A66 Northern Trans-Pennine Project
TR010062

Application for a Non-Material Change to The A66 Northern Trans-Pennine Development Consent Order 2024

Application Statement

Planning Act 2008

Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011

05 November 2026

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 (as amended)

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

APPLICATION STATEMENT

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1. Introduction

1.1. Overview

1.1.1. 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 7 March 2024, and came into force on 28 March 2024.

1.1.2. 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').

1.1.3. 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.

1.1.4. The Order has been subject to the following correction and non-material changes since it was made as follows:

- The A66 Northern Trans-Pennine Development Consent (Correction) Order 2025 (S.I. No. 1084) (the "2025 Correction"); and
- The A66 Northern Trans-Pennine Development Consent (Amendment) Order 2026 (S.I. No. 422) (the "First Amendment Order").

1.1.5. The 2025 Correction corrected issues identified in the DCO (as originally granted) following requests made under paragraph 1(6)(a) of Schedule 4 to the Planning Act 2008.

1.1.6. The First Amendment Order related to eight Proposed Changes in Schemes 01 to 05 of the Project. It was made on 15 April 2026 and came into force on 16 April 2026.

1.1.7. This Application Statement has been prepared to accompany a second application for a non-material change to the Order ('the Change Application'). The application is made pursuant to section 153 and

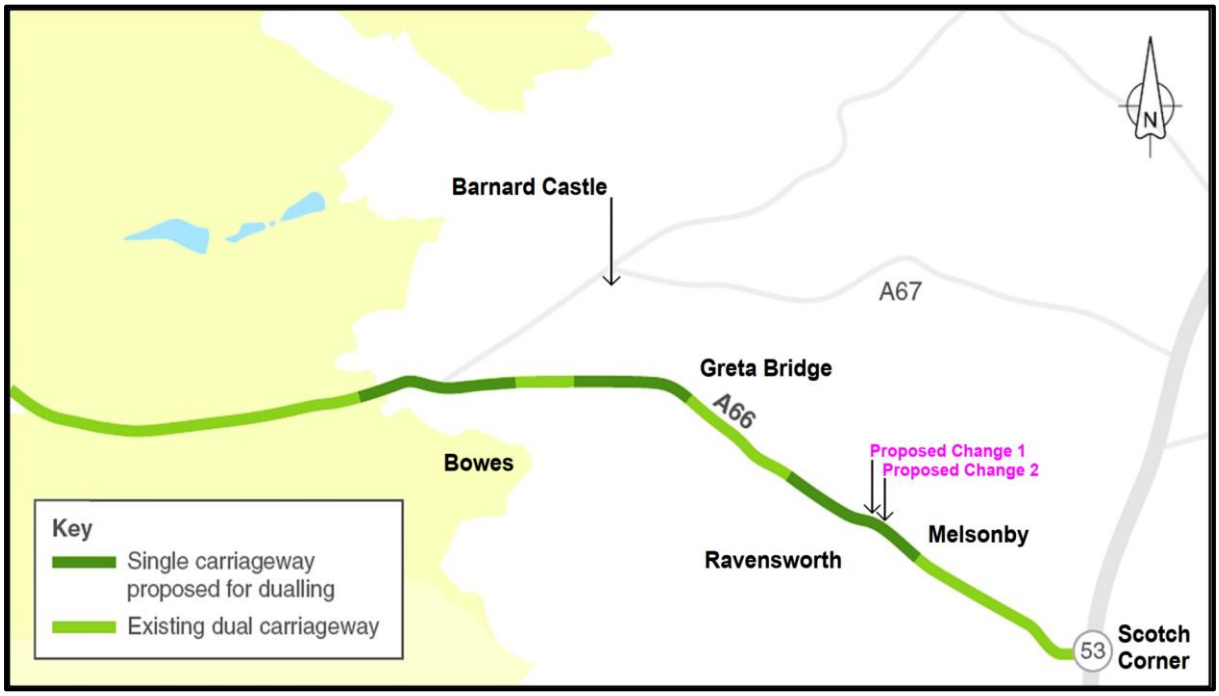
paragraph 2 of Schedule 6 to the Planning Act 2008, and in accordance with the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011, as amended ('the Regulations').

1.1.8. Consent is sought for the following 'Proposed Changes' to the Order ('the Proposed Changes'):

- **Proposed Change 1 – Collier Lane:** Replacement of junction with a roundabout to connect Collier Lane and the de-trunked A66.
- **Proposed Change 2 – Mains Gill Junction Bridleway:** Repositioning of the bridleway at Mains Gill Junction.

1.1.9. The Proposed Changes are situated within Scheme 09, which is located within the eastern part of the Order limits. This is shown below in Figure 1.

Figure 1: Location of the Proposed Changes



1.1.10. The Proposed Changes are non-material changes for the following reasons:

- They will not result in any new or materially different likely significant effect on the environment;
- They do not require a Habitats Regulation Assessment or a new or additional protected species licence;
- They do not seek authorisation for the compulsory acquisition of land or an interest in land or an interest in or rights over land beyond what is already authorised in the Order; and

- The likely impacts of the changes on local people and businesses are not considered to be sufficient to indicate that the changes should be considered as material.

1.1.11. The purpose of this Application Statement is to describe the proposals in this Non-Material Change Application (as set out in Section 2); identify and assess the likely impacts of the proposals on businesses and residents in Section 3 and set out how pre-application engagement with stakeholders has contributed to the proposals in Section 4. The Application Statement also explains why the application is for a non-material change to the Order, with reference to the guidance on the assessment of materiality in the Department for Communities and Local Government's (DCLG) Guidance on Changes to Development Consent Orders (December 2015).

1.2. The context for the Proposed Changes

1.2.1. Since the Order was made by the Secretary of State for Transport in March 2024, the Applicant has continued to engage and negotiate with parties with an interest in land affected by the Project (including those with an interest in land which is subject to powers of compulsory acquisition, affected persons, and with other interested parties including North Yorkshire Council (NYC) in their capacity as both the Local Highway Authority (LHA) and Local Planning Authority (LPA).

1.2.2. The Applicant has carried out consultation on the Proposed Changes as presented in Section 4. Full details of the Proposed Changes are set out in Section 2 of this Application Statement.

1.2.3. The Proposed Changes have arisen as a result of the process of detailed design, discussions with affected persons and interested parties, where opportunities have been identified to reduce the environmental impacts of the Project, the amount of land required and the complexity of construction, as well as incorporate further safety benefits, building on the assessment work carried out to date.

1.2.4. The Proposed Changes take the Authorised Development outside of the Limits of Deviation (LoD) as defined in article 7 of the Order and accompanying Works Plans.

1.2.5. LoD are defined boundaries within which the Authorised Development as consented must be designed and constructed. They are commonly incorporated into DCOs to allow large complex projects the flexibility to design around previously unidentified obstacles. The LoD set a limit within which specific parts of the Authorised Development can move laterally or vertically without requiring reassessment or an amendment to the Order.

1.2.6. Separate from the Proposed Changes sought within this Change Application, National Highways has implemented some minor changes to the Project which fall within the LoD. These minor changes are not shown on the drawings accompanying this Change Application. However, the Proposed Changes are designed alongside the minor changes and as a

result there may be occasions where the Proposed Changes may appear disconnected on the drawings.

1.2.7. This approach follows advice received during the pre-application advice meetings with representatives of the Transport Infrastructure Planning Unit (TIPU) of the Department for Transport.

2. The Proposed Non-Material Changes

2.1. General

2.1.1. The Proposed Changes, if approved, will require amendments to be made to various documents including the Order and its certified documents. Details of the changes proposed to the made Order and associated documents are set out in the Amendment Order and in the tracked changed version of the made Order that form part of this Change Application. A plan showing the locations of the Proposed Changes is shown above in Figure 1 of this Statement.

2.1.2. Annex B provides the full list of revised drawings accompanying this Change Application and the corresponding sheets within the certified drawing packs that they would replace.

2.1.3. It is not the intention of this Change Application to replace all drawings certified under Schedule 10 to the Order. Where the Proposed Changes do not alter an approved drawing sheet or entire drawing pack, revised drawings have not been submitted.

2.1.4. This approach reflects the discussion held with TIPU at the pre-application meeting held on 3 October 2024 and follow-up email correspondence dated 23 October 2024. A further pre-application meeting took place on 19 August 2026, during which the Applicant informed TIPU of its intention to submit a further non-material change application for the Proposed Changes.

2.1.5. The subheadings below set out each of the Proposed Changes. For each Proposed Change they highlight what is currently authorised under the DCO, a description of the change, a drawing showing the change overlaid with what was consented and a rationale for the change.

2.2. Proposed Change 1 - Collier Lane

2.2.1. Collier Lane is a local road running north-south through West Layton, connecting to the A66 south of the village. As the alignment of the new A66 will cut across the bottom of Collier Lane, the Order authorises the stopping up of a section of Collier Lane, the provision of a junction between Collier Lane and a section of the new de-trunked A66 and the provision of an overbridge crossing the new A66 to connect Collier Lane to the de-trunked A66.

The Authorised Development

2.2.2. Part 7 of Schedule 1 authorises the following works numbers relevant to this Proposed Change:

- The construction of the new realigned section of the de-trunked A66 is authorised under Work No. 09-3B;

- The junction between Collier Lane and the de-trunked A66 is authorised under Work No. 09-5; and
- The construction and alignment of footpath and equestrian track on the northside of the de-trunked A66 is authorised under Work No 09-06.

2.2.3. The following Plans, certified under Schedule 10 of the Order, define the alignment of Collier Lane and connecting roads and private means of access:

- Engineering section drawings: cross sections, comprising the following:
  - Engineering Section Drawings (Cross Sections) Scheme 09 Stephen Bank to Carkin Moor Sheet 3 of 7 HE565627-AMY-HAC-S09-DR-CH-701103
- Engineering section drawings: plans and profiles, comprising the following:
  - Engineering Section Drawings (Plans and Profiles) Scheme 09 Stephen Bank to Carkin Moor Sheet 2 of 11 HE565627-AMY-HAC-S09-DR-CH-701002
  - Engineering Section Drawings (Plans and Profiles) Scheme 09 Stephen Bank to Carkin Moor Sheet 7 of 11 HE565627-AMY-HAC-S09-DR-CH-701007
  - Engineering Section Drawings (Plans and Profiles) Scheme 09 Stephen Bank to Carkin Moor Sheet 10 of 11 HE565627-AMY-HAC-S09-DR-CH-701010
- Rights of way and access plans, comprising the following:
  - Rights of Way and Access Plans Scheme 09 Stephen Bank to Carkin Moor Sheet 2 of 4 HE565627-AMY-HAC-S09-DR-CH-701402
- Works plans, comprising the following:
  - Works Plans Scheme 09 Stephen Bank to Carkin Moor Sheet 2 of 4 HE565627-AMY-HAC-S09-DR-CH-701202
- Classification of roads plans, comprising the following:
  - Classification of Roads Plans Scheme 09 Stephen Bank to Carkin Moor Sheet 1 of 1 HE565627-AMY-HAC-S09-DR-CH-701301
- De-trunking plans, comprising the following:
  - De-Trunking Plans Scheme 09 Stephen Bank to Carkin Moor Sheet 2 of 3 HE565627-AMY-HAC-S09-DR-CH-701702
- Traffic regulation measures: clearways and prohibitions, comprising the following:

- Traffic Regulation Measures (Clearways and Prohibitions) Plans Scheme 09 Stephen Bank to Carkin Moor Sheet 2 of 4 HE565627-AMY-HAC-S09-DR-CH-701602

- Traffic regulation measure: speed limits, comprising the following:
  - Traffic Regulation Measures (Speed Limits) Plans Scheme 09 Stephen Bank to Carkin Moor Sheet 2 of 4 HE565627-AMY-HAC-S09-DR-CH-701502

Description of Proposed Change

2.2.4. The Proposed Change comprises the replacement of a junction connecting Collier Lane and the de-trunked A66 as shown on Sheet 2 of the Work Plans for Scheme 09 and authorised under Work No. 09-5, with a roundabout. This would also result in the realigning of the de-trunked A66, authorised under Work No. 09-3B, to the north, outside of its LoD of 3 metres either side of the centreline. The new footpath and equestrian track authorised under Work No. 09-6 will also be required to be realigned from the north side to the south side of the de-trunked A66 to accommodate the roundabout and re-aligned de-trunked A66. There is no change to the footway on Collier Lane Overbridge authorised under Work No. 09-5. The Proposed Change reinstates a footpath authorised by Work No. 09-7 that was removed during the DCO Change Application submitted during the DCO Examination on 11 May 2023.

2.2.5. Proposed Change 1 (Collier Lane) therefore comprises the replacement of a junction with a roundabout for Work No. 09-5 and the re-alignment of the centreline for Work Nos. 09-3B and 09-6. The current LoD (as stated above) would then apply to the realigned centrelines for those numbered works.

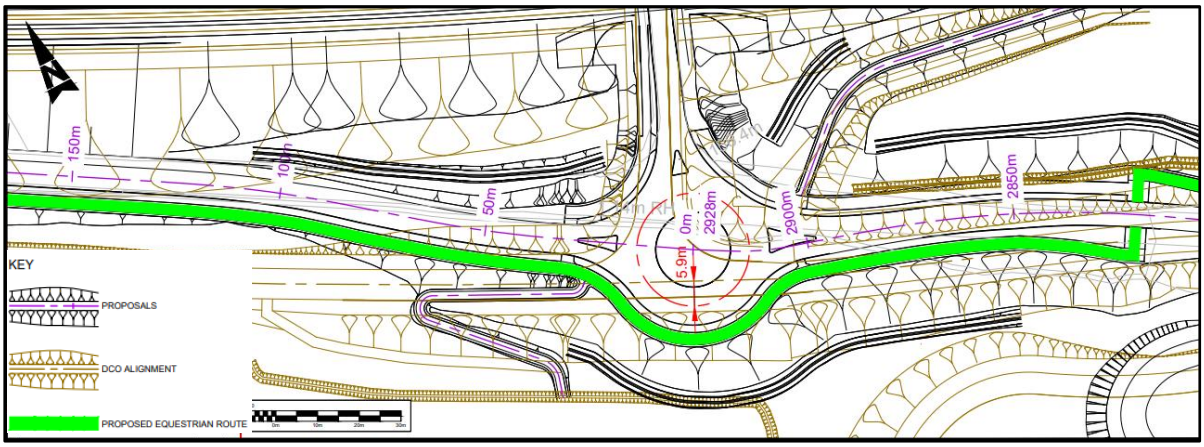


Figure 2: Comparison showing the Proposed Change overlaid on the Authorised Development

Rationale for the Proposed Change

2.2.6. The made DCO requires the completion of the de-trunked A66 prior to the commencement of the works on the new A66 to ensure traffic can continue to flow during the construction of the new A66. The Proposed Change allows the new A66 to be built first. Traffic will then be switched so that the

roundabout can be built offline. This will reduce the duration of construction and reduce disruption to the public during construction.

2.2.7. The Proposed Change would also reduce the amount of embodied carbon released through the retention of approximately 600 metres of existing A66 and will reduce the amount of land required to construct the de-trunked A66.

2.2.8. Additionally, the addition of a roundabout will provide for improved traffic control and thereby improve road safety.

2.2.9. The Proposed Change was developed during engagement with North Yorkshire Council. Evidence of North Yorkshire Council's agreement to the Proposed Change is evidenced in Annex C.1. Consultation evidence with the landowners is presented in Annex C.3-10.

Changes to Certified Documents

2.2.10. Annex B lists the certified documents that must be updated as a result of this Proposed Change, together with the revised drawing sheets accompanying this application, which would replace the corresponding certified versions.

Amendments to DCO Schedules 1 and 2

2.2.11. In Schedule 1, the following Work Numbers have been amended as a result of this Proposed Change:

- Work No. 09-3B has been amended to insert a new paragraph (ii) and to amend "north" to "south" in the description of the equestrian track's location in relation to the de-trunked A66 in what is now paragraph (xii);
- Work No. 09-5 has minor textual amendments to sub-paragraphs (a) and (d) as well as a new sub-paragraph (e); and
- Work No. 09-7, which authorises the construction of a new footpath, has been reinstated following its removal during the DCO Change Application submitted during the DCO Examination on 11 May 2023.

2.2.12. It is proposed that Schedule 2 to the DCO is amended in order to reflect the Proposed Change. Table 1, below, provides a summary of these proposed amendments. A draft Amendment Order has been submitted as part of this application.

2.2.13. Schedule 2 details the permanent stopping up of highways and private means of access and the provision of new highways and private means of access. The provisions described in the Schedule correspond to and are shown on the Rights of Way and Access Plans.

2.2.14. Part 1 of Schedule 2 sets out the highways to be stopped up for which a substitute is to be provided, and new highways which are otherwise to be provided. Part 3 of Schedule 2 sets out the PMAs to be stopped up, for

which a substitute is to be provided, and new PMAs which are otherwise to be provided.

Table 1 - Proposed Change 1 Amendments to DCO Schedule 2

Column *(2) 'Highway to be stopped up'*	Summary of changes to Column *(3) 'Extent of stopping up'*	Summary of changes to Column *(4) 'New highway to be substituted/provided'*
Scheme 09 – Stephen Bank to Carkin Moor – Rights of Way and Access Plans – Sheet 2 – Schedule 2 Part 1		
A66	No Change.	Reference B: The length of the A66 will comprise new or improved de-trunked A66, an equestrian track on the south of the carriageway, and a new footway.
Collier Lane	The length of the extent of stopping up has changed.	Reference C: The connection, location, and distance of the side road have changed.
Footpath 20.72/1/1	The length of the extent of stopping up has changed.	Reference D: No change. Reference F: The length and location of the new footpath have changed.
Footpath 20.55/1/1	No Change.	Reference E: The length and location of the new footpath have changed.

Column *(2) 'Private means of access to be stopped up'*	Summary of changes to *'(3) Extent of stopping up'*	Summary of changes to *'(4) New private means of access to be substituted/provided'*
Scheme 09 – Stephen Bank to Carkin Moor – Rights of Way and Access Plans – Sheet 2 – Schedule 2 Part 3		
– (No Change.)	– (No Change.)	Reference 6: The distance from the junction of the de-trunked A66 and Waitlands Lane has changed.

2.3. Proposed Change 2 – Mains Gill Junction Bridleway

2.3.1. The Order authorises the construction of a new junction at Mains Gill to connect the dualled A66 to Moor Lane and the de-trunked A66 to the south of East Layton. The Order also authorises an equestrian route from Moor Lane to the south side of the de-trunked A66 through crossing facilities on both the east and westbound connector roads of the dualled A66 at Mains Gill Junction. A diagonal equestrian route provides a connection between

the equestrian route across Mains Gill Junction from the eastbound connector road to the north side of the de-trunked A66.

2.3.2. Currently, the equestrian track runs adjacent to the de-trunked A66 before heading northeast and crossing the A66 westbound connector road (Work No. 09-8B), followed by crossing the eastbound connector road (Work No. 09-8A).

The Authorised Development

2.3.3. Part 7 of Schedule 1 authorises the following Work Numbers relevant to this Proposed Change:

- The provision of an equestrian crossing facility is authorised under Work No. 09-8A;
- The provision of a new pedestrian / equestrian crossing facility and the construction of an equestrian track to link to the equestrian track on the north side of the de-trunked A66 are authorised under Work No. 09-8B; and
- The construction of a new bridleway connecting the crossing facility on the Mains Gill Junction (forming part of Work No. 09-8A), to the equestrian track on the north side of the de-trunked A66 (forming part of Work No. 09-3C) is authorised under Work No. 09-10.

2.3.4. The following Plans, certified under Schedule 10 of the Order, define the alignment of Mains Gill Junction and connecting roads and private means of access:

- Engineering section drawings: plans and profiles, comprising the following:
    - Engineering Section Drawings (Plans and Profiles) Scheme 09 Stephen Bank to Carkin Moor Sheet 3 of 11 HE565627-AMY-HAC-S09-DR-CH-701003
    - Engineering Section Drawings (Plans and Profiles) Scheme 09 Stephen Bank to Carkin Moor Sheet 4 of 11 HE565627-AMY-HAC-S09-DR-CH-701004
    - Engineering Section Drawings (Plans and Profiles) Scheme 09 Stephen Bank to Carkin Moor Sheet 5 of 11 HE565627-AMY-HAC-S09-DR-CH-701005
    - Engineering Section Drawings (Plans and Profiles) Scheme 09 Stephen Bank to Carkin Moor Sheet 8 of 11 HE565627-AMY-HAC-S09-DR-CH-701008
    - Engineering Section Drawings (Plans and Profiles) Scheme 09 Stephen Bank to Carkin Moor Sheet 9 of 11 HE565627-AMY-HAC-S09-DR-CH-701009

- Engineering Section Drawings (Plans and Profiles) Scheme 09 Stephen Bank to Carkin Moor Sheet 11 of 11 HE565627-AMY-HAC-S09-DR-CH-701011

- Rights of way and access plans, comprising the following:
  - Rights of Way and Access Plans Scheme 09 Stephen Bank to Carkin Moor Sheet 3 of 4 HE565627-AMY-HAC-S09-DR-CH-701403
- Works plans, comprising the following:
  - Works Plans Scheme 09 Stephen Bank to Carkin Moor Sheet 3 of 4 HE565627-AMY-HAC-S09-DR-CH-701203
- De-trunking plans, comprising the following:
  - De-Trunking Plans Scheme 09 Stephen Bank to Carkin Moor Sheet 3 of 3 HE565627-AMY-HAC-S09-DR-CH-701703
- Traffic regulation measures: clearways and prohibitions, comprising the following:
  - Traffic Regulation Measures (Clearways and Prohibitions) Plans Scheme 09 Stephen Bank to Carkin Moor Sheet 3 of 4 HE565627-AMY-HAC-S09-DR-CH-701603
- Traffic regulation measure: speed limits, comprising the following:
  - Traffic Regulation Measures (Speed Limits) Plans Scheme 09 Stephen Bank to Carkin Moor Sheet 3 of 4 HE565627-AMY-HAC-S09-DR-CH-701503

Description of Proposed Change

2.3.5. The Proposed Change comprises the repositioning of the bridleway at Mains Gill Junction. This change will reduce the number of road crossings from two to one and therefore the Applicant considered this arrangement safer. NYC, in their role as LPA and LHA, were also consulted and, as evidenced in the Appendices, had no objection to the Proposed Change. The repositioning of the crossing compared to the work currently authorised by the Order would be beyond the current lateral LoD of the authorised Work No. 09-10, which is 3 metres either side of the centreline.

2.3.6. The Proposed Change removes the need to cross the A66 westbound connector road (Work No. 09-8B) by moving the crossing point of the eastbound connector road (Work No. 09-8A) closer to the de-trunked A66.

2.3.7. Additionally, the Proposed Change also proposes the rationalisation of the eastern equestrian route between the de-trunked A66 and the connector road to simplify the route and join at the same location as the western equestrian route, resulting in easier and safer wayfinding for equestrian users.

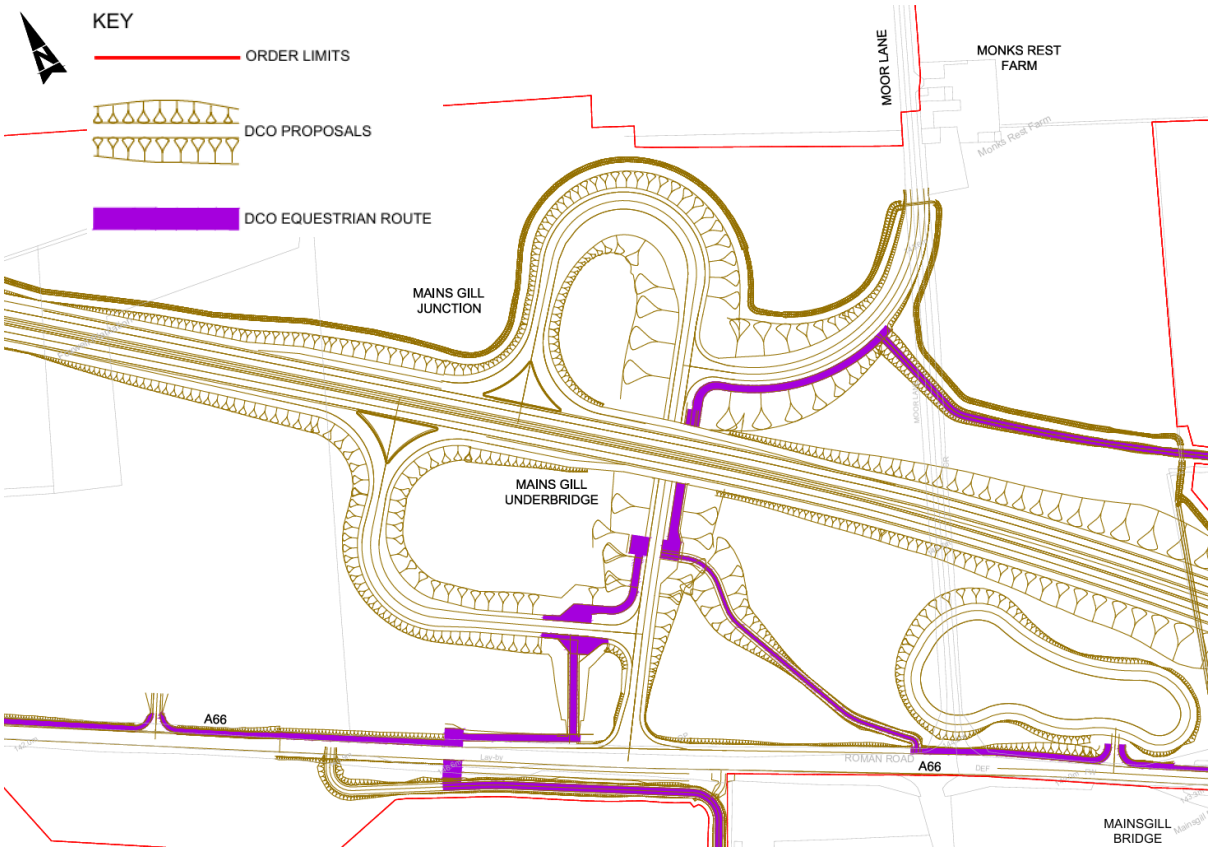


Figure 3: The equestrian route approved by the Authorised Development

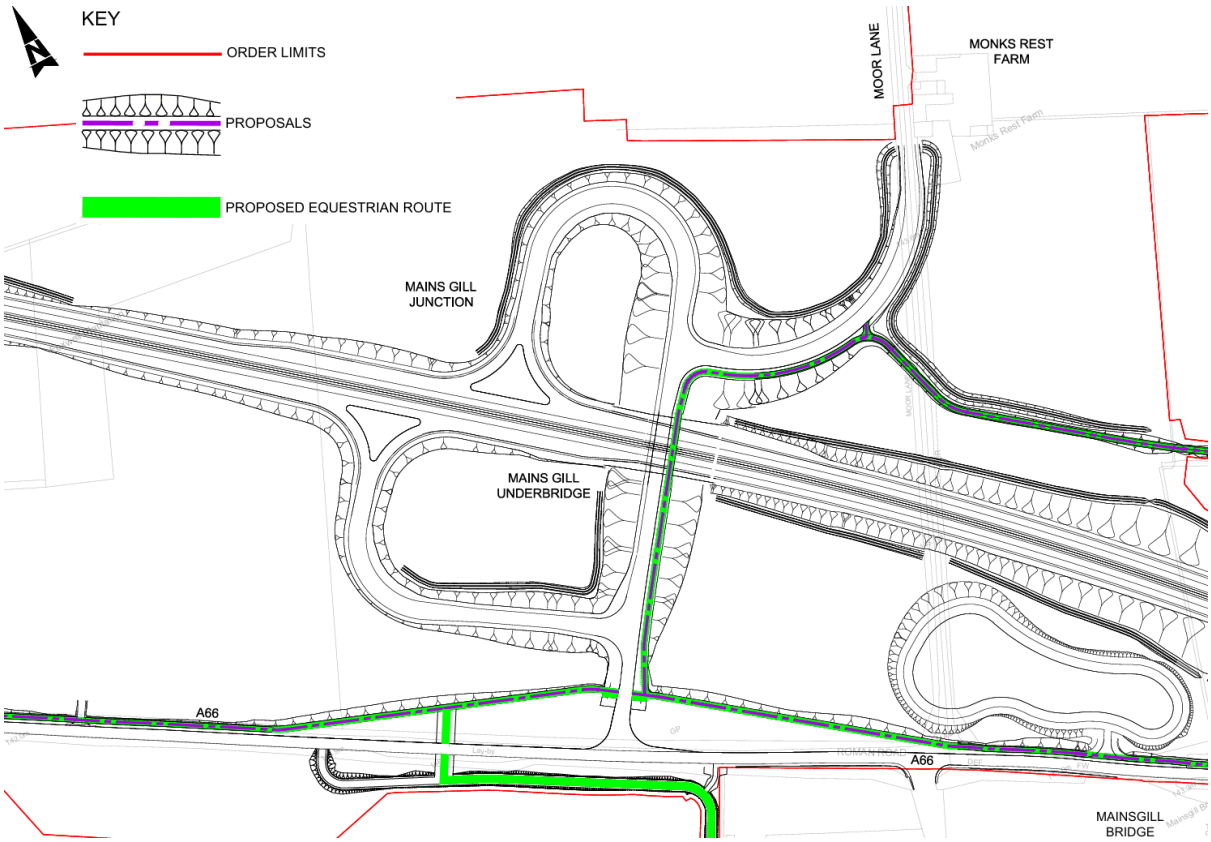


Figure 4: The proposed equestrian route by the Proposed Change

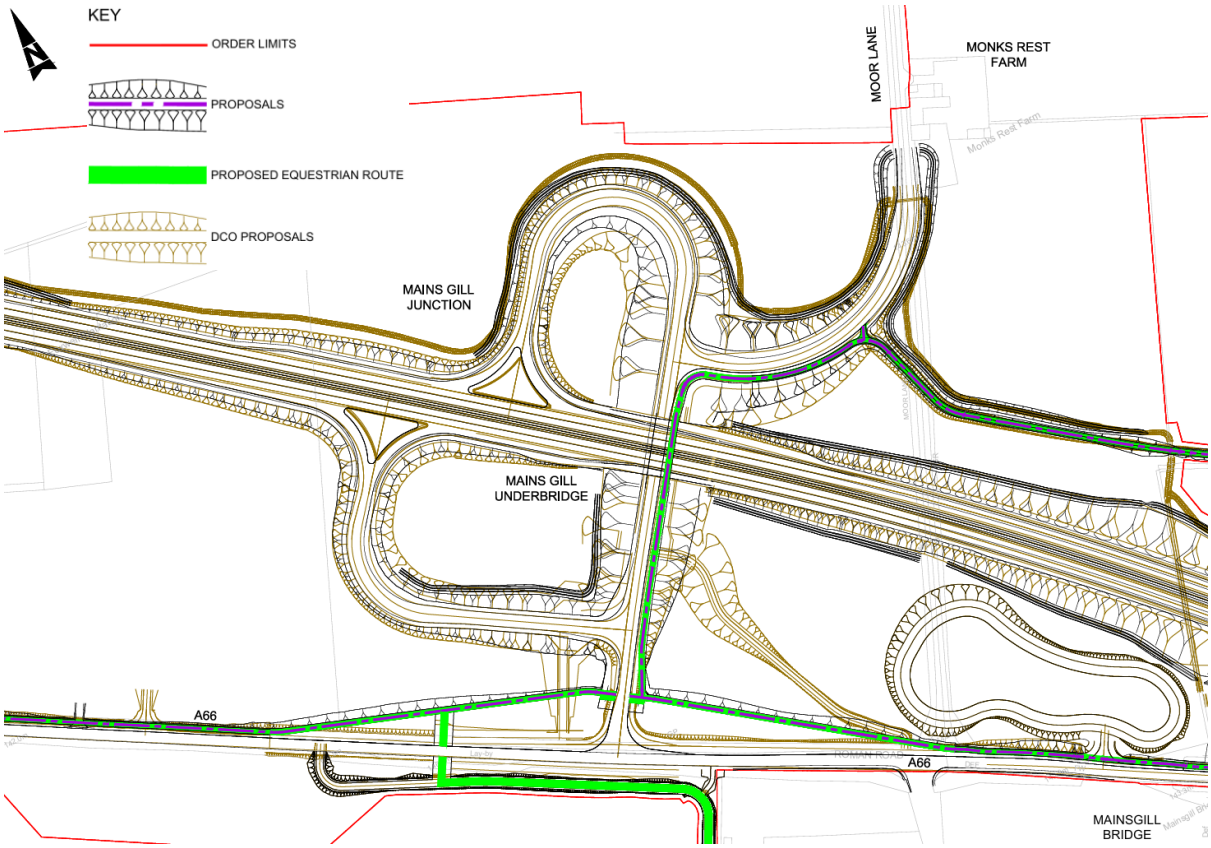


Figure 5: Comparison showing the Proposed Change overlaid on the Authorised Development

Rationale for the Proposed Change

2.3.8. The Proposed Change was developed by National Highways to improve pedestrian and equestrian safety. Engagement with North Yorkshire Council was undertaken to present the Proposed Change. Evidence of North Yorkshire Council's agreement to the Proposed Change is evidenced in Annex C.2. Consultation evidence with the landowners is presented in Annex C.3-10.

Changes to Certified Documents

2.3.9. Annex B lists the certified documents that must be updated as a result of this Proposed Change, together with the revised drawing sheets accompanying this application, which would replace the corresponding certified versions.

Amendments to DCO Schedules 1 and 2

2.3.10. In Schedule 1 the following Work Numbers have been amended as follows:

- Work No. 09-3D, sub-paragraph (ii) has been amended to delete reference to "of the carriageway" after "north side";
- Work No. 09-8A sub-paragraph (v) has been deleted;
- Work No. 09-8B sub-paragraphs (ii) and (iii) have been deleted; and

- Work No. 09-10 has minor textual amendments and additional drafting to reflect how the bridleway connects to the crossing of the de-trunked A66 forming part of Work No. 09-3D.

2.3.11. It is proposed that Schedule 2 to the DCO is amended in order to reflect the Proposed Change. Table 2, below, provides a summary of these proposed amendments. A draft Amendment Order has been submitted as part of this application.

2.3.12. Schedule 2 details the permanent stopping up of highways and private means of access and the provision of new highways and private means of access. The provisions described in the Schedule correspond to and are shown on the Rights of Way and Access Plans.

2.3.13. Part 1 of Schedule 2 sets out the highways to be stopped up for which a substitute is to be provided, and new highways which are otherwise to be provided.

Table 2 - Proposed Change 2 Amendments to DCO Schedule 2

Column *(2)* *'Highway to be stopped up'*	Summary of changes to Column *(3)* *'Extent of stopping up'*	Summary of changes to Column *(4)* *'New highway to be substituted/provided'*
Scheme 09 – Stephen Bank to Carkin Moor – Rights of Way and Access Plans – Sheet 3 – Schedule 2 Part 1		
– (No Change)	– (No Change)	Reference C*: The direction of the new bridleway (Reference K) and how it connects with the de-trunked A66 have changed.
– (No Change)	– (No Change)	Reference K: The direction of the new bridleway and the point where it meets the de-trunked A66 to the west of Moor Lane have changed.

3. Assessment of the Proposed Non-Material Changes

3.1.1. The Department for Communities and Local Government (DCLG) 2015 Guidance on Changes to Development Consent Orders ('DCLG Guidance') acknowledges that there is no specific legal definition of "non-material" but highlights certain characteristics that indicate whether a change to a consent is more likely to be treated as material. The characteristics discussed in paragraphs 9 to 16 of the DCLG Guidance cover the following matters:

(i) Environmental Statement

(ii) Habitats and Protected Species

(iii) Compulsory Acquisition

(iv) Impact on Business and Residents

3.1.2. The potential impacts and materiality of the Proposed Change in relation to the above matters have been considered below.

Table 3 – Summary of the Assessment of Materiality

Item	Assessment	Material? Yes or No
(i) Environmental Statement	The DCLG Guidance states that a change should be treated as material if it would require an updated Environmental Statement (ES) (from that at the time the original development consent order was made) to take account of new, or materially different, likely significant effects on the environment. The potential impacts of the Proposed Changes have been assessed with regard to the relevant ES chapters for the made DCO. The changes will not result in any new, or materially different, likely significant effects on the environment either individually or cumulatively (Proposed Change 1 and Proposed Change 2). This assessment is detailed in the Environmental Report accompanying the application, and summarised in sections 3.1.3 – 3.1.8 of this Application Statement.	No
(ii) Habitats and Protected Species	The DCLG Guidance states that a change to a DCO is likely to be material if it would invoke the need for a Habitats Regulations Assessment (HRA) or the need for a new or additional licence in respect of European Protected Species. The Proposed Changes do not invoke the need for an updated or new HRA or require the need for a new or additional licence in respect of European Protected Species. This is because the Proposed Changes will have no new impacts on habitats and protected species or result in any new or different effects on habitats or protected species.	No
(iii) Compulsory Acquisition	The DCLG Guidance states that a change should be treated as material if it would authorise the compulsory acquisition of any	No

Item	Assessment	Material? Yes or No
	land, or an interest in, or rights over land, that was not authorised through the existing DCO. The Proposed Changes will not require any additional compulsory acquisition of land, or an interest in land, or rights over land beyond what is already authorised in the Order.	
(iv) Impact of Business and Residents	The DCLG Guidance states that the potential impacts of the Proposed Change on local people and businesses will be a consideration in determining whether a change is material. It states that there may be situations where the impact of the change on local people and businesses will be sufficient to indicate that the change should be considered as being material. Examples given in the DCLG Guidance include impacts relating to visual amenity from changes to the size or height of buildings, impacts on the natural or historic environment and impacts arising from additional traffic. The impacts of the Proposed Changes on businesses and local residents are not considered sufficient to indicate that the Proposed Changes should be considered to be material, given the minor nature of the Proposed Changes, the agreement from land owners and the lack of objections. The impact of the Proposed Changes on local residents and businesses is detailed in paragraphs 3.1.11 to 3.1.13 of this Application Statement.	No

Environmental Review and Assessment

3.1.3. To be considered non-material, the Proposed Changes must not give rise to any new, or materially different, likely significant effects on the environment compared to those reported in the Environmental Statement (ES) supporting the Order.

3.1.4. National Highways has also considered whether the Proposed Changes would constitute 'EIA Development' for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the '2017 Regulations'). The Proposed Changes do not constitute either Schedule 1 development or Schedule 2 development. Paragraph 13 of Schedule 2 of the 2017 Regulations provides that a change or extension to a Schedule 1 development which has already been authorised will be Schedule 2 development only if *"the change or extension may have significant adverse effects on the environment".* In considering whether or not that is likely, the change is not to be assessed in isolation. It should be considered by looking at the overall effect of the Proposed Changes on the Project, and identifying whether the whole Project, as modified, has or is likely to have other significant effects which need to be taken into account (i.e. significant effects which were not identified in the original assessment).

3.1.5. The ES for the made Order has been reviewed in light of the Proposed Changes as part of the Environmental Report accompanying this Change Application. This review of the ES is supported by the information gathered since the DCO was made. The review and supporting assessment work has found that the Proposed Changes are likely to have no more than negligible impacts and will not change the assessment conclusions presented in the ES for the made Order. Table 4 below summarises the conclusions reached. The full assessment is contained in the Environmental Report accompanying the Non-Material Change Application.

Table 4 – Summary of Environmental Report's conclusions for each ES topic

Environmental Statement Chapter	Reviewed?	Potential Effects of the Proposed Change	Further Assessment required?
Chapter 5: Air Quality APP-048	Yes	Proposed Change 1 which includes the addition of a roundabout at Collier Lane will have a negligible impact on air quality, as there are no air quality sensitive receptors within 200m of the Proposed Change. Proposed Change 2 will have a negligible impact on air quality as it does not alter the distance between the construction activities assessed and the air quality sensitive receptors identified within 200m of the Proposed Change. Overall, the Proposed Changes are considered negligible and will not change the significance of effects, as concluded in the ES Chapter 5 (Air Quality).	No
Chapter 6: Biodiversity APP-049	Yes	Proposed Change 1 will have a beneficial impact on biodiversity, with greater habitat retention and less habitat loss as a result of retaining 0.6km of the existing A66 carriageway. Proposed Change 2 will have a negligible impact on biodiversity as the change is small in scale and minor in nature. Overall, the Proposed Changes are considered negligible and will not change the significance of effects as concluded within the ES Chapter 6 (Biodiversity).	No
Chapter 7: Climate APP-050	Yes	Proposed Change 1 will require fewer works and less construction material due to the retention of the existing carriageway, resulting in a reduction in embodied carbon. The Project has been designed to account for future projected climate change. Proposed Change 2 will reduce material use compared to the consented design, thereby reducing embodied carbon through design optimisation.	No

Environmental Statement Chapter	Reviewed?	Potential Effects of the Proposed Change	Further Assessment required?
		The Proposed Changes are minor in scale and are not considered to have any effect on the Climate conclusions in the original ES.	
Chapter 8: Cultural Heritage APP-051	Yes	Retaining the existing A66 carriageway as a result of Proposed Change 1 will reduce the potential to impact upon unidentified archaeological assets. The new roundabout being constructed over the line of the existing A66, which here follows the line of the former Roman Road, will also reduce the potential to impact upon unidentified archaeological assets. There remains a potential that buried archaeology associated with the Roman Road could be present and be impacted in this location. In the event of discovering archaeological assets, mitigation detailed in the Environmental Management Plan for this location will be applied during construction, following closure of the existing A66. There is a low level of archaeological sensitivity identified from evaluation near Proposed Change 2. Carkin Moor scheduled monument lies approximately 200m to the east and will not experience impacts beyond those already identified in ES Chapter 8 (Cultural Heritage). Overall, it is considered that there will be no additional significant effects to the buried archaeological resource caused by the Proposed Changes beyond those identified in the original ES.	No
Chapter 9: Geology and Soils APP-052	Yes	The Proposed Changes will require fewer earthworks and will result in reduced potential contamination and soil impacts. The Proposed Changes are minor in scale and are considered to have no effect on the Geology and Soils conclusions in the original ES.	No
Chapter 10: Landscape and Visual APP-053	Yes	The Proposed Changes will not cause any significant increase in tree or vegetation loss and therefore no update to the ES Chapter 10 (Landscape and Visual) required. The Proposed Changes are minor in scale and are not considered to have any effect on the Landscape and Visual conclusions in the original ES.	No

Environmental Statement Chapter	Reviewed?	Potential Effects of the Proposed Change	Further Assessment required?
Chapter 11: Material Assets and Waste APP-054	Yes	Although there are minor changes, the Proposed Changes will not change the ES Chapter 11 (Material Assets and Waste) assessment conclusions as the Proposed Changes are negligible to the overall quantity of material assets used and waste produced as a result of the Project. No significant effects are considered likely and no update to the ES is required.	No
Chapter 12: Noise and Vibration APP-055	Yes	Proposed Change 1 will have a negligible impact on noise and vibration as there are no noise and vibration sensitive receptors within 200m of the Proposed Change. A noise and vibration sensitive receptor, Mainsgill Farm Shop, is approximately 90m from Proposed Change 2. Potential construction vibration impacts are considered unlikely at this distance. Any noise impacts arising during construction attributable to Proposed Change 2 will be temporary and unlikely to be above the lowest daytime Significant Observed Adverse Effect Level (SOAEL) utilised in the ES (65 dB LAeq). The Proposed Change will have a negligible impact on operational noise and vibration. Overall, no significant effects are considered likely, and no update to the ES is required as a result of the Proposed Change. The assessment conclusions of the ES Chapter 12 (Noise and Vibration) will not change as a result of the Proposed Changes.	No
Chapter 13: Population and Human Health APP-056	Yes	The Proposed Changes will not lead to any significant changes to Population and Human Health. There are no sensitive receptors within 200m, and no community receptors within 500m of Proposed Change 1. Mainsgill Farm Shop is the only receptor located within 500m of Proposed Change 2. There will be no additional significant effects, as no new receptors are affected by Proposed Change 2. Overall, there is no effect on the Population and Human Health conclusions in the original ES.	No
Chapter 14: Road Drainage	Yes	No watercourses are impacted by Proposed Change 1. The updated Highways England (National Highways) Water Risk Assessment	No

Environmental Statement Chapter	Reviewed?	Potential Effects of the Proposed Change	Further Assessment required?
and the Water Environment APP-057		Tool (HEWRAT) assessment in relation to the overall drainage design update for the detailed design of Scheme 09 has not found any adverse water quality changes. Proposed Change 2 will have a negligible impact on road drainage and the water environment, as there are no changes to the existing watercourse crossings or road drainage. No additional impacts have been identified to groundwater level and flow, abstraction points, or groundwater quality The Proposed Changes will not affect the assessment or conclusions presented within the ES Chapter 14 (Road Drainage and the Water Environment) and therefore no update to the ES is required.	
Chapter 15: Cumulative Effects APP-058	Yes	Refer to paragraphs 3.1.7 and 3.1.8.	Yes, refer to Section 4 of the accompanying Environmental Report.

3.1.6. The review of ES for the made Order, as described in the accompanying Environmental Report Section 6, has identified that there would be no change in the magnitude of impacts and no change in the significance of likely effects concluded in all ES Chapters as a result of the Proposed Changes. As such, the Proposed Changes would result in no new, or materially different, likely significant environmental effects.

3.1.7. A cumulative assessment of the Proposed Changes has been carried out and is presented in full in Section 4 of the accompanying Environmental Report. The cumulative assessment follows the standard assessment methodology for cumulative effects for highway schemes as set out in Design Manual for Roads and Bridges (DMRB) LA 104 Environmental assessment and monitoring (Highways England, 2020). This is the same approach taken for the cumulative assessment within the ES for the made Order.

3.1.8. There are no significant cumulative effects anticipated as a result of the Proposed Changes which would result in any new, or materially different, significant effects to those identified in the ES for the made Order. As a result, no additional mitigation measures are required for the Project beyond those already set out in the original ES's Chapters 5 to 14 and the relevant Environmental Management Plans.

Habitats and protected species

3.1.9. A number of European Protected Species licences have been granted with respect to the construction of the Project. Based on currently available information, it is not anticipated that the Proposed Changes would require any changes to these licences, or any new licences. Consequently, no updated or new Habitats Regulations Assessment is required for the Proposed Changes.

Land acquisition

3.1.10. No further compulsory acquisition powers are required in relation to the Proposed Changes. Changes to the Project's layout as a result of the Proposed Changes would reduce the land required to construct the Project.

Impact on businesses and residents

3.1.11. There would be a potential minor beneficial impact on businesses and residents as Proposed Change 1 would reduce the duration of construction at the site and therefore reduce disruption to the public during the construction. Furthermore, Proposed Change 2 is considered by the Applicant to be a safer arrangement compared to what is currently consented because it would reduce the number of carriageway crossings from two to one, as well as provide easier and safer wayfinding for equestrian users.

3.1.12. The potential impacts on affected businesses and residents are considered to be neutral, as highlighted by the lack of objection comments received from landowners (evidenced in Annex C.3-10) and through the Community Liaison Group Meetings (detailed in Section 4).

3.1.13. However, GFW (who provide specialist property and business advice) submitted a representation on behalf of Andrew and Maria Henshaw, about the proposed de-trunked A66 arrangement, specifically, the access arrangement at Mainsgill Farm. Proposed Change 2 does not alter the access to their business and relates solely to the equestrian track at Mains Gill Junction. In their representation, GFW argued that it has not been demonstrated that the proposed de-trunked A66 arrangement is the safest or most appropriate long-term solution. The Applicant reviewed the letter received from GFW and responded on 11 November 2026. A summary of the comments received, and the Applicant's response is provided in paragraphs 4.1.10 – 4.1.15.

3.1.14. The Proposed Changes are minor and localised. The accompanying Environmental Report, as summarised in the above paragraphs, indicates that the Proposed Changes would have no materially new, or materially different, environmental effects compared to those identified in the ES for the made Order. The Proposed Changes are considered to result in no material impact on local businesses and residents.

4. Pre-application Engagement

4.1.1. 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[1]) 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.

4.1.2. To identify any potential concerns about the non-material change proposal and any parties who may be interested in the non-material change proposal, National Highways has reviewed submissions on the original application to identify references to matters linked to the proposals in this Non-Material Change Application. Pre-application engagement with the following parties was undertaken before submitting this Non-Material Change Application:

4.1.3. Pre-application engagement with the following parties was undertaken before submitting this non-material amendment application:

- NYC, in their role as the LHA and LPA;
- Landowners whose interests are directly affected by the Proposed Change;
- Community Liaison Groups; and
- Parish Councils.

4.1.4. Two online sessions were held with the Stephen Bank to Carkin Moor Community Liaison Group in August 2026, in partnership with NYC. The sessions provided attendees with an opportunity to view the proposed non-material changes and raise questions directly with the design team.

4.1.5. These events enabled attendees to see the Proposed Non-Material Change and ask any questions of the designers. Several questions were raised in relation to the Proposed Changes.

North Yorkshire Council

4.1.6. NYC, as the LHA and LPA, have been engaged during the development of the designs and provided review comments on draft design drawings for Proposed Change 1 Collier Lane and Proposed Change 2 Mains Gill Junction Bridleway.

[1] https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010062/TR010062-000215-4.4%20Consultation%20Report.pdf

4.1.7. Correspondence with NYC in its role as LHA and LPA, confirming their no objection to the Proposed Change is provided as Annex C to this report.

Landowners

4.1.8. All landowners whose land is directly affected by the Proposed Changes, as the Proposed Changes take place on their land, have been consulted during the design and development of the Proposed Changes. Please see Annex C for evidence of consultation.

4.1.9. Of the landowners contacted, three responses were received. Two landowners (the Gore-Booth interests, represented by Hewetson & Johnson) confirmed they had no comments on the Proposed Changes and requested that future correspondence be directed to their new agent, Kate Rankine of Rankine Rural Ltd (see Annex C.1). One landowner requested additional time to review the proposals during the week commencing 14 September 2026. However, no subsequent comments have been received (see Annex C.4).

4.1.10. One respondent, GFW, representing Andrew and Maria Henshaw of Mainsgill Farm and Mainsgill Farm Shop, provided comments on 11 September 2026 (see Annex C.10). GFW outlined that the Henshaws are opposed to the proposed de-trunked A66 arrangement as currently consented and believe that a roundabout is required at this location in order to provide a safe, practical and future-proofed access arrangement. Proposed Change 2 does not alter the proposed de-trunked A66 arrangement and pertains solely to the equestrian track at Mains Gill Junction.

4.1.11. The Applicant has carefully considered the requests for a roundabout at Mainsgill Farm and responded on 11 November 2026. A summary of the response is set out below.

4.1.12. Traffic modelling for the 2044 design year (a forecast year in the A66 Transport Model) indicates that the proposed access can safely accommodate forecast traffic, and no safety, operational or network need for a roundabout has been identified. Previous consideration of a roundabout was discounted due to environmental, land, programme and consent constraints, while a permanent roundabout would require land outside the DCO boundary and a material change to the DCO.

4.1.13. Additionally, traffic levels on the de-trunked A66 are expected to be substantially lower than those currently experienced on the strategic road network. On this basis, the Applicant considers that a roundabout would constitute a disproportionate engineering solution and is not justified by the available evidence.

4.1.14. The Applicant notes that any future development proposals at Mainsgill Farm would be subject to a separate planning application and assessment process. Following completion of the Project, the existing A66 at this location will be de-trunked and transferred to NYC. Any highway works required to support future development would therefore be considered

through the planning process and, where necessary, secured by a section 278 agreement under the Highways Act 1980. Given the forecast reduction in traffic flows on the de-trunked A66, additional highway mitigation may not be required. However, any such determination would ultimately be a matter for NYC as the LPA and LHA.

4.1.15. No other landowners objected to the Proposed Changes.

Community Liaison Groups (CLGs)

4.1.16. To give local communities an opportunity to hear about this change ahead of the consultation, online design sessions were arranged in partnership with the NYC Community Liaison Team. Two sessions were held, with one on 5 August 2026 and the other on 6 August 2026.

4.1.17. Each Community Liaison Group session included local councillors from affected wards, parish councillors, community representatives, businesses, and residents.

4.1.18. The sessions gave the Community Liaison Group an opportunity to see the designs in more detail and to ask questions of the designers.

4.1.19. During these sessions, the designers introduced the audience to the Proposed Changes and explained the process for requesting approval for the Proposed Changes. Several questions were raised in relation to the Proposed Changes.

4.1.20. The British Horse Society (BHS) sought clarification regarding the width and surface treatment of the equestrian routes associated with Proposed Change 1. Although these matters were not directly related to the Proposed Change itself, an update was provided reflecting progress made through the detailed design process. The BHS also raised concerns regarding the safety of horses using the proposed roundabout and the separation between the verge and the equestrian track. The Applicant held a meeting with the BHS on 22 October 2026 to provide further clarity on the Proposed Changes (as evidenced in Annex C.11).

4.1.21. During the meeting, BHS requested clarity on the distance between the equestrian track and the carriageway, whether a Pegasus Crossing would be suitable at this location, and on safety concerns regarding the roundabout. These comments were not addressed during the session but were included in the written response issued to the BHS on 11 November 2026.

4.1.22. As evidenced in Annex C.11, the Applicant responded to these queries as follows. The separation distances at this location are 2m from the carriageway. No close-board fencing is proposed at this location. The Applicant considers that Proposed Change 1 is in accordance with the provisions of the consented DCO. This arrangement maintains the east to west connectivity to the existing bridleways (Hutton Magna 12, Bridleway 20.55/6/1, Bridleway 20.33/17/1, and Bridleway 20.30/8/1) that was approved in the DCO. The proposed arrangement is a betterment to the

existing provision. Currently, an equestrian user would travel along the existing A66, with high levels of vehicle traffic, to connect to these bridleways. The DCO along with Proposed Change 1 provides a segregated equestrian track parallel to the de-trunked A66, improving equestrian safety. A Pegasus Crossing will not be provided as the traffic flows for the de-trunked A66 do not warrant this crossing. The Applicant presented this arrangement to NYC, in their capacity as the LHA and LPA, who raised no safety concerns and have not objected to Proposed Change 1 (as evidenced in Annex C.1).

4.1.23. The BHS had no comments regarding Proposed Change 2.

4.1.24. Following the Community Liaison Group sessions, the Applicant received a further query from a local resident via the A66 scheme inbox regarding how the mainline carriageway could be relocated northwards as part of Proposed Change 1. A response was provided confirming that the proposed amendment could be accommodated within the LoD.

4.1.25. In relation to Proposed Change 2, attendees sought clarification during the second session on how the proposed bridleway arrangements would provide an improvement in safety compared with the DCO-approved design. The BHS also raised a question regarding visibility at the equestrian crossing of the eastbound connector road. These matters were discussed during the session, and responses were provided by the project team.

4.1.26. National Highways wrote to the Secretary of State seeking consent not to consult certain parties about this application, in accordance with Regulation 7(3) to the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011, as amended. The Secretary of State has subsequently confirmed who must be consulted on the application. The letter to the Secretary of State and the reply are in Annex A of this statement.

5. Conclusion

5.1.1. National Highways has considered the DCLG Guidance and assessed the proposed Non-Material Change in accordance with the characteristics set out therein:

- The environmental effects associated with the Proposed Changes have been identified and considered and there will be no new or materially different likely significant effects on the environment.
- The Proposed Changes will not invoke the need for a Habitats Regulation Assessment or a new or additional protected species licence.
- The Proposed Changes do not require authorisation for the compulsory acquisition of additional land or additional interests in land or additional rights over land beyond that which has already been authorised by the Order.
- The impacts of the Proposed Changes on local residents and businesses are minor in their scope and nature in that they are non-material, and are not considered to be sufficient enough to indicate a material change.

Annex A. Parties to be consulted on the Non-Material Change Application

Letter to the Secretary of State seeking confirmation on who must be consulted on this Non-Material Change Application

national highways

Your ref: TR010062

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Transport Infrastructure Planning Unit
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[redacted]
Senior Project Manager
A66 Northern Trans-Pennine Project
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21 August 2026

Dear [redacted]

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) as amended by The A66 Northern Trans-Pennine Development Consent (Amendment) Order 2026 (SI 2026 No. 422) – Application for Proposed Non-Material Change

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 ('the Applicant') 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. A Non-Material Change Application relating to eight Proposed Changes in Schemes 01 to 05 of the Project was submitted to the Secretary of State on 10 December 2025 and approved on 15 April 2026.

National Highways intends to make an application for a further non-material amendment to the Order. The application will seek authorisation to make the following Proposed Changes, located in Scheme 09, to the Project:

Proposed Change 1 – Collier Lane

Collier Lane is a local road passing through West Layton on a north-south axis, connecting to the A66 south of West Layton. As the alignment of the new A66 will cut across the bottom of Collier Lane, the Order authorises the stopping up of a section of Collier Lane, the provision of a junction between Collier Lane and a section of the new

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de-trunk A66 and the provision of an overbridge crossing the new A66 to connect Collier Lane to the de-trunked A66.

The Proposed Change comprises the replacement of the junction connecting Collier Lane and the de-trunked A66, as shown on Sheet 2 of the work plans for Scheme 09 and authorised under Work No. 09-5, with a roundabout. This would also result in the realigning of the de-trunked A66, authorised under Work No. 09-3B, to the north, outside of its Limits of Deviation (LoD) of 3 metres either side of the centreline. The new footpath and equestrian track authorised under Work No. 09-6 will be required to be realigned from the north side to the south side of the de-trunked A66 to accommodate the roundabout and re-aligned de-trunked A66.

Proposed Change 1 (Collier Lane) therefore comprises the replacement of a junction with a roundabout in Work No, 09-5 and the re-alignment of the centreline for Work Nos. 09-3B and 09-6. The current LoD (as stated above) would then apply to the realigned centrelines for those numbered works.

Proposed Change 2 – Mains Gill Junction Bridleway

The Order authorises the construction of a new junction at Mains Gill to connect the dualled A66 to Moor Lane and the de-trunked A66 to the south of East Layton. The Order also authorises an equestrian route from Moor Lane to the southside of the de-trunked A66 through crossing facilities on both the east and westbound connector roads of the dualled A66 at Mains Gill Junction. A diagonal equestrian route provides a connection between the equestrian route across Mains Gill Junction from the eastbound connector road to the north side of the de-trunked A66.

Currently, the equestrian track runs adjacent to the de-trunked A66 before heading northeast and crossing the A66 westbound connector road (Work No. 09-08B), followed by crossing the eastbound connector road (Work No. 09-8A).

The Proposed Change comprises the repositioning of the bridleway at Mains Gill Junction. This change will reduce the number of road crossings from two to one and therefore the Applicant considers this arrangement safer. North Yorkshire Council, in their role as the Local Highway Authority and Local Planning Authority, were also consulted and had no objection to the Proposed Change. The repositioning of the crossing compared to the work currently authorised by the Order would be beyond the current lateral LoD of the authorised Work No. 09-10, which is 3 metres either side of the centreline.

The Proposed Change removes the need to cross the A66 westbound connector road (Work No. 09-8B) by moving the crossing point of the eastbound connector road (Work No. 09-8A) closer to the de-trunked A66.

Additionally, the Proposed Change also proposes the rationalisation of the eastern equestrian route between the de-trunked A66 and the connector road to simplify the

route and join at the same location as the western equestrian route, resulting in easier and safer wayfinding for equestrian users.

Pre-application engagement with relevant persons

National Highways has undertaken pre-application engagement on the proposed non-material changes with affected landowners, North Yorkshire Council (NYC) 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.

Two online sessions were held with the Stephen Bank to Carkin Moor Community Liaison Group in August 2026, in partnership with NYC. The sessions provided attendees with an opportunity to view the proposed non-material changes and raise questions directly with the design team. Several questions were raised in relation to the Proposed Changes.

The British Horse Society (BHS) sought clarification regarding the width and surface treatment of the equestrian routes associated with Proposed Change 1. Although these matters were not directly related to the proposed change itself, an update was provided reflecting progress made through the detailed design process. The BHS also raised concerns regarding the safety of horses using the proposed roundabout and the separation between the verge and the equestrian track. A specific response addressing these matters will be provided to the BHS.

Following the engagement sessions, a further query was received via the A66 scheme inbox regarding how the mainline carriageway could be relocated northwards as part of Proposed Change 1. A response was provided confirming that the proposed amendment could be accommodated within the LoD.

In relation to Proposed Change 2, attendees sought clarification during the second session on how the proposed bridleway arrangements would provide an improvement in safety compared with the DCO-approved design. The BHS also raised a question regarding visibility at the equestrian crossing of the eastbound connector road. These matters were discussed during the session and responses were provided by the project team.

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

National Highways intends to submit its application for a non-material change to the Order by early autumn 2026. 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 on or before 18 September 2026 please.

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

Yours sincerely

[redacted]

[redacted]
Senior Project Manager for the A66 Northern Trans-Pennine Project

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Annex A

National Highways undertook extensive pre-application consultation on the original DCO 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 proposed Non-Material Change application. Those interested parties comprise:

- Proposed Change 1 (Collier Lane):
  - AWSM Farming Ltd
  - British Horse Society
  - British Horse Society North Yorkshire
  - Byways and Bridleways Trust
  - [redacted]
  - [redacted]
  - [redacted]
  - [redacted]
  - [redacted]
  - [redacted]
  - [redacted]
  - [redacted]
  - [redacted] - PRoW officer from North Yorkshire Council
  - [redacted]
  - 'W Austen Richardson Ltd, [redacted]
- Proposed Change 2 (Mains Gill Junction Bridleway):
  - British Horse Society
  - British Horse Society North Yorkshire
  - Byways and Bridleways Trust
  - [redacted]
  - [redacted]
  - Namulas Pension Trust
  - [redacted]
  - [redacted] - PRoW officer from North Yorkshire Council

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

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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 not to consult certain parties on the proposed non-material change application**
Prescribed consultees who may have an interest in this proposed non-material change application.	Prescribed consultees we don't consider having 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 **statutory undertakers** who may have an interest in this proposed non-material change application.	Statutory undertakers we don't consider having 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 **local authorities** 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 **land interests** within proximity of the project who may have an interest in this proposed non-material change application.	
Other **interested parties** from the examination of the original DCO scheme who may have an interest in the proposed non-material change application.	
Parties having **benefit of the made DCO**	

In determining relevant **prescribed consultees** who may have an interest in this proposed non-material amendment to the Order, 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 Change to be directly affected by them, being not responsible for the area where the change is taking place or being 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 and the First Non-Material Change

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Application submitted to the Secretary of State on 10 December 2025 and approved on 15 April 2026.

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 Scheme 09. 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 and the First Non-Material Change Application approved on 15 April 2026.

In determining the **local authorities** which should be consulted, it was noted that the Proposed Changes are located within the administrative boundary of North Yorkshire Council. Although the Proposed Changes are considered too inconsequential to be materially relevant to any other neighbouring council, the Applicant has chosen to consult Durham County Council (DCC) as a courtesy because Proposed Change 1 is near DCC's administrative boundary. Similarly, it is proposed to consult only those parish councils directly affected by or immediately adjacent to the Proposed Changes.

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.

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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.

Relevant Prescribed Consultees		Consulted on the original DCO application	To be consulted on the proposed change application
Consultee	**Organisation**	**Yes or No**	**Yes or No**
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 NHS Commissioning Board Authority	Yes	No
The National Health Service Commissioning Board and the relevant clinical commissioning group.	North Yorkshire CCG County Durham CCG	Yes	Yes
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	No
The relevant fire and rescue body	Fire and Rescue Authority North Yorkshire Fire and Rescue Authority County Durham and Darlington	Yes	Yes

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Relevant Prescribed Consultees		Consulted on the original DCO application	To be consulted on the proposed change application
Consultee	**Organisation**	**Yes or No**	**Yes or No**
The relevant police authority	Cumbria Police Cumbria Police and Crime Commissioner	Yes	No
The relevant police authority	North Yorkshire Police Traffic Officer Durham Police North Yorkshire Police and Crime Commissioner Durham Police and Crime Commissioner	Yes	Yes
The relevant parish council, or, where the application relates to Wales or Scotland, the relevant community council	Appleby-in-Westmorland Town Council Boldron Parish Council Bolton Parish Council Bowes Parish Council Brough Parish Council Brougham Parish Council Crackenthorpe Parish Council Dacre Parish Council Gilmonby Parish Council Helbeck Parish Council Kirkby Thore Parish Langwathby Parish Council Long Marton Civil Parish Middleton Tyas Parish Council Musgrave Parish Council Penrith Town Council Rokeby/ Brignall/ Eggleston Parish Council Temple Sowerby Parish Council Warcop Parish Council Yanwath and Eamont Bridge	Yes	No

Relevant Prescribed Consultees		Consulted on the original DCO application	To be consulted on the proposed change application
Consultee	**Organisation**	**Yes or No**	**Yes or No**
The relevant parish council, or, where the application relates to Wales or Scotland, the relevant community council	Dalton Parish Council East/West Layton and Carkin Parish Council Gilling with Hartforth and Sedbury Parish Council Hutton Magna Parish Council Ravensworth Parish Council	Yes	Yes
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	No
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

Relevant Prescribed Consultees		Consulted on the original DCO application	To be consulted on the proposed change application
Consultee	**Organisation**	**Yes or No**	**Yes or No**
Secretary State for Transport	Not applicable.	Yes	Yes
Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs)	Transport for the North	Yes	No
The relevant Highways Authorities	Durham County Council North Yorkshire Council (formerly part of North Yorkshire County Council)	Yes	Yes
The relevant Highways Authorities	Cumberland Council (formerly part of Cumbria County Council) Westmorland and Furness Council (formerly part of Cumbria 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

Relevant Prescribed Consultees		Consulted on the original DCO application	To be consulted on the proposed change application
Consultee	**Organisation**	**Yes or No**	**Yes or No**
The Canal and River Trust	Not applicable.	Yes	Yes
Trinity House	Not applicable.	No	No
UK Health Security Agency (formerly known as Public Health England)	Not applicable.	Yes	Yes
The relevant local resilience forum	Cumbria Resilience Forum	Yes	No
The relevant local resilience forum	North Yorks LRF	Yes	Yes
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 Yorkshire and the Humber Ambulance Trust	Yes	Yes
The National Health Service Trusts	Penrith Community Hospital North West Ambulance Trust	Yes	No
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

Entity	Consult?
Electricity and Gas Suppliers	
British Gas Limited	No
Cadent Gas Limited	No
Eclipse Power Networks Ltd	No
Electricity North West Limited	No
Energy Assets Pipelines Ltd	No

Entity	Consult?
ESP Utilities Group Limited	No
GTC Infrastructure Limited	No
GTC Pipelines Limited	No
GTC Pipelines Limited	No
Harlaxton Energy Networks Ltd	No
Independent Power Networks Limited	No

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Entity	Consult?
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
National Gas Transmission plc	No
National Grid Electricity Transmission plc	No
National Grid PLC	No
Northern Gas Networks Limited	No
Northern Power Grid (Northeast) plc	Yes
Northern Power Grid (Yorkshire) plc	Yes
Northern Powergrid Limited	No
Npower Commercial Gas Limited	No
Optimal Power Networks Ltd	No
Optimal Power Networks Ltd	No
Quadrant Pipelines Limited	No
RWE Renewables UK Swindon Limited	Yes
Scotland Gas Networks Plc	No
SSE plc	No
The Electricity Network Company Limited	No
UK Power Distribution Limited	No
Utility Assets Limited	No
Zayo Group UK Limited	No
Water Infrastructure	
Northumbrian Water Limited	No
United Utilities Group plc	No
United Utilities Water Limited	No

Entity	Consult?
Yorkshire Water Limited	Yes
Telecommunications	
British Telecommunications Public Limited Company	No
Cornerstone Telecommunications Infrastructure Limited	No
EE Limited	No
Energis Communications Limited	No
Fulcrum Utility Services Limited	No
Instalcom UK Limited	No
Mastdata Limited	No
Mobile Broadband Network Limited	No
NRTS - Telent Technology Services Limited	No
Openreach Limited	Yes
Telefonica O2 UK Limited	No
Vattenfall Networks Ltd	No
Virgin Media Limited	No
Vodafone Limited	No
Other?	
Coal Authority	No
National Highways Historical Railways Estate	No
Network Rail Infrastructure Limited	No

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Local Authorities	Consulted on the original DCO application	To be consulted on the proposed change application
Local Authority	**Yes or No**	**Yes or No**
Westmorland and Furness Council (formerly Eden District Council, South Lakeland District Council and Barrow Borough Council and part of Cumbria County)	Yes	No
Durham County Council	Yes	Yes
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	Yes
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

Individual land interest consultees and land interest organisations

The following table lists only those persons and organisations we intend to consult. We will consult all persons and organisations with land interests within a 250 metre radius of Scheme 09 of the DCO. For the reasons set in Annex A, it is not proposed to consult

individuals or organisations outside of this radius and we have not shown them in this table for this reason.

Entity	Consult?
Individual land interest consultees	
[redacted]	Yes
	Yes
	Yes

Entity	Consult?
The Executor of [redacted]	Yes
The Executor of [redacted]	Yes
The Occupier, [redacted]	Yes
[redacted]	Yes
[redacted]	Yes
[redacted]	Yes
[redacted]	Yes
[redacted]	Yes
Land interest organisations	
Bank of Scotland plc	Yes
Barclays Security Trustee Limited	Yes
Clydesdale Bank plc	Yes
Durham County Council	Yes
Holmedale Valley Limited	Yes
HSBC UK Bank plc	Yes

Entity	Consult?
Leisure Parks Limited	Yes
Lloyds Bank plc	Yes
Middle Caves Limited	Yes
Namulas Pension Trustees Limited	Yes
National Westminster Bank plc	Yes
Northern Powergrid Limited	Yes
Openreach Limited	Yes
RWE Renewables UK Swindon Limited	Yes
The Agricultural Mortgage Corporation plc	Yes
The Royal Bank of Scotland plc	Yes
W. Austen Richardson Limited	Yes
Western Oaks LTD	Yes
Yorkshire Water Limited	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?
Land interest organisations	
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
Homes England	No

Entity	Consult?
Humber and North Yorkshire Health and Care Partnership	No
Hyslop & Atkinson Limited	No
National Highways 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
Royal Mail Group Limited	No
Swale & Ure Drainage Board - Yorkshire RFCC Area	No
The Crown Estate Commissioners	No
Transport for the North	No

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
National Highways Limited registered in England and Wales number 09346363

Entity	Consult?
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 Proposed Non-Material Change application.

Name
AWSM Farming Ltd
British Horse Society
British Horse Society North Yorkshire
Byways and Bridleways Trust
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
Namulas Pension Trust
[redacted]
[redacted] PRoW officer from North Yorkshire Council
[redacted]
W Austen Richardson Ltd, [redacted]

Parties having benefit of the made DCO

National Highways Limited (company number 09346363) whose registered office is Three Snowhill, Snow Hill Queensway, Birmingham, B4 6GA 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 Non-Material Change Application.

Letter from the Secretary of State confirming who must be consulted on this Non-Material Change Application

Department for Transport

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

E-mail: TRANSPORTINFRASTRUCTURE@dft.gov.uk

Web Site: www.gov.uk/dft

16 September 2026

[redacted]
Senior Project Manager
A66 Northern Trans-Pennine Project
National Highways
100 Embankment
Cathedral Approach
Salford
M3 7FB

Dear [redacted]

Planning Act 2008

Regulation 7(3) of the Infrastructure Planning (Changes to, and Revocation of, Development Consent; Orders) Regulations 2011 (as amended)

Proposed non-material change to The A66 Northern Trans-Pennine Development Consent Order 2024 as amended by The A66 Northern Trans-Pennine Development Consent (Amendment) Order 2026 - written consent from the Secretary of State for not consulting a person or authority

1. Thank you for your letter of 21 August 2026, providing details of the proposed application to amend the A66 Northern Trans-Pennine Development Consent Order 2024 as previously amended by the A66 Northern Trans-Pennine Development Consent (Amendment) Order 2026 ("the Order") and about your intended approach to consultation. The Secretary of State notes that the amendments that will be sought through the proposed application include:

    - the replacement of a junction at Collier Lane, with a roundabout and the subsequent re-alignment of the centreline for Work Nos. 09-3B and 09-6; and
    - the repositioning of the bridleway at Mains Gill Junction to the southern side, outside of the current limits of deviation. The proposed change would remove one road crossing as bridleway users would no longer need to cross

the A66 westbound connector road and it would also simplify the bridleway route to the east of the junction by combining the eastern and western routes at the same point.

2. The Secretary of State has considered your request under regulation 7(3) of the Infrastructure Planning (Changes to, and Revocation of, Development Consent; Orders) Regulations 2011 (as amended) ("the 2011 Regulations") and, with the following exception, is content that the proposed consultees accurately represent those which should be consulted. The Secretary of State considers that in addition to the parties listed at appendices A and B of your letter of 21 August, that Transport for the North (TfN) should also be consulted on the proposed amendments to the Order. The Secretary of State has noted the explanation for exclusion provided at Annex A but takes the view that as the A66 is a strategic road corridor, TfN as a result of its statutory transport responsibilities should be included as a consultee to ensure it is sufficiently informed of any proposed changes.
3. The Secretary of State agrees that you have demonstrated that no other consultees would be directly affected, either because the proposed amendments will not affect their interests or because their interests lie outside the geographical boundaries of the proposed changes.
4. Accordingly, the Secretary of State gives written consent for the consultation to proceed in accordance with the details 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 6 of the 2011 Regulations and will be available on the Planning Inspectorate's National Infrastructure Planning website. It would therefore be open to members of the public to submit representations by this route.
5. Finally, the Secretary of State's written consent in this matter should not be taken as indicating approval for any aspects of the proposed changes to the Order which fall to her for consideration and determination, or whether the proposed changes will be regarded as material or not.

Yours sincerely,

[redacted]

Head of the Transport Infrastructure Planning Casework Unit

Annex B. List of Certified Documents to be amended by Change Application

The documents to be certified by the Secretary of State in relation to the Order are presented in a table in Schedule 10 to the Order ('Certified Documents'). This table comprises four columns:

- Column 1: (1) Documents e.g. *Works Plans*.
- Column 2: (2) Description e.g. *Works Plans Scheme 09 Stephen Bank to Carkin Moor*
- Column 3: (3) Reference e.g. *5.16 (Rev 2)*; and
- Column 4: (4) Date Submitted e.g. *9/5/2023*

Each Scheme-specific drawing pack comprises a series of drawing sheets with their own drawing numbers. Neither the sheet numbers nor drawing numbers are listed in Schedule 10 to the Order.

The Proposed Changes require the submission of amended individual drawing sheets to replace sheets from the certified documents listed in Schedule 10 to the Order. A summary of the amendments to Certified Documents and a table listing all amended drawing sheets within the Scheme-specific drawing packs are set out below.

Changes are required to individual sheets within the following Certified Documents:

- Classification of Roads Plans
- De-trunking Plans
- Engineering Section Drawings: Cross Sections
- Engineering Section Drawings: Plan and Profiles
- Rights of Way and Access Plans
- Traffic Regulation Measures (Speed Limits) Plans
- Traffic Regulation Measures (Clearways and Prohibitions) Plans
- Works Plans

Changes to these drawings affect the Scheme-specific drawing pack:

- Scheme 09: Stephen Bank to Carkin Moor

The following table lists all the individual drawing sheets accompanying this Change Application, along with the corresponding drawing sheet of the Certified Documents that will be replaced. All other Certified Documents set out in Schedule 10 to the Order as made remain unaltered.

A new drawing pack will be issued for the ‘Classification of Roads Plans’ for Scheme 09 Stephen Bank to Carkin Moor, as the pack comprises a single sheet that has been updated as a result of the Proposed Changes.

If this Change Application is approved, the affected replacement drawing sheets will be issued as a new revision as per the revised drawings note in Annex B.

Drawing Certified by Schedule 10 of the Order								Revised Drawings for Non-Material Change Application	
(1) Document	**Proposed Change Number**	**(2) Description**	**(3) Reference**	**(4) Date submitted**	**Sheet Number**	**Drawing Number**	**Drawing Revision Number**	**Drawing Number**	**Drawing Revision Number**
Classification of Roads	1	Classification of Roads Plan Scheme 09 Stephen Bank to Carkin Moor	5.20	21/06/2022	1	HE565627-AMY-HAC-S09-DR-CH-701301	C01	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701301	P01
De-Trunking Plans	1	De-Trunking Plans Scheme 09 Stephen Bank to Carkin Moor	5.21 (Rev 2)	09/05/2023	2	HE565627-AMY-HAC-S09-DR-CH-701702	C02	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701702	P01
	2				3	HE565627-AMY-HAC-S09-DR-CH-701703	C01	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701703	P01
Engineering Section Drawings: Cross Sections	1	Engineering Section Drawings Cross Sections Scheme 09 Stephen Bank to Carkin Moor	5.18 (Rev 2)	09/05/2023	3	HE565627-AMY-HAC-S09-DR-CH-701103	C02	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701103	P01
Engineering Section Drawings: Plan and Profiles	1	Engineering Section Drawings Plan and Profiles Scheme 09 Stephen Bank to Carkin Moor	5.17 (Rev 2)	09/05/2023	2	HE565627-AMY-HAC-S09-DR-CH-701002	C02	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701002	P01
	2				3	HE565627-AMY-HAC-S09-DR-CH-701003	C01	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701003	P01
	2				4	HE565627-AMY-HAC-S09-DR-CH-701004	C01	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701004	P02
	2				5	HE565627-AMY-HAC-S09-DR-CH-701005	C01	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701005	P02
	1				7	HE565627-AMY-HAC-S09-DR-CH-701007	C02	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701007	P01
	2				8	HE565627-AMY-HAC-S09-DR-CH-701008	C01	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701008	P01
	2				9	HE565627-AMY-HAC-S09-DR-CH-701009	C02	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701009	P01
	1				10	HE565627-AMY-HAC-S09-DR-CH-701010	C02	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701010	P01
	2				11	HE565627-AMY-HAC-S09-DR-CH-701011	C01	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701011	P01
Rights of Way and Access Plans	1	Rights of Way and Access Plans Scheme 09 Stephen Bank to Carkin Moor	5.19 (Rev 2)	09/05/2023	2	HE565627-AMY-HAC-S09-DR-CH-701402	C02	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701402	P01
	2				3	HE565627-AMY-HAC-S09-DR-CH-701403	C01	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701403	P01
Traffic Regulation Measures (Clearways and Prohibitions) Plans	1	Traffic Regulation Measures Clearways and Prohibitions Plans Scheme 09 Stephen Bank to Carkin Moor	5.22 (Rev 2)	09/05/2023	2	HE565627-AMY-HAC-S09-DR-CH-701602	C02	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701602	P01
	2				3	HE565627-AMY-HAC-S09-DR-CH-701603	C01	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701603	P01
Traffic Regulation Measures (Speed Limits) Plans	1	Traffic Regulation Measures Speed Limits Plans Scheme 09 Stephen Bank to Carkin Moor	5.23 (Rev 2)	09/05/2023	2	HE565627-AMY-HAC-S09-DR-CH-701502	C02	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701502	P01
	2				3	HE565627-AMY-HAC-S09-DR-CH-701503	C01	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701503	P01

Drawing Certified by Schedule 10 of the Order								Revised Drawings for Non-Material Change Application	
(1) Document	**Proposed Change Number**	**(2) Description**	**(3) Reference**	**(4) Date submitted**	**Sheet Number**	**Drawing Number**	**Drawing Revision Number**	**Drawing Number**	**Drawing Revision Number**
Works Plans	1	Works Plans Scheme 09 Stephen Bank to Carkin Moor	5.16 (Rev 2)	09/05/2023	2	HE565627-AMY-HAC-S09-DR-CH-701202	C02	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701202	P01
	2				3	HE565627-AMY-HAC-S09-DR-CH-701203	C02	HE615324-BBA-HAC-009_AL_SCHEM-DR-CH-701203	P01

Annex C. Consultation Evidence

The following table lists the relevant LPA, individual landowners, and interested parties consulted for each Proposed Change.

Annex C Reference	LPA, Landowner(s), or Interest Parties	Proposed Change(s)
C.1	North Yorkshire Council	1
C.2	North Yorkshire Council	2
C.3	[redacted]	1 and 2
C.4	[redacted]	1 and 2
C.5	[redacted]	1 and 2
C.6	Leisure Parks Limited	1 and 2
C.7	[redacted] H.M. Pigs Limited ([redacted]) [redacted] [redacted] and [redacted] Namulas Pension Trustees Limited ([redacted])	1 and 2
C.8	[redacted]	1 and 2
C.9	[redacted]	1 and 2
C.10	[redacted] [redacted] and The Executor of [redacted] [redacted] and [redacted] W. Austen Richardson Limited [redacted] and [redacted]	1 and 2

	[redacted] and [redacted]	
C.11	British Horse Society	1 and 2

C1. Correspondence with North Yorkshire Council in relation to Proposed Change 1 Collier Lane

Outlook

RE: A66 Non Material Change Collier Lane

From [redacted]
Date Fri 15/05/2026 10:50 AM
To [redacted]
Cc [redacted]

Morning [redacted]

Please accept this email as formal confirmation that North Yorkshire Council is content with the design change at Collier Lane, as outlined in your email dated 3rd February 2026, including the attached schematic of the proposed amendment.

Regards,
[redacted]
Major Infrastructure Project Manager
Environment Directorate | North Yorkshire Council
County Hall, Northallerton, DL7 8AD
Mobile: 07974 406520

NORTH YORKSHIRE COUNCIL

OFFICIAL

From: [redacted]
Sent: 14 May 2026 15:41
To: [redacted]
Cc: [redacted]
Subject: FW: A66 Non Material Change Collier Lane

Hi [redacted]

Thank you for email last week.

Regarding the change at Collier Lane and the introduction of the roundabout. I appreciate that you have confirmed acceptance. However I have been asked if you could respond specifically to this email, as it will be easier for the Secretary of State to confirm that you are content with this specific change.

If you can please reply simply by confirming NYC are content, it would be very much appreciated.

Many thanks,
[redacted]

[redacted]
Senior Project Manager
Transportation
Tel: [redacted]
AtkinsRéalis

AtkinsRéalis - Baseline / Référence

From: [redacted]
Sent: 03 February 2026 11:10
To: [redacted]
Cc: [redacted]
Subject: A66 Non Material Change Collier Lane

[redacted]

As discussed can you please provide by return confirmation that the design change at Collier Lane as described below is acceptable to North Yorkshire Council.

Attached is a schematic of the proposed change. The gold lines are the current DCO design, and the black is the new proposed road design. This new design is consistent with the design submitted previously to NYC for review. No objection to this design was previously made by NYC or your consultant WSP.

The below is an extract from our draft Non Material Change Application. I can share the works number drawings referenced in the text below. However I don't think they'll add much to your understanding.

Description of Proposed Change

2.2.4. The Proposed Change comprises the replacement of a junction connecting Collier Lane and the de-trunked A66 as shown on sheet 2 of the work plans for Scheme 09, authorised under Work No. 09-5, with a roundabout. This would also result in the realigning of the de-trunked A66, authorised under Work No. 09-3B, to the north, outside of its LoD of 3 metres either side of the centreline. The new footpath and equestrian track authorised under Work No. 09-6 will also be required to be realigned to accommodate the roundabout and re-aligned de-trunked A66.

2.2.5. The change would require two detailed design changes which are not subject to this application; the moving of the new dualled A66 to the north, which is within the LoD for this section of road; and the introduction of a new retaining wall between the new A66 and the de-trunked A66.

2.2.6. Proposed Change 1 (Collier Lane) therefore comprises the replacement of a junction with a roundabout for Work No, 09-5 and the re-alignment of the centreline for Work Nos. 09-3B and 09-6. The current LoD (as stated above) would then apply to the realigned centrelines for those numbered works.

Rationale for the Proposed Change

2.2.7. The made DCO requires the completion of the de-trunked A66 prior to the commencement of the works on the new A66 to ensure traffic can continue to flow during the construction of the new A66. The Proposed Change allows the new A66 to be built first which will reduce the duration of construction at the site and therefore reduce disruption to the public during the construction.

2.2.8. The Proposed Change would also reduce the amount of embodied carbon released through the retention of approximately 600 metres of existing A66 and will reduce the amount of land required to construct the road.

2.2.9. Additionally, the addition of a roundabout will provide for improved traffic control and thereby improve road safety.

As before we are happy to arrange a call discuss further.

Thanks,

[redacted]

[redacted]

Senior Project Manager
Transportation

Tel: [redacted]

AtkinsRéalis



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C.2 Correspondence with North Yorkshire in relation to Proposed Change 2 Mains Gill Junction Bridleway

From: [redacted]
Sent: 22 April 2026 10:57
To: [redacted]
Cc: [redacted]
Subject: RE: A66 Mainsgill Bridleway Change

Great thanks [redacted]

[redacted]

Senior Project Manager
Transportation

Tel: [redacted]

AtkinsRéalis

AtkinsRéalis - Baseline / Référence

From: [redacted]
Sent: 22 April 2026 10:53
To: [redacted]
Cc: [redacted]
Subject: FW: A66 Mainsgill Bridleway Change

Hi [redacted]

Please accept this email as a confirmation from North Yorkshire Council as stated below.

Regards,
[redacted]

OFFICIAL - SENSITIVE

From: [redacted]
Sent: 22 April 2026 10:45
To: [redacted]
Subject: FW: A66 Mainsgill Bridleway Change

Hi [redacted]

I can confirm that North Yorkshire Council is supportive of the proposed non-material change to The A66 Northern Trans-Pennine Development Consent Order 2024 to alter the alignment of public bridleways at Mainsgill Junction as shown on the attached plan.

Kind regards

[redacted]
Principal Public Rights of Way Officer

North Yorkshire Council
Parks and Countryside Services
County Hall
Northallerton
DL7 8AH

Telephone: 01609 535977
Email: [redacted]
Web: www.northyorks.gov.uk

NORTH YORKSHIRE COUNCIL

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***National Highways Limited* | *General enquiries: 0300 123 5000* |*National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF* |**
https://nationalhighways.co.uk | info@nationalhighways.co.uk

Registered in England and Wales no 9346363 | *Registered Office: Three Snowhill, Snowhill Queensway, Birmingham, B4 6GA*

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C.3 Landowner correspondence in relation to Proposed Change 1 Collier Lane and Proposed Change 2 Mains Gill Junction Bridleway

FW: A66 NTP Non Material Change - Landowner Consultation

Reply | Reply all | Forward

To: [redacted]

Mon 14/09/2026 5:11 PM

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HE615324-BBA-HGN-009_A66_... 1 MB

HE615324-BBA-HSR-009_C12_S... 487 KB

2 attachments (2 MB)

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Hi [redacted]

This has been sent to the previous agent, rather than to me as the current agent.

Whilst we do not have any comments, please can you update your records so that future comms are sent to me, rather than the [redacted] previous agent, [redacted]?

Many thanks

[redacted]

[redacted]
Rural Surveyor

Rankine Rural Limited

RANKINE RURAL

[redacted]

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Registered Address: Milburn House, Hexham Business Park, Burn Lane, Hexham, NE46 3RU

From: [redacted]
Sent: 04 September 2026 15:42
To: [redacted]
Subject: FW: A66 NTP Non Material Change - Landowner Consultation

Hi [redacted]

I hope all's well with you?

I think you are now dealing with this for [redacted]? Can I leave it with you to respond?

It would be good to catch up over a coffee if you are over this way and or vice versa.

Kind regards
[redacted]

[redacted]

Hewetson & Johnson Ltd

Director

HEWETSON & JOHNSON

T: [redacted]
M: [redacted]
W: [redacted]
O: The Estate Office, Low Ploughlands, Little Musgrave, Kirkby Stephen Cumbria CA17 4PQ

Residential & Farm Agency | Estate Management | Rural Consultancy | Valuations

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From: [redacted]
Sent: 04 September 2026 14:53
To: [redacted]
Subject: A66 NTP Non Material Change - Landowner Consultation

Good Afternoon,

Following the A66 NTP – Community Design Change Sessions, Stephen Bank to Carkin Moor, held online on the 5 and 6 August. We are contacting to you to confirm that appointed land agents and relevant landowners have received the non-material change information, and that any comments have now been provided.

We have records of the following landowners that you represent –

- [redacted] and [redacted]

The attached plans highlight the previous design in the background in gold lines. The revised design is shown in black.

If you could please respond by Friday 11 September to confirm plans attached have been reviewed and any comments provided.

Kind regards,

[redacted]

Customer & Communications Manager

Balfour Beatty / Highways (North)

M: [redacted] E [redacted]

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C.4 Landowner correspondence in relation to Proposed Change 1 Collier Lane and Proposed Change 2 Mains Gill Junction Bridleway

RE: A66 NTP Non Material Change - Landowner Consultation

Reply Reply all Forward

To: [redacted]
Cc:

Thu 10/09/2026 2:34 PM

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Hi [redacted]

My client is currently away on holiday but returns at the weekend.

I have a meeting pencilled in with him anyway early next week, so will revert asap following this.

Please also note that I now act for [redacted]s well – although from the drawings you have attached, I don't believe he is affected by these changes?

Many thanks

[redacted]

RobinJessop

Professional Expertise in Rural Property
robinjessop.co.uk

[redacted]

Director, Chartered Surveyor & Registered Valuer

01969 622800

RICS The Property Ombudsman naea propertymark

Place of Registration: England and Wales
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[redacted]

From: [redacted]
Sent: 04 September 2026 14:50
To: [redacted]
Subject: A66 NTP Non Material Change - Landowner Consultation

Good Afternoon,

Following the A66 NTP – Community Design Change Sessions, Stephen Bank to Carkin Moor, held online on the 5 and 6 August. We are contacting to you to confirm that appointed land agents and relevant landowners have received the non-material change information, and that any comments have now been provided.

We have records of the following landowners that you represent –

- [redacted]

The attached plans highlight the previous design in the background in gold lines. The revised design is shown in black.

If you could please respond by Friday 11 September to confirm plans attached have been reviewed and any comments provided.

Kind regards,

[redacted]

Customer & Communications Manager

Balfour Beatty / Highways (North)

M: [redacted]

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C.5 Landowner correspondence in relation to Proposed Change 1 Collier Lane and Proposed Change 2 Mains Gill Junction Bridleway

A66 NTP Non Material Change - Landowner Consultation

Reply Reply all Forward

To: [redacted]

Fri 04/09/2026 2:45 PM

HE615324-BBA-HGN-009_A66_... 1 MB

HE615324-BBA-HSR-009_C12_S... 487 KB

2 attachments (2 MB)

Good Afternoon,

Following the A66 NTP – Community Design Change Sessions, Stephen Bank to Carkin Moor, held online on the 5 and 6 August. We are contacting to you to confirm that appointed land agents and relevant landowners have received the non-material change information, and that any comments have now been provided.

We have records of the following landowners that you represent –

- [redacted]

The attached plans highlight the previous design in the background in gold lines. The revised design is shown in black.

If you could please respond by Friday 11 September to confirm plans attached have been reviewed and any comments provided.

Kind regards,

[redacted]

Customer & Communications Manager

Balfour Beatty / Highways (North)

M: [redacted]

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C.6 Landowner correspondence in relation to Proposed Change 1 Collier Lane and Proposed Change 2 Mains Gill Junction Bridleway

A66 NTP Non Material Change - Landowner Consultation

Reply Reply all Forward

To: [redacted]

Fri 04/09/2026 2:42 PM

HE615324-BBA-HGN-009_A66_... 1 MB

HE615324-BBA-HSR-009_C12_S... 487 KB

2 attachments (2 MB)

Good Afternoon,

Following the A66 NTP – Community Design Change Sessions, Stephen Bank to Carkin Moor, held online on the 5 and 6 August. We are contacting to you to confirm that appointed land agents and relevant landowners have received the non-material change information, and that any comments have now been provided.

We have records of the following landowners that you represent –

Leisure Parks Limited

The attached plans highlight the previous design in the background in gold lines. The revised design is shown in black.

If you could please respond by Friday 11 September to confirm plans attached have been reviewed and any comments provided.

Kind regards,

[redacted]

Customer & Communications Manager

Balfour Beatty / Highways (North)

M: [redacted]

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C.7 Landowner correspondence in relation to Proposed Change 1 Collier Lane and Proposed Change 2 Mains Gill Junction Bridleway

A66 NTP Non Material Change - Landowner Consultation

Reply Reply all Forward

To: [redacted]

Fri 04/09/2026 2:40 PM

HE615324-BBA-HGN-009_A66_... 1 MB

HE615324-BBA-HSR-009_C12_S... 487 KB

2 attachments (2 MB)

Good Afternoon,

Following the A66 NTP – Community Design Change Sessions, Stephen Bank to Carkin Moor, held online on the 5 and 6 August. We are contacting to you to confirm that appointed land agents and relevant landowners have received the non-material change information, and that any comments have now been provided.

We have records of the following landowners that you represent –

- [redacted]
- H.M. Pigs Limited [redacted]
- [redacted]
- [redacted]
- Namulas Pension Trustees Limited [redacted]

The attached plans highlight the previous design in the background in gold lines. The revised design is shown in black.

If you could please respond by Friday 11 September to confirm plans attached have been reviewed and any comments provided.

Kind regards,

[redacted]

Customer & Communications Manager

Balfour Beatty / Highways (North)

M: [redacted]

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C.8 Landowner correspondence in relation to Proposed Change 1 Collier Lane Roundabout and Proposed Change 2 Mains Gill Junction Bridleway

A66 NTP Non Material Change - Landowner Consultation

Reply Reply all Forward

To: [redacted]

Fri 04/09/2026 2:38 PM

HE615324-BBA-HGN-009_A66_... 1 MB

HE615324-BBA-HSR-009_C12_S... 487 KB

2 attachments (2 MB)

Good Afternoon,

Following the A66 NTP – Community Design Change Sessions, Stephen Bank to Carkin Moor, held online on the 5 and 6 August. We are contacting to you to confirm that appointed land agents and relevant landowners have received the non-material change information, and that any comments have now been provided.

We have records of the following landowners that you represent –

- [redacted]

The attached plans highlight the previous design in the background in gold lines. The revised design is shown in black.

If you could please respond by Friday 11 September to confirm plans attached have been reviewed and any comments provided.

Kind regards,

[redacted]

Customer & Communications Manager

Balfour Beatty / Highways (North)

M: [redacted]

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C.9 Landowner correspondence in relation to Proposed Change 1 Collier Lane and Proposed Change 2 Mains Gill Junction Bridleway

A66 NTP Non Material Change - Landowner Consultation

Reply Reply all Forward

To: 'charlotte.newton@addisons-surveyors.co.uk' Fri 04/09/2026 2:31 PM

HE615324-BBA-HGN-009_A66_... 1 MB

HE615324-BBA-HSR-009_C12_S... 487 KB

2 attachments (2 MB)

Good Afternoon,

Following the A66 NTP – Community Design Change Sessions, Stephen Bank to Carkin Moor, held online on the 5 and 6 August. We are contacting to you to confirm that appointed land agents and relevant landowners have received the non-material change information, and that any comments have now been provided.

We have records of the following landowners that you represent –

- [redacted]
- [redacted]

The attached plans highlight the previous design in the background in gold lines. The revised design is shown in black.

If you could please respond by Friday 11 September to confirm plans attached have been reviewed and any comments provided.

Kind regards,

[redacted]

Customer & Communications Manager

Balfour Beatty / Highways (North)

M: [redacted]

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C.10 Landowner correspondence in relation to Proposed Change 1 Collier Lane and Proposed Change 2 Mains Gill Junction Bridleway

national highways

Private and confidential
[redacted]
Associate
GFW
Dean Street Arch
22 Dean Street
Newcastle upon Tyne
NE1 1PG

A66 Northern Trans-Pennine
National Highways
100 Embankment | Cathedral Approach
Salford
M3 7FB

11 November 2026

Dear [redacted]

A66 Northern Trans-Pennine project – Mainsgill Farm access arrangements

Thank you for your letter dated 11 September 2026 on behalf of Andrew and Maria Henshaw. We have considered the points raised about traffic forecasting, the proposed access, alternative roundabout provision, consistency across the route and the Development Consent Order (DCO).

Traffic forecasting and design capacity

The project's assessment considers forecast growth and the network's expected operation in the future design year. Scheme 9 modelling includes forecast 2044 Annual Average Daily Traffic and the anticipated proportions of light and heavy goods vehicles. Although forecasts involve assumptions, the access design is being developed against the consented scheme, relevant standards, forecast conditions and Mainsgill's known operational needs. The project has not identified a safety, operational, customer or traffic-modelling requirement for a roundabout at this location.

Consideration of a roundabout

A temporary roundabout was previously considered to serve an alternative construction compound north of the existing A66 and west of Moor Lane. It was not progressed because it required approvals outside the DCO, was affected by environmental constraints including barn owls and bats, and posed programme risks. The compound remains at the DCO-authorised location, around 400 metres north-west of Mainsgill, and a temporary roundabout is not required.

Initial design work also shows that a permanent roundabout suitable for agricultural vehicles and HGVs could not be accommodated within the project boundary or permitted limits of deviation. It would require additional land outside the authorised boundary and planning consent.

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National Highways Limited registered in England and Wales number 09346363

disability confident COMMITTED

We recognise the Henshaws' view that a roundabout could provide business and wider community benefits. However, the adjoining land is agricultural and there is no evidenced scheme need for a roundabout. Providing one mainly to support possible future development would be an enhancement beyond the consented scheme. National Highways is therefore unable to progress a roundabout design through the current project.

Consistency with other locations

Junctions along the A66 reflect the function, demand, safety, environmental and land constraints at each location. West Layton and Center Parcs have different network functions, engineering circumstances and DCO parameters. Mainsgill has therefore been assessed on its own requirements and constraints.

Development Consent Order and limits of deviation

At Mainsgill, the authorised works have lateral limits of deviation of about three metres. These allow detailed design flexibility but not a new roundabout outside the project boundary. National Highways considers that the additional land and works required would amount to a material change to the DCO.

This would require a separate statutory process, including publicity, consideration of representations and determination by the Secretary of State. It would involve significant design, environmental, legal and consultation work, with substantial cost and programme risk.

A landowner's willingness to provide land does not remove the need for an evidenced safety or operational case, environmental and third-party assessment, statutory approval and justification for public expenditure. As no such scheme need has been identified, pursuing a material change to the DCO would not be proportionate.

Potential future development

Scheme 9 modelling includes forecast 2044 Annual Average Daily Traffic and the anticipated proportions of light and heavy goods vehicles. The existing ghost-island is suitable for current and future traffic flows.

If a future planning application is made for further development at Mainsgill, any highway requirements would be considered against the supporting evidence. Highway or access works may require a Section 278 agreement under the Highways Act 1980. Once the A66 scheme is complete, this section of the existing A66 is to be detrunked, so any agreement would likely be between the developer and North Yorkshire Council.

Forecast flows on the detrunked A66 are expected to be low, and highway mitigation may not be required. However, this can only be determined through a specific planning

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application and supporting transport evidence. The decision would rest with North Yorkshire Council as Local Planning Authority and Local Highway Authority, with National Highways consulted where the Strategic Road Network may be affected.

We trust this explains the project's position. National Highways remains committed to constructive engagement with you and the Henshaw family through detailed design and construction.

Yours sincerely,

[redacted] - Senior Project Manager, National Highways

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National Highways Limited registered in England and Wales number 09346363

A66 NTP Non Material Change - Landowner Consultation

Reply Reply all Forward

To: [redacted]
Cc:

Fri 11/09/2026 2:38 PM

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2026-09-11 - Neil Harrison Lett...
166 KB

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Good afternoon,

Please find attached feedback on behalf of my clients [redacted]

Kind regards

[redacted]

[redacted]

Associate

t [redacted]

m [redacted]

e [redacted]

w gfwllp.co.uk

GFW.

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GFW.

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Newcastle upon Tyne NE1 1PG

0333 920 2220
gfwllp.co.uk

[redacted]
Customer & Communications Manager
Balfour Beatty / Highways (North)

Extension: 2304
Mobile: [redacted]
Email: [redacted]
Our Ref: Job-0000462
Your Ref:
Date: 11/09/2026

Via Email- [redacted]

Submitted on behalf of [redacted]

Dear Neil

PROPOSED DUALLING OF A66 BETWEEN SCOTCH CORNER AND PENRITH

We write on behalf of [redacted] owners of [redacted] and [redacted] in response to the ongoing consultation regarding the proposed junction arrangements serving [redacted] as part of the A66 Northern Trans-Pennine improvement scheme.

Having reviewed the current proposals and engaged in a number of discussions with National Highways, our clients remain strongly opposed to the proposed junction design and continue to believe that a roundabout is required at this location in order to provide a safe, practical and future-proofed access arrangement.

Future Traffic Forecasting and Design Capacity

A fundamental concern remains the reliance upon traffic modelling that will ultimately underpin a junction which may not be constructed for a considerable period of time. During discussions, National Highways have advised that the design is based upon forecast traffic growth and future modelling assumptions. However, significant uncertainty remains over what traffic levels will actually be present when the scheme is delivered.

If construction is not anticipated for at least another two years, and potentially longer, it is reasonable to question how confidence can be placed in traffic forecasts being sufficiently accurate to determine the optimum form of junction today. Traffic flows, vehicle composition, freight movements, tourism patterns, local business activity, and wider development pressures can all change materially over that period.

Our clients do not consider that National Highways has provided sufficient evidence demonstrating that the proposed junction arrangement will safely accommodate future traffic demands associated with [redacted] agricultural vehicles, HGV movements, customer traffic and any associated growth in activity.

Indeed, previous correspondence from National Highways has requested clarification regarding the traffic levels and future movements that a roundabout would need to accommodate, indicating that there remains uncertainty regarding the assumptions being applied.

Need for a Roundabout

[redacted] is not a typical farm access. It is an established and well-known business attracting significant visitor traffic in addition to agricultural and commercial vehicle movements.

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A list of members' names is open to inspection at our registered office: Dean Street Arch, 22 Dean Street, Newcastle upon Tyne NE1 1PG
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Our clients remain of the view that a roundabout represents the safest and most appropriate form of junction to serve [redacted] from a dual carriageway environment. A roundabout would:

- Provide safer right-turn movements into and out of [redacted]
- Reduce the risk of conflict between high-speed through traffic and turning vehicles.
- Better accommodate agricultural machinery and HGV movements.
- Offer greater resilience to future increases in traffic flows.
- Provide a more intuitive and safer arrangement for visitors unfamiliar with the area.

National Highways has stated that the design incorporates future traffic forecasts and that the proposed arrangement is considered appropriate. However, our clients remain unconvinced that sufficient consideration has been given to the unique nature of the [redacted] business and the volume and diversity of traffic that it generates.

Our clients also wish to emphasise that a roundabout would not solely benefit [redacted] and the [redacted] business. The junction would provide a safer and more efficient means of access for numerous surrounding villages, farms, local businesses and road users who utilise this section of the A66 on a regular basis. As such, the advantages of a roundabout would be shared across the wider local community, improving connectivity, reducing risk for all turning movements and providing a long-term infrastructure solution that benefits the wider area rather than a single landholding.

Consistency Along the Route

A further concern is the apparent inconsistency in the treatment of junctions along the A66 corridor.

Throughout the consultation process, examples have been identified where roundabouts are being provided to serve businesses, local communities and access points elsewhere on the scheme. Discussions have specifically referenced locations including West Layton and Center Parcs where roundabout solutions have been incorporated.

Our clients struggle to understand why [redacted], which is a significant business destination generating substantial daily traffic, is not being afforded the same level of consideration.

While National Highways has explained that other locations benefit from wider limits of deviation and differing engineering constraints, this does not address the underlying question of why [redacted] should receive a lower standard of access arrangement when compared with other locations on the route.

The consultation should reassure affected landowners that solutions are being developed based upon safety and operational requirements, rather than being constrained solely by historic design boundaries.

Limits of Deviation and the DCO Process

National Highways has repeatedly suggested that a roundabout cannot be accommodated due to the limits of deviation contained within the Development Consent Order and that any significant departure from the approved design would require further legal processes.

However, our clients do not accept that this should automatically prevent proper consideration of an alternative design.

The explanation provided to date appears to focus on the difficulty, cost and resource implications of pursuing a change rather than whether a change is justified on safety and operational grounds. National Highways has advised that a roundabout outside the approved limits could require a further DCO process or consideration by the Secretary of State and the Planning Inspectorate.

If the evidence demonstrates that a roundabout is the safest and most suitable long-term solution, then our clients question why such a process should not be pursued.

The Development Consent Order process exists precisely to ensure that major infrastructure projects can be adapted where necessary and where there are compelling reasons to do so. The fact that additional

approvals may be required should not, in itself, be treated as justification for dismissing an alternative design.

Furthermore, in this instance the principal affected landowner is actively requesting that the option be explored. Therefore, the rationale that limits of deviation exist solely to protect adjoining landowners appears less persuasive in the specific circumstances of [redacted]This issue was expressly raised during discussions with National Highways.

Conclusion

[redacted] remain firmly of the view that the current junction proposal has not been demonstrated to be the most appropriate solution for [redacted]

Before the design is finalised, our clients request that:

- National Highways provides full transparency regarding the traffic assumptions, modelling outputs and growth forecasts relied upon in selecting the current junction layout.
- A detailed comparison is undertaken between the proposed junction and a roundabout option, including safety, operational performance and future capacity.
- The feasibility of pursuing any necessary DCO amendment or referral to the Secretary of State/Planning Inspectorate is properly considered rather than dismissed on procedural grounds.
- A clear explanation is provided as to why other locations along the route benefit from roundabouts while [redacted]oes not.

Our clients remain willing to engage constructively with National Highways but consider that the current proposal fails to adequately address the long-term safety and operational needs of [redacted]and its associated business operations.

Yours sincerely

[redacted]

[redacted]
Associate

For and on behalf of [redacted]
[redacted]

From: [redacted]
Sent: 04 September 2026 14:27
To: [redacted]
Subject: A66 NTP Non Material Change - Landowner Consultation

Good Afternoon,

Following the A66 NTP – Community Design Change Sessions, Stephen Bank to Carkin Moor, held online on the 5 and 6 August. We are contacting to you to confirm that appointed land agents and relevant landowners have received the non-material change information, and that any comments have now been provided.

We have records of the following landowners that you represent –

- [redacted]
- [redacted] and The Executor of [redacted]
- [redacted]
- W. Austen Richardson Limited
- [redacted]
- [redacted]

The attached plans highlight the previous design in the background in gold lines. The revised design is shown in black.

If you could please respond by Friday 11 September to confirm plans attached have been reviewed and any comments provided.

Kind regards,

[redacted]
Customer & Communications Manager
Balfour Beatty / Highways (North)
M: [redacted]
www.balfourbeatty.com | @balfourbeatty | LinkedIn

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C.11 Meeting Minutes issued to the British Horse Society in relation to Proposed Change 1 Collier Lane and Proposed Change 2 Mains Gill Junction Bridleway

A66 NTP design change meeting with the British Horse Society

Date: 22 October 2026. **Time:** 3.09pm (transcript start); recorded discussion.

Recorded speakers: [redacted] (National Highways), [redacted] (Balfour Beatty), [redacted] (British Horse Society), and [redacted] (British Horse Society). [redacted] (Atkins Realis) was unable to join the call.

1. Purpose and application context

[redacted] explained that the first two engagement sessions covered the same proposals and were repeated to accommodate availability. The non-material change application was being finalised and had not yet been submitted at the time of the meeting. This follow-up provided an opportunity to address the British Horse Society's questions before submission. Two changes were discussed: the Collier Lane junction and associated equestrian route, and the Mains Gill equestrian route.

2. Proposed Change 1 – Collier Lane

Proposal and rationale: Replace the consented T-junction with a roundabout, allowing the de-trunked A66 to tie into the existing alignment sooner and reducing the length of new road required to the west. [redacted] explained that changes to the new A66 and de-trunked road were within the permitted limits of deviation; the new A66's allowance at this location was described as 5 metres north or south. The associated equestrian route relocation fell outside its permitted limits and required the non-material change application.
Route arrangement: The equestrian route would move from the northern side of the de-trunked A66 to the southern side around the junction, then cross back. Crossings of the de-trunked road were described as at-grade; crossings of the new A66 would be grade-separated by bridges or underpasses. Wider consented arrangements east and west were shown for context and were not being changed through this proposal.
Crossings and speed: The proposed crossing was uncontrolled, not a signal-controlled Pegasus crossing. [redacted] stated that the section would have a 50mph speed limit and substantially less traffic following de-trunking. She reported that North Yorkshire Council did not support a lower limit than that previously approved through the DCO. The council would ultimately take responsibility for the de-trunked road.
Engagement: [redacted] reported engagement with the council's highways and public rights of way teams and the Local Access Forum. [redacted] was identified as a council contact. The British Horse Society (BHS) questioned whether the engagement sufficiently captured equestrian needs and stated that the forum lacked equestrian representation.
Safety audit [redacted] tated that a Stage 1 road safety audit had assessed the DCO design and that a Stage 2 audit, before construction, had considered this change.

3. British Horse Society concerns and requests – Collier Lane

Controlled crossing and lower speeds: [redacted] requested a light-controlled crossing for equestrians and other active travel users, citing potential future traffic growth and the difficulty of retrofitting provision. He suggested considering a 40mph approach to the roundabout. [redacted] asked whether ducting could be installed to enable future signals.
Access to Collier Lane: [redacted] sought a clear explanation of how riders and cyclists would reach Collier Lane and the wider minor-road/bridleway network. [redacted] explained that the bridge provision was a footway rather than a shared equestrian route and that riders accessing the lane would need to use the carriageway, as under the consented design. The BHS considered the replacement of the T-junction with a roundabout an additional difficulty for riders.
Separation and screening: The BHS raised concerns about horses travelling close to and against circulating traffic. [redacted] requested consideration of close-boarded fencing, citing experience near Bedale. [redacted] equested measured details of the distance between the equestrian route, carriageway and roundabout.

Crossing locations: [redacted] requested crossing points and suitable waiting areas on both sides of the roundabout, closer to the junction, and questioned traffic speeds at the crossings shown.
Wider network and demand: The BHS emphasised that riders use minor roads as well as bridleways and that current-use surveys may understate demand where traffic has deterred use. [redacted] described the importance of the local network for both local and visiting riders. [redacted] stressed that provision should consider less experienced riders, not assume that all users have extensive road experience. Hannah explained that baseline surveys would allow future increases in use to be monitored.
Outstanding position: [redacted] stated that the BHS would need the detailed information to assess the proposal, with an overall objection on safety grounds.

4. Proposed Change 2 – Mains Gill Junction Bridleway

[redacted] explained that the proposed Mains Gill equestrian route would follow a more direct alignment, replacing two crossings of the same side road with a single crossing. The section north of the de-trunked A66 would remain unchanged. Having reviewed the drawing, [redacted] considered the revised arrangement better, and [redacted] agreed. No further information on this proposal was requested during the meeting.

5. Answers to points raised by the British Horse Society – supplied following the meeting

Point raised – separation from the carriageway: [redacted] requested the distance between the equestrian route and the carriageway/roundabout.
Answer: The separation between the carriageway and the equestrian track at Proposed Change 1 is **2 metres**.

Point raised – close-boarded fencing: [redacted] requested screening between the equestrian route and traffic around the roundabout.
Answer: No close-boarded fencing will be provided between the carriageway and the equestrian track. This is consistent with the consented DCO and active travel provision elsewhere on the Project.

Point raised – light-controlled Pegasus crossing: [redacted] requested a light-controlled crossing and raised concerns about future traffic levels.
Answer: Traffic flows on the de-trunked A66 at Proposed Change 1 will be extremely low. North Yorkshire Council will assume responsibility for the de-trunked A66 in the future and has not requested alternatives to the crossing arrangements currently in the design. An uncontrolled crossing will therefore be provided rather than a light-controlled Pegasus crossing. This is consistent with crossings on the de-trunked sections of the A66 across the Project, except for existing light-controlled crossings, which will be retained.