published by the Planning Inspectorate on 12 December 2025. This Statement is submitted under regulation 7A of the 2011 Regulations.

## 2 Pre-Application Engagement

- 2.1 National Highways undertook an extensive pre-application consultation on the original DCO application. The pre-application engagement and consultation is set out in the Consultation Report (application ref: APP-252) submitted with the DCO application. Following the original application being accepted for examination, National Highways publicised the accepted application and notified the prescribed relevant bodies and persons in accordance with the requirements of section 56 of the Planning Act 2008. Overall, 235 interested parties submitted relevant representations and registered to participate in the examination of the original DCO application. Careful consideration has been given to who may be interested in the Non-Material Change Application.
- 2.2 To identify any potential concerns about the non-material change proposals and any parties who may be interested in them, a review was undertaken of pre-application consultation responses submissions as well as other submissions during the DCO examination made to National Highways and the Planning Inspectorate to identify references to matters linked to the proposals in this Non-Material Change Application.
- 2.3 Parties that were identified as part of this review were included in a reduced consultation request submitted to the Department for Transport on 28 August 2025. Annex A of the reduced consultation letter lists those parties identified (Annex A of this Statement).
- 2.4 The reduced consultation letter also details how the Applicant identified other parties to include in the consultation of this Non-Material Change Application.
- 2.5 In putting forward a list of relevant prescribed consultees who may have an interest in this Non-Material Change Application, the Applicant excluded those consultees where the Proposed Changes would fall outside of the remit of either the function or focus of interest of that consultee or outside the bounds of the administrative area of that consultee.
- 2.6 When considering which local authorities should be consulted, it was noted that all of the Proposed Changes take place solely within the administrative boundary of Westmorland and Furness Council. The Proposed Changes were considered too inconsequential to be materially relevant to any other neighbouring council and therefore no others were proposed to be consulted. Similarly, it was proposed to consult only those parish councils directly affected by or immediately adjacent to a Proposed Change.

- 2.7 The Secretary of State confirmed their agreement to a reduced consultation list in the letter dated 5 November 2025 which is set out within Annex B to this Statement.
- 2.8 Pre-application engagement with the following parties was undertaken before submitting this Non-Material Change Application:
- Westmorland and Furness Council (WaFC), in its role as the Local Highway Authority and Local Planning Authority;
  - Landowners (freeholders) whose interests are directly affected by the Proposed Changes;
  - Community Liaison Groups; and
  - Parish Councils.
- 2.9 Online sessions were held with the Penrith to Kemplay, Kemplay Bank to Temple Sowerby, Kirkby Thore to Long Marton, and Appleby to Brough Community Liaison Groups in November 2024, in partnership with WaFC. In addition, the invitation was extended to all 55 parish councils that are either on the A66 route or may be affected by the Project. Each Community Liaison Group includes local councillors from affected wards, parish councillors, community representatives, businesses and residents.
- 2.10 An additional online session with each of the Community Liaison Groups listed in paragraph 2.9 was held relating to Proposed Change 8 (Powis House Private Means of Access) in August 2025 in partnership with WaFC. The invitation was also extended to all 55 parish councils.
- 2.11 These events enabled attendees to see the proposed non-material changes and ask any questions of the designers. There were no specific questions raised by those attending regarding the Proposed Changes.

### **Westmorland and Furness Council**

- 2.12 WaFC, as the Local Highway Authority (LHA) and Local Planning Authority (LPA), has been engaged throughout the project and has provided comments on draft design drawings for all of the Proposed Changes.
- 2.13 Proposed Change 1 (Cross Street) and Proposed Change 3 (Long Marton) were developed following a request by WaFC (in its role as the LHA and LPA) to design these roads to encourage reduced speeds.
- 2.14 Correspondence with the WaFC, confirming their agreement to all of the Proposed Changes, is provided as Annex C (Consultation Evidence) to

the Application Statement submitted as part of the Non-Material Change Application in December 2025 and summarised in Table 2 below.

### **Landowners**

- 2.15 All landowners (freeholders) whose land is directly affected by the Proposed Changes, in that the Proposed Changes take place on their land, have been consulted during the design development of all eight Proposed Changes. The need for Proposed Change 2 (Green Lane) has arisen from engagement with the landowner and, if approved, would reduce farm severance for that landowner. Proposed Change 7 (B6262 Combined Private Means of Access) has arisen as a result of engagement with the landowner and United Utilities around their vehicle access requirements. The landowners have not objected to the Proposed Changes that are relevant to them (see Annex C (Consultation Evidence) of the Application Statement).

### **Community Liaison Groups (CLGs) & Parish Council**

- 2.16 To give local communities an opportunity to hear about the Proposed Changes ahead of the submission of this Change Application, online design sessions were arranged in partnership with Westmorland and Furness Council Community Liaison Team, as summarised in Table 1 below.
- 2.17 Each Community Liaison Group included local councillors from affected wards, parish councillors, community representatives, businesses and residents.
- 2.18 The sessions gave the Community Liaison Groups an opportunity to see the designs in more detail and to ask questions of the designers.
- 2.19 During these sessions, the designers introduced the audience to the non-material changes and explained the process for requesting approval for Proposed Changes. They encouraged questions but the audience made no comments regarding these changes.
- 2.20 No comments have been received following these events.

**Table 1 Community Liaison Group Meetings**

| Community Liaison Group/ Parish Council area | Date       | Non-material change(s) discussed  |
|--|------------|---|
| Kirkby Thore to Long Marton                  | 11/12/2024 | Proposed Change 1 Cross Street: amendments to vertical and horizontal arrangement of Cross Street.<br>Proposed Change 2 Green Lane: amendment to the alignment of Green Lane.<br>Proposed Change 3 Long Marton: amendment to the alignment of Morland Road to reduce bridge span and amendment to the alignment and cross section of Long Marton bridge.<br>Proposed Change 4 Access track at Kirkby Thore: removal of a private means of access track through farmland.<br>Proposed Change 5 B6542 and Spitals Farm access re-alignment: amendment to the alignment of a private means of access and reduction in length of underpass. |
| Kemplay Bank to Temple Sowerby               | 12/12/2024 | Proposed Change 6 Kemplay Bank: amendment to DCO centreline of part of Work number 0102-1E.<br>Proposed Change 7 B6262 Combined Private Means of Access: amendments to the alignment of the B6262 junction with the A66 and alignment of three private means of access.   |
| Kirkby Thore to Long Marton                  | 26/08/2025 | Proposed Change 8: Powis House private means of access: amendment to the alignment of a private means of access.  |

2.21 Feedback received as a result of the pre-application engagement undertaken by the Applicant is summarised in Table 2 below.

**Table 2 Pre-application Engagement**

| <b>Pre-application Engagement</b>  |   |
|--|---|
| <b>Westmorland and Furness Council</b>   | <b>National Highways' Response</b>  |
| <p><b>Proposed Change 1 - Cross Street</b><br/> <b>Proposed Change 2 - Green Lane</b><br/> <b>Proposed Change 3 - Long Marton</b><br/> <b>Proposed Change 4 - Access Track at Kirkby Thore</b><br/> <b>Proposed Change 5 - Spitals Farm Access</b></p> <p>Email dated 28 November 2024 sent to WaFC after discussions with them in a previous meeting.</p> <p>WaFC emailed the Applicant on 2 December 2024 stating they had no objection to the proposed changes listed above.</p>                          | <p>Comments noted. No response needed as WaFC were supportive of these changes.</p>   |
| <p><b>Proposed Change 8 - Powis House Private Means of Access</b><br/>                     Emails dated 1 and 5 December 2025 were sent to WaFC from the Applicant.</p> <p>WaFC responded to say that the council had no objection in principle but asked if any representations were made about the diversion of this particular right of way at the DCO Examination stage. They suggested it would be appropriate to inform that party and provide them with the opportunity to comment on the change.</p> | <p>All parties impacted by the change were consulted after the Applicant undertook an exercise to identify which parties we needed to consult as part of our pre-application engagement and those that had previously made representations local to the change were identified as part of the reduced consultee list.</p> |
| <p><b>Proposed Change 6 - Kemplay Bank</b><br/>                     An email dated 22 November 2024 was sent to WaFC from the Applicant.</p> <p>WaFC confirmed no objection to the proposed change of the centre-line in an email dated 29 November 2024.</p>  | <p>Comments noted. No response needed as WaFC were supportive of this change.</p>   |

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| <p><b>Proposed Change 7 - B6262 Combined Public Rights of Way and Private Means of Access</b><br/>                 An email dated 8 August 2025 was sent to WaFC from the Applicant.</p> <p>On 8 August 2025 WaFC raised concerns around car parking for Countess Pillar (which is outside the scope of this non-material change and deemed detailed design).</p> <p>On 13 August 2025 WaFC sent an email setting out it was content with reasons for the proposed changes to the alignment and supported them, but still maintained its concerns regarding the Private Means of Access (PMA) status of the road connecting the B6262 to Llama Karma Kafe and certainty around public vehicular access and car parking for the Countess Pillar.</p> | <p>The Applicant asked for WaFC to confirm they had no objection to the Proposed Change 7 to the DCO in an email dated 8 August 2025.</p> <p>The Applicant emailed WaFC on 9 August 2025 detailing awareness of ongoing queries from council which exist on the detailed design which are unrelated to the Non-material changes proposed.</p> <p>The Applicant remains committed to resolving detailed design issues around access to the Countess Pillar and car parking outside of this Change Application.</p> |
| <p><b>Landowners</b></p>  | <p><b>National Highways' Response</b></p>   |
| <p><b>██████████ – Proposed Changes 1, 2 and 4</b><br/>                 A meeting was held on 2 October 2025 with the Applicant and landowners.</p> <p>The landowner confirmed they were happy with amends to the Private Means of Access (PMA). Concerns were raised about the distance from the new wells close to British Gypsum and the closeness to the slurry pit, needed to be 50 metres away from it.</p>   | <p>The Applicant remains committed to resolving issues outside the remit of this non-material change application regarding wells and slurry pits.</p>   |
| <p><b>British Gypsum – Proposed Changes 1 and 2<sup>1</sup></b></p>   | <p>Comments noted. No response needed as British Gypsum were</p>  |

<sup>1</sup> In the Application Statement for this Change Application, it was identified that this evidence was for Proposed Change 1 only, however the minutes refer to surface types which is applicable to Proposed Change 2 as well.

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| <p>An email was sent from the Applicant on 18 September 2025.</p> <p>British Gypsum replied on 18 September 2025, confirming they are happy with the proposed changes in principle, but have concerns on type of surface proposed. After review, the current plan shows the tracks as gravel, and British Gypsum would prefer a more durable surface, such as asphalt or concrete.</p>                   | <p>content with the alignment and the Applicant will continue discussions around surface types with British Gypsum.</p>   |
| <p><b>[REDACTED] – Proposed Change</b></p> <p>An email was sent from the Applicant on 18 September 2025.</p> <p>Response on 18 September 2025, from the landowner confirming approval for the amendment and they are happy with the proposed change.</p>   | <p>Comments noted. No response needed as landowner was content with changes.</p>  |
| <p><b>[REDACTED] Proposed Change 5</b></p> <p>An email was sent from the Applicant on 12 September 2025.</p> <p>Confirmed they are happy in email on 17 September 2025 on the basis that his underpass access is maintained in terms of height and width. Landowner asked if a large close-in-scale plan can be produced showing where the permanent boundary will be on the north side of the road.</p> | <p>The Applicant remains committed to engaging with landowners around detailed design requirements and commitments.</p>   |
| <p><b>[REDACTED] Proposed Change 8</b></p> <p>A meeting was conducted on 15 August 2025 between the Applicant and landowner.</p> <p>The landowner confirmed they are happy with the Proposed Change, and are aware the PMA will flood and will be slightly longer due to viaduct being shortened.</p>  | <p>The Environment Agency’s representation is summarised in Section 5 and Annex E of this Statement where they raised concerns around the flood risk in this area. The Applicant’s response to the Environment Agency can be found in Annex F of this Statement where the Applicant summarises alternative access arrangements in a flood event</p> |

|   |  |
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|   | <p>of the PMA. The Environment Agency confirmed they were happy with this change and the flood risk in this area in the letter in Annex G. The Applicant's response to the Request for Comments is in Annex J</p> <p>No response needed as landowner was content with changes.</p>   |
| <p><b>██████████ – Proposed Change 8</b><br/>         conducted on 8 August 2025 between the Applicant and landowner.</p> <p>The landowner confirmed they are content with the change as long as commitments are upheld, and if disrupted any longer than a day then they would seek compensation for this.</p> | <p>The Environment Agency's representation is summarised in Section 5 of this Statement where they raised concerns around the flood risk in this area. The Applicant's response to the Environment Agency can be found in Annex F of this Statement where the Applicant summarises alternative access arrangements in a flood event of the PMA. The Environment Agency confirmed they were happy with this change and the flood risk in this area in the letter in Annex G. The Applicant's response to the Request for Comments is in Annex J</p> <p>Commitments around the detailed design of access and other items discussed in the meeting with the landowner are outside of this Change Application.</p> |
| <p><b>██████████ – Proposed Change 7</b></p> <p>The Applicant emailed the land agent representing ██████████ on 11 August 2025 and 10 October 2025 about the proposed change.</p> <p>On 13 October 2025 the land agent confirmed the landowner was content with proposed amendments</p>                         | <p>Comments noted. No response needed as landowner was content with changes</p>  |
| <p><b>██████████ – Proposed Change 7</b></p>  | <p>Comments noted. No response needed as landowner was content with</p>  |

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|--|----------------|
| <p>The Applicant emailed the land agent representing [REDACTED] on 11 August 2025</p> <p>The land agent confirmed that the amendments to the DCO are acceptable to their client on 9 October 2025.</p> | <p>changes</p> |
|--|----------------|

### 3 Publicising the Application

- 3.1 National Highways confirms compliance with regulation 6 (Publicising the application) of the 2011 Regulations.
- 3.2 Notice of the application (the 'Application Notice'), including the matters prescribed under regulation 6(2), has been published in the Cumberland and Westmorland Herald (being the local newspaper(s) with circulation in the vicinity of the application site). The notice was published twice for two successive weeks in the Cumberland and Westmorland Herald on 13 December 2025 and 20 December 2025 pursuant to regulation 6(1).
- 3.3 A copy of the Application Notice is provided as Annex C to this Statement. In compliance with regulation 6(2), the Application Notice includes the following:
- a) the name and address of the applicant;
  - b) a statement that the applicant is seeking a non-material change to the Order by way of an application to the Secretary of State;
  - c) a summary of the main elements of the application;
  - d) confirmation that the application documents can be inspected free of charge on the Planning Inspectorate's website as well as the address of the website, the place on the website where they may be inspected and a telephone number to contact the applicant for enquiries in relation to those documents;
  - e) confirmation as to whether a fee will be charged for any copies of the application documents and what the charge will be;
  - f) the latest date on which the application documents will be available for inspection, not being earlier than the deadline for representations in response to the application;
  - g) details of how to submit a representation in response to the publicity;
  - h) the deadline for receipt of representations to the Secretary of State being 30 days following the date on which the notice was last published.

## 4 Consultation on the Application

- 4.1 National Highways confirms compliance with the requirements of regulation 7 (Duty to consult) of the 2011 Regulations.
- 4.2 Regulation 7(1) requires the applicant to consult each person specified in regulation 7(2), being each person who has the benefit of the Order, each person who was notified of the application for the DCO (in accordance with section 56 of the Planning Act 2008) and any other person who may be directly affected by the changes proposed in the application.
- 4.3 Regulation 7(3) allows for the list of consultees to be reduced with the written consent of the Secretary of State. On 28 August 2025, the Applicant wrote to the Secretary of State to request the approval of a reduced consultee list for the Application (which is set out in Annex A of this Statement). On 5 November 2025, the Secretary of State confirmed their agreement to a reduced consultee list in the letter set out in Annex B of this Statement.
- 4.4 Letters enclosing a copy of the Application Notice were sent to the consultees agreed by the Secretary of State on 12 December 2025 in accordance with regulation 7(1). An example letter is provided at Annex D of this Statement.
- 4.5 The Application documents were available to view on the Planning Inspectorate website from 12 December 2025 at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR010062/documents>

## **5 Representations on the Non-Material Change Application and National Highways response**

5.1 Twelve representations were received in response to the non-material change application. Most of the representations received had no comments to make in response to the non-material change application. Comments were received from Sports England, Penrith Town Council, United Utilities Water Limited and the Environment Agency which will be dealt with in turn under separate headings below. A summary of representations and National Highways' responses to these are set out in Annex E of this Consultation and Publicity Statement.

### **Sport England**

5.2 Sport England issued a response to the consultation which was published by the Planning Inspectorate on 9 February 2026. The Department for Transport invited Sport England and the Applicant to agree a position in regard to impacts on playing fields in relation to the proposed changes in a request for comments ("RfC") dated 24 February 2026. The Applicant met with Sport England on 4 March 2026 and shared further information on 6 March 2026. Following this, Sport England confirmed they had no objection to the Department for Transport on 9 March 2026. The Applicant wrote to the Department for Transport on 10 March 2026. Details of these exchanges are set out in Annex E of this Statement.

### **Penrith Town Council**

5.3 In the representation issued by Penrith Town Council, they said they sought to seek further information if any land that they owned was impacted by any of the Proposed Changes. The Applicant can confirm that no land owned by Penrith Town Council is affected by Proposed Change 6 which is the only change located within Penrith.

### **Environment Agency**

5.4 The Environment Agency submitted a representation to seek further information about the fluvial flood risk at Proposed Changes 7 and 8. The Department for Transport on 30 January 2026 issued a RfC asking 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. The Applicant wrote to the Environment Agency on 11 February 2026 with additional information. The Environment Agency responded on 12 February 2026 agreeing that Proposed Changes 7 and 8 were acceptable to them. The Applicant summarised the responses to the RfC in a letter to

the Department for Transport on 13 February 2026. Details of these exchanges is detailed in Annex E of this Statement.

## 5.5 **United Utilities Water Limited**

United Utilities Water Limited (“United Utilities”) submitted an objection to Proposed Change 7 as part of their representations in respect to access arrangements to Penrith Wastewater Treatment Works (“PWTW”). The Department for Transport on 30 January 2026 invited the Applicant and United Utilities to agree a position. The correspondence between the Applicant and United Utilities is summarised in the letter the Applicant issued to United Utilities on 10 February 2026. United Utilities submitted their confirmation to the Planning Inspectorate on 13 February 2026 that they have no objection to Proposed Change 7 and that no amendments to the protective provisions within the separate side agreement are required. The Applicant summarised the responses to the RfC in a letter to the Department for Transport on 13 February 2026. Details of these exchanges is detailed in Annex E of this Statement.

## **6 Summary of Compliance with Consultation and Publicity Requirements**

- 6.1 National Highways confirms compliance with the 2011 Regulations as set out in sections 3 (publicising the application) and 4 (consultation on the application) as well as Annexes A to L to this Consultation and Publicity Statement.
- 6.2 National Highways has also undertaken effective pre-application engagement (as set out in section 2 (pre-application engagement)) prior to submitting the Application and responded to the Department for Transport's Request for Comments in respect of responses received during the consultation period demonstrating that there are no outstanding issues with this Non-Material Change Application.

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## **Annex A Request to the Secretary of State for an exemption from consulting certain parties**

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Your ref: TR010062

[REDACTED]  
Transport Infrastructure Planning Unit  
Department for Transport  
Zone 1/14 – 18  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

[REDACTED]  
Project Manager  
A66 Northern Trans-Pennine Project  
National Highways  
9th Floor  
Piccadilly Gate  
Store Street  
Manchester  
M1 2WD  
Tel: 0300 123 5000

28 August 2025

Dear Sir and Madam,

**Application for proposed non-material change to the A66 Northern Trans-Pennine Development Consent Order 2024 (SI 2024 No. 360)**

**The Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011: Regulation 7(3) – request for exemption from consulting certain persons on the above application**

On 21 June 2022, National Highways submitted an application for a development consent order (DCO) for the A66 Northern Trans-Pennine project. The A66 Northern Trans-Pennine Development Consent Order 2024 (SI 2024 No.360) (the Order) was subsequently made by the Secretary of State for Transport on 7 March 2024. Documents relating to the decision stage can be found on the Planning Inspectorate's national infrastructure website.

National Highways intends to make an application for a non-material amendment to the A66 Northern Trans-Pennine DCO. The application will seek authorisation to make the following changes to the project (NB: Changes 1 to 5 and 8 are proposed on Scheme 0405; Change 6 on Scheme 0102; and Change 7 on Scheme 03):

**Change 1 – Cross Street**

Cross Street is a local road (C3030) in Kirkby Thore, passing Kirkby Thore Primary School, then heading northwards towards Newbiggin. As the alignment of the new A66 will cut across Cross Street, the Order authorises the realignment of Cross Street and the provision of a new overbridge crossing the new A66.

The proposed change comprises the realignment of the overbridge, approaches, and the connecting junctions and private means of access. The lateral alignment of Cross Street will be adjusted beyond the lateral limits of deviation (LoD) for Work No. 0405-7,

which are currently 3m to the east, and to the west to the extent of the fine dashed green line shown on the works plans.

The Priest Lane junction with Cross Street will be relocated beyond the lateral LoD for Work No.0405-6C, which is to the east to the extent of the fine dashed green line shown on the works plans and to the west by 3m.

The new Bridleway between the realigned Cross Street and Bridleway 336/018 will be relocated beyond the LoD for Work No. 0405-8, which are 3m to the east and the west to the extent of the fine dashed green line shown on the works plans.

Proposed Change 1 (Cross Street) therefore comprises the realignment of the centreline for each of Work Nos. 0405-7, 0405-6C and 0405-8. The current LoD (as stated above) would then apply to the realigned centrelines for those numbered works.

### **Change 2 – Green Lane**

Green Lane comprises part of Footpath 336/017 and is also a private means of access to land north of Kirkby Thore. The Order authorises the realignment of Green Lane to the west of the existing alignment and provision of a new overbridge crossing the new A66 and reconnecting to the existing alignment of Green Lane to the south. The realignment of Green Lane would provide a replacement private means of access and a diversion of the existing public footpath.

The proposed change comprises keeping the current alignment of Green Lane and constructing the new Green Lane overbridge on the existing alignment of Green Lane. The realignment from that authorised by the Order will be beyond the current lateral LoD of Work No. 0405-9 which are 3m either side of the centreline.

Proposed Change 2 (Green Lane) therefore comprises the realignment of the centreline of Work No. 0405-9. The current LoD (as stated above) would then apply to the realigned centreline for this numbered work.

### **Change 3 – Long Marton**

Long Marton is a local road (C3004), south-west of Long Marton village. It connects the village with the existing A66. The Order authorises the realignment of Long Marton to the south of its existing alignment and a new underpass crossing the new A66.

The proposed change comprises realigning Long Marton Road to reduce the span of the bridge, which will also reduce the amount of third party land required for its delivery. This realignment will also necessitate a reduction in the design speed to 85kph (50mph). The realigned design extends beyond the current lateral LoD of Work No. 0405-16, which are 3m either side of the centreline.

Proposed Change 3 (Long Marton) therefore comprises the realignment of the centreline of Work No. 0405-16. The current LoD (as stated above) would then apply to the realigned centreline for this numbered work.

#### **Change 4 – Access Track at Kirkby Thore**

The Order authorises the formation of a new access track providing a private means of access and a footpath connecting the realigned Cross Street with the realigned Green Lane on an alignment located to the north of Kirkby Thore and to the south of the new A66.

The proposed change comprises removing (i.e. not constructing) the new access track between the realigned Cross Street and realigned Green Lane, instead creating a new section of permissive path along the bottom of the southern embankment of the new A66 between the realigned Cross Street and Green Lane.

Proposed Change 4 (Access Track at Kirkby Thore) therefore requires the revised provision for public rights of way and private means of access between Green Lane and Cross Street to be shown on an updated version of Sheet 2 of the Rights of Way and Access Plans.

#### **Change 5 – B6542 and Spitals Farm Access**

To the south east of Spitals Farm, the existing A66 will be de-trunked and re-classified as the new B6542, which, in addition, will comprise a length of new highway (also to be classified as the B6542), running largely adjacent to the new A66. The Order authorises the stopping up and replacement of a private means of access to Spitals Farm, via an underpass beneath the new A66 and the re-classified as the B6542.

The proposed change is to the alignment of the new B6542, moving it up to 8 metres closer to the new A66. This exceeds the lateral LoD for Work No 0405-4A, which are 3 metres either side of the centreline.

Proposed Change 5 (B6542 and Spitals Farm Access) therefore comprises the realignment of the centreline for Work No. 0405-4A. The current LoD (as stated above) would then apply to the realigned centreline for that numbered work. This change would also involve a change to the replacement private means of access to Spitals Farm, insofar as the width of the underpass (beneath the de-trunked A66 / new B6542 and the new A66) would be reduced.

#### **Change 6 – Kemplay Bank**

The Order authorises a new section of A66 to be constructed to pass beneath the new Kemplay Bank junction arrangement, tying into the existing A66 alignment.

The proposed change is an amendment to Work No. 0102-1E by relocation of the centreline by 2.5 metres to the north, up to chainage 11+400. The new section will be given a new work number (Work No. 0102-1D-A). The standard LoD for linear works (as set out in article 7 of the Order) will apply to the new Work No. 0102-1D-A.

### **Change 7 - B6262 Combined Public Rights of Way and Private Means of Access**

The Order authorises new public rights of ways (PRoW) and private means of access (PMAs) between the junction of the improved A66 with the B6262 and the Lightwater Watercourse.

The Proposed Change involves the realignment of various lengths of combined PRoW and PMA:

- on the south side of the A66, running between the B6262 and the site of the former Llama Karma Kafe, and providing access to the Countess Pillar which is located between them (comprising part of Work No. 3-7A, and both Work Nos. 03-9A and 03-9B; and
- crossing over the A66, then running along the north side of the A66 in an easterly direction (comprising part of Work No. 03-7A and part of Work No. 03-7B).

Additionally, the proposed change on the south side of the A66 comprises cycle track along the entirety of the route between the site of the former Llama Karma Kafe, the Countess Pillar and the B6262, amending the previously consented proposals which comprised mainly cycle track, but which also included a short length of footpath on the approach to the Countess Pillar.

Part of the realignment of Work No. 03-7A involves its commencement point which is proposed to be relocated 8 metres to the south of the junction of the B6262 with the A66 (in comparison with the commencement point in the previously consented proposal).

Beyond that, proposed Change 7 includes further changes to the alignment of Work No. 07-3A, which at some points exceed the lateral LoD for Work No. 03-7A, which is 3 metres either side of the centreline. Proposed Change 7 therefore includes a partial realignment of the centreline for Work No. 03-7A, to which the standard 3 metre lateral LoDs (as set out in article 7 of the Order) would subsequently apply.

Amendments of the same nature are also proposed to the alignment of the centreline of Work Nos. 03-7B, 03-9A and 03-9B.

### **Change 8 – Powis House Private Means of Access**

The Order authorises the provision of a new footpath and private means of access (the Trout Beck Bridge south shore maintenance track) between the existing A66 and the proposed A66, and the construction of a new footpath passing beneath the Trout Beck viaduct and connecting to the existing Footpath 341/017.

The Proposed Change comprises realigning the new footpath and private means of access approximately 20 metres to the northwest. Such realignment is required in consequence of the shortening of the Trout Beck viaduct pursuant to a detailed design change (which is the subject of a separate request for authorisation, submitted to the Department). The proposed re-alignment of the footpath and private means of access

would exceed the current lateral LoD for Work No.0405-14, which is 3 metres to the north and south of the centreline of this numbered work.

Proposed Change 8 (Powis House Private Means of Access) therefore comprises the realignment of the centreline of Work No. 0405-14. The current LoD (as stated above) would then apply to the realigned centreline for this numbered work.

### **Pre-application engagement with relevant persons**

National Highways has undertaken pre-application engagement on the proposed non-material changes with affected landowners, Westmorland & Furness Council (W&FC) and through the Community Liaison Groups established in the consultation phase of the DCO application. Each Community Liaison Group includes local councillors from affected wards, parish councillors, community representatives, businesses, and residents.

Online sessions were held with the Penrith to Kemplay, Kemplay Bank to Temple Sowerby, Kirkby Thore to Long Marton, and Appleby to Brough Community Liaison Groups in November 2024, in partnership with W&FC. In addition, the invitation was extended beyond the route of the project to all 55 parish councils that are either on the route or may be affected by the project.

An additional online session was held relating to Proposed Change 8 (Powis House Private Means of Access) in August 2025.

These events enabled attendees to see the proposed non-material changes and ask any questions of the designers. There were no specific questions raised regarding the proposed non-material changes.

As part of the non-material change application process, National Highways, as the applicant, must consult on the proposed changes to provide an opportunity for interested parties to make representations about the non-material change application. Regulation 7(2) in the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 requires the applicant to consult 'parties who have the benefit of the made order'; parties who were notified of the application for the made order under section 56 of the PA2008; and any other party who may be directly affected by the changes proposed.

This letter is a request under regulation 7(3) of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011. Regulation 7(3) states that an applicant need not consult a specified person or authority if they have obtained the written consent of the Secretary of State to exclude such person from the scope of the consultation on the non-material change application. The Regulation enables National Highways to seek your consent not to consult certain parties on the proposed non-material change application. Annex B sets out who we propose to consult

and who we propose not to consult. Annex A sets out our reasons for consulting certain parties, and our reasons for seeking consent not to consult certain other parties.

National Highways intends to submit its application for a non-material change to the Order by the end of summer 2025. We therefore respectfully ask that a decision is made in respect of this request for an exemption from consulting certain parties as identified in Annex B below by 25 September 2025 please.

Should you have any queries about this correspondence, the proposals or the consultation, please contact [REDACTED] A66NTP@nationalhighways.co.uk.

Yours sincerely

A large black rectangular redaction box covering the signature area.

DCO Project Manager for the A66 Northern Trans-Pennine Project

## **Annex A**

National Highways undertook extensive pre-application consultation on the original application. The pre-application engagement and consultation is set out in the consultation report submitted with the application for the scheme. Following the original application being accepted for examination, National Highways publicised the accepted application and notified the relevant prescribed bodies; local authorities; those with an interest in land and a number of other consultation bodies in line with the requirements of s56 of the Planning Act 2008. Overall, 235 relevant representations were submitted in relation to the original DCO application.

In response to the previously proposed non-material change application submitted during the DCO examination, the following interested parties made representations that addressed matters local to the currently proposed non-material change application. We are intending to include all of these interested parties in our consultation on this Non-Material Amendment application. Those interested parties comprise:

- Change 1 (Cross Street)
  - Sports England
- Change 2 (Green Lane)
  - None
- Change 3 (Long Marton)
  - [REDACTED]
  - [REDACTED]
- Change 4 (Access Track at Kirkby Thore)
  - None
- Change 5 (B6542 and Spitals Farm Access)
  - [REDACTED]
- Change 6 (Kemplay Bank)
  - [REDACTED]
  - Cumbria Constabulary
  - Cumbria County Council
- Change 7 (B6262 Combined Public Rights of Way and Private Means of Access Limits of Deviation)
  - The Ramblers, Penrith Group
  - [REDACTED]
- Change 8 (Powis House Private Means of Access)
  - [REDACTED]

The table below sets out the reasons why we will consult certain parties on the non-material change application (i.e. those parties with a 'yes' in the column headed 'to be consulted on the proposed change application' in the tables in Annex B) and why we are proposing not to consult certain parties on the non-material change application (i.e. those parties with a 'no' in the column headed 'to be consulted on the proposed change application' in the tables in Annex B).

| Reasons for consulting certain parties on the proposed non-material change application  | Reasons we are proposing <u>not</u> to consult certain parties on the proposed non-material change application  |
|---|---|
| Prescribed <b>consultees</b> who may have an interest in this proposed non-material change application.   | Prescribed consultees we don't consider may have an interest in this proposed non-material change application as it is unlikely to be relevant to them. (Further information in the relevant paragraph below) |
| Relevant <b>statutory undertakers</b> who may have an interest in this proposed non-material change application.  | Statutory undertakers we don't consider may have an interest in this proposed non-material change application as it is unlikely to be relevant to them. (Further information in the relevant paragraph below) |
| Relevant <b>local authorities</b> who may have an interest in this proposed non-material change application.  | Local authorities that are unlikely to have an interest in this proposed non-material change application as it is unlikely to be relevant to them. (Further information in the relevant paragraph below)      |
| Those with <b>land interests</b> within proximity of the project who may have an interest in this proposed non-material change application.               |   |
| Other <b>interested parties</b> from the examination of the original DCO scheme who may have an interest in the proposed non-material change application. |   |
| Parties having <b>benefit of the made DCO</b>   |   |

In determining relevant **prescribed consultees** who may have an interest in this proposed non-material change application, we have excluded those where their area of responsibility is not relevant to the nature of the proposed change either through being geographically too far removed from the proposed non-material amendments to be directly affected by them, not responsible for the area where the change is taking place or not relevant given the nature and small scale of the proposed amendments. The same principle was adopted in respect of the non-material amendments submitted during the DCO examination in March 2023.

In determining relevant **land interests, interested parties** and **statutory undertakers** who may have an interest in this proposed non-material change application, we have excluded those whose interest is greater than 250 metres from the DCO Limits of

Deviation for Schemes 01-06. This is because those parties' interests are geographically too far removed from the proposed non-material amendments to be directly affected by them, given the small size and scale of the proposed amendments. The same principle was adopted in respect of the non-material amendments submitted during the DCO examination in March 2023.

In determining the **local authorities** which should be consulted, it was noted that all of the proposed non-material amendments take place solely within the administrative boundary of Westmorland & Furness Council. The changes are considered too inconsequential to be materially relevant to any other neighbouring council and therefore no others are proposed to be consulted. Similarly, it is proposed to consult only those parish councils directly affected by or immediately adjacent to a non-material amendment.

We have only included organisations and persons once in Annex B below, to avoid duplication across multiple tables, in the interests of clarity. The organisations and persons have been included in their most relevant table only.

## **Annex B**

### **Prescribed Consultees**

The following table lists those parties notified of the application for the made Order under section 56 of the PA2008 and explains whether it is proposed to consult or not to consult them on the non-material change application. The decision for each is based on the reasons given in Annex A.

| <b>Relevant Prescribed Consultees</b>  |   | <b>Consulted on the original DCO application</b> | <b>To be consulted on the proposed change application</b> |
|--|---|--|---|
| <b>Consultee</b>   | <b>Organisation</b>   | <b>Yes or No</b>                                 | <b>Yes or No</b>  |
| The Welsh Ministers  | Not applicable.   | No   | No  |
| The Scottish Executive   | Not applicable.   | No   | No  |
| The relevant Northern Ireland Department   | Not applicable.   | No   | No  |
| The Health and Safety Executive  | HSE North West & Yorkshire & NE   | Yes  | Yes   |
| The National Health Service Commissioning Board and the relevant clinical commissioning group. | North Cumbria CCG<br>NHS Commissioning Board Authority  | Yes  | Yes   |
| The National Health Service Commissioning Board and the relevant clinical commissioning group. | North Yorkshire CCG<br>County Durham CCG  | Yes  | No  |
| The relevant Health Board  | Not applicable.   | No   | No  |
| Natural England  | Not applicable.   | Yes  | Yes   |
| Historic Buildings and Monuments Commission for England  | Historic England.   | Yes  | Yes   |
| The relevant fire and rescue body  | Fire and Rescue Authority Cumbria (NW)  | Yes  | Yes   |
| The relevant fire and rescue body  | Fire and Rescue Authority North Yorkshire<br>Fire and Rescue Authority County Durham and Darlington | Yes  | No  |

| <b>Relevant Prescribed Consultees</b>   |   | <b>Consulted on the original DCO application</b> | <b>To be consulted on the proposed change application</b> |
|---|---|--|---|
| <b>Consultee</b>  | <b>Organisation</b>   | <b>Yes or No</b>                                 | <b>Yes or No</b>  |
| The relevant police authority   | Cumbria Police<br>Cumbria Police and Crime Commissioner   | Yes  | Yes   |
| The relevant police authority   | North Yorkshire Police<br>Traffic Officer<br>Durham Police<br>North Yorkshire Police and Crime Commissioner<br>Durham Police and Crime Commissioner   | Yes  | No  |
| The relevant parish council, or, where the application relates to Wales or Scotland, the relevant community council | Appleby-in-Westmorland Town Council<br>Bolton Parish Council<br>Brougham Parish Council<br>Crackenthorpe Parish Council<br>Kirkby Thore Parish<br>Long Marton Civil Parish<br>Penrith Town Council<br>Temple Sowerby Parish Council<br>Langwathby Parish Council<br>Musgrave Parish Council<br>Warcop Parish Council<br>Yanwath and Eamont Bridge | Yes  | Yes   |
| The relevant parish council, or, where the application relates to Wales or Scotland, the relevant community council | Boldron Parish Council<br>Bowes Parish Council<br>Brough Parish Council<br>Dacre Parish Council<br>Dalton Parish Council<br>East/West Layton and Carkin Parish Council<br>Gilling with Hartforth and Sedbury Parish Council<br>Gilmonby Parish Council<br>Helbeck Parish Council  | Yes  | No  |

| <b>Relevant Prescribed Consultees</b>                          |  | <b>Consulted on the original DCO application</b> | <b>To be consulted on the proposed change application</b> |
|--|--|--|---|
| <b>Consultee</b>   | <b>Organisation</b>  | <b>Yes or No</b>                                 | <b>Yes or No</b>  |
|  | Hutton Magna Parish Council<br>Middleton Tyas Parish Council<br>Ravensworth Parish Council<br>Rokeby/ Brignall/ Eggleston Parish Council |  |   |
| The Environment Agency   | The Environment Agency   | Yes  | Yes   |
| The Scottish Environment Protection Agency                     | Not applicable.  | No   | No  |
| The Equality and Human Rights Commission                       | Not applicable.  | Yes  | Yes   |
| The Scottish Human Rights Commission                           | Not applicable.  | No   | No  |
| AONB Conservation Boards (now National Landscapes Association) | North Pennines AONB Board (now North Pennines National Landscape Board)  | Yes  | Yes   |
| Royal Commission on Ancient and Historical Monuments of Wales  | Not applicable.  | No   | No  |
| The Natural Resource Body for Wales (NRW)                      | Not applicable.  | No   | No  |
| The Homes and Communities Agency                               | Not applicable.  | Yes  | Yes   |
| The Joint Nature Conservation Committee                        | Not applicable.  | No   | No  |
| Scottish Natural Heritage                                      | Not applicable.  | No   | No  |
| The Maritime and Coastguard Agency                             | Not applicable.  | No   | No  |
| The Marine Management Organisation                             | Not applicable.  | No   | No  |
| The Scottish Fisheries Protection Agency (Marine Scotland)     | Not applicable.  | No   | No  |
| The Civil Aviation Authority                                   | Not applicable.  | No   | No  |
| Secretary State for Transport                                  | Not applicable.  | Yes  | Yes   |

| <b>Relevant Prescribed Consultees</b>   |   | <b>Consulted on the original DCO application</b> | <b>To be consulted on the proposed change application</b> |
|---|---|--|---|
| <b>Consultee</b>  | <b>Organisation</b>   | <b>Yes or No</b>                                 | <b>Yes or No</b>  |
| Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs) | Transport for the North   | Yes  | No  |
| The relevant Highways Authorities   | Westmorland and Furness Council (formerly part of Cumbria County Council)   | Yes  | Yes   |
| The relevant Highways Authorities   | Cumberland Council (formerly part of Cumbria County Council)<br>Durham County Council<br>North Yorkshire County Council | Yes  | No  |
| The relevant strategic highways company   | National Highways   | Yes  | No  |
| Transport for London  | Not applicable  | No   | No  |
| The Passengers Council  | Not applicable  | Yes  | Yes   |
| The Disabled Persons Transport Advisory Committee                                 | Not applicable  | Yes  | Yes   |
| The Coal Authority  | Not applicable  | Yes  | No  |
| The Office of Rail Regulation and approved operators                              | Not applicable  | No   | No  |
| The Gas and Electricity Markets Authority (OFGEM)                                 | Not applicable  | No   | No  |
| The Water Services Regulations Authority (OFWAT)                                  | Not applicable  | No   | No  |
| The Water Industry Commission of Scotland   | Not applicable  | No   | No  |
| The relevant waste regulation authority   | Not applicable.   | No   | No  |
| The relevant internal drainage board  | Swale & Ure Drainage Board  | Yes  | Yes   |
| The Canal and River Trust   | Not applicable.   | Yes  | Yes   |
| Trinity House   | Not applicable.   | No   | No  |

| <b>Relevant Prescribed Consultees</b>                                  |   | <b>Consulted on the original DCO application</b> | <b>To be consulted on the proposed change application</b> |
|--|---|--|---|
| <b>Consultee</b>   | <b>Organisation</b>   | <b>Yes or No</b>                                 | <b>Yes or No</b>  |
| Public Health England, an executive agency of the Department of Health | Not applicable.   | Yes  | Yes   |
| The relevant local resilience forum                                    | Cumbria Resilience Forum  | Yes  | Yes   |
| The relevant local resilience forum                                    | North Yorks LRF   | Yes  | No  |
| The Crown Estate Commissioners   | The Crown Estate Commissioners  | Yes  | No  |
| The Forestry Commission  | The Forestry Commission   | Yes  | No  |
| The National Health Service Trusts                                     | North East Ambulance Service Foundation Trust<br>Yorkshire and the Humber Ambulance Trust | Yes  | No  |
| The National Health Service Trusts                                     | Penrith Community Hospital<br>North West Ambulance Trust                                  | Yes  | Yes   |
| The Secretary of State for Defence                                     | Not applicable.   | Yes  | Yes   |
| The Office of Nuclear Regulation (the ONR)                             | Not applicable.   | Yes  | Yes   |

### **Relevant Statutory Undertakers, Utilities Companies, and Infrastructure Providers**

| <b>Entity</b>                        | <b>Consult?</b> |
|--------------------------------------|-----------------|
| <b>Electricity and Gas Suppliers</b> |                 |
| Cadent Gas Limited                   | Yes             |
| Eclipse Power Networks Ltd           | No              |
| Electricity North West Limited       | Yes             |
| Energy Assets Pipelines Ltd          | No              |
| ESP Utilities Group Limited          | No              |
| Harlaxton Energy Networks Ltd        | No              |

| <b>Entity</b>                      | <b>Consult?</b> |
|------------------------------------|-----------------|
| Independent Power Networks Limited | No              |
| Indigo Pipelines Limited           | No              |
| Indigo Power Ltd                   | No              |
| Last Mile Electricity Limited      | No              |
| Leep Electricity Networks Ltd      | No              |
| Leep Gas Networks Ltd              | No              |
| Mua Gas Limited                    | No              |

| Entity                                     | Consult? |
|--|----------|
| National Gas Transmission plc              | Yes      |
| National Grid Electricity Transmission plc | Yes      |
| Northern Gas Networks Limited              | Yes      |
| Northern Powergrid Limited                 | Yes      |
| Npower Commercial Gas Limited              | No       |
| Optimal Power Networks Ltd                 | No       |
| Quadrant Pipelines Limited                 | No       |
| Scotland Gas Networks Plc                  | No       |
| The Electricity Network Company Limited    | Yes      |
| UK Power Distribution Limited              | No       |
| Utility Assets Limited                     | No       |
| British Gas Limited                        | Yes      |
| GTC Pipelines Limited                      | Yes      |
| National Grid PLC                          | Yes      |
| SSE plc                                    | No       |
| Zayo Group UK Limited                      | Yes      |
| GTC Infrastructure Limited                 | No       |
| Northern Power Grid (Northeast) plc        | Yes      |
| Northern Power Grid (Yorkshire) plc        | Yes      |
| RWE Renewables UK Swindon limited          | No       |
| <b>Water Infrastructure</b>                |          |
| United Utilities Group plc                 | Yes      |
| United Utilities Water Limited             | Yes      |
| Northumbrian Water                         | Yes      |
| Yorkshire Water Limited                    | Yes      |
| <b>Telecommunications</b>                  |          |
| Fulcrum Utility Services Limited           | No       |
| Instalcom UK Limited                       | Yes      |
| Mastdata Limited                           | Yes      |

| Entity  | Consult? |
|---|----------|
| Mobile Broadband Network Limited                      | Yes      |
| NRTS - Telent Technology Services Limited             | No       |
| Telefonica O2 UK Limited                              | Yes      |
| Vattenfall Networks Ltd                               | No       |
| Virgin Media Limited                                  | Yes      |
| Vodafone Limited                                      | Yes      |
| British Telecommunications Public Limited Company     | Yes      |
| Cornerstone Telecommunications Infrastructure Limited | Yes      |
| EE Limited  | Yes      |
| Openreach Limited                                     | Yes      |
| Energis Communications Limited                        | Yes      |
| <b>Other?</b>   |          |
| National Highways Historical Railways Estate          | Yes      |
| Network Rail Infrastructure Limited                   | Yes      |

| <b>Local Authorities</b>  | <b>Consulted on the original DCO application</b> | <b>To be consulted on the proposed change application</b> |
|---|--|---|
| <b>Local Authority</b>  | <b>Yes or No</b>                                 | <b>Yes or No</b>  |
| Westmorland and Furness Council (formerly Eden District Council, South Lakeland District Council and Barrow Borough Council and part of Cumbria County)   | Yes  | Yes   |
| Durham County Council   | Yes  | No  |
| North Yorkshire Council (formerly North Yorkshire County Council, Craven District Council, Hambleton District Council, Harrogate Borough Council, Richmondshire District Council, Ryedale District Council, Scarborough Borough Council and Selby District Council) | Yes  | No  |
| Cumberland Council (formerly Allerdale Borough Council, Carlisle City Council and Copeland Borough Council and part of Cumbria County Council)  | Yes  | No  |
| City of Bradford Metropolitan District Council (formerly Bradford Metropolitan District Council)  | Yes  | No  |
| Darlington Borough Council  | Yes  | No  |
| City of Doncaster Council (formerly Doncaster Metropolitan Borough Council)   | Yes  | No  |
| East Riding of Yorkshire  | Yes  | No  |
| Gateshead Council   | Yes  | No  |
| Hartlepool Borough Council  | Yes  | No  |
| Lake District National Park Authority   | Yes  | No  |
| Lancashire County Council   | Yes  | No  |
| Lancaster City Council  | Yes  | No  |
| Leeds City Council  | Yes  | No  |
| Middlesborough Borough Council  | Yes  | No  |
| North York Moors National Park Authority  | Yes  | No  |
| Northumberland County Council   | Yes  | No  |
| Northumberland National Park Authority  | Yes  | No  |
| Redcar and Cleveland Borough Council  | Yes  | No  |
| Stockton-on-Tees Borough Council  | Yes  | No  |
| Sunderland City Council   | Yes  | No  |
| Wakefield Metropolitan District Council   | Yes  | No  |
| York City Council   | Yes  | No  |
| Yorkshire Dales National Park Authority   | Yes  | No  |
| Scottish Borders Council  | Yes  | No  |
| Dumfries and Galloway Council   | Yes  | No  |

























| <b>Entity</b>  | <b>Consult?</b> |
|--|-----------------|
| Church Commissioners for England   | Yes             |
| Citicorp Trustee Company Limited   | Yes             |
| CKD Galbraith LLP  | Yes             |
| Clydesdale Bank plc  | Yes             |
| Colby Farms Limited  | Yes             |
| Confederation of Forest Industries (UK) Limited  | Yes             |
| CP Whinfell Village Limited  | Yes             |
| Crossfit Cumbria Limited   | Yes             |
| Cumberland Building Society  | Yes             |
| Daniel Thwaites plc  | Yes             |
| Eamont Competition Horses Limited  | Yes             |
| Eden Housing Association Limited   | Yes             |
| Eden Valley Railway Trust  | Yes             |
| G Calvert & Sons   | Yes             |
| Glendale Grounds Management Limited  | Yes             |
| Handelsbanken plc  | Yes             |
| Happy Hooves RDA   | Yes             |
| HSBC Bank plc  | Yes             |
| HSBC Corporate Trustee Company (UK) Limited  | Yes             |
| HSBC UK Bank plc   | Yes             |
| JB & GE Luck   | Yes             |
| JIW Properties Limited   | Yes             |
| Kier Transportation Limited  | Yes             |
| Kirkby Thore School  | Yes             |
| KTEE Limited   | Yes             |
| L.E.T. Nominees 1 Limited as Executor of The Right Honourable Hugh Clayton Lowther Eighth Earl of Lonsdale | Yes             |
| L.E.T. Nominees 2 Limited  | Yes             |
| Lloyds Bank plc  | Yes             |
| Lowther Estates Limited  | Yes             |
| Lyle Farming Company   | Yes             |
| M. J. Close & Son Limited  | Yes             |
| Maple Bridge Corporation Limited   | Yes             |
| National Westminster Bank plc  | Yes             |

| <b>Entity</b>                                      | <b>Consult?</b> |
|--|-----------------|
| Newcastle Building Society                         | Yes             |
| North Cumbria Integrated Care NHS Foundation Trust | Yes             |
| NP & MD Lancaster                                  | Yes             |
| Optimum Fire & Interiors Limited                   | Yes             |
| O'Reilly Wealth Management Limited                 | Yes             |
| Penrith & District Farmers Mart LLP                | Yes             |
| Penrith Angling Association                        | Yes             |
| Penrith Properties Limited                         | Yes             |
| Pensioner Trustees Limited                         | Yes             |
| Peter Sorton & Associates Limited                  | Yes             |
| Pure Retirement Limited                            | Yes             |
| R Brennand Engineering Limited                     | Yes             |
| Railway Paths Limited                              | Yes             |
| Saddle Skedaddle Limited                           | Yes             |
| Santander UK plc                                   | Yes             |
| Shell Chemicals U.K. Limited                       | Yes             |
| Shell Group Limited                                | Yes             |
| Skirsgill Dental Surgery                           | Yes             |
| Story Contracting Limited                          | Yes             |
| Summerfields Books 2007 Limited                    | Yes             |
| Taylor & Braithwaite Limited                       | Yes             |
| Telereal Securitised Property Trustee 1 Limited    | Yes             |
| The Agricultural Mortgage Corporation plc          | Yes             |
| The Churches Conservation Trust                    | Yes             |
| The Governing Body of Ullswater Community College  | Yes             |
| The Kingdom Hall Trust                             | Yes             |
| The Law Debenture Trust Corporation plc            | Yes             |
| The Mortgage Business plc                          | Yes             |
| The Official Custodian for Charities               | Yes             |
| The Penrith Farmers and Kidd's plc                 | Yes             |
| The Riverside Group Limited                        | Yes             |

| Entity                              | Consult? |
|-------------------------------------|----------|
| Trustees of St Anne's Hospital      | Yes      |
| Ullswater Road Body Repairs Limited | Yes      |
| Urbaser Limited                     | Yes      |
| Voluntary Action Cumbria            | Yes      |

| Entity   | Consult? |
|--|----------|
| Wearmouth Plant Hire Limited   | Yes      |
| Xafinity Pension Trustees Limited as Trustees of the XPS SIPP Re David Hayllar 102620-1 and Christine Hayllar 102620-2 | Yes      |

### Land interest organisations not being consulted

The following table lists those organisations we do not intend to consult that were previously consulted. The decision for this is based on the reasons given in Annex A. This table does not include individual land interests who we do not intend to consult.

| Entity   | Consult? |
|--|----------|
| <b>Land interest organisations</b>                     |          |
| Coal Authority   | No       |
| Confederation of Passenger Transport                   | No       |
| County Durham and Darlington Fire and Rescue Service   | No       |
| Cumbria Fire & Rescue Service                          | No       |
| Cumbria Prepared                                       | No       |
| Disabled persons transport advisory committee          | No       |
| Durham Constabulary                                    | No       |
| Equality and Human Rights Commission                   | No       |
| Forestry Commission                                    | No       |
| Health and Safety Executive - Yorkshire and North East | No       |
| Historic England Limited                               | No       |
| Homes England  | No       |
| Humber and North Yorkshire Health and Care Partnership | No       |

| Entity   | Consult? |
|--|----------|
| Hyslop & Atkinson Limited                        | No       |
| NHS County Durham Clinical Commissioning Group   | No       |
| North Yorkshire Fire & Rescue Service            | No       |
| North Yorkshire Local Resilience Forum           | No       |
| Office for Nuclear Regulation                    | No       |
| Ravensworth Nurseries Limited                    | No       |
| Royal Mail Group Limited                         | No       |
| Swale & Ure Drainage Board - Yorkshire RFCC Area | No       |
| The Crown Estate Commissioners                   | No       |
| Transport for the North                          | No       |
| UK Health Security Agency                        | No       |
| Vodafone Plant Enquiries                         | No       |

### Other interested parties from the examination of the original DCO scheme who raised matters that are relevant to the proposed non-material change proposals

During the DCO examination, the below interested parties made representations that addressed matters local to the previously proposed non-material change application. We are intending to include these same parties in our consultation on this forthcoming Non-Material Amendment application.

| Name           |
|----------------|
| Sports England |
| [REDACTED]     |

|            |                             |
|------------|-----------------------------|
| [Redacted] |                             |
|            |                             |
|            |                             |
|            | Cumbria Constabulary        |
|            | Cumbria County Council      |
|            | The Ramblers, Penrith Group |
| [Redacted] |                             |
|            |                             |

**Parties having benefit of the made DCO**

National Highways Limited (company number 09346363) whose registered office is Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ is the only party having the benefit of the made DCO. As the applicant, it is not intended to consult National Highways on the proposed change application.

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## **Annex B Secretary of State's response to the request for an exemption from consulting certain parties**

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Department  
for Transport

National Highways  
9th Floor  
Piccadilly Gate  
Store Street  
Manchester  
M1 2WD

Dear [REDACTED]

**A66 Northern Trans-Pennine Development Consent Order 2024 (SI 2024 No. 360) – Proposed Non-Material Change Application**

**Regulation 7(3) of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 – Written consent from the Secretary of State for not consulting a person or authority**

Thank you for your correspondence dated 28 August 2025 requesting consent to reduce the number of parties to be consulted on the proposed non-material change application for the A66 Northern Trans-Pennine Development Consent Order 2024 (“the Order”).

The Secretary of State has considered this request under regulation 7(3) of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 (as amended) (“the 2011 Regulations”). The Secretary of State agrees that the consultation approach set out in your submission, focusing on parties likely to have an interest in or be directly affected by the proposed changes, is proportionate and reasonable. The Secretary of State accepts that those parties identified for exclusion are either geographically too remote, not materially affected, or otherwise outside the scope of the proposed amendments.

Accordingly, the Secretary of State gives written consent, to the extent set out above, under regulation 7(3) of the 2011 Regulations. In reaching this decision, the Secretary of State notes that while those persons not proposed to be consulted will not be contacted directly, the application will be publicised in accordance with regulation 20 of the 2011 Regulations and will be available on the Planning Inspectorate’s National Infrastructure Planning website. The Secretary of State also notes your confirmation that all relevant statutory authorities will still be consulted.

Please note that this consent should not be taken as indicating approval of any aspects of the proposed changes to the Order, which will fall to the Secretary of State for consideration

[REDACTED]  
Joint Head of the Transport Infrastructure  
Planning Unit  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

Email: [transportinfrastructure@dft.gov.uk](mailto:transportinfrastructure@dft.gov.uk)  
Web Site: [www.dft.gov.uk](http://www.dft.gov.uk)

5 November 2025

and determination, or whether the proposed changes will ultimately be regarded as material or not.

Yours sincerely,



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## **Annex C Application Notice and copies of Application Notice as it appeared in the Cumberland and Westmoreland Herald**

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PUBLIC NOTICES

LEGAL NOTICES

WESTMORLAND AND FURNESS COUNCIL (VARIOUS ROADS IN THE EDEN LOCALITY) (CUTFON RAILBRIDGE PROJECT) (TEMPORARY TRAFFIC REGULATION ORDER 2023)

NOTICE IS HEREBY GIVEN that to enable National Highways Limited to carry out replacement works to the Cutfon Railbridge Project... 1. Prohibit any vehicle from proceeding other than in an easterly direction along that section of the A66...

WESTMORLAND AND FURNESS COUNCIL (C3059 COLBY) (TEMPORARY TRAFFIC REGULATION ORDER 2023) NOTICE IS HEREBY GIVEN that to enable utility works to be carried out... 1. Prohibit any vehicle from proceeding along that section of the C3059 Colby...

WESTMORLAND AND FURNESS COUNCIL (EDWORTH, ALSTON) (TEMPORARY TRAFFIC REGULATION ORDER 2023) NOTICE IS HEREBY GIVEN that to enable utility works to be carried out... 1. Prohibit any vehicle from proceeding along that section of the Edworth...

WESTMORLAND AND FURNESS COUNCIL (VARIOUS ROADS IN THE EDEN LOCALITY) (TEMPORARY TRAFFIC REGULATION ORDER 2023) NOTICE IS HEREBY GIVEN that to enable utility works to be carried out... 1. Prohibit any vehicle from proceeding along that section of the A66...

LEGAL NOTICES

LEGAL NOTICES

ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14 (M6 MOTORWAY) (JUNCTION 26 CARRIAGEWAYS AND SLIP ROADS) (TEMPORARY RESTRICTION OF TRAFFIC ORDER 2026)

NOTICE IS HEREBY GIVEN that National Highways Limited (Company No 03446565) has made an Order on the M6 Motorway, in the Unitary Authority of Westmorland and Furness... 1. The northbound carriageway, as described at a) i) above...

WESTMORLAND AND FURNESS COUNCIL (U14 GREENSIDE ROAD) (TEMPORARY TRAFFIC REGULATION ORDER 2023) NOTICE IS HEREBY GIVEN that to enable utility works to be carried out... 1. Prohibit any vehicle from proceeding along that section of the U14 Greenside Road...

WESTMORLAND AND FURNESS COUNCIL (C1044 LOW MARTON) (TEMPORARY TRAFFIC REGULATION ORDER 2023) NOTICE IS HEREBY GIVEN that to enable bridge repair works to be carried out... 1. Prohibit any vehicle from proceeding along that section of the C1044 Low Marton...

WESTMORLAND AND FURNESS COUNCIL (BARBOWMOOR ROAD AND MARGARET'S NIK APPLIN) (TEMPORARY TRAFFIC REGULATION ORDER 2023) NOTICE IS HEREBY GIVEN that to enable utility works to be carried out... 1. Prohibit any vehicle from proceeding along that section of the Barbowmoor Road...

WESTMORLAND AND FURNESS COUNCIL (B3121 CLARULFIELD, ALSTON) (TEMPORARY PROHIBITION OF ALL TRAFFIC ORDER 2023) NOTICE IS HEREBY GIVEN that because of the likelihood of danger to the public... 1. Prohibit all vehicles from proceeding along that section of the B3121 Clarulfield...

WESTMORLAND AND FURNESS COUNCIL (C3035 HERK NEWMARKET) (TEMPORARY TRAFFIC REGULATION ORDER 2023) NOTICE IS HEREBY GIVEN that to enable utility works to be carried out... 1. Prohibit any vehicle from proceeding along that section of the C3035 Herk Newmarket...

LEGAL NOTICES

LEGAL NOTICES

SECTION 153 OF THE PLANNING 2008 (PART 2) (PART 4) OF THE PLANNING (CHANGES TO AND REVOCATION OF, DEVELOPMENT CONSENT ORDERS) REGULATIONS 2011 (AS AMENDED) NOTICE TO MAKE AN APPLICATION FOR A NON-MATERIAL CHANGE TO THE FOLLOWING DEVELOPMENT CONSENT ORDER:

THE A66 NORTHERN TRANS-PENINE DEVELOPMENT CONSENT ORDER 2024 SI 2024 NO. 360 Notice is hereby given that an application has been made by National Highways of 5th Floor, Piccadilly Gate, Manchester, M1 2WD (the Applicant) to the Secretary of State for Transport to make a non-material change to the A66 Northern Trans-Pennine Development Consent Order (the Order) under the Planning Act 2008...

ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14 (M6 MOTORWAY) (JUNCTION 42 CARRIAGEWAYS & SLIP ROAD (LOW HURST)) (TEMPORARY RESTRICTION OF TRAFFIC ORDER 2026) NOTICE IS HEREBY GIVEN that National Highways Limited (Company No 03446565) intends to make an Order on the M6 Motorway, in the Unitary Authority of Westmorland and Furness...

WESTMORLAND AND FURNESS COUNCIL (C3035 HERK NEWMARKET) (TEMPORARY TRAFFIC REGULATION ORDER 2023) NOTICE IS HEREBY GIVEN that to enable utility works to be carried out... 1. Prohibit any vehicle from proceeding along that section of the C3035 Herk Newmarket...

WESTMORLAND AND FURNESS COUNCIL (C3035 HERK NEWMARKET) (TEMPORARY TRAFFIC REGULATION ORDER 2023) NOTICE IS HEREBY GIVEN that to enable utility works to be carried out... 1. Prohibit any vehicle from proceeding along that section of the C3035 Herk Newmarket...

WESTMORLAND AND FURNESS COUNCIL (C3035 HERK NEWMARKET) (TEMPORARY TRAFFIC REGULATION ORDER 2023) NOTICE IS HEREBY GIVEN that to enable utility works to be carried out... 1. Prohibit any vehicle from proceeding along that section of the C3035 Herk Newmarket...

WESTMORLAND AND FURNESS COUNCIL (C3035 HERK NEWMARKET) (TEMPORARY TRAFFIC REGULATION ORDER 2023) NOTICE IS HEREBY GIVEN that to enable utility works to be carried out... 1. Prohibit any vehicle from proceeding along that section of the C3035 Herk Newmarket...

LEGAL NOTICES

LEGAL NOTICES

LAKE DISTRICT NATIONAL PARK PLANNING APPLICATIONS

Copies of the following applications may be inspected at Marley Moss, Oxenholme Road, Kendal and online at www.lakedistrict.gov.uk Any representations to be sent to LDNPA, Marley Moss, Oxenholme Road, Kendal, Cumbria, LA9 7B within 14 days of publication of this advertisement...

APPLICATIONS AFFECTING PUBLIC RIGHT OF WAY

Flexible use comprising either a mixed use of a local economy development and two units of short term holiday accommodation, or as a single local economy development...

APPLICATIONS FOR LISTED BUILDING CONSENT

Proposed alterations to the house and conversion of adjoining barn to a residential property...

Goods Vehicle Operator's Licence

Brooks Siblings Ltd of Woodlands, Stairton, Penrith, CA11 0ES is applying for a licence to use Garbhan Cubicle Shed, Cartmear Farm, Seaby, Penrith, CA11 0JF as an operating centre for 3 goods vehicles and 0 trailers...

CLASSIFIEDS

Advertisement for classifieds with contact information: 01768 862313, advert@wolverhampton.gov.uk

CLASSIFIEDS advertisement with contact information: 01768 862313, advert@wolverhampton.gov.uk

Westmorland & Furness Council logo and contact information.

Christmas Waste and Recycling 2025

Recycling collection information is available on your recycling calendar and waste collection information is available on the council's website: westmorlandandfurness.gov.uk/bins-recycling-and-street-cleaning

Table with columns for Barrow Area, Eden Area, and South Lakeland Area, showing weekly collection dates for green waste and general waste (blue bags).

---

## **Annex D Letter template for letter sent to consultees along with application notice**

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Our ref: TR010062



Name  
House name  
Street name  
Town name  
County  
Post code

Project Manager  
A66 Northern Trans-Pennine Project  
National Highways  
9<sup>th</sup> Floor  
Piccadilly Gate  
Store Street  
Manchester  
M1 2WD

Tel: 0300 123 5000

12/12/2025

Dear Name,

**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**

I am writing with regards to the A66 Northern Trans-Pennine Project (“**the Project**”). National Highways submitted an application for a development consent order for the Project in June 2022 and the Secretary of State for Transport granted development consent for the Project on 7 March 2024.

The A66 Northern Trans-Pennine Development Consent Order 2024 (SI 2024 No.360) (“**the Order**”) authorises the construction, operation and maintenance of the Project, which comprises the dualling of all the remaining single lengths of carriageway of the A66 to create a continuous 70mph dual carriageway (with the exception of a short length of 50mph dualling between M6 Junction 40 and east of Kemplay Bank) across the North Pennines, between M6 motorway and A1(M) junctions, including improvement of these two junctions. The Project, defined in article 2 of the Order as the “authorised development” comprises eight schemes with the following main features: online widening of the carriageway and improvement to junctions; offline construction including new junctions to connect to the local road network; improvement to and construction of new cycleways, footpaths and bridleways as well as ancillary or related development.

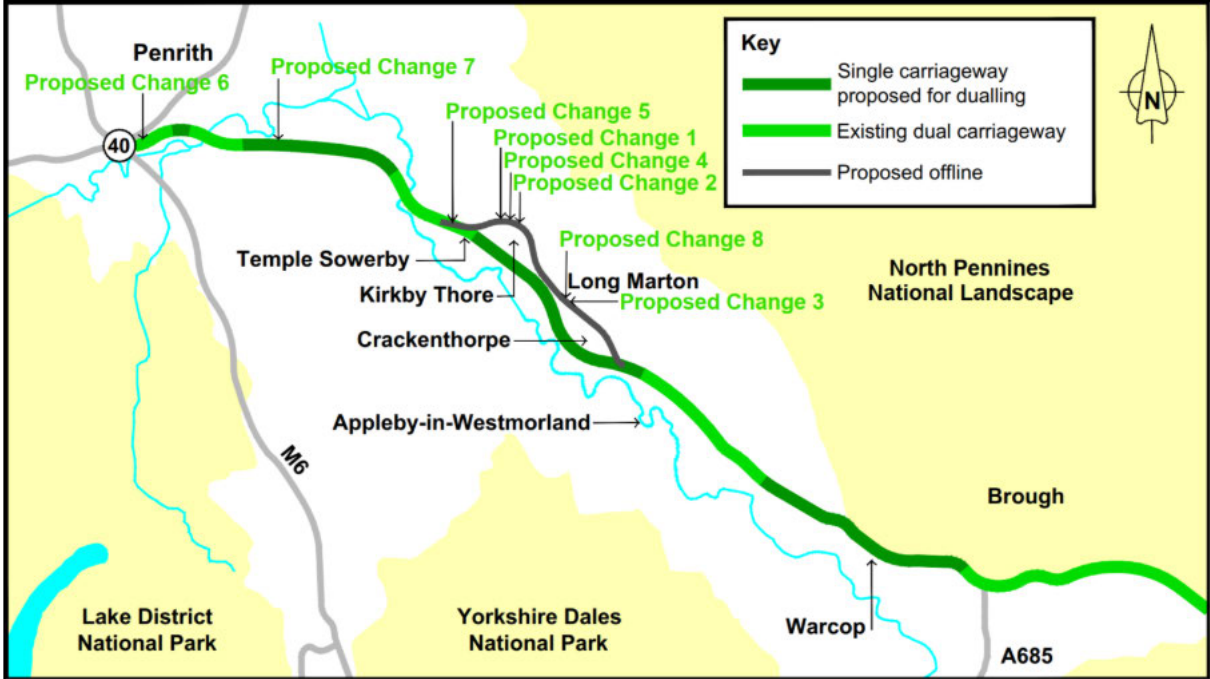
I am writing to inform you that a Non-Material Change Application has been submitted to the Secretary of State for Transport in relation to the Order. As set out within the application documents, the proposed amendments to the Order reflect “non-material” changes to the Project as defined in the Planning Act 2008 and the Infrastructure

Planning (Changes to, and Revocation of, Development Consent orders) Regulations 2011 (as amended) (“**2011 Regulations**”).

Before the Secretary of State can make a decision on the Non-Material Change Application, National Highways must consult with various persons in accordance with the requirements of the 2011 Regulations. You have been identified as a consultee for the purposes of regulation 7(2) of the 2011 Regulations.

The Non-Material Change Application comprises eight non-material changes to the Project (the ‘Proposed Changes’) which are located within schemes 1 to 5 of the Project, as shown in the image below.

**Location of the Proposed Changes**



**Proposed Change 1 - Cross Street**

The Proposed Change comprises the realignment of the Cross Street overbridge, its approaches, connecting junctions and private means of access. These are envisaged to encourage lower vehicle speeds on the approach to Kirkby Thore School, reduce the amount of third party land required and follow consultation with Westmorland and Furness Council, as both the Local Highway Authority (LHA) and Local Planning Authority (LPA), to improve road safety.

**Proposed Change 2 - Green Lane**

The Proposed Change comprises keeping the current alignment of Green Lane and constructing the new Green Lane overbridge on the existing alignment of Green Lane.

This reduces the third party land required and avoids severing an agricultural field with the new bridge.

### **Proposed Change 3 - Long Marton**

The Proposed Change comprises the realignment of Long Marton Road, reducing the span of the proposed bridge, the underpass, the speed limit over the bridge, as well as reducing the amount of third party land required. The change was developed in consultation with Westmorland and Furness Council, as both the LHA and LPA.

### **Proposed Change 4 - Access track at Kirkby Thore**

The Proposed Change comprises the removal of the approved access track between the realigned Cross Street and realigned Green Lane, and instead creates a new section of public right of way along the southern embankment of the new A66 between the realigned Cross Street and Green Lane.

### **Proposed Change 5 - Spital Farm Side Road**

The Proposed Change comprises the realignment of the new B6542 side road and underpass so the side road is up to 8 metres closer to the new A66. This reduces the amount of associated earthworks and third party land required.

### **Proposed Change 6 - Kemplay Bank**

The Proposed Change moves the centre-line of a section of the new A66 to the north by 2.5 metres to ensure the design is compliant with highway standards.

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

The Proposed Change comprises the realignment of a section of combined private means of access and cycle track between the site of the former Llama Karma Kafe, the Countess Pillar, the B6262 and the crossing over the A66. In addition, a cycle track is proposed along the entirety of the route between the site of the former Llama Karma Kafe, the Countess Pillar and the B6262 (the Order currently authorises a footpath going up to the Countess Pillar).

### **Proposed Change 8 – Powis House Private Means of Access**

The Proposed Change comprises the realignment of the new footpath and private means of access to Powis House approximately 20 metres to the northwest of its current authorised location. The realignment is required as a consequence of the shortening of the Trout Beck viaduct during the detailed design stage.

## Consultation on the Non-Material Change Application

The enclosed notice contains details of how you can access the application documents and how to respond to the consultation.

You can access the full application on the Planning Inspectorate's website, where they will be available via the "Documents" tab, and can be identified by typing the term 'Non-Material Change 1' into the "search" box: <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR010062/documents>.

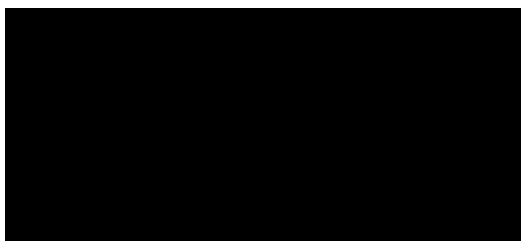
If you wish to make a representation on the application, please send a written representation to the Planning Inspectorate via the following email address: [A66Dualling@planninginspectorate.gov.uk](mailto:A66Dualling@planninginspectorate.gov.uk); or hard copy post via: The Planning Inspectorate, c/o QUADIENT, 69 Buckingham Avenue, Slough, SL1 4PN. Please quote reference TR010062. Representations must be received by 11.59pm on 19 January 2026.

Representations will be published on the Planning Inspectorate's website. It is standard practice for the Planning Inspectorate to redact email addresses, phone numbers, addresses and signatures.

Once this consultation is concluded, the application and the representations received will be assessed before the Secretary of State for Transport makes a decision on the application.

If you would like to discuss the Proposed Changes or require further information, then please contact National Highways by emailing: [a66NTP@nationalhighways.co.uk](mailto:a66NTP@nationalhighways.co.uk) or by calling 0300 123 5000.

Yours sincerely,



Project Manager for the A66 Northern Trans-Pennine Project

Enclosure: Copy of a notice pursuant to section 153 of the Planning Act 2008 and regulation 6 of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 (as amended)

For more information about the Planning Inspectorate's data retention and privacy policy, please see the following link:

<https://www.gov.uk/government/publications/planning-inspectorate-privacy-notice/customer-privacy-notice>

**Annex: Notice pursuant to section 153 of the Planning Act 2008 and regulation 6 of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 (as amended)**

**SECTION 153 OF THE PLANNING 2008  
PARAGRAPH 2 OF REGULATION 6 OF THE PLANNING (CHANGES TO AND  
REVOCAION OF, DEVELOPMENT CONSENT ORDERS) REGULATIONS 2011 (AS  
AMENDED)  
NOTICE TO MAKE AN APPLICATION FOR A NON-MATERIAL CHANGE TO THE  
FOLLOWING DEVELOPMENT CONSENT ORDER:  
THE A66 NORTHERN TRANS-PENNINE DEVELOPMENT CONSENT ORDER 2024  
SI 2024 NO. 360**

Notice is hereby given that an application has been made by National Highways of 9<sup>th</sup> Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD (the Applicant) to the Secretary of State for Transport to make a non-material change to the A66 Northern Trans-Pennine Development Consent Order (the Order) under the Planning Act 2008.

The Order grants development consent for the construction, operation and maintenance of a dual carriageway between M6 junction 40 at Penrith and A1(M) at Scotch Corner, known as the A66 Northern Trans-Pennine project (the Project).

This Application seeks to make a non-material amendment to the Order in relation to eight design changes. The changes relate to alterations to the alignments of the de-trunked A66 (which is being reclassified as the new B6542), Cross Street, Green Lane, Long Marton Road; some public rights of way for non-motorised users; private means of access; and a short length of the A66 to the east of Kemplay Bank junction. All of the changes are located within Schemes 1 – 5 (between Penrith and Appleby-in-Westmorland).

### **Copies of the Application**

The application documents and plans showing the nature and locations of the proposed changes can be inspected on the Planning Inspectorate's website at: <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR010062/documents> where they will be available via the "Documents" tab and can be identified by typing the term '**Non-Material Change 1**' into the "search" box.

The documents can be provided on request by emailing [a66NTP@nationalhighways.co.uk](mailto:a66NTP@nationalhighways.co.uk) or by calling 0300 123 5000. Electronic copies will be provided free of charge. Paper copies of the full suite of documents are available for a copying charge of £150.

Representations about the proposed non-material changes may be sent to the Planning Inspectorate (on behalf of the Secretary of State) via email to [A66Dualling@planninginspectorate.gov.uk](mailto:A66Dualling@planninginspectorate.gov.uk) or by post to The Planning Inspectorate, c/o QUADIENT, 69 Buckingham Avenue, Slough, SL1 4PN, quoting reference: TR010062. Consultation responses will be published on the relevant project page of the National Infrastructure Planning website.

**Representations must be received by the Planning Inspectorate by 11:59pm on 19 January 2026.**

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## **Annex E National Highways response to the representations made in respect of the application**

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| 1 | Representation from United Utilities Water Limited (“United Utilities”)   | National Highways’ response   |
|---|---|---|
| 1 | <p>Two representations were submitted by United Utilities, namely the Sewer Adoptions team and the Planning Liaison team.</p> <p>The Sewer Adoptions team had no objection and provided information around wastewater assets only including advice to the Applicant around working and specifications.</p> <p>The representation from the Planning Liaison team noted that Proposed Change 7 related to the means of access to Penrith Wastewater Treatment Works and asked for the Applicant to provide a fuller understanding of the proposals to understand whether the Proposed Change had a negative impact on access arrangements. Until this position was confirmed, United Utilities had to reluctantly object to the Proposed Changes.</p> | <p>In relation to the Sewer Adoptions team representation, the Applicant notes comments made.</p> <p>In relation to the representation made from the Planning Liaison team, the Department for Transport invited the Applicant and United Utilities to agree a position on any impacts regarding the previously agreed access arrangements and where, necessary, set out any additional wording they consider would be required in the protective provisions. This was in relation to Proposed Change 7 B6262 Public Right of Way and Private Means of Access. This was detailed in a Request for Comments sent by the Department for Transport on 30 January 2026.</p> <p>The Applicant wrote to United Utilities on 10 February 2026 (in Annex H of this Statement) following a meeting on 2 February 2026 to set out its position and share an additional cross section drawing. United Utilities responded to the Department for Transport on 13 February 2026 by email (set out in Annex I of this Statement) and confirmed that United Utilities has no objection to the Proposed Changes and required no amendment to the protective provisions within the separate side agreement. The letter the Applicant</p> |

|          |  |  |
|----------|--|--|
|          |  | submitted to the Department for Transport summarising the position reached on this matter is set out in Annex J of this Statement. |
| <b>2</b> | <b>Representation from OCU Group</b>   | <b>National Highways' response</b>   |
| 2        | We would draw your attention to the fact that while the position of the plant has been shown as accurately as possible, the information is intended as a general guide only and must not be relied upon in the event of any excavations or other work in the vicinity. We would remind you that the onus remains on you to determine the exact position for example by a hand excavated trial hole. OCU accepts no liability for claims arising from any inaccuracy, omissions or errors contained herein. If you would like to query the location further, please email us accordingly and we can arrange an in depth survey, which will be charged at a cost. Enclosed is a guide to excavation works around existing plant. | The Applicant notes their recommendations for works around plant in general and have planned the works accordingly.                |
| <b>3</b> | <b>Representation from ONR Land Use Planning</b>   | <b>National Highways' response</b>   |
| 3        | With regard to planning application A66 Northern Trans-Pennine project, ONR makes no comment on this proposed development as it does not lie within a consultation zone around a GB nuclear site   | The Applicant notes comments made.   |
| <b>4</b> | <b>Representation from Natural England</b>   | <b>National Highways' response</b>   |

|          |   |   |
|----------|---|---|
| 4        | <p>Natural England welcomes the Habitats Regulations Assessment Comparative Assessment in Table 5.2 and agree that the proposed changes will not result in additional impacts to the River Eden SAC. Natural England note that the need for Red Squirrel mitigation for Change 6 Kemplay Bank. We encourage National Highways to continue working with Natural England's Wildlife Licensing team for this scheme, submitting draft licences and mitigation reports as early as possible. Natural England have no further comments to make on these Non-Material Change Application documents.</p> | <p>The Applicant notes comments that Natural England has welcomed the Habitats Regulation Assessment Comparative Assessment included in this Change Application and they are content that the Proposed Changes will not result in additional impacts to the River Eden SAC. The Applicant remains committed to working with Natural England's Licensing team to submit licences and mitigation reports.</p> |
| <b>5</b> | <b>Representation from The Ramblers Penrith Group</b>   | <b>National Highways' response</b>  |
| 5        | <p>I refer to the application by National Highways for a non-material amendment to the A66 Northern Trans-Pennine Development Consent Order. We observe that the application affects three rights of way. However, we have no objections to the changes and no other comments. Please keep us informed about any further changes with regard to this application</p>  | <p>The Applicant notes comments made and commits to future engagement with The Ramblers Penrith Group about the Project including any further changes which require a further application to be made.</p>   |
| <b>6</b> | <b>Representation from Durham County Council</b>  | <b>National Highways' response</b>  |
| 6        | <p>We have no comments on the application for non-material changes as the schemes affected are not within County Durham</p>   | <p>The Applicant notes comments made.</p>   |
| <b>7</b> | <b>Representation from Westmorland and Furness Council</b>  | <b>National Highways' response</b>  |

|           |   |  |
|-----------|---|--|
| 7         | In response to the consultation by the Secretary of State regarding National Highways' application for non-material changes to the A66 Northern TransPennine development consent order, I can confirm that Westmorland and Furness Council does not wish to make any representations.   | The Applicant notes comments made.   |
| <b>8</b>  | <b>Representation from Historic England</b>   | <b>National Highways' response</b>   |
| 8         | We are content that the proposed changes will not cause any greater impact to any of the highly designated heritage assets at this location than previously identified during the Examination   | The Applicant notes comments made.   |
| <b>9</b>  | <b>Representation from Penrith Town Council</b>   | <b>National Highways' response</b>   |
| 9         | Penrith Town Council considered the above application at its meeting last night (12 January 2026). They resolved to support the change but will be seeking information about any impact of the amendment on land that we own.   | The Applicant can confirm that no land owned by Penrith Town Council is affected by Proposed Change 6 which is the only change located within Penrith.   |
| <b>10</b> | <b>Representation from Environment Agency</b>   | <b>National Highways' response</b>   |
| 10        | <p>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:</p> <ul style="list-style-type: none"> <li>• <b>Proposed Change 1 Cross Street</b> – we have no comment on the proposed change.</li> <li>• <b>Proposed Change 2 Green Lane</b> – we have no comment on the proposed change.</li> </ul> | <p>The Applicant noted that the Environment Agency had no comments on Proposed Changes 1 to 6 and only responded substantively to two of the Proposed Changes:</p> <ul style="list-style-type: none"> <li>• Proposed Change 7 B62626 Combined Public Rights of Way and Private Means of Access; and</li> </ul> |

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|--|--|--|
|  | <ul style="list-style-type: none"> <li>• <b>Proposed Change 3 Long Marton</b> – we have no comment on the proposed change.</li> <li>• <b>Proposed Change 4 Access track at Kirkby Thore</b> – we have no comment on the proposed change.</li> <li>• <b>Proposed Change 5 B6542 and Spitals Farm Access</b> – we have no comment on the proposed change.</li> <li>• <b>Proposed Change 6 Kemplay Bank</b> – we have no comment on the proposed change.</li> <li>• <b>Proposed Change 7 B6262 Combined Public Rights of Way and Private Means of Access</b> – 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.</li> <li>• <b>Proposed Change 8 Powis House Private Means of Access</b> – we have no objection in principle to the proposed change, but it is noted</li> </ul> | <ul style="list-style-type: none"> <li>• Proposed Change 8 Powis House Private Means of Access.</li> </ul> <p>The Department for Transport invited 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.</p> <p>The Applicant wrote to the Environment Agency on 11 February 2026 (as set out in Annex F to this Statement) with additional information in relation to the flood risk associated with the above Proposed Changes. The Environment Agency wrote to the Applicant on 12 February 2026 (set out in Annex G to this Statement) and expressed that they were satisfied that the fluvial flood risks associated with Proposed Change 7 and Proposed Change 8 have been considered and addressed and that the Proposed Changes are acceptable to them. The Applicant wrote to the Department for Transport to summarise the position reached between the Applicant and the Environment Agency, and this is set out in Annex J to this Statement.</p> |
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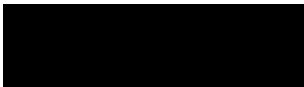
|           |   |                                    |
|-----------|---|------------------------------------|
|           | <p>that the amended alignment of the private means of access is further into the fluvial flood zone than the previously approved scheme. We understand that the private access will 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.</p> <p>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.</p> |                                    |
| <b>11</b> | <b>Representation from UK Health Security Agency</b>  | <b>National Highways' response</b> |
| 11        | We can confirm that, following our review of the submitted documentation we are satisfied that the proposed non-material changes to the development should not result in any significant adverse impact on public health. On that basis, we have no comments we wish to make.   | The Applicant notes comments made. |
| <b>12</b> | <b>Representation from Sport England</b>  | <b>National Highways' response</b> |

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|-----------|---|---|
| <p>12</p> | <p>In 2022, Sport England provided comments on this proposal and our records indicate that we signed a Statement of Common Ground that covered the following sites that included playing field:</p> <ul style="list-style-type: none"> <li>• Kirkby Thore Primary School.</li> <li>• Wetheriggs Country Park, Penrith</li> <li>• MOD Playing Field at Warcop</li> <li>• Ullswater Community College, Penrith</li> </ul> <p>In respect of Ullswater Community College, Sport England has provided some detailed comments on the proposals separately and outside this current consultation.</p> <p>Given the lack of detail in the plans, as explained above, it has not been possible to fully review all of the minor amendments to see if they have any new impact on these sites.</p> <p>Furthermore, Sport England is unable to provide comments on whether the minor amendments introduce any new impact on any other playing field sites, either through directly being proposed on the playing field/sport facilities or giving rise to the potential for ball strike which could cause a danger to users of the highway.</p> <p>Sport England would suggest that, given the length of the proposal, a targeted consultation should be undertaken with us, should the minor amendments be on playing</p> | <p>The Department for Transport invited Sport England and the Applicant to agree a position on any impacts on playing fields or other sport facilities, including adjacent areas at risk of ball strike as a result of the Proposed Changes in a request for comments dated 24 February 2026. In addition, Sport England and the Applicant were invited to agree any additional mitigation measures that would be required and to allow consideration of any potential impacts of the Application on the playing field sites identified in Sport England's response, as well as potential new impacts on other playing field sites.</p> <p>The Applicant met with Sport England on 4 March 2026 after having shared email exchanges on the matter. In the meeting, the Applicant showed the location of the Proposed Changes and where they were situated in relation to the identified playing fields from the Statement of Common Ground. Sport England were satisfied that Proposed Changes 2 to 8 were not adjacent to these or other playing fields and therefore had no impact. The Applicant acknowledged that Proposed Change 1 is adjacent to a playing field at Kirkby Thore Primary School. The Applicant presented the drawing showing the alignment of Proposed Change 1 however there was a chainage marker (at 350m) covering one corner of the field. Sport England asked for the</p> |
|-----------|---|---|

|  |  |  |
|--|--|--|
|  | <p>field (or any other sport facilities), or be adjacent to playing field and therefore could be at risk of ball strike. We would be happy to provide comments if detailed plans that clearly identify the location of the amendments can be provided on any relevant sites.</p> | <p>Applicant to share a drawing where this marker had been moved to better see the interface between the project overlay and the playing field location. In response, the drawing and the overlay of the drawing on background mapping were shared with Sport England on 6 March 2026. This corrected a previously shared version sent to Sport England prior to the meeting.</p> <p>The Applicant also made it clear to Sport England that the alignment at Proposed Change 1 seeks to keep more of the existing alignment of Cross Street to reduce land take and so there would be no new impacts on this playing field as a result of this Proposed Change.</p> <p>Sport England confirmed on 9 March 2026 that they had no objections to the Application and this is set out in Annex K to this Statement. The Applicant wrote to the Department for Transport sharing the agreement that had been reached and the drawings shared with Sport England on 10 March 2026. This is set out in Annex L to this Statement.</p> |
|--|--|--|

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## **Annex F National Highways response to the Environment Agency**



A66 Northern Trans-Pennine Project  
National Highways  
9<sup>th</sup> Floor  
Piccadilly Gate  
Store Street  
Manchester  
M1 2WD

National Highways Customer  
Contact Centre: 0300 123 5000

Date: 11 February 2026

Dear 

**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.

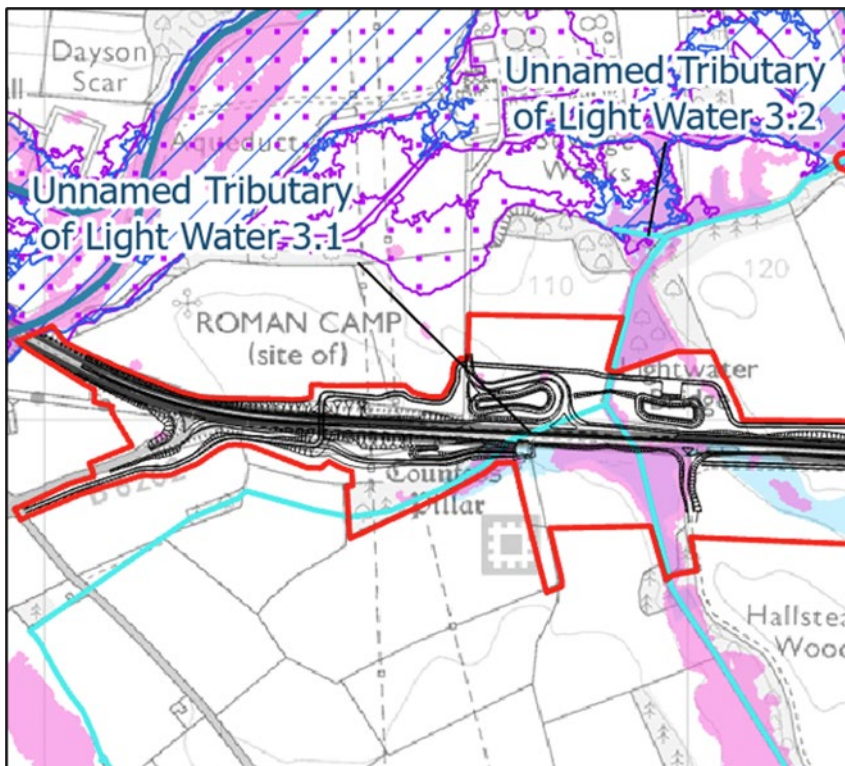


Figure 1 Extract from 3.3 Environmental Statement Figure 14.2 Existing Flood Risk [REP7-072]

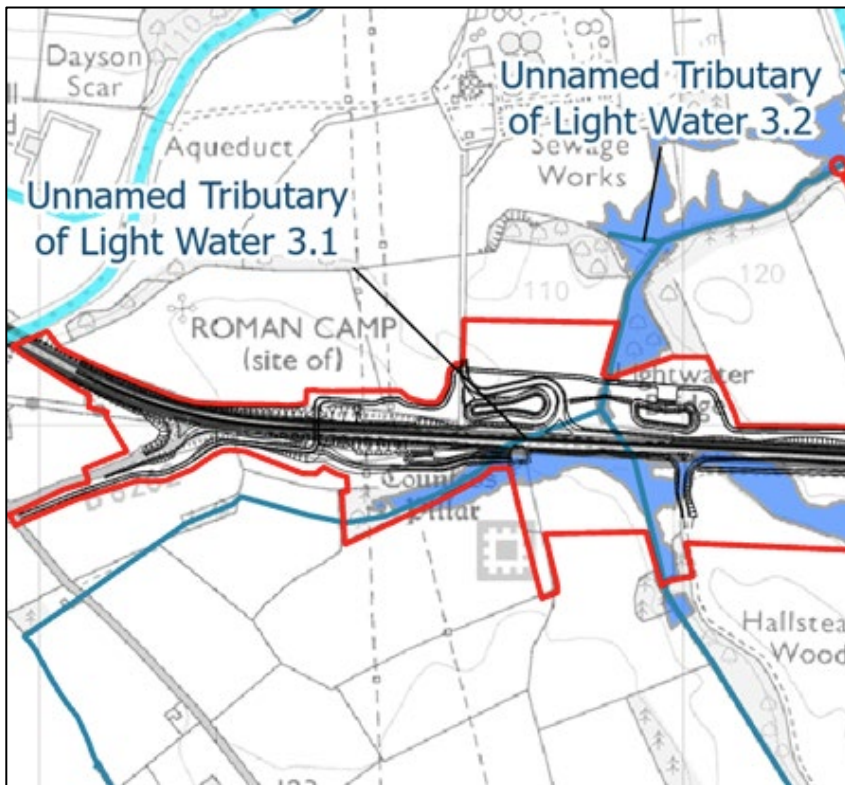


Figure 2 Extract from 3.3 Environmental Statement Figure 14.9 Operational Flood Risk [REP7-085]

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

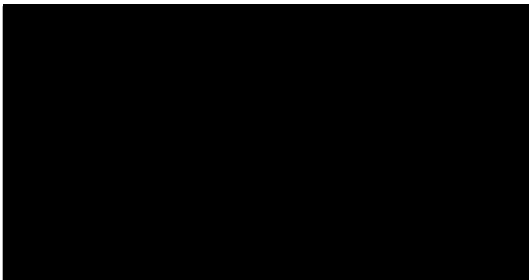
access the Troutbeck Viaduct for maintenance and repair purposes and will provide a second vehicular access to Powis House, in addition to the existing access via Long Marton Road. It also provides a footpath connecting to the existing Footpath 341/017. This PMA is secondary access is to access land 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](mailto:A66NTP@nationalhighways.co.uk).

Yours sincerely



DCO Project Manager  
National Highways

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## **Annex G Environment Agency response to the Department for Transport and National Highways**

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Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

**Our ref:** NO/2026/117269/02-L01  
**Your ref:** TR010062

**Date:** 12 February 2026

Dear Sir/Madam

**RE-CONSULTATION: 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**

**REQUEST FOR COMMENTS FROM THE ENVIRONMENT AGENCY**



Thank you for reconsulting us on the above application.

Further to your letter dated 30 January, National Highways wrote to us on 11 February to provide additional information in relation to the flood risk associated with the proposed changes.

We have reviewed the additional information provided in their letter and we are satisfied that the fluvial flood risks associated with Potential Change 7 and Potential Change 8 has now been considered and addressed. As such, the proposed changes are acceptable to us and we have confirmed this in writing with National Highways. A copy of our letter to National Highways is attached for information.

Yours faithfully

  
**Planning Officer - Sustainable Places**

Direct dial   
Direct e-mail 

(encs)

Environment Agency  
PO Box 519, South Preston, Lancashire, PR5 8GD.  
Customer services line: 03708 506 506  
[www.gov.uk/environment-agency](http://www.gov.uk/environment-agency)  
Cont/d..

[REDACTED]  
National Highways  
Piccadilly Gate  
Store Street  
MANCHESTER  
M1 2WD

**Our ref:** NO/2026/117269/01-L02  
**Your ref:** TR010062

**Date:** 12 February 2026

Dear [REDACTED]

**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**

**CONSULTATION SEEKING COMMENTS FROM THE APPLICANT AND ALL INTERESTED PARTIES A66 BETWEEN M6 J40 AND A1 SCOTCH CORNER**

Thank you for your letter dated 11 February regarding the above application and our comments to the Secretary of State in relation to Proposed Change 7 and Proposed Change 8.

We have considered the additional information provided in your letter and we are satisfied that the fluvial flood risks associated with each change have now been considered and addressed. As such, Proposed Changes 7 and 8 are acceptable to us based on the details submitted.

Yours sincerely

[REDACTED]  
**Planning Officer - Sustainable Places**

Direct dial [REDACTED]  
Direct e-mail [REDACTED]

End

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## **Annex H National Highways response to United Utilities Water Limited**

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

National Highways Customer  
Contact Centre: 0300 123 5000

Date: 9 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 above Application.

The RfC invites the Applicant and United Utilities Water Limited ("United Utilities") to agree a position on any impacts that the Application may have on the previously agreed access arrangements to Penrith Wastewater Treatment Works ("PWTW"). This follows United Utilities' response to consultation on the Application, which was submitted by email dated 16 January 2026 (and published on the Planning Inspectorate's website on 22 January 2026) and subsequent discussions between United Utilities and the Applicant. During these discussions, on 16 January 2026, United Utilities asked for a shapefile to show the arrangements of the scheme in which Proposed Change 7 is located, which the Applicant shared with United Utilities on 19 January 2026. However, United Utilities were not able to ascertain the information that they required from the shapefile and asked the Applicant about the private side agreement which was agreed following the end of the Examination period. On 22 January 2026, the Applicant responded and asked for a meeting to be arranged to discuss the access arrangements with United Utilities. United Utilities responded on 29 January 2026 agreeing to a meeting. The RfC was published on 30 January 2026 and following receipt of the RfC, a MS Teams meeting was held on 2 February 2026 to enable discussion about the Proposed Change 7 B6262 Public Right of Way and Private Means of Access ("Proposed Change 7") between the Applicant, its delivery partner Aureos, and United Utilities.

During the MS Teams call on 2 February 2026, the Applicant and its delivery partner Aureos explained that the consultation relates to the Application and that Proposed Change 7

involves the re-alignment of various lengths of combined Public Rights of Way (PRoW) and Private Means of Access (PMA), namely:

- On the south side of the A66, running between the B6262 and the site of the former Llama Karma Kafe, and providing access to the Countess Pillar which is located between them (comprising part of Work No. 03-7A, and both Work Nos. 03-9A and 03-9B); and
- Crossing over the A66, then running along the north side of the A66 in an easterly direction (comprising part of Work No. 03-7A and part of Work No. 03-7B).

The combined PRoW and PMA route leads to the Brougham overbridge (over the A66) which United Utilities will use in the future to access the PWTW, and which will tie into the existing PMA to the PWTW on the north side of the A66. The need for Proposed Change 7 arises because in various places the proposed re-alignment of the PRoW and PMA route would lie beyond its currently approved lateral Limit of Deviation (LoD).

The Applicant and Aureos are aware of the details of the private side agreement that the Applicant and United Utilities entered into on 24 October 2023, following the DCO examination. They also note the requirement for clear segregation between the PMA for the PWTW and the PRoW provision that is being made for pedestrians and cyclists. Please find enclosed with this letter an illustrative drawing of the cross-section layout of the PMA and PRoW, showing the clear separation of the PRoW from the PMA. At this stage the Applicant anticipates that the buffer zone will remain at 1m and will not be reduced to 0.5m in the future. Proposed Change 7 does not seek to alter this segregation in any way. The Applicant is not seeking to alter the private side agreement into which it previously entered with United Utilities, nor is it seeking any change to the protective provisions from which United Utilities currently benefits as a result of that private side agreement.

The Applicant and Aureos are aware of the requirement for discussions and agreement to take place on the detailed design of accommodation works on the scheme with all stakeholders. The accommodation works on the scheme will include the provision of passing bays, at points that are to be discussed and agreed with United Utilities in conjunction with the Local Highway Authority. The positions of passing bays are independent of Proposed Change 7 which seeks approval for the proposed re-alignment of the PRoW and PMA only. The drawings submitted in support of the Application do not show any change to the position(s) of the passing bays. However, Aureos has recently spoken with Westmorland and Furness Council, in its capacity as Local Highway Authority, regarding the position of passing bays along the route of this PRoW and PMA. The Applicant is committed to undertaking discussion with United Utilities and Westmorland and Furness Council to reach agreement on the future positions of the passing bays, to ensure United Utilities' safe access to and from the PWTW and the safe operation of the local road network.

On this basis, we would be grateful for confirmation from United Utilities that the combined PRoW and PMA remains segregated to your satisfaction and that the re-alignment proposed in Proposed Change 7 meets your satisfaction. We would also be grateful for United Utilities to confirm that you do not seek to alter the private side agreement nor the protective provisions contained within it. Our commitment to the side agreement, the protective provisions and future agreement of the detailed design remains, and we would request that United Utilities' objection to the Application be withdrawn.

Yours sincerely



DCO Project Manager  
National Highways

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## **Annex I United Utilities Water Limited response to National Highways and the Department for Transport**

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**From:** [REDACTED]  
**To:** [A66Dualling@planninginspectorate.gov.uk](mailto:A66Dualling@planninginspectorate.gov.uk) [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** A66 Northern Trans-Pennine Project TR010062  
**Date:** 13 February 2026 16:14:41  
**Attachments:** [image001.png](#)  
[RE A66 Northern Trans-Pennine Project TR010062 .msg](#)

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## By email only

Dear Sir / Madam

### **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) Request for comments from United Utilities Water Limited**

Further to our submission of Friday 16 January, United Utilities Water Limited (U UW) met with the applicant on 2<sup>nd</sup> February to discuss concerns with the application for a non-material amendment to the above Development Consent Order. These discussions related to Proposed Change 7 which affects the means of access to Penrith Wastewater Treatment Works.

Our primary concern related to the lack of clarity to ascertain whether the non-material amendment would affect the access to Penrith Wastewater Treatment Works in relation to:

1. separation of the vehicular access from the pedestrian / cycle track; and
2. the location of the previously indicated passing bays for vehicular traffic which would enter and exit the wastewater treatment works.

Point 1 was specifically raised as a result of drawing title '*Engineering Section Drawings (Cross Sections) Regulation 5(2)(o) & 6(2) Sheet 1 of 3*' with drawing number '*HE615323-JAC-HAC-03A\_AL\_SCHEM DR CH 201101 Rev P03*'. This drawing illustrated a cross section for the access at this point which showed a shared cycle and private means of access without clear separation.

In relation to point 2, from a review of drawing title '*Engineering Section Drawings (Plan and Profiles) Regulation 5(2)(o) & 6(2) Sheet 1 of 5*' with drawing number '*HE615323-JAC-HAC-03A\_AL\_SCHEM DR CH 201001 Rev P01*', it was not possible to ascertain the location of the passing bays, which will be essential to allow safe entry and exist to the wastewater treatment works, without requiring significant lengths of reversing by heavy goods vehicles.

In response the applicant has now submitted correspondence (attached) which confirms:

1. an intention to ensure that the pedestrian / cycle track is segregated. This is shown indicatively on the attached correspondence and associated plan; and

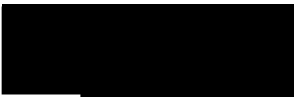
2. notwithstanding the request of Westmorland and Furness Council to move the location of the passing bays, there remains a requirement to agree the location of the passing bays with both United Utilities Water Limited and Westmorland and Furness Council. At the current time, U UW has concerns at the implications for the change in location of the passing bays which has been suggested by Westmorland and Furness Council, however, we are comfortable at the commitments that have been provided to us by the applicant in the attached correspondence to further discuss and agree this matter reflective of the provisions of the side agreement.

On this basis, U UW confirms it has no objection to the non-material amendment and requires no amendment to the protective provisions within the separate side agreement.

I trust this is sufficient confirmation of the position of U UW, however, if you have any further queries, please do not hesitate to contact me at [planning.liaison@uuplc.co.uk](mailto:planning.liaison@uuplc.co.uk)

U UW looks forward to further ongoing dialogue with the applicant.

Yours sincerely



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## **Annex J National Highways response to request for comments dated 30 January 2026**

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

National Highways Customer  
Contact Centre: 0300 123 5000

Date: 13 February 2026

Dear Transport Planning Infrastructure Unit,

**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 to respond to two representations raised by United Utilities Water Limited and the Environment Agency. The Applicant has provided the position to these representations, setting each one out under its own sub-heading below:

**United Utilities Water Limited**

The Department for Transport invited the Applicant and United Utilities Water Limited to agree a position on any impacts regarding the previously agreed access arrangements and where, necessary, set out any additional wording they consider would be required in the protective provisions. This was in relation to Proposed Change 7 B6262 Public Right of Way and Private Means of Access.

The Applicant wrote to United Utilities Water Limited on 10 February 2026 following a meeting on 2 February 2026 to set out our position and share an additional cross section drawing. United Utilities Water Limited responded to the Department for Transport on 13 February 2026 by email and have confirmed that United Utilities Water Limited has no objection to the non-material change amendment and requires no amendment to the protective provisions within the separate side agreement. The letter the Applicant submitted to United Utilities Water Limited has also been submitted to the Department for Transport.

## **Environment Agency**

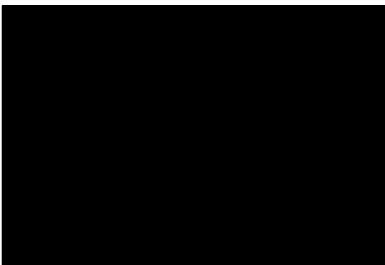
The Department for Transport invited the Applicant and the Environment Agency to agree a position in relation to the fluvial flood risk, including on the Environment Agency's suggested mitigation measures in respect of the access to Powis House, set out in their representation submitted during the consultation 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.

The Applicant wrote to the Environment Agency on 11 February 2026 with additional information in relation to the flood risk associated with the above proposed changes. The Environment Agency wrote to the Applicant on 12 February 2026 and expressed that they are satisfied that the fluvial flood risks associated with Proposed Change 7 and Proposed Change 8 have been considered and addressed. Additionally, the Environment Agency considers Proposed Changes 7 and 8 to be acceptable to them. The letters from the Applicant and the Environment Agency have also been submitted to the Department for Transport.

If you have any further queries or comments, I can be contacted by email at [A66NTP@nationalhighways.co.uk](mailto:A66NTP@nationalhighways.co.uk).

Yours sincerely



DCO Project Manager  
National Highways

# **Annex K Sport England response to National Highways and the Department for Transport**

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[REDACTED]  
Planning Inspectorate

By email only

9<sup>th</sup> March 2026

Dear Sir/Madam,

**Proposal: A66 Northern Trans-Pennine Development Consent Order for Non-Material Change Application**

**Sport England Reference: PA/26/NW/CUC/72861**

We refer to the consultation from National Highways relating to the above Development Consent Order.

**Sport England – planning policy**

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field land remains undeveloped, or
- land allocated for use as a playing field

unless, in the judgement of Sport England the development as a whole meets with one or more of five specific exceptions.

[Playing fields policy | Sport England](#)

**Background**

Sport England has commented once previously on this non-material change application by letter dated 5th February 2026, where we advised that we were unable to make any detailed comments due to being unable to interpret the impact on the playing field from the plans and information provided.

SportPark, 3 Oakwood Drive  
Loughborough,  
Leicestershire, LE11 3QF

Registered address: Loughborough, SportPark, 3 Oakwood Drive, Loughborough, Leicestershire LE11 3QF



We have since met with representatives from National Highways via Teams on 4th March, and have subsequently received an email and attached plan on 6th March 2026 (see attached) which helps provide further clarification on the proposed relationship with the playing field at Kirkby Thore Primary School. This includes the following image overlay :



### **Assessment against Sport England's Playing Fields Policy and NPPF**

In 2022, Sport England provided comments on this proposal and our records indicate that we signed a Statement of Common Ground that covered the following sites that included playing field:

- Kirkby Thore Primary School.
- Wetheriggs Country Park, Penrith
- MOD Playing Field at Warcop
- Ullswater Community College, Penrith

We note and concur with National Highways that in respect of this non-material change application, the only relevant impact on playing field to consider is the relationship with the playing field at Kirkby Thore Primary School. We understand that the other proposed changes do not impact on the other playing field sites mentioned above or any other playing field land.

From the additional plan now provided to Sport England (Cross Street and Priest lane Realignment Revision P03) including the information provided by email dated 6<sup>th</sup> March 2026, we can confirm that we are satisfied that the playing field at the primary school will not be adversely affected, and therefore we have no objection to raise to the proposed change. This is on the basis that the alignment of the highway and the associated works do not impact on the school playing field.

**Sport England's position**

Given the above, Sport England does not wish to object to this proposed non-material change application.

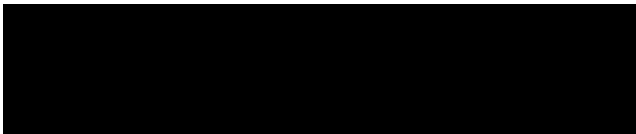
Yours sincerely,



Principal Planning Manager, North Team

E:

T:



## Annex

### The Five Exceptions to Sport England's Playing Fields Policy

#### Exception 1

A robust and up-to-date assessment has demonstrated, to the satisfaction of Sport England, that there is an excess of playing field provision in the catchment, which will remain the case should the development be permitted, and the site has no special significance to the interests of sport.

#### Exception 2

The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.

#### Exception 3

The proposed development affects only land incapable of forming part of a playing pitch and does not:

- reduce the size of any playing pitch;
- result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
- reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;
- result in the loss of other sporting provision or ancillary facilities on the site; or
- prejudice the use of any remaining areas of playing field on the site.

#### Exception 4

The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

- of equivalent or better quality, and
- of equivalent or greater quantity, and
- in a suitable location, and
- subject to equivalent or better accessibility and management arrangements.

#### Exception 5

The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.

**The full 'Playing Fields Policy and Guidance Document' is available to view at: [www.sportengland.org/playingfieldspolicy](http://www.sportengland.org/playingfieldspolicy)**

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## **Annex L National Highways response to request for comments dated 24 February 2026**

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

National Highways Customer  
Contact Centre: 0300 123 5000

Date: 10 March 2026

Dear Transport Infrastructure Planning Unit,

**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 24 February 2026 (the RfC)**

I am writing in response to the RfC issued by the Department for Transport to National Highways ("the Applicant") on 24 February 2026 in relation to the Application above.

The RfC invites the Applicant and Sport England to agree a position on any impacts on playing fields or other sport facilities, including adjacent areas at risk of ball strike, and where necessary, set out any agreed additional mitigation measures that would be required. It also asks for detailed plans from the Applicant to allow consideration of any potential impacts of the Application on the playing field sites identified in Sport England's response, as well as potential new impacts on other playing field sites.

Sport England's representation submitted to the Planning Inspectorate on 5 February 2026 said that in 2022, they provided comments on the A66 Northern Trans-Pennine Project and their records indicated that both parties signed a Statement of Common Ground that covered the following sites that included playing fields:

- Kirkby Thore Primary School.
- Wetheriggs Country Park, Penrith.
- MOD Playing Field at Warcop.
- Ullswater Community College, Penrith.

The Applicant met with Sport England on 4 March 2026 to discuss the Proposed Changes in this Application and their location. The Applicant showed the location of each of the Proposed Changes and where they were situated in relation to the identified playing fields above from the Statement of Common Ground. Sport England were satisfied that Proposed

Changes 2 to 8 were not adjacent to these or other playing fields and therefore had no impact. However, the Applicant acknowledged that Proposed Change 1 is adjacent to a playing field at Kirby Thore Primary School. The Applicant presented the drawing showing the alignment of Proposed Change 1 which is included in Figure 2 of the Application Statement. However, there is a chainage marker (at 350m) covering the specific part of Figure 2 of the Application Statement where the playing field is located and Sport England asked for National Highways to share a drawing where this marker had been moved to better see the interface between the project overlay and the playing field location. In response, the drawing and the overlay of the drawing on background mapping appended to this letter were shared with Sport England following the meeting (correcting a previously shared version sent to Sport England prior to the meeting).

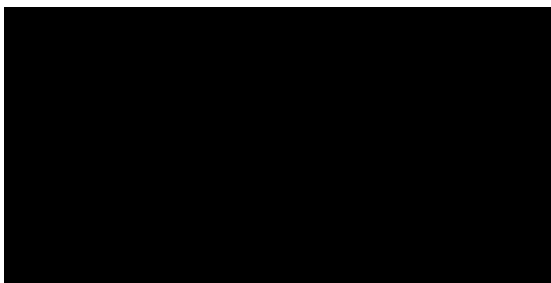
The Applicant explained to Sport England that Proposed Change 1 seeks to keep more of the existing alignment of Cross Street which will reduce land take and that it had been concluded that there are no new impacts on this playing field as a result of this Proposed Change.

Sport England confirmed by email to the Applicant on 9 March 2026 that, having reviewed the drawings that had been provided, they had no objections to the Application. Sport England confirmed their position to the Transport Infrastructure Planning Unit via the Planning Inspectorate on 10 March 2026.

In summary, only Proposed Change 1 is adjacent to a playing field, namely the field at Kirkby Thore Primary School, and the Proposed Change does not give rise to any new or different impacts on this playing field. Wetheriggs Country Park, Penrith; MOD Playing Field, Warcop; and Ullswater Community College, Penrith are not located adjacent to and are therefore unaffected by any of the Proposed Changes. Sport England have confirmed by email to the Applicant that they have no objections to the Non-Material Change Application.

If you have any further queries or comments, I can be contacted by email at [A66NTP@nationalhighways.co.uk](mailto:A66NTP@nationalhighways.co.uk).

Yours sincerely



DCO Project Manager  
National Highways

Figure 1 Overlay of design on background mapping to the north of Kirkby Thore Primary School

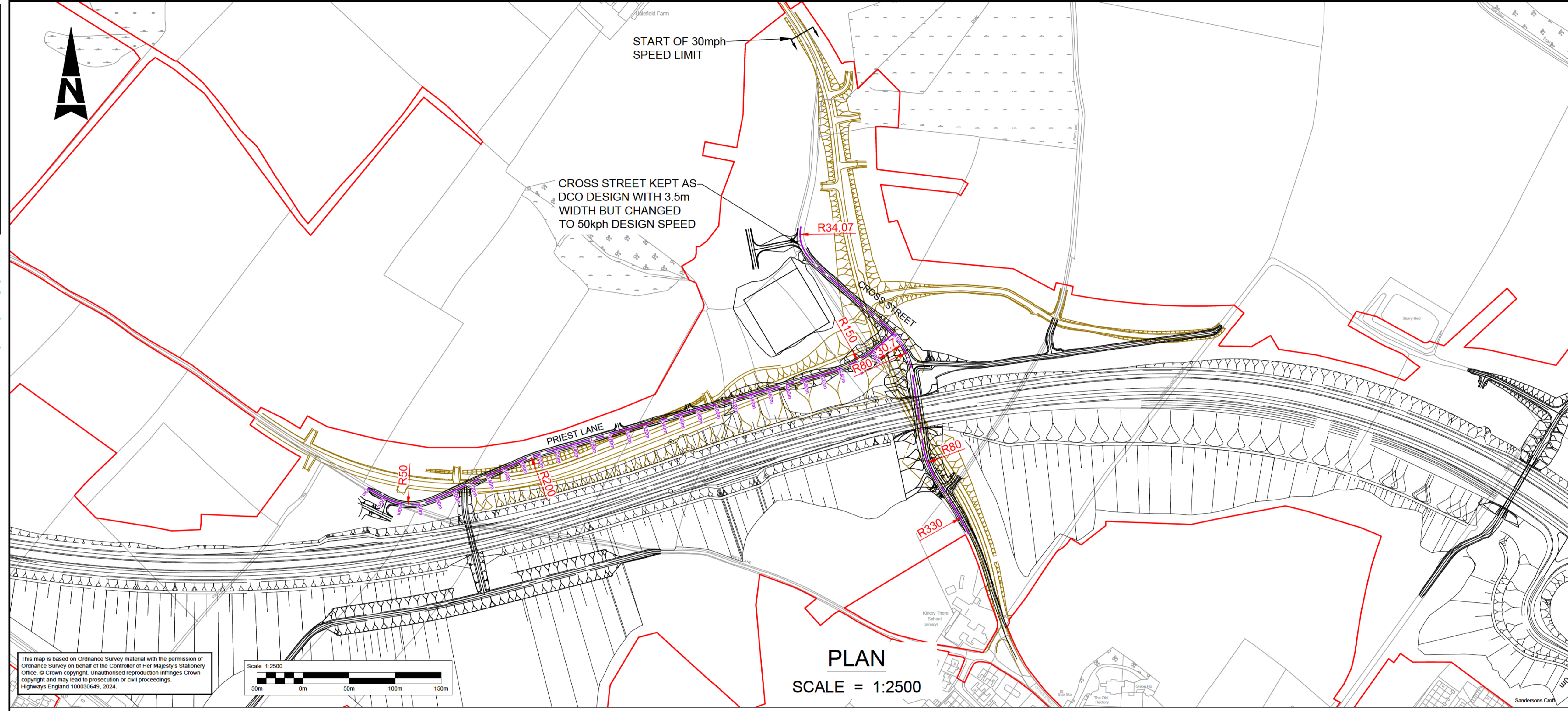


DO NOT SCALE

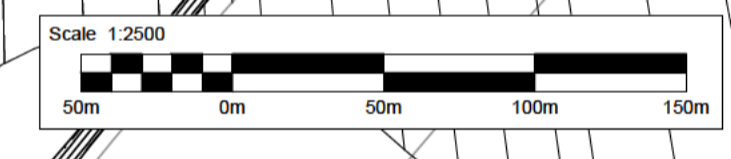
Millimetres

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100



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**NOTE**

- ALIGNMENT SKETCH PREPARED TO ALLOW ASSESSMENT OF DESIGN CHANGE.

**KEY**

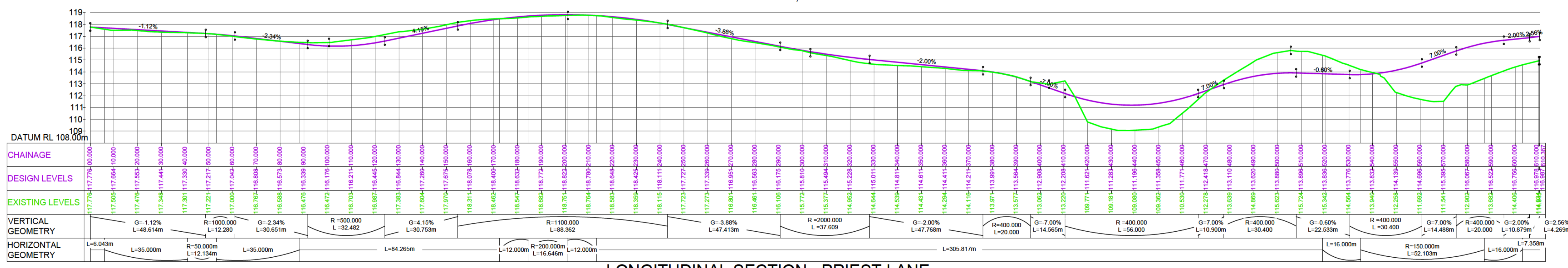
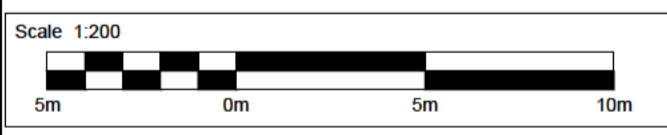
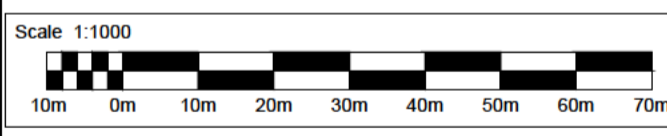
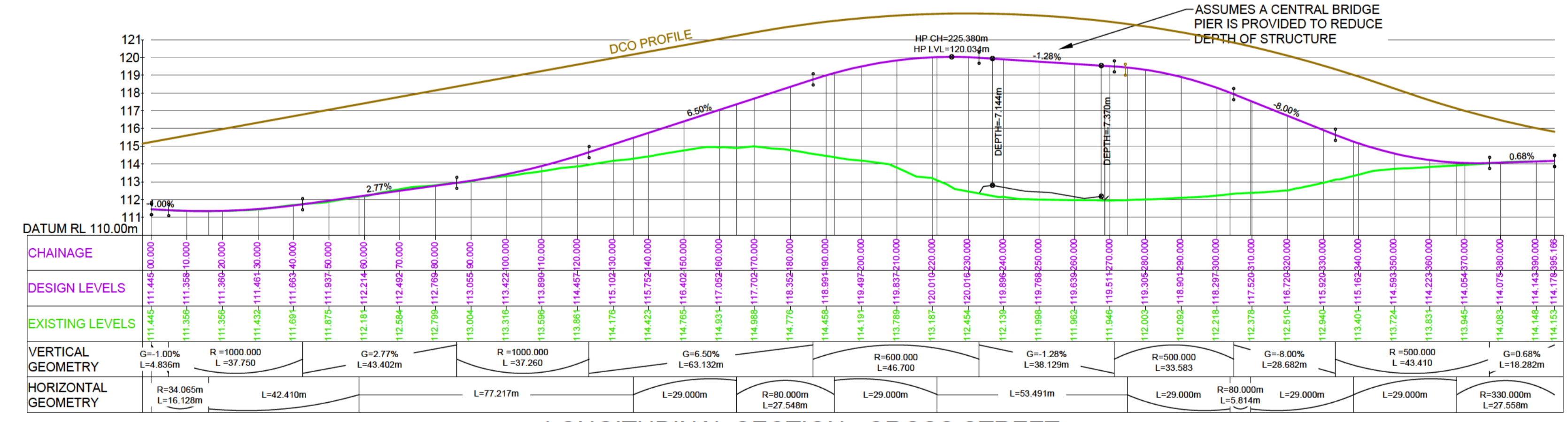
- ORDER LIMITS
- PROPOSALS
- DCO ALIGNMENT

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

|                              |     |
|------------------------------|-----|
| Construction                 | N/A |
| Maintenance / Cleaning       | N/A |
| Use                          | N/A |
| Decommissioning / Demolition | N/A |

| Status      | Revision | Drawn | Checked | Reviewed | Authorised | Issue Date |
|-------------|----------|-------|---------|----------|------------|------------|
| Description |          |       |         |          |            |            |
| Status      |          |       |         |          |            |            |
| Revision    |          |       |         |          |            |            |
| Drawn       |          |       |         |          |            |            |
| Checked     |          |       |         |          |            |            |
| Reviewed    |          |       |         |          |            |            |
| Authorised  |          |       |         |          |            |            |
| Issue Date  |          |       |         |          |            |            |



| Status      | Revision | Drawn | Checked | Reviewed | Authorised | Issue Date |
|-------------|----------|-------|---------|----------|------------|------------|
| Description |          |       |         |          |            |            |
| Status      |          |       |         |          |            |            |
| Revision    |          |       |         |          |            |            |
| Drawn       |          |       |         |          |            |            |
| Checked     |          |       |         |          |            |            |
| Reviewed    |          |       |         |          |            |            |
| Authorised  |          |       |         |          |            |            |
| Issue Date  |          |       |         |          |            |            |

**First Issue**

| Status | Revision | Drawn | Checked | Reviewed | Authorised | Issue Date |
|--------|----------|-------|---------|----------|------------|------------|
| S2     | P01      | KH    | JG      | AS       | AS         | 30/11/22   |

**Updated following AA Comments**

| Status | Revision | Drawn | Checked | Reviewed | Authorised | Issue Date |
|--------|----------|-------|---------|----------|------------|------------|
| S2     | P02      | KH    | JG      | AS       | AS         | 24/02/23   |

**For Information**

| Status | Revision | Drawn | Checked | Reviewed | Authorised | Issue Date |
|--------|----------|-------|---------|----------|------------|------------|
| S2     | P03      | KH    | JG      | AS       | AS         | 27/11/24   |

Project Stage: **PCF 5-DF1** State: **Preliminary**

Drawing Suitability: **FOR INFORMATION** Status: **S2**

|                         |                                       |                  |   |
|-------------------------|---------------------------------------|------------------|---|
| Designer                | AtkinsRéalis                          | Delivery Partner | Balfour Beatty                                |
| North West Hub          | 3 Piccadilly Place, Manchester M1 3BN | Spencer House,   | Dewhurst Road, Birchwood, Warrington, WA3 7PG |
| Tel: +44 (0)161 2453400 |                                       |                  |   |
| www.atkinsrealis.com    |                                       |                  | www.balfourbeatty.com                         |
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Client: **national highways**

Project Title: **A66 Northern Trans-Pennine**

Drawing Title: **CROSS STREET & PRIEST LANE REALIGNMENT**

|                |               |                  |          |               |          |
|----------------|---------------|------------------|----------|---------------|----------|
| Drawing Number | HE615324      | Originator       | BBA      | Volume        | HSR      |
| Project        | 004_UN5_SCHEM | SK               | CH       | 000002        |          |
| Location       |               | Type             | Role     | Number        |          |
| Scale: A1      | AS SHOWN      | Project Ref. No. | HE615324 | Sheet: 1 of 1 | Rev: P03 |

