A66 Northern Trans-Pennine project
TR010062

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

Environmental Report

Planning Act 2008

The 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

ENVIRONMENTAL REPORT

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

Version	Date	Status of Version
Rev 1	5 November 2026	Environmental Report

CONTENTS

1. Introduction 4

1.1. Overview 4

1.2. This document 5

1.3. The context for the Proposed Changes 6

1.4. Overview of the Proposed Change 6

2. Methodology 8

3. Assessment of the Proposed Changes 9

3.1. Proposed Change 1 – Collier Lane 9

3.2. Proposed Change 2 – Mainsgill Junction 13

4. Cumulative Assessment 18

4.2. Stage 1 19

4.3. Stage 2 21

4.4. Stage 3 25

4.5. Stage 4 27

4.6. Assessment of cumulative effects 27

4.7. Assessment of combined effects 40

4.8. Summary of Cumulative Assessment 45

5. Habitats Regulations Assessment 46

6. Conclusions 48

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
- 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 Environmental Report has been prepared to accompany an application for a non-material change to the Order ('the Change Application'). The application is made pursuant to section 153 and paragraph 2 of Schedule 6 to the Planning Act 2008, and in accordance with the Infrastructure Planning (Changes to, and Revocation of,

Development Consent Orders) Regulations 2011, as amended ('the 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 the 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.

1.2. This document

1.2.1. There is no specific legal definition of "non-material" in respect of changes, but paragraphs 9 to 16 of the Department for Communities and Local Government Guidance highlight that there are certain characteristics that can be used to determine whether a change is more likely to be considered non-material or material. This includes a consideration as to whether a change requires an updated Environmental Statement (ES)[1] or Habitats Regulation Assessment (HRA) to take account of new, or materially different, likely significant effects.

1.2.2. This report provides an overview of the potential impacts and potential likely significant effects of the Proposed Changes and compares these to the conclusions reached in the ES supporting the Order.

1.2.3. This report also considers the potential impacts and potential likely significant effects of the Proposed Changes against the baseline conditions as set out in the ES. It demonstrates that the Proposed Changes do not give rise to any new, or materially different, likely significant effects on the environment compared to those reported in the ES supporting the Order, and that the Proposed Changes can therefore be described as non-material.

1.2.4. For the purposes of the Change Application and this report, the baseline for this assessment is that there have been no other amendments to the Order. Accordingly, the assessment has considered the consented Project and the Project as amended by the Proposed Changes. Each of the Proposed Changes were initially assessed as an isolated change and subsequently considered cumulatively with one another. However, they have not been assessed cumulatively with the changes presented in the Project's first Non-Material Change Application, submitted 10 December 2025 and approved 15 April 2026. This approach reflects both how the Proposed Changes are geographically separate compared to the changes which comprised the first Non-Material Change Application and the fact that the maximum Zone of Influence (ZoI) identified for the relevant environmental assessments is 2km. As the changes proposed under the first Non-Material Change Application are located beyond this distance, any

[1] Documents | A66 Northern Trans-Pennine Project

combined effects would not be measurable and therefore fall outside the scope of the assessment.

1.3. The context for the Proposed Changes

1.3.1. 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).

1.3.2. 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.

1.3.3. 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.

1.3.4. LoD are defined boundaries within which the Authorised Development as consented must be designed and constructed. They are commonly incorporated into DCO's 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.

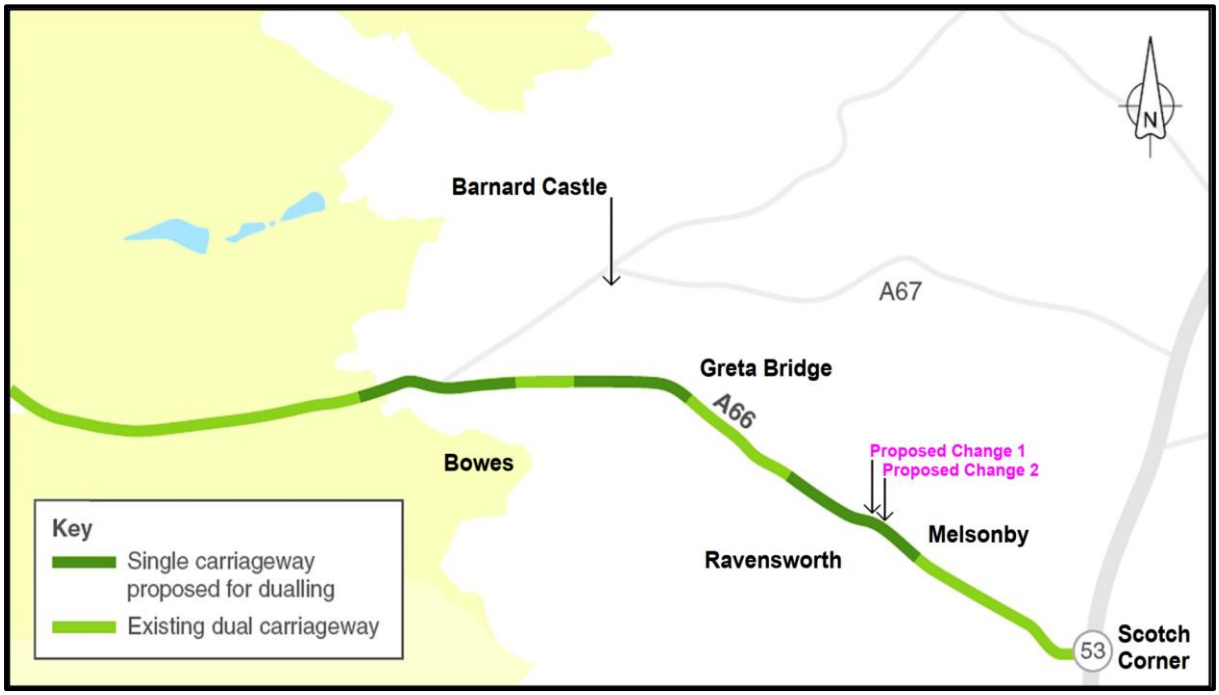
1.3.5. Separate to the Proposed Changes sought within this Change Application, National Highways has implemented some minor changes to the Project which fall within the LoD. These minor changes are not shown on the drawings accompanying this Change Application. However, the Proposed Changes are designed alongside the minor changes and as a result there may be occasions where the Proposed Changes may appear disconnected on the drawings.

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

1.4. Overview of the Proposed Changes

1.4.1. The Applicant is proposing two changes to the Project in this Change Application. 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 Change



1.4.2. A high-level summary of the Proposed Changes is set out in Table 1.1 below. A description of the Proposed Changes is set out in Section 2 of the accompanying Application Statement.

Table 1.1: Summary of Proposed Change

Proposed Change			Summary of Proposed Change
Scheme	Ref	Name	
09	Proposed Change 1	Collier Lane	Replacement of the junction with a roundabout to connect Collier Lane and the de-trunked A66.
09	Proposed Change 2	Mains Gill Junction Bridleway	Repositioning of the bridleway at Mains Gill Junction.

2. Methodology

2.1.1. This report has taken into account the methodology used in the ES (ref. APP-047) so that there is a consistency of approach to the assessment of likely significant effects between the consented Project and the Project as would be amended by the Proposed Changes. Reference has been had to the findings set out in the ES.

2.1.2. The following steps have been undertaken:

- All topics and potential impacts within these topic areas as set out in the ES were screened against the parameters of the Proposed Changes. This involved a consideration of the environmental impacts of each of the Proposed Changes and whether these impacts could result in a different conclusion in respect of the likely significance of effects to those identified in the ES.
- Where there was a clear case that the magnitude of the impact would be unchanged, negligible or minor (e.g. due to a decrease in spoil or material management of the Project), the effect/topic was screened out from further assessment for that Proposed Change.
- Where further analysis was required to determine whether the magnitude of the impact would be unchanged, negligible or minor, scoping assessments have been provided. These assessments are presented in the tables in Section 3.
- Where the magnitude of the impact of a Proposed Change would be unchanged, negligible or minor, it is considered that the significance of any likely cumulative effects would also be unchanged, negligible or minor.
- Where the outcome of the scoping assessment confirmed that the magnitude of the impact would be unchanged, negligible or minor, the likely significance of the effects of the associated Proposed Change is considered to be unchanged and be a non-material change.

3. Assessment of the Proposed Changes

3.1. Proposed Change 1 – Collier Lane

Design authorised by DCO

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

Description of the Proposed Change

3.1.2. 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 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 new footpath authorised by Work No. 09-7 that was removed during the DCO Change Application submitted during the DCO Examination on 11 May 2023.

3.1.3. 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.

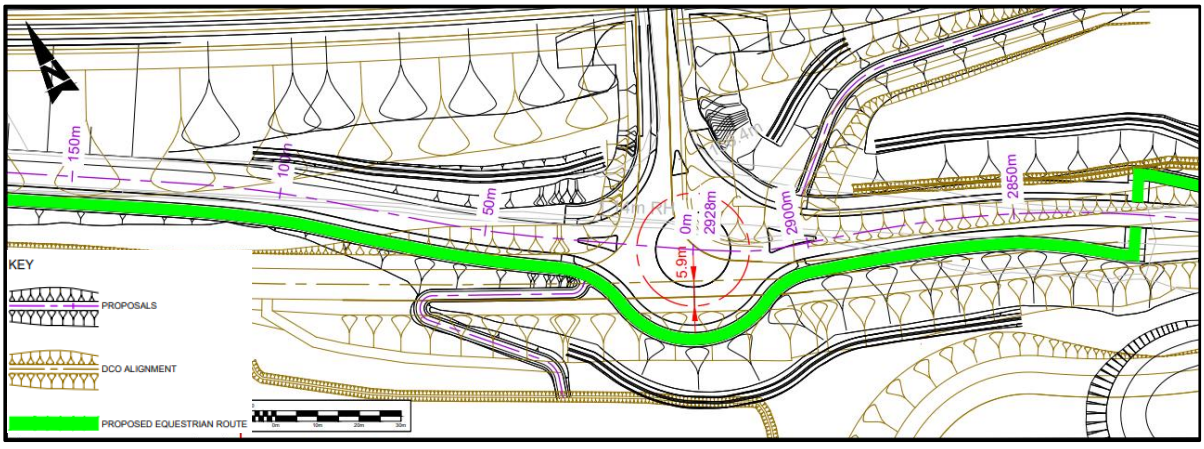


Figure 2: Comparison showing the Proposed Change overlaid on the Authorised Development

The reason for the Proposed Change

3.1.4. 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.

3.1.5. 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.

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

Appraisal of the environmental impact of the Proposed Change

3.1.7. As described in Section 2, following a screening exercise on a topic by topic basis, environmental topics have been screened out from further assessment where it is clear that there would continue to be no impacts due to the nature of the works, or the nature of the site.

3.1.8. Following the screening, the scope of the environmental assessment has been established for those environmental topics not screened out.

3.1.9. Where environmental topics have not been screened out, scoping assessments are presented in Table 3.1 below. These assessments have been undertaken against the baseline set out in the ES.

Table 3.1: Environmental Impact Assessment Scoping – Proposed Change 1 Collier Lane

Environmental Impact Assessment Scoping (construction and operation) – Proposed Change 1 Collier Lane				
Environmental Assessment Topic	**Change in project parameters (as applicable to each topic)**	**Key change in effect/s**	**Assessment of effects**	**Updated assessment?**
Air Quality (ES Chapter 5) (ref. APP-048)	Proposed Change has no significant impact upon air quality.	Proposed Change 1 which includes the addition of a roundabout at Collier Lane will have a negligible impact upon air quality as there are no air quality sensitive receptors within 200m of the Proposed Change. No significant effects are considered likely and no update to the ES required as a result of the Proposed Change. The assessment conclusions presented within the ES Chapter 5 (Air Quality) would not change as a result of the Proposed Change.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 5 (Air Quality) is not required.
Biodiversity (ES Chapter 6) (ref. APP-049)	Beneficial impact upon biodiversity through greater retention of habitat and less habitat lost.	Proposed Change 1 will have a beneficial impact upon biodiversity with a greater retention of habitat and less habitat lost as a result of the removal of the need to build 0.5km of new carriageway. Due to the greater retention of habitat and less habitat lost, a positive increase in the Biodiversity Net Gain (BNG) score is likely. Overall, the Proposed Change is considered negligible and will not change the significance of effects as concluded within the ES Chapter 6 (Biodiversity). No significant effects are considered likely and no update to the ES is required as a result of the Proposed Change.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 6 (Biodiversity) is not required.
Climate (ES Chapter 7) (ref. APP-050)	Proposed Change has no significant impact upon climate.	The Project has been designed to account for future projected climate change. Proposed Change 1 has no impact of the Project's ability to account for future projected climate change due to the small nature of the Proposed Change compared to the Project. Removing the need to construct new carriageway and enabling reuse of the existing carriageway follows PAS 2080 carbon management hierarchy of 'Avoid Switch Improve – build nothing, build less, build efficiently' and will lead to direct savings in embodied carbon emissions. The Proposed Change optimises the design and represents no significant effects, therefore no change to the assessment conclusions within the ES Chapter 7 (Climate) and no update to the ES required as a result of the Proposed Change.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 7 (Climate) is not required.
Cultural Heritage (ES Chapter 8) (ref. APP-051)	Proposed Change will have no significant effects to the buried archaeological resource. The de-trunking of the existing A66 and the construction of the roundabout adjacent to a Grade II Listed building will result in no significant change.	Removing the need to construct new 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. Mitigation incorporated into the Environmental Management Plan Annex B3 Detailed Heritage Mitigation Strategy for this location will be applied during construction, following closure of the existing A66. Overall, there will be no additional significant effects to the buried archaeological resource beyond those identified in the ES. The roundabout will be constructed c. 230m to the north west and within the setting of the Grade II Listed Ravensworth Lodge and associated outbuilding. Given the de-trunking of the existing A66 immediately adjacent to Ravensworth Lodge there will be no significant change to the ES assessment conclusions. No additional impacts identified to archaeological or heritage assets as outlined in the ES Chapter 8 (Cultural Heritage). The Proposed Change is not considered to change the assessment or conclusions presented within the ES Chapter 8 (Cultural Heritage) and no update to the ES required as a result of the Proposed Change.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 8 (Cultural Heritage) is not required.
Geology and Soils (ES Chapter 9) (ref. APP-052)	Reduced potential of contamination and soil impacts due to fewer earthworks and reduced area of permanent agricultural land take.	Fewer earthworks will reduce potential contamination and soils impacts and the alignment changes will reduce the area of permanent agricultural land take, which will have a beneficial impact. Overall, the Proposed Change is considered negligible and will not change the assessment conclusions presented within the ES Chapter 9 (Geology and Soils). Therefore, no updates to the conclusions of the ES Chapter 9 (Geology and Soils) are required.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 9 (Geology and Soils) is not required.
Landscape and Visual (ES Chapter 10) (ref. APP-053)	Proposed Change has no significant impact upon landscape and visual.	Proposed Change 1 will not cause any significant increase in tree loss and therefore no update to the ES Chapter 10 (Landscape and Visual) required. The ES assessment indicates that by year 15, Scheme 09 would result in a moderate adverse and significant effect on viewpoints 9.1 and 9.1A. This conclusion remains unchanged as a result of the Proposed Change as the overbridge and roundabout would still be prominent in the view, despite the road realignment. Although the Proposed Change reduces the alteration to the landscape elements, the conclusion in the ES	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 10 (Landscape and Visual) is not required.

Environmental Impact Assessment Scoping (construction and operation) – Proposed Change 1 Collier Lane				
Environmental Assessment Topic	**Change in project parameters (as applicable to each topic)**	**Key change in effect/s**	**Assessment of effects**	**Updated assessment?**
		Chapter 10 (Landscape and Visual) remains unchanged due to the overall impact of Scheme 09 upon landscape and visual elements. The Proposed Change is negligible and will not change the ES Chapter 10 (Landscape and Visual) assessment conclusions. No significant effects considered likely and no update to the ES required.		
Material Assets and Waste (ES Chapter 11) (ref. APP-054)	The Proposed Change will not have any overall impact upon material assets required and waste produced.	Although there are minor changes, the Proposed Change 1 will not change the ES Chapter 11 (Material Assets and Waste) assessment conclusions as the Proposed Change is 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 change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 11 (Material Assets and Waste) is not required.
Noise and Vibration (ES Chapter 12) (ref. APP-055)	Proposed Change has no significant impact upon noise and vibration.	Proposed Change 1 will have a negligible impact upon noise and vibration as there are no noise and vibration sensitive receptors within 200m of the Proposed Change. There are no significant effects considered likely and no update to the ES 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 Change.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 12 (Noise and Vibration) is not required.
Population and Human Health (ES Chapter 13) (ref. APP-056)	The Proposed Change will have a negligible impact upon population and human health.	There are no sensitive receptors within 200m of the Proposed Change. Of the community features listed in the ES for Scheme 09 for construction and operation, none of the receptors listed are within 500m of the Proposed Change. Therefore, there are no significant effects and no change to the ES assessment conclusions presented in Chapter 13 (Population and Human Health) as a result of the Proposed Change.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 13 (Population and Human Health) is not required.
Road Drainage and the Water Environment (ES Chapter 14) (ref. APP-057)	Proposed Change has no significant impact upon road drainage and the water environment.	No watercourses are impacted by the Proposed Change. The updated Highways England (National Highways) Water Risk Assessment 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. No additional impacts have been identified to groundwater level and flow, abstraction points, or groundwater quality as there are no significant changes to the Scheme 09 elevation as a result of the Proposed Change. Proposed Change 1 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 required.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 14 (Road Drainage and the Water Environment) is not required.

3.1.10. We can therefore conclude that Proposed Change 1 (Collier Lane) would not result in any new, or materially different, likely significant environmental effects to those identified in the ES.

3.2. Proposed Change 2 – Mains Gill Junction Bridleway

Design authorised by DCO

3.2.1. 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 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.

3.2.2. 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).

Description of the Proposed Change

3.2.3. The Proposed Change comprises the repositioning of the bridleway at Mains Gill Junction. This change will reduce road crossings from two crossings to one crossing and therefore the Applicant considered this arrangement safer. NYC, in their role as the LHA and LPA, 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.

3.2.4. 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.

3.2.5. 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.

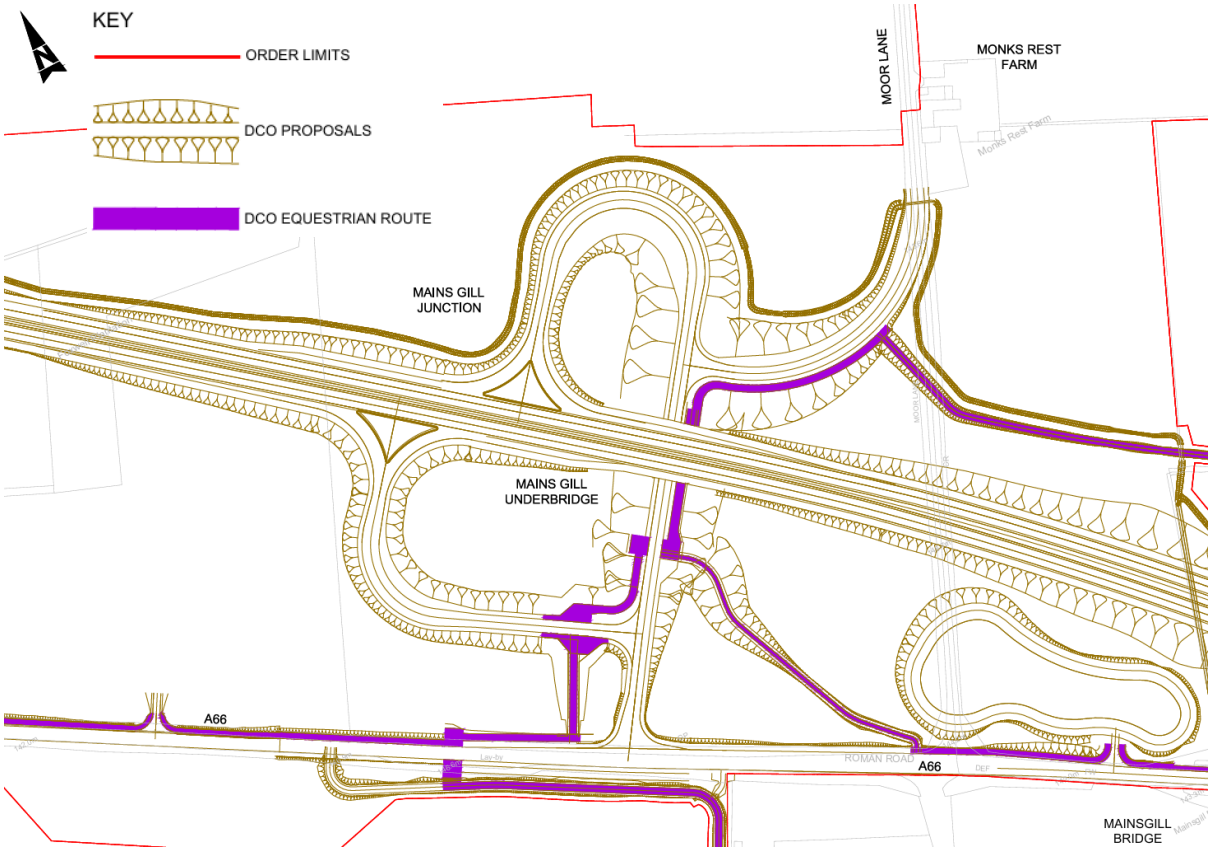


Figure 3: The equestrian route approved by the Authorised Development

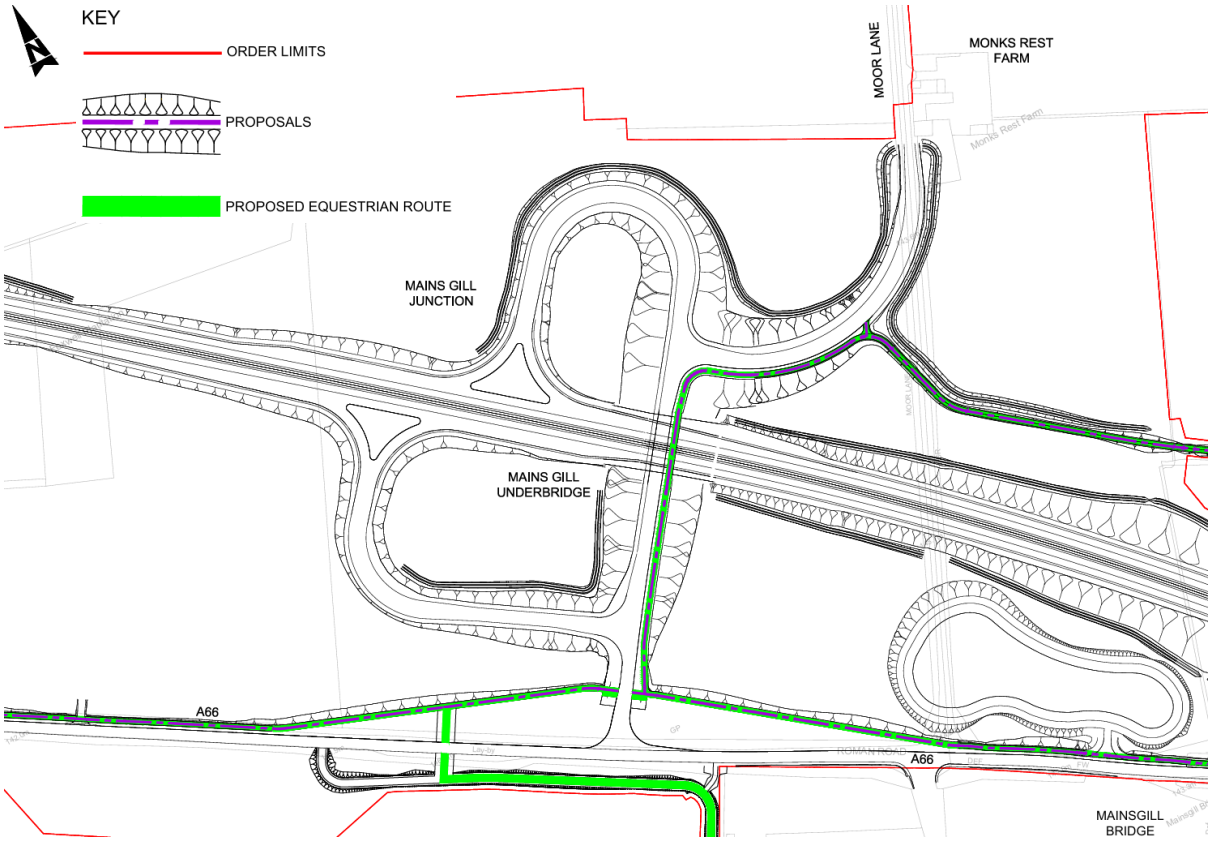


Figure 4: The proposed equestrian route by the Proposed Change

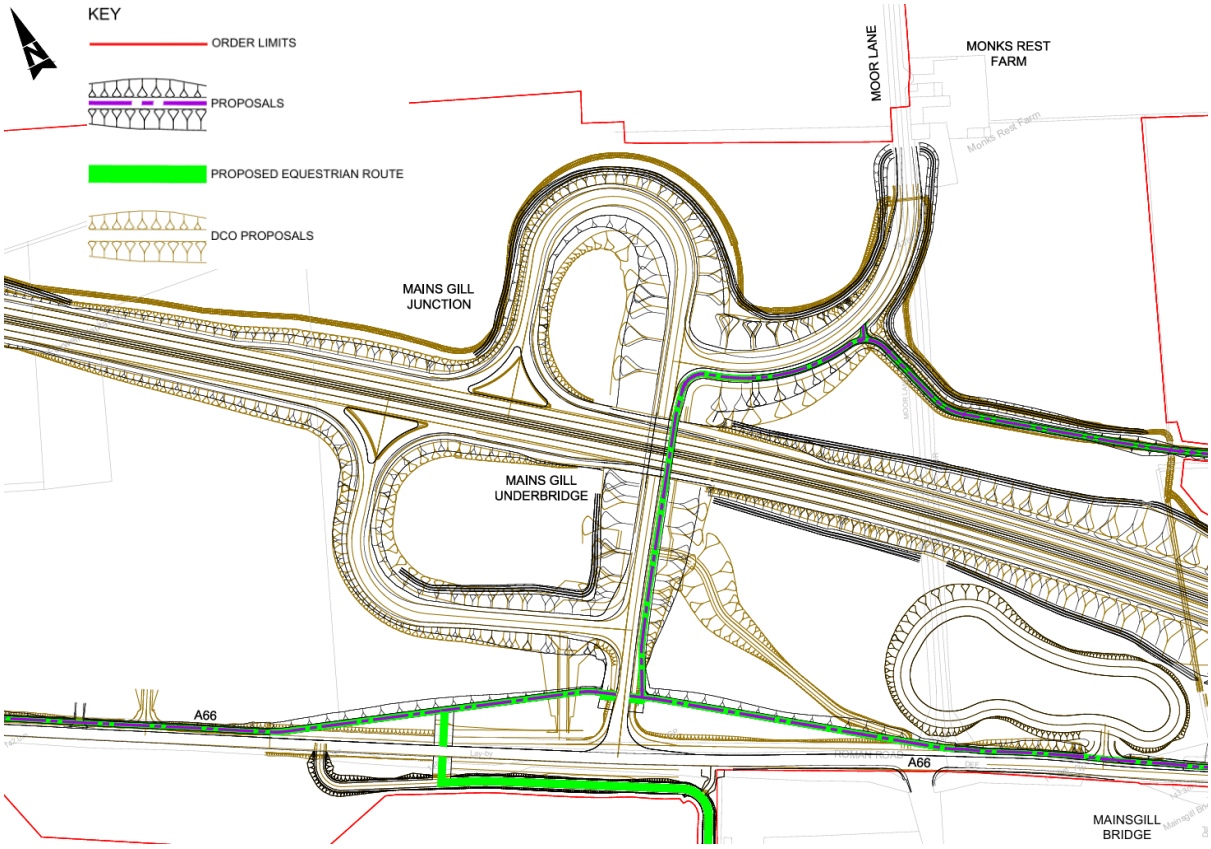


Figure 5: Comparison showing the Proposed Change overlaid on the Authorised Development

The reason for the Proposed Change

The Proposed Change was developed by National Highways to improve pedestrian and equestrian safety.

Appraisal of the environmental impact of the Proposed Change

3.2.6. As described in Section 2, following a screening exercise on a topic by topic basis, environmental topics have been screened out from further assessment where it is clear that there would continue to be no impacts due to the nature of the works, or the nature of the site.

3.2.7. Following the screening, the scope of the environmental assessment has been established for those environmental topics not screened out.

3.2.8. Where environmental topics have not been screened out, scoping assessments are presented in Table 3.2 below. These assessments have been undertaken against the baseline set out in the ES.

Table 3.2: Environmental Impact Assessment Scoping – Proposed Change 2 Mains Gill Junction Bridleway

Environmental Impact Assessment Scoping (construction and operation) – Proposed Change 2 Mains Gill Junction Bridleway				
Environmental Assessment Topic	**Change in project parameters (as applicable to each topic)**	**Key change in effect/s**	**Assessment of effects**	**Updated assessment?**
Air Quality (ES Chapter 5) (ref. APP-048)	Proposed Change has no significant impact upon air quality.	The repositioning of the bridleway at Mains Gill Junction will have a negligible impact upon 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. No significant effects are considered likely and no update to the ES is required as a result of the Proposed Change. The assessment conclusions presented within the ES Chapter 5 (Air Quality) would not change as a result of the Proposed Change.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 5 (Air Quality) is not required.
Biodiversity (ES Chapter 6) (ref. APP-049)	Proposed Change has no significant impact upon biodiversity.	Proposed Change 2 will have a neutral impact upon biodiversity. Whilst there will be a minor increase in habitat loss within the amended location, it is situated within an area of low value habitat (arable farmland). With the changes being small scale and minor in nature, it is considered unlikely that there would be any significant further impacts upon protected or priority species/habitats. Overall, the Proposed Change is considered negligible and will not change the significance of effects as concluded within the ES Chapter 6 (Biodiversity). No significant effects are considered likely and no update to the ES is required as a result of the Proposed Change.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 6 (Biodiversity) is not required.
Climate (ES Chapter 7) (ref. APP-050)	The Proposed Change relates to a localised design amendment to the bridleway at Mains Gill Junction. The change does not introduce new land uses, materially alter traffic flows at the Scheme level, or change the operational characteristics of the Project as assessed within the ES.	Proposed Change 2 does not affect the Project's ability to account for future projected climate change and follows the PAS 2080 carbon management hierarchy of *Avoid – Switch – Improve*, through design optimisation and reduced material requirements. Any changes to construction activities are small in scale when considered in the context of Scheme 09 and the Project and do not give rise to new or materially different climate change risks. Minor design optimisation is expected to reduce material use compared to the consented design. As such, the Proposed Change is anticipated to result in a small reduction in embodied carbon emissions relative to the consented Scheme. There is no change to operational greenhouse gas emissions or to the Project's resilience to future climate conditions. Overall, there will be no significant effects, and therefore no change to the assessment conclusions within the ES Chapter 7 (Climate) and no update to the ES required as a result of the Proposed Change.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 7 (Climate) is not required.
Cultural Heritage (ES Chapter 8) (ref. APP-051)	The Proposed Change will have a negligible impact upon Cultural Heritage.	Although there is a low level of archaeological sensitivity identified from evaluation near Mains Gill Junction and the Carkin Moor scheduled monument lies approximately 200m to the east, none will experience impacts beyond what is already identified in ES Chapter 8 (Cultural Heritage). There will be no significant effects and no change to the ES assessment conclusions presented in ES Chapter 8 (Cultural Heritage) as a result of the Proposed Change.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 8 (Cultural Heritage) is not required.
Geology and Soils (ES Chapter 9) (ref. APP-052)	Reduced potential of contamination and soil impacts due to fewer earthworks and reduced area of permanent agricultural land take.	Fewer earthworks are required as a result of the Proposed Change due to the removal of the embankment to the east of Mains Gill Junction, which will reduce potential contamination and soils impacts and the alignment changes will reduce the area of permanent agricultural land take, which will have a beneficial impact. Overall, the Proposed Change is considered negligible and will not change the assessment conclusions presented within the ES Chapter 9 (Geology and Soils). Therefore, no updates to the conclusions of the ES Chapter 9 (Geology and Soils) are required.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 9 (Geology and Soils) is not required.
Landscape and Visual (ES Chapter 10) (ref. APP-053)	The Proposed Change has no significant impact upon landscape and visual.	Proposed Change 2 does not increase vegetation or tree loss and results in only minor adjustments to landscape elements. These alterations are negligible and do not alter the landscape assessment presented in ES Chapter 10 (Landscape and Visual). No significant landscape effects are anticipated, and no update to the ES is required. The ES identifies a Year 15 moderate adverse, significant visual effect at viewpoints 9.1 (which demonstrates the view for motorists on Collier Lane, travelling south towards the existing A66) and 9.1A (which demonstrates the sloping alignment of the A66 across the landscape) under Scheme 09. The amendment of a pedestrian/equestrian crossing, associated links, and a new bridleway does not change the magnitude or nature of these effects. The overbridge and roundabout remain the primary visual features, and the conclusions of the visual assessment remain unchanged. Proposed Change 2 is negligible in landscape and visual terms and does not modify the ES Chapter 10 (Landscape and Visual) conclusions. No additional landscape or visually significant effects are reported, and therefore, it is concluded that no ES update is required.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 10 (Landscape and Visual) is not required.

Environmental Impact Assessment Scoping (construction and operation) – Proposed Change 2 Mains Gill Junction Bridleway				
Environmental Assessment Topic	**Change in project parameters (as applicable to each topic)**	**Key change in effect/s**	**Assessment of effects**	**Updated assessment?**
Material Assets and Waste (ES Chapter 11) (ref. APP-054)	The Proposed Change will not have any overall impact upon material assets required and waste produced.	Although there are minor changes (likely reduced material use and waste generation), Proposed Change 2 will not change the ES Chapter 11 (Material Assets and Waste) assessment conclusions as the Proposed Change is 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 Chapter 11 (Material Assets and Waste) is required.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 11 (Material Assets and Waste) is not required.
Noise and Vibration (ES Chapter 12) (ref. APP-055)	The Proposed Change will have no change in impacts on construction and operational noise and vibration.	At its closest point, the nearest noise and vibration sensitive receptor is approximately 90m from the Proposed Change, Mainsgill Farm Shop. Potential construction vibration impacts are therefore considered unlikely at this distance. Any noise impacts arising during construction attributable to the 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. There are no significant effects considered likely, and no update to the ES is required as a result of the Proposed Change. Overall, the Proposed Change is considered negligible and will not change the significance of effects as concluded within the ES Chapter 12 (Noise and Vibration).	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 12 (Noise and Vibration) is not required.
Population and Human Health (ES Chapter 13) (ref. APP-056)	The Proposed Change will have a negligible impact upon population and human health.	Of the community features listed in the ES for Scheme 09 for construction and operation, Mainsgill Farm Shop is the only receptor located within 500m of the Proposed Change. There will be no additional significant effects as there are no new additional receptors being impacted by the Proposed Change. Therefore, the Proposed Change is negligible and no change to the ES assessment conclusions presented in Chapter 13 (Population and Human Health).	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 13 (Population and Human Health) is not required.
Road Drainage and the Water Environment (ES Chapter 14) (ref. APP-057)	Proposed Change has no significant impact upon road drainage and the water environment.	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 as there are no significant changes to the Scheme 09 fixed Scheme levels or earthworks as a result of the Proposed Change. Overall, the Proposed Change is considered negligible and will not change the significance of effects as concluded within the ES Chapter 14 (Road Drainage and the Water Environment). No significant effects are considered likely and no update to the ES is required as a result of the Proposed Change.	No change in magnitude of impact, therefore no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES Chapter 14 (Road Drainage and the Water Environment) is not required.

3.2.9. We can therefore conclude that Proposed Change 2 (Mains Gill Junction Bridleway) would not result in any new, or materially different, likely significant environmental effects to those identified in the ES.

4. Cumulative Assessment

4.1.1. A cumulative assessment has been undertaken at this stage for the Proposed Changes against the baseline set out in the ES.

4.1.2. The DMRB LA 104 Environmental assessment and monitoring (DMRB LA 104)[2] (Highways England, 2020) provides the standard for assessment of cumulative effects for highways schemes. Cumulative impacts can arise as the result of:

- the combined impact of a number of different environmental factors - specific impacts from a single project on a single receptor/resource; and/or
- the combined impact of a number of different projects within the vicinity on a single receptor/resource.

4.1.3. The approach taken for this cumulative assessment of the Proposed Changes is based upon the approach taken for the cumulative assessment within the ES (ref. APP-058). Table 4.1 below has been taken from Chapter 15 Cumulative Effects.

4.1.4. The following standards and guidance have been employed for this cumulative assessment:

- DMRB LA 104 (section 3.19 – 3.22), which sets out a high-level methodology for assessing cumulative effects on highways projects; and
- Planning Inspectorate Guidance National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment (Planning Inspectorate, 2026)[3].

4.1.5. As previously stated in paragraph 1.2.4, the cumulative effects assessment has been undertaken for the two Proposed Changes only. The Project's first Non-Material Change Application has not been included within the cumulative assessment because it is located beyond the maximum ZoI applied in the environmental assessments for the Proposed Changes. The largest ZoI adopted for any environmental topic is 2km, applicable to Landscape and Visual, Cultural Heritage, and Biodiversity topics. Other environmental topics utilise smaller ZoIs, ranging from 200m to 1km. As the first Non-Material Change Application falls outside all relevant topic-specific ZoIs, there is no reasonable pathway for cumulative environmental effects to occur between the previous application and the Proposed Changes. Therefore, the cumulative assessment has focused on the interaction of the two Proposed Changes and any other developments identified within the applicable topic-specific study areas.

[2] Highways England (2020) Design Manual for Roads and Bridges LA 104 Environmental assessment and monitoring
[3] Nationally Significant Infrastructure Projects - Advice on Cumulative Effects Assessment - GOV.UK

Table 4.1: Stages of Cumulative Effects Assessment

Stage	Activity
Stage 1: Establishing the long list of 'other existing development and/or approved development'	• identify the ZoI for each of the environmental topics. • identify a long list of 'other existing developments and/or approved developments' in the vicinity of the Project which may have cumulative effects. • undertake a desktop review of available environmental information for identified 'other existing development and/or approved development'. • assign certainty to 'other existing development and/or approved development' using the tier system.
Stage 2: Identify short list of 'other existing development and/or approved development'	• establish which of the identified 'other existing developments and/or approved developments' from Stage 1 have the potential to give rise to significant cumulative effects by virtue of overlaps in temporal scope, the scale and nature of the 'other existing developments and/or approved developments' and receiving environment and any other relevant factors. • as noted in Planning Inspectorate Guidance National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment's Establishing a shortlist of 'other existing development and/or approved development' • 'Professional judgement may also be used to supplement the threshold criteria and to avoid excluding other existing development and/or approved development that is': - Below the threshold criteria limits but has characteristics likely to give rise to a significant effect; or - Below the threshold criteria limits but could give rise to a cumulative effect by virtue of its proximity to the proposed nationally significant infrastructure project.
Stage 3: Information gathering	• information related to the shortlisted cumulative developments is gathered and reviewed.
Stage 4: Assessment	• cumulative effects assessment of shortlisted 'other existing development and/or approved development' is undertaken. Each individual 'other existing development and/or approved development' is reviewed in turn to identify whether there is potential for significant cumulative effects. • mitigation measures are identified where required.

4.2. Stage 1

4.2.1. The ZoI for this cumulative assessment of the Proposed Changes for each environmental topic is that which was identified in the ES Figure 15.1: Cumulative zones of influence (ref. APP-144) and the ES Table 15-3 Cumulative assessment zone of influence by topic (ref. APP-058).

4.2.2. The study area for the longlist of 'other existing developments and/or approved developments' and Development Plan allocations includes those that are within 2km from the Order Limits and up to 5km from the Order Limits for developments requiring Environmental Impact Assessment.

4.2.3. The tiers assigned to each of the 'other existing developments and/or approved developments' identified for this cumulative assessment of the Proposed Changes is as per the ES Table 15-4 Project tiering to assign certainty for the purpose of Cumulative Effects Assessment (as provided in Table 2 within Advice Note 17) (ref. APP-058).

4.2.4. Identification of the 'other existing developments and/or approved developments' has been obtained by reviewing planning applications, Nationally Significant Infrastructure Projects (NSIP) applications, Transport and Work Act Orders and local plan allocations from the following authorities:

- The Planning Inspectorate (for NSIP applications) Register of Applications
- The Department for Transport (for Transport and Works Act Order applications)
- NYC, register of applications and adopted local plans
- Durham County Council (DCC), register of applications and adopted local plans

4.2.5. The planning application data was screened through a filtering process to remove the following:

- Any planning applications older than five years (i.e. dating from prior to 28 September 2021)
- Small scale applications that would not be expected to give rise to significant effects, or contribute to significant cumulative effects, for example:
  - Construction of small-scale agricultural buildings
  - House extensions or cosmetic changes to buildings
  - Micro-generation wind turbines
  - Roof mounted solar PV panels
  - Renewal of planning permission for retention of existing operational use
  - Tree works
  - Listed building applications
- Withdrawn applications
- Dismissed appeals
- Refused applications where the opportunity for appeal has passed (six months)
- Prior notification (Notice of Intention) applications
- Non-material amendments
- Discharge or variation of conditions

4.2.6. The longlist of *'other existing developments and/or approved developments'* for cumulative assessment of the Proposed Changes for planning allocations was obtained via a search of the planning websites for NYC and DCC which met the above criteria are listed in Table 4.2 below.

4.2.7. The longlist of *'County Development Plan allocations'* for the cumulative assessment of the Proposed Changes for employment and housing allocations from the NYC and DCC Local Development Plans which met the above criteria are listed in Table 4.3 below as of 28 September 2026.

4.3. Stage 2

4.3.1. The long list of *'other existing developments and/or approved developments'* identified in Stage 1 has been subject to further threshold criteria to identify a short list of developments for this cumulative assessment of the Proposed Changes.

4.3.2. The threshold criteria considered in shortlisting a development is outlined in the ES Table 15-15-5 Criteria for shortlist of 'other existing development and/or approved development' (ref. APP-058). The criteria have come from Planning Inspectorate guidance and the Environmental Impact Assessment (EIA) Regulations 2017[4].

4.3.3. Professional judgement has been applied to 'other existing developments and/or approved developments' that exceed the thresholds but do not give rise to discernible effects. Where relevant, the reasons for excluding any 'other existing development and/or approved development' from further consideration are outlined in Tables 4.2 and 4.3.

4.3.4. Generally, only 'other existing developments and/or approved developments' where an EIA is required are considered appropriate for inclusion in this cumulative assessment of the Proposed Changes, but topics have considered all of the factors listed in the ES Table 15-15-5 Criteria for shortlist of 'other existing development and/or approved development' (ref. APP-058).

4.3.5. The long list of developments provided in Tables 4.2 and 4.3 below has been condensed from Stage 1 to Stage 2 using the criteria listed in the ES Table 15-15-5 Criteria for shortlist of 'other existing development and/or approved development' (ref. APP-058).

4.3.6. The shortlist of 'other existing developments and/or approved developments' for cumulative assessment of the Proposed Changes are listed in Table 4.4 below.

[4] The Town and Country Planning (Environmental Impact Assessment) Regulations 2017

Table 4.2: Stages 1 and 2 – Longlist of 'other existing developments and/or approved developments' for cumulative assessment of the Proposed Changes

Local Authority	Application Reference	Applicant for 'other development' and brief description	Distance from Order Limits (m)	Decision	Date of Decision	Tier	Within ZoI?	Progress to Stage 3?
NYC	22/00827/FULL	Applicant: [redacted] Proposal: Full Planning Permission for Use of Property as a Boutique Hotel (use class C1) (retrospective)	0	Approved with conditions	16/01/2023	1	Yes	No - less than 150 dwellings and less than 5ha
NYC	ZD25/00461/FULL	Applicant: POTTS Proposal: Full Planning Permission for Proposed Change of Use of Agricultural Land to form Residential Curtilage, including Revisions to Boundary Treatments	60	Approved with Conditions	02/07/2026	1	Yes	No - less than 150 dwellings and less than 5ha
NYC	21/01086/FULL	Applicant: [redacted] Proposal: Full Planning Permission for Alterations to Existing Dwelling	1220	Approved with conditions	18/02/2022	1	Yes	No - less than 150 dwellings and less than 5ha
NYC	21/00471/FULL	Applicant: [redacted] Proposal: Full Planning Permission for Construction of a New Stone-Built House as Revised Plans Received 21.06.21	1730	Approved with conditions	11/01/2022	1	Yes	No - less than 150 dwellings and less than 5ha
NYC	22/00266/FULL	Applicant: [redacted] Proposal: Full Planning Permission for Part Retrospective Change of Use of Land from Agricultural to Domestic Use, to Provide Access and Parking, Single Storey Extension, Internal Alterations and Replacement of External Windows and Doors to PVCU	0	Approved with conditions	04/08/2022	1	Yes	No - less than 150 dwellings and less than 5ha
NYC	22/00253/FULL	Applicant: [redacted] Proposal: Full Planning Permission for Replacement Garden Room to Rear of Existing Dwelling	742	Approved with conditions	25/11/2022	1	Yes	No - less than 5ha
NYC	22/00719/FULL	Applicant: [redacted] Proposal: Full Planning Permission for Erection of Glazed Extension to Tea Room	1420	Approved with conditions	12/12/2022	1	Yes	No - less than 5ha
NYC	ZD24/00143/FULL	Applicant: [redacted] Proposal: Full Planning Permission for Installation of 20 Ground Mounted Solar Panels	1610	Approved with conditions	29/05/2024	1	Yes	No - less than 5ha
NYC	22/00321/FULL	Applicant: [redacted] Proposal: Full Planning Permission for Demolition of Existing Granary and Reconstruction to Form Dwelling	1420	Approved with conditions	21/03/2023	1	Yes	No - less than 150 dwellings and less than 5ha
NYC	22/00034/FULL	Applicant: [redacted] Proposal: Full Planning Permission for New Dwelling	1410	Approved with conditions	05/09/2022	1	Yes	No - less than 150 dwellings and less than 5ha
NYC	ZD24/00537/FULL	Applicant: [redacted] Proposal: Full Planning Permission for Demolition of Greenhouses, Erection of Dwellings including Access, Rerouting of Watercourse, Landscaping, and Change of Use of Land from Agriculture to create area for Biodiversity Enhancements	1110	Decision Pending	N/A	1	Yes	No - less than 150 dwellings and less than 5ha
NYC	ZD23/00434/FULL	Applicant: [redacted] Proposal: Full Planning Permission for Construction of Two Holiday Cabins	1130	Approved with conditions	28/02/2024	1	Yes	No - less than 150 dwellings and less than 5ha
NYC	ZD25/00676/EIASCR	Applicant: [redacted] Proposal: Environmental Impact Assessment (EIA) Screening Request under the Town and Country Planning (EIA) Regulations 2017 for change of use of land to recreational fishing lake, engineering works to create a lake, together with landscaping / planting, ancillary parking, weather shelters and associated informal grass pathways	3760	EIA Not Required	09/02/2026	3	Yes	No - tier 3, not enough detail available for assessment

Local Authority	Application Reference	Applicant for 'other development' and brief description	Distance from Order Limits (m)	Decision	Date of Decision	Tier	Within ZoI?	Progress to Stage 3?
NYC	ZD26/00082/FULL	Applicant: [redacted] Proposal: Full planning permission for siting of one shepherd hut for ancillary private use associated with Moor View, including off-grid services	1830	Approved with conditions	07/04/2026	1	Yes	No - less than 150 dwellings and less than 5ha.
NYC	ZD26/00107/FULL	Applicant: N/A. Agent: [redacted] Proposal: Full planning application for the conversion of and extension to the Smallways Country Inn to form 4 no. residential dwellings. (Site plan and swept path analysis added on 13/04/2026)	0	Decision Pending	N/A	1	Yes	No - less than 150 dwellings and less than 5ha.
NYC	ZD26/00203/PIP	Applicant: N/A. Agent: [redacted] Proposal: Permission in Principle for up to 4 dwellings	1210	Application permitted	12/06/2026	1	Yes	No - less than 150 dwellings and less than 5ha.
NYC	ZD26/00269/FULL	Applicant: [redacted] Proposal: Full planning permission for erection of an agricultural building for free range egg production and associated infrastructure (revised plans and documents attached to the case file on the 20.7.26)	70	Decision Pending	N/A	1	Yes	Yes - greater than 5ha.
NYC	ZD26/00292/OUT	Applicant: [redacted] Proposal: Outline application for demolition of all buildings and greenhouses and the erection of up to 75 no. dwellings.	890	Decision Pending	N/A	1	Yes	No - less than 150 dwellings and less than 5ha.
NYC	ZD26/00464/FULL	Applicant: [redacted] Proposal: Full planning permission for installation of package wastewater treatment plant, associated drainage field and foul drainage pipework.	1790	Approved with conditions	15/09/2026	1	Yes	No - less than 5ha.

Table 4.3: Stage 1 and 2 – Longlist of Development Plan allocations for cumulative assessment of the Proposed Changes – NYC and DCC Local Development Plans

Local Authority	Application Reference	Applicant for 'other development' and brief description	Distance from Order Limits (m)	Status	Tier	Within ZoI?	Progress to Stage 3?
Employment Allocations							
DCC	No employment allocations identified.						
NYC	No employment allocations identified.						
Housing Allocations							
DCC	No housing allocations identified.						
NYC	No housing allocations identified.						

4.4. Stage 3

4.4.1. In line with Planning Inspectorate guidance on cumulative assessments, the following information on the ‘other existing developments and/or approved developments’ shortlisted has been compiled from publicly available information including:

- proposed design and location information.
- proposed programme of construction, operation and decommissioning.
- environmental assessments that set out baseline data and effects arising from the ‘other existing development and/or approved development.

4.4.2. The following information on ‘other existing developments and/or approved developments’ has also been complied:

- name of the applicant (either termed as 'Individual' for a private person, or a company name).
- distance from the Order Limits of the Project in metres.
- status of the application.

4.4.3. This information is set out in Table 4.4 below.

Table 4.4: Stage 3 – Shortlist of 'other existing developments and/or approved developments' for cumulative assessment of the Proposed Changes

Local Authority	Application Reference	Applicant for 'other development' and brief description	Distance from Order Limits (m)	Status	Overlap in temporal scope?	Scale and nature of development likely to have a significant effect?
DCC	No developments identified in Tables 4.2 and 4.3 have been shortlisted for cumulative assessment as they are outside the threshold criteria.					
NYC	ZD26/00269/FULL	Applicant: [redacted] Proposal: Full planning permission for erection of an agricultural building for free range egg production and associated infrastructure (revised plans and documents attached to the case file on the 20.7.26)	70	Decision Pending	Currently in the planning permission process. Potential overlap in construction and operational temporal scope.	Yes - potential overlap in construction and operation, which may give rise to cumulative effects on construction traffic, noise and air quality, and on population and human health, landscape, and ecology. The site is located adjacent to A66.

4.5. Stage 4

4.5.1. The assessment of significance of the cumulative effects of the Proposed Changes is determined in accordance with the significance assessment as detailed within the ES Chapter 4: Environmental Impact Assessment Methodology (ref. APP-047). The significance criteria for cumulative effects has been derived from guidance set out within the DMRB LA 104.

4.5.2. Where significant cumulative effects are identified as a result of the Proposed Changes, an assessment of the need for additional mitigation (further to that already set out within the ES Chapters 5 to 14) (ref. APP-048 to APP-057) is undertaken.

4.6. Assessment of cumulative effects

4.6.1. For each identified 'other existing development and/or approved development', consideration has been made as to the likelihood that any impacts from the other development could occur at the same time as the Proposed Changes or affect similar receptors or resources. The long list of developments provided in Tables 4.2 and 4.3 above has been condensed from Stage 1 to Stage 2 using the criteria listed in the ES Table 15-15-5 Criteria for shortlist of 'other existing development and/or approved development' (ref. APP-058).

4.6.2. Table 4.4 above provides the shortlist of 'other development and/or approved development' used for this cumulative assessment of the Proposed Changes.

4.6.3. Cumulative effects have been identified by considering whether:

- there would be any change in magnitude of the significant effects from the Project, as identified within the ES, as a result of the Proposed Changes, taking into consideration any impacts from the other developments. For example, a moderate adverse significant effect becoming a large adverse significant effect; or
- the impacts of the Project on key receptors in combination with impacts potentially associated with the Proposed Changes and with 'other existing developments and/or approved developments', which would trigger a significant effect where the impacts of a project in isolation would not, i.e. a non-significant effect becoming a significant effect.

4.6.4. Where available, the relevant environmental information submitted for each development has been reviewed to inform the cumulative assessment.

4.6.5. Table 4.5 below assesses the cumulative effects of the shortlisted 'other existing developments and/or approved developments' with the Proposed Changes located within the ZoI only.

Table 4.5: Stage 4 – Cumulative Assessment of Shortlist of 'other existing developments and/or approved developments' with the Proposed Changes

Local Authority	Application Reference	Distance from Order Limits (m) / Distance from Proposed Change 1 (m) / Distance from Proposed Change 2 (m)	Assessment of Cumulative Effect	Proposed mitigation including any apportionment	Residual cumulative effect
DCC	No developments identified in Tables 4.2 and 4.3 have been shortlisted for cumulative assessment as they are outside of the threshold criteria.				
NYC	ZD26/00269/FULL	70 / 1960 / 632	Air Quality Proposed Change 1: Planning Application ZD26/00269/FULL is not located within the Air Quality ZoI for Proposed Change 1. As assessed in Table 3.1 of this Environmental Report, Proposed Change 1 would not result in any additional significant effects on air quality beyond those significant and cumulative effects reported in the ES Chapter 5 Air Quality and Chapter 15 Cumulative Effects (ref. APP-048, APP-058). Air Quality Proposed Change 2: Planning Application ZD26/00269/FULL is not located within the Air Quality ZoI for Proposed Change 2. As assessed in Table 3.2 of this Environmental Report, Proposed Change 2 would not result in any additional significant effects on air quality beyond those significant and cumulative effects reported in the ES Chapter 5 Air Quality and Chapter 15 Cumulative Effects (ref. APP-048, APP-058). Biodiversity Proposed Change 1: Planning Application ZD26/00269/FULL proposes the erection of an agricultural building	No further mitigation measures required, beyond those outlined in the Environment Management Plan.	There are no residual cumulative effects for construction and operation.

Local Authority	Application Reference	Distance from Order Limits (m) / Distance from Proposed Change 1 (m) / Distance from Proposed Change 2 (m)	Assessment of Cumulative Effect	Proposed mitigation including any apportionment	Residual cumulative effect
			for free-range egg production and associated infrastructure within an existing agricultural setting. Potential biodiversity effects associated with Planning Application ZD26/00269/FULL are anticipated to relate principally to localised habitat loss and disturbance during construction. As assessed in Table 3.1 of this Environmental Report, Proposed Change 1 results in a beneficial biodiversity outcome through the retention and reuse of approximately 600m of existing A66 carriageway and removal of the requirement to construct approximately 500m of new carriageway. This reduces habitat loss, land take and associated disturbance compared with the consented Scheme. Consequently, the interaction of Planning Application ZD26/00269/FULL and Proposed Change 1 would not give rise to any new or materially different cumulative effects upon habitats, protected species, priority habitats or designated ecological sites beyond those reported in ES Chapter 6 Biodiversity and Chapter 15 Cumulative Effects (ref. APP-049, APP-058). Biodiversity Proposed Change 2: As assessed in Table 3.2 of this Environmental Report, Proposed Change 2 comprises a small-scale amendment to the bridleway alignment and crossing arrangement within existing agricultural land. The works are largely contained within low-value arable habitat and do not introduce additional impacts upon protected or priority species. Given the limited scale of the amendment and the agricultural nature of Planning Application ZD26/00269/FULL, there is no realistic mechanism by which the two projects would combine to result in significant cumulative biodiversity effects. There would therefore be no change		

Local Authority	Application Reference	Distance from Order Limits (m) / Distance from Proposed Change 1 (m) / Distance from Proposed Change 2 (m)	Assessment of Cumulative Effect	Proposed mitigation including any apportionment	Residual cumulative effect
			to the conclusions reported in ES Chapter 6 Biodiversity and Chapter 15 Cumulative Effects. Climate Proposed Change 1: Planning Application ZD26/00269/FULL proposes the erection of an agricultural building for free-range egg production and associated infrastructure. Planning Application ZD26/00269/FULL would generate embodied carbon associated with construction activities, material use and operational agricultural activities. As assessed in Table 3.1 of this Environmental Report, Proposed Change 1 incorporates a design optimisation through the retention and reuse of approximately 600m of existing A66 carriageway and the removal of the requirement to construct approximately 500m of new carriageway. This reduces earthworks, pavement construction, material consumption, construction plant use and associated transport movements when compared with the consented Scheme, resulting in a reduction in embodied carbon emissions. Consequently, the interaction of Planning Application ZD26/00269/FULL and Proposed Change 1 would not result in any new or materially different cumulative climate effects beyond those reported in ES Chapter 7 Climate and Chapter 15 Cumulative Effects. Climate Proposed Change 2: As assessed in Table 3.2 of this Environmental Report, Proposed Change 2 comprises the rationalisation of the bridleway alignment and removal of one equestrian crossing, reducing associated infrastructure, embankment works and material requirements compared with the consented Scheme. Whilst Planning Application ZD26/00269/FULL would generate its own construction-related emissions, the scale of		

Local Authority	Application Reference	Distance from Order Limits (m) / Distance from Proposed Change 1 (m) / Distance from Proposed Change 2 (m)	Assessment of Cumulative Effect	Proposed mitigation including any apportionment	Residual cumulative effect
			Proposed Change 2 is limited and would not affect operational traffic flows or the climate resilience of Scheme 09 and the Project. Consequently, the interaction of Planning Application ZD26/00269/FULL and Proposed Change 2 would not result in any new or materially different cumulative climate effects beyond those reported in ES Chapter 7 Climate and Chapter 15 Cumulative Effects. Cultural Heritage Proposed Change 1: Planning Application ZD26/00269/FULL is in the vicinity of designated heritage assets, including the Roman Fort at Carkin Moor Farm Scheduled Monument located to the south. Planning Application ZD26/00269/FULL comprises the erection of an agricultural building for free-range egg production and associated infrastructure and would not encroach upon the Scheduled Monument. Given the separation distance between the Scheduled Monument and the planning application site, it is not anticipated that Planning Application ZD26/00269/FULL would adversely affect the setting of the Scheduled Monument. As assessed in Table 3.1 of this Environmental Report, Proposed Change 1 would not result in any additional significant effects upon archaeological remains or heritage assets and would reduce the extent of ground disturbance through the retention of existing highway infrastructure. Consequently, Planning Application ZD26/00269/FULL and Proposed Change 1 would not introduce any new or materially different cumulative effects to those reported in ES Chapter 8		

Local Authority	Application Reference	Distance from Order Limits (m) / Distance from Proposed Change 1 (m) / Distance from Proposed Change 2 (m)	Assessment of Cumulative Effect	Proposed mitigation including any apportionment	Residual cumulative effect
			Cultural Heritage and Chapter 15 Cumulative Effects (ref. APP-051, APP-058). Cultural Heritage Proposed Change 2: Planning Application ZD26/00269/FULL is within the ZoI for cultural heritage relative to Proposed Change 2. As identified in Table 3.2 of this Environmental Report, the Roman Fort at Carkin Moor Farm Scheduled Monument is located approximately 200 metres east of the Mains Gill Junction area. Planning Application ZD26/00269/FULL would not encroach upon the Scheduled Monument and Proposed Change 2 comprises only a localised repositioning of the bridleway and crossing arrangement. Neither project would alter the significance or setting of the Scheduled Monument, nor would they introduce additional impacts upon archaeological remains. Consequently, Planning Application ZD26/00269/FULL and Proposed Change 2 would not introduce any new or materially different cumulative effects to those reported in ES Chapter 8 Cultural Heritage and Chapter 15 Cumulative Effects (ref. APP-051, APP-058). Geology and Soils Proposed Change 1: Planning Application ZD26/00269/FULL would result in localised disturbance of agricultural soils associated with construction of the agricultural building and associated infrastructure. As assessed in Table 3.1 of this Environmental Report, Proposed Change 1 reduces the extent of earthworks and permanent agricultural land take through retention of approximately 600m of existing A66 carriageway and removal of the requirement for approximately 500m of new		

Local Authority	Application Reference	Distance from Order Limits (m) / Distance from Proposed Change 1 (m) / Distance from Proposed Change 2 (m)	Assessment of Cumulative Effect	Proposed mitigation including any apportionment	Residual cumulative effect
			carriageway construction. This reduces potential impacts upon soils and agricultural land resources compared with the consented Scheme. Consequently, the interaction of Planning Application ZD26/00269/FULL and Proposed Change 1 would not introduce any new or materially different cumulative effects on geology or soils beyond those reported in ES Chapter 9 Geology and Soils and Chapter 15 Cumulative Effects. Geology and Soils Proposed Change 2: As assessed in Table 3.2 of this Environmental Report, Proposed Change 2 reduces the extent of embankment works and associated land disturbance through simplification of the bridleway arrangement. Whilst Planning Application ZD26/00269/FULL would result in localised disturbance of agricultural soils, the scale and nature of both projects would not combine to generate additional significant cumulative effects upon geology, soils or agricultural land. Consequently, there would be no change to the conclusions reported in ES Chapter 9 Geology and Soils and Chapter 15 Cumulative Effects. Landscape and Visual Proposed Change 1: Planning Application ZD26/00269/FULL is located within the Landscape and Visual ZoI of Proposed Change 1. As assessed in Table 3.1 of this Environmental Report, Proposed Change 1 would not result in a change to the visual impact assessed within the ES. Proposed Change 1 would retain the principal landscape mitigation and would not result in any significant increase in vegetation loss. Although Planning Application ZD26/00269/FULL would introduce an additional agricultural building and associated infrastructure into the local landscape, this would be viewed within an existing agricultural		

Local Authority	Application Reference	Distance from Order Limits (m) / Distance from Proposed Change 1 (m) / Distance from Proposed Change 2 (m)	Assessment of Cumulative Effect	Proposed mitigation including any apportionment	Residual cumulative effect
			setting and would not alter the overall landscape character assessment for Scheme 09. Given the limited scale of Proposed Change 1 and the agricultural nature of Planning Application ZD26/00269/FULL, there would be no different or additional significant cumulative effects beyond those reported in ES Chapter 10 Landscape and Visual and Chapter 15 Cumulative Effects (ref. APP-053, APP-058). Landscape and Visual Proposed Change 2: Planning Application ZD26/00269/FULL is located within the Landscape and Visual ZoI of Proposed Change 2. As assessed in Table 3.2 of the Environmental Report, Proposed Change 2 would not result in a change to the visual impact assessed within the ES. The vegetation and landscape mitigation incorporated within the Scheme 09 design would be retained, with only a minor amendment to the bridleway alignment and crossing arrangement. Whilst Planning Application ZD26/00269/FULL would introduce an agricultural building into the surrounding landscape, Proposed Change 2 consists only of a localised bridleway realignment with no additional significant landscape effects or loss of proposed planting. Consequently, there would be no different or additional significant cumulative effects beyond those reported in ES Chapter 10 Landscape and Visual and Chapter 15 Cumulative Effects (ref. APP-053, APP-058). Materials Assets and Waste Proposed Change 1: Planning Application ZD26/00269/FULL would require construction materials associated with the agricultural building and supporting infrastructure and would generate construction waste. As assessed in Table 3.1 of this Environmental Report, Proposed Change 1		

Local Authority	Application Reference	Distance from Order Limits (m) / Distance from Proposed Change 1 (m) / Distance from Proposed Change 2 (m)	Assessment of Cumulative Effect	Proposed mitigation including any apportionment	Residual cumulative effect
			reduces the quantity of materials required through reuse of existing highway infrastructure and a reduction in new carriageway construction. Consequently, the interaction of Planning Application ZD26/00269/FULL and Proposed Change 1 would not result in any new or materially different cumulative effects on material assets, resource consumption or waste generation beyond those reported in ES Chapter 11 Material Assets and Waste and Chapter 15 Cumulative Effects. Materials Assets and Waste Proposed Change 2: As assessed in Table 3.2 of this Environmental Report, Proposed Change 2 reduces material demand through simplification of the bridleway alignment and reduction in associated infrastructure and earthworks. The scale of material consumption associated with Planning Application ZD26/00269/FULL is limited to that outlined above and would not materially alter the conclusions of the ES. Consequently, the interaction of Planning Application ZD26/00269/FULL and Proposed Change 2 would not result in any new or materially different cumulative effects on material assets and waste beyond those reported in ES Chapter 11 Material Assets and Waste and Chapter 15 Cumulative Effects. Noise and Vibration Proposed Change 1: Planning Application ZD26/00269/FULL is not located within the Noise and Vibration ZoI of Proposed Change 1. Planning Application ZD26/00269/FULL together with Proposed Change 1 has the potential to increase noise at nearby receptors through overlapping construction		

Local Authority	Application Reference	Distance from Order Limits (m) / Distance from Proposed Change 1 (m) / Distance from Proposed Change 2 (m)	Assessment of Cumulative Effect	Proposed mitigation including any apportionment	Residual cumulative effect
			activities, plant movements and vehicle traffic. As assessed in Table 3.1 of this Environmental Report, Proposed Change 1 would not result in any significant noise and vibration effects and would reduce the extent of new carriageway construction and associated earthworks compared with the consented Scheme. With the implementation of the Environmental Management Plan and construction noise controls, any temporary construction noise effects would be minimised. Proposed Change 1 would not result in any significant increase in traffic noise when compared with the consented Scheme. Consequently, Planning Application ZD26/00269/FULL and Proposed Change 1 would not give rise to any new or materially different significant cumulative effects beyond those assessed in ES Chapter 12 Noise and Vibration and Chapter 15 Cumulative Effects (ref. APP-055, APP-058). Noise and Vibration Proposed Change 2: Planning Application ZD26/00269/FULL is not located within the Noise and Vibration ZoI of Proposed Change 2. As assessed in Table 3.2 of this Environmental Report, Proposed Change 2 would not result in any new sensitive receptors being affected and would not materially alter operational traffic characteristics. At its closest point, Proposed Change 2 was assessed against the nearby receptor at Mainsgill Farm Shop and was not considered likely to result in significant noise effects. Although there is potential for overlap between construction activities associated with Planning Application ZD26/00269/FULL and Proposed Change 2, the scale and duration of the bridleway amendment works are limited and temporary. Consequently, Planning Application ZD26/00269/FULL and		

Local Authority	Application Reference	Distance from Order Limits (m) / Distance from Proposed Change 1 (m) / Distance from Proposed Change 2 (m)	Assessment of Cumulative Effect	Proposed mitigation including any apportionment	Residual cumulative effect
			Proposed Change 2 would not result in any new or materially different significant cumulative effects beyond those assessed in ES Chapter 12 Noise and Vibration and Chapter 15 Cumulative Effects (ref. APP-055, APP-058). Population and Human Health Proposed Change 1: Planning Application ZD26/00269/FULL would not result in substantial population growth, significant community severance or material changes to community infrastructure. As assessed in Table 3.1 of this Environmental Report, Proposed Change 1 improves road safety through the provision of a roundabout and allows a more efficient construction sequence, reducing disruption to road users during construction. Consequently, the interaction of Planning Application ZD26/00269/FULL and Proposed Change 1 would not result in any new or materially different cumulative population and human health effects beyond those reported in ES Chapter 13 Population and Human Health and Chapter 15 Cumulative Effects. Population and Human Health Proposed Change 2: As assessed in Table 3.2 of this Environmental Report, Proposed Change 2 improves pedestrian and equestrian safety through reducing road crossings from two to one and simplifying route navigation and wayfinding. Planning Application ZD26/00269/FULL would not materially affect public access, community facilities or health receptors. Consequently, the interaction of Planning Application ZD26/00269/FULL and Proposed Change 2 would not result in any new or materially different cumulative population and human health		

Local Authority	Application Reference	Distance from Order Limits (m) / Distance from Proposed Change 1 (m) / Distance from Proposed Change 2 (m)	Assessment of Cumulative Effect	Proposed mitigation including any apportionment	Residual cumulative effect
			effects beyond those reported in ES Chapter 13 Population and Human Health and Chapter 15 Cumulative Effects. Road Drainage and Water Environment Proposed Change 1: Planning Application ZD26/00269/FULL would incorporate drainage infrastructure associated with the proposed agricultural building and associated hardstanding areas. As assessed in Table 3.1 of this Environmental Report, Proposed Change 1 would not introduce additional watercourse crossings or impacts upon groundwater resources, water quality, abstraction points or flood risk receptors. Consequently, the interaction of Planning Application ZD26/00269/FULL and Proposed Change 1 would not result in any new or materially different cumulative effects upon the water environment beyond those reported in ES Chapter 14 Road Drainage and the Water Environment and Chapter 15 Cumulative Effects. Road Drainage and Water Environment Proposed Change 2: As assessed in Table 3.2 of this Environmental Report, Proposed Change 2 comprises a localised amendment to the bridleway arrangement and does not alter drainage systems, watercourse crossings or flood risk pathways. Planning Application ZD26/00269/FULL would be required to manage surface water arising from the development through separate planning controls and design measures. Consequently, the interaction of Planning Application ZD26/00269/FULL and Proposed Change 2 would not result in any new or materially different cumulative effects upon surface water, groundwater, hydromorphology or flood risk beyond		

Local Authority	Application Reference	Distance from Order Limits (m) / Distance from Proposed Change 1 (m) / Distance from Proposed Change 2 (m)	Assessment of Cumulative Effect	Proposed mitigation including any apportionment	Residual cumulative effect
			those reported in ES Chapter 14 Road Drainage and the Water Environment and Chapter 15 Cumulative Effects.		

4.7. Assessment of combined effects

4.7.1. The group of six sensitive receptors identified in section 15.4 of the ES Chapter 15 Cumulative Effects (ref. APP-058) which may be affected by multiple factors also apply to the cumulative assessment for the Proposed Changes. There are no new sensitive receptors as a result of the Proposed Changes as those identified in section 15.4 of the ES Chapter 15 Cumulative Effects are located within the ZoI. Table 4.6 below sets out the assessment of the in-combination effects of the Proposed Changes upon the sensitive receptors between the environmental topics.

Table 4.6: In-combination Effects of the Proposed Changes

Sensitive Receptors	Air Quality	Biodiversity	Cultural Heritage	Geology and Soils	Materials and Waste	Landscape and Visual Effects	Noise and Vibration	Population and Human Health	Road Drainage and Water Environment	Combined Effects and Mitigation Proposed
Human receptors in proximity to the works - Construction	No change to the in-combination effects on human health and use of amenity features in the area as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon biodiversity as a result of the Proposed Changes. No change to the in-combination effects on human health and use of amenity features in the area identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon cultural heritage as a result of the Proposed Changes. No change to the in-combination effects on human health and use of amenity features in the area identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon geology and soils as a result of the Proposed Changes. No change to the in-combination effects on human health and use of amenity features in the area identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon human health and use of amenity features in the area from materials and waste as a result of the Proposed Changes.	No change to the in-combination effects on human health and use of amenity features in the area as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No change to the in-combination effects on human health and use of amenity features in the area as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No change to the in-combination effects on human health and use of amenity features in the area as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No change to the in-combination effects on human health and use of amenity features in the area as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	The potential for combined effects to human health and impact to walkers, cyclists and horse riders as a result of the Proposed Changes during construction and operation would be similar to the combined effects identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233). No additional mitigation necessary for the Proposed Changes over and above what has been detailed in the ES Chapter 13: Population and Human Health, Section 13.9 and Section 13.10 (ref. APP-056).
Human receptors in proximity to the works - Operation									No interactions or combined effects identified road drainage and water environment as a result of the Proposed Changes. No change to the in-combination effects on human health and use of amenity features in the area identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	
Ecological Designated Sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Sites of Special Scientific Interest (SSSI) and county level designations) and priority habitats - Construction	No change to the in-combination effects on ecological designated sites identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon biodiversity as a result of the Proposed Changes. No change to the in-combination effects on ecological designated sites identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon cultural heritage as a result of the Proposed Changes. No change to the in-combination effects on ecological designated sites identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon geology and soils as a result of the Proposed Changes. No change to the in-combination effects on ecological designated sites identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon ecological designated sites from materials and waste as a result of the Proposed Changes.	No change to the in-combination effects on ecological designated sites identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No change to the in-combination effects on ecological designated sites identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon population and human health as a result of the Proposed Changes. No change to the in-combination effects on ecological designated sites identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No change to the in-combination effects on ecological designated sites identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	The potential for combined effects on ecological designated sites as a result of the Proposed Changes during construction and operation would be similar to the combined effects identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233). No additional mitigation necessary for the Proposed Changes over and above what has been detailed in the ES Chapter 6:

Sensitive Receptors	Air Quality	Biodiversity	Cultural Heritage	Geology and Soils	Materials and Waste	Landscape and Visual Effects	Noise and Vibration	Population and Human Health	Road Drainage and Water Environment	Combined Effects and Mitigation Proposed
Ecological Designated Sites (SACs, SPAs, SSSI and county level designations) and priority habitats – Operation						No interactions or combined effects identified upon landscape and visual effects as a result of the Proposed Changes. No change to the in-combination effects on ecological designated sites identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).				Biodiversity, Section 6.9 and Section 6.10 (ref. APP-049) and the ES Habitats Regulation Assessment (HRA) (ref. APP-234).
North Pennines National Landscape (previously Area of Outstanding Natural Beauty (AONB)) - Construction North Pennines National Landscape - Operation	No interactions or combined effects identified upon air quality as a result of the Proposed Changes. No change to the in-combination effects on the North Pennines National Landscape (previously AONB) identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No change to the in-combination effects on the North Pennines National Landscape (previously AONB) as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon cultural heritage as a result of the Proposed Changes. No change to the in-combination effects on the North Pennines National Landscape (previously AONB) identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon geology and soils as a result of the Proposed Changes. No change to the in-combination effects on the North Pennines National Landscape (previously AONB) identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon the North Pennines National Landscape (previously AONB) from materials and waste as a result of the Proposed Changes.	No change to the in-combination effects on the North Pennines National Landscape (previously AONB) as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon noise and vibration as a result of the Proposed Changes. No change to the in-combination effects on the North Pennines AONB identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon population and human health as a result of the Proposed Changes. No change to the in-combination effects on the North Pennines National Landscape (previously (AONB) identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon road drainage and water environment as a result of the Proposed Changes. No change to the in-combination effects on the North Pennines National Landscape (previously AONB) identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	The potential for combined effects on the North Pennines National Landscape (previously AONB) as a result of the Proposed Changes during construction and operation would be similar to the combined effects identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233). No additional mitigation necessary for the Proposed Changes over and above what has been detailed in the ES Chapter 10: Landscape and Visual, Section 10.9 and Section 10.10 (ref. APP-053).
Agricultural Land - Construction	No change to the in-combination effects on agricultural land as a result of the Proposed Changes, as identified in the	No change to the in-combination effects on agricultural land as a result of the Proposed Changes, as identified in the ES	No interactions or combined effects identified upon cultural heritage as a result of the Proposed Changes. No change to the in-	No change to the in-combination effects on agricultural land as a result of the Proposed Changes, as identified in the ES	No interactions or combined effects identified upon agricultural land from materials and waste as a result of	No interactions or combined effects identified upon landscape and visual effects as a result of the Proposed Changes. No change to the	No interactions or combined effects identified upon noise and vibration as a result of the Proposed Changes. No change to the in-	No change to the in-combination effects on agricultural land as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination	No change to the in-combination effects on agricultural land as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination	The potential for combined effects on agricultural land as a result of the Proposed Changes during construction and operation would be similar to the

Sensitive Receptors	Air Quality	Biodiversity	Cultural Heritage	Geology and Soils	Materials and Waste	Landscape and Visual Effects	Noise and Vibration	Population and Human Health	Road Drainage and Water Environment	Combined Effects and Mitigation Proposed
	ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	Appendix 15.3 In-Combination Effects Table (ref. APP-233).	combination effects on agricultural land identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	Appendix 15.3 In-Combination Effects Table (ref. APP-233).	the Proposed Changes.	in-combination effects on agricultural land identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	combination effects on agricultural land identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233.	Effects Table (ref. APP-233).	Effects Table (ref. APP-233).	combined effects identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233). No additional mitigation necessary for the Proposed Changes over and above what has been detailed in the ES Chapter 13: Population and Human Health, Section 13.9 and Section 13.10 (ref. APP-056).
Agricultural Land - Operation				No interactions or combined effects identified upon geology and soils as a result of the Proposed Changes. No change to the in-combination effects on agricultural land identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).			No change to the in-combination effects on agricultural land as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).			
Designated Heritage Features - Construction	No interactions or combined effects identified upon air quality as a result of the Proposed Changes. No change to the in-combination effects on designated heritage features identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon biodiversity as a result of the Proposed Changes. No change to the in-combination effects on designated heritage features identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No change to the in-combination effects on designated heritage features as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No change to the in-combination effects on designated heritage features as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon designated heritage features from materials and waste as a result of the Proposed Changes.	No change to the in-combination effects on designated heritage features as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No change to the in-combination effects on designated heritage features as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon population and human health as a result of the Proposed Changes. No change to the in-combination effects on designated heritage features identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon road drainage and water environment as a result of the Proposed Changes. No change to the in-combination effects on designated heritage features identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	The potential for combined effects on designated heritage features as a result of the Proposed Changes during construction and operation would be similar to the combined effects identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233). No additional mitigation necessary for the Proposed Changes over and above what has been detailed in the ES Chapter 8: Cultural Heritage, Section 8.8 and Section 8.9 (ref. APP-051).
Designated Heritage Features - Operation				No interactions or combined effects identified upon geology and soils as a result of the Proposed Changes. No change to the in-combination effects on designated heritage features identified in the ES Appendix 15.3 In-Combination						

Sensitive Receptors	Air Quality	Biodiversity	Cultural Heritage	Geology and Soils	Materials and Waste	Landscape and Visual Effects	Noise and Vibration	Population and Human Health	Road Drainage and Water Environment	Combined Effects and Mitigation Proposed
				Effects Table (ref. APP-233).						
Protected Species - Construction	No change to the in-combination effects on affected habitats and protected species as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No change to the in-combination effects on affected habitats and protected species as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon cultural heritage as a result of the Proposed Changes. No change to the in-combination effects on affected habitats and protected species identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No change to the in-combination effects on affected habitats and protected species as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon habitats and protected species from materials and waste as a result of the Proposed Changes.	No interactions or combined effects identified upon landscape and visual effects as a result of the Proposed Changes. No change to the in-combination effects on affected habitats and protected species identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No change to the in-combination effects on affected habitats and protected species as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No interactions or combined effects identified upon population and human health as a result of the Proposed Changes. No change to the in-combination effects on affected habitats and protected species identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	No change to the in-combination effects on affected habitats and protected species as a result of the Proposed Changes, as identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).	The potential for combined effects on ecological designated sites as a result of the Proposed Changes during construction and operation would be similar to the combined effects identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233). No additional mitigation necessary for the Proposed Changes over and above what has been detailed in the ES Chapter 6: Biodiversity, Section 6.9 and Section 6.10 (ref. APP-049) and the ES HRA (ref. APP-234).
Protected Species - Operation				No interactions or combined effects identified upon geology and soils as a result of the Proposed Changes. No change to the in-combination effects on affected habitats and protected species identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).						

4.8. Summary of Cumulative Assessment

4.8.1. In line with the DMRB LA 104, combined and cumulative effects have been assessed for the Proposed Changes based on the conclusions of individual environmental factor assessments presented in Section 3.

4.8.2. Combined effects of the Proposed Changes have been assessed in Section 4.7 and Table 4.6. There are no new or materially different combined effects as a result of the Proposed Changes compared to those combined effects identified in the ES Appendix 15.3 In-Combination Effects Table (ref. APP-233).

4.8.3. 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 Chapter 5: Air Quality to Chapter 14: Road Drainage and the Water Environment (ref. APP-048 – APP-057). The Proposed Changes also result in no new or materially different significant cumulative effects to those assessed in the ES Chapter 15: Cumulative Effects (ref. APP-058). No further mitigation measures are required beyond those set out in the ES Chapters 5 to 14 and the Environmental Management Plan.

5. Habitats Regulations Assessment

5.1.1. The Guidance on Changes to Development Consent Orders (December 2015) states: *'A change to a Development Consent Order is likely to be material if it would invoke a need for a Habitats Regulations Assessment. Similarly, the need for a new or additional licence in respect of European Protected Species is also likely to be indicative of a material change. Applicants should consider discussing the need for a Habitats Regulations Assessment or a protected species licence with the appropriate statutory nature conservation body before any application for a change is prepared.*'

5.1.2. Since the DCO design, updated information has been received during the Detailed Design in relation to the Proposed Changes and how the Proposed Changes may or may not impact the European sites identified within the HRA Stage 1 Likely Significant Effects Report (LSER) (ref. APP-234) and the Stage 2 Statement to Inform Appropriate Assessment Report (SIAA) (ref. APP-235) submitted as part of the DCO Application. The European sites include SACs, candidate SACs, possible SACs, SPAs, potential SPAs, Sites of Community Importance, listed and proposed Ramsar sites and sites identified or required as compensatory measures for adverse effects on any of these sites.

5.1.3. The DMRB LA 115 Habitats Regulations Assessment[5] states that:

- Where changes are made to a proposed project, the conclusions of the HRA shall be reviewed and any changes in the conclusions reported (i.e. the implications for assessment conclusions and subsequent mitigation and monitoring requirements).

5.1.4. The Proposed Changes are assessed in relation to the outcome of the HRA Stage 1 LSER (ref. APP-234) and the Stage 2 SIAA (ref. APP-235) in Table 5.1 below.

Table 5.1: Design Changes assessed in relation to the Habitat Regulations Assessment

Design Change	Scoped in (✓) or out (x)	Rationale for scoping outcome
Proposed Change 1 - Collier Lane	x	The Proposed Change is not located in proximity to any of the European sites identified in the HRA Stage 1 LSER (ref. APP-234) and the Stage 2 SIAA (ref. APP-235) and consequently is not considered to alter the results of the assessment presented in either the HRA Stage 1 LSER or the Stage 2 SIAA.
Proposed Change 2 – Mains Gill Junction Bridleway	x	The Proposed Change is not located in proximity to any of the European sites identified in the HRA Stage 1 LSER (ref. APP-234) and the Stage 2 SIAA (ref. APP-235) and consequently is not considered to alter the results of the assessment presented in either the HRA Stage 1 LSER or the Stage 2 SIAA.

[5] Highways England (2020) Design Manual for Roads and Bridges LA 115 Habitats Regulations Assessment

5.1.5. In view of the available guidance, a scoping assessment (Table 5.1 above) was made to consider the HRA conclusions of the DCO design in view of the Proposed Changes. Table 5.1 identified that the Proposed Changes do not require further assessment and would not result in changes in the conclusion of the HRA for the DCO Application. As such, the Proposed Changes are not considered to be material and do not trigger the need for a new HRA.

6. Conclusions

6.1.1. This report has considered the potential environmental impacts of the Proposed Changes and compared them to the conclusions reached in the ES.

6.1.2. An environmental scoping exercise and updated assessments have been undertaken of the Proposed Changes. The results of the updated assessments are summarised in Table 6.1 below and show that the Proposed Changes do not require an updated ES or HRA to take account of new, or materially different, likely significant effects.

Table 6.1: Proposed Changes – Environmental Impact Assessment Summary

Environmental Impact Assessment				
Proposed Change Ref	**Change in project parameters**	**Key change in effect/s**	**Assessment of effects**	**Updated assessment**
Proposed Change 1	The replacement of a junction connecting Collier Lane and the de-trunked A66 with a roundabout, providing improved traffic control and improving road safety. The de-trunked A66 would be realigned to the north and a new footpath and equestrian track realigned to the south side of the de-trunked A66 to accommodate the roundabout and realigned de-trunked A66. There is no change to the footway on Collier Lane Overbridge. The Proposed Change reinstates a footpath that was removed during the DCO Change Application submitted during the DCO Examination on 11 May 2023. The Proposed Change would reduce the duration of construction and reduce the disruption to the public during construction. The Proposed Change will retain approximately 600m of existing A66 and remove the need to build	The Proposed Change will have a negligible impact upon air quality and noise and vibration as there are no sensitive receptors within 200m of the Proposed Change. There will be a beneficial impact upon biodiversity with a greater retention of habitat and less habitat lost as a result of the Proposed Change. Removing the need to construct new carriageway and enabling reuse of the existing carriageway will have direct savings in embodied carbon emissions and will reduce the potential to impact unidentified archaeological assets. Constructing the roundabout over the line of the existing A66, which follows the line of the former Roman road will reduce the potential that unidentified buried archaeology associated with the Roman road will be impacted. The roundabout and de-trunked A66 will be constructed to the north-west and within the setting of the Grade II Listed Ravensworth Lodge and associated outbuilding. As the existing A66 is immediately adjacent to Ravensworth Lodge, there will be no significant change to the ES assessment conclusions for Chapter 8 Cultural Heritage. With fewer earthworks there will be reduced potential for contamination and soil impacts and the alignment changes will reduce the area of permanent agricultural land take. There will be no change to the assessment conclusions in the ES Chapter 10 Landscape and Visual as the roundabout and overbridge will still be prominent in the view	No change in magnitude of impact and no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES topic chapters not required.

Environmental Impact Assessment				
Proposed Change Ref	**Change in project parameters**	**Key change in effect/s**	**Assessment of effects**	**Updated assessment**
	approximately 500m of new carriageway.	which is the same as the assessment conclusions for the DCO design. The Proposed Change will have a negligible impact to the overall quantity of material assets used and waste produced for the Project. With no sensitive receptors and community features in proximity of the Proposed Change, there will be no change to the ES assessment conclusions for Chapter 13 Population and Human Health. No additional impacts have been identified to watercourses, water quality, groundwater level and flow, abstraction points or groundwater quality as a result of the Proposed Change. These changes would not change the assessment conclusions presented in the ES as they are negligible when compared to the Project impacts. No significant effects considered likely and no update to the ES required as a result of the Proposed Change.		
Proposed Change 2	The Proposed Change repositions the bridleway crossing at Mains Gill Junction to reduce road crossings from two to one, and therefore the Applicant considered this arrangement safer. It removes the need to cross the A66 westbound connector road by relocating the crossing point of the eastbound connector road closer to the de-trunked A66.	The Proposed Change does not alter the magnitude or significance of effects for any topic, including air quality, biodiversity, climate, cultural heritage, soils, landscape and visual, materials and waste, noise and vibration, population and human health, and road drainage/water environment. Any impacts arising from construction or operation are small-scale, localised, temporary, or neutral, and remain within the scope of the existing ES assessments. No new receptors are affected, and no previously assessed sensitivities increase.	No change in magnitude of impact and no change in significance of effects.	No change in effects therefore updated assessment of the conclusions presented in the ES topic chapters not required.

Environmental Impact Assessment				
Proposed Change Ref	**Change in project parameters**	**Key change in effect/s**	**Assessment of effects**	**Updated assessment**
	The change also simplifies and aligns the eastern and western equestrian routes, improving wayfinding for users.	As a result, no topic requires an updated ES or revised conclusions, and all previously reported mitigation and findings remain valid.		

6.1.3. Taken together, the above demonstrates that the potential magnitude of impacts associated with the Proposed Changes are no greater than that previously assessed for the consented Scheme, with no resulting change in significance of effects, and no new or materially different significant effects.