

A66 Northern Trans-Pennine Project TR010062

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

Draft Amendment Order – SI Validation Report

Planning Act 2008

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

10 December 2025

Infrastructure Planning

Planning Act 2008

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

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

DRAFT AMENDMENT ORDER – SI VALIDATION REPORT

Planning Inspectorate Scheme Reference	TR010062
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202* No. ****

INFRASTRUCTURE PLANNING

The A66 Northern Trans-Pennine Development Consent
(Amendment) Order 202*

Made - - - - ***
Coming into force - - ***

An application has been made under paragraph 2 of Schedule 6 to the Planning Act 2008(a) to the Secretary of State in accordance with the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011(b) for a non-material change to the A66 Northern Trans-Pennine Development Consent Order 2024(c).

The Secretary of State, having considered the application and the responses to the publicity and consultation carried out in accordance with regulations 6 and 7 of the 2011 Regulations has decided to make the changes on terms that in the opinion of the Secretary of State are not materially different from those proposed in the application.

Accordingly, the Secretary of State, in exercise of the powers in paragraph 2 of Schedule 6 to the Planning Act 2008, makes the following Order—

Citation and commencement

1. This Order may be cited as the A66 Northern Trans-Pennine Development Consent (Amendment) Order 202* and comes into force on ****.

Amendment of the A66 Northern Trans-Pennine Development Consent Order 2024

- 2.—(1) The A66 Northern Trans-Pennine Development Consent Order 2024 is amended in accordance with this Order.
- (2) In this Order, the “2024 Order” means the A66 Northern Trans-Pennine Development Consent Order 2024.

(a) 2008 c. 29. Paragraph 2 of Schedule 6 was amended by paragraph 4 of Schedule 8 to the Marine and Coastal Access Act 2009 (c. 23), by paragraph 72 of Schedule 13 and paragraph 1 of Schedule 25 to the Localism Act 2011 (c. 20), by section 28 of the Infrastructure Act 2015 (c. 7) and by section 128 of the Levelling-up and Regeneration Act 2023 (c. 55).

(b) S.I. 2011/2055, as amended by S.I. 2012/635, S.I. 2012/2654, S.I. 2012/2732, S.I. 2013/522, S.I. 2013/755, S.I. 2015/377, S.I. 2015/760, S.I. 2015/1682, S.I. 2017/314, S.I. 2017/524, S.I. 2018/378, S.I. 2019/734, S.I. 2020/764, S.I. 2020/1534, S.I. 2022/634 and S.I. 2023/1071.

(c) S.I. 2024/360.

Comment [ERR1]:
The offending text for the following warning is: '****'
Warning only High impact [e00096]
Please ensure the asterisks are replaced by text / dates
Warning only Low impact [e00017]
The SI number is invalid. Expecting 'No. ' followed by between 1 and 4 digits

Comment [ERR2]:
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Warning only High impact [e00096]
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Warning only High impact [e00023]
The format of the Made date paragraph is incorrect

Comment [ERR3]:
The offending text for the following warning is: '****'
Warning only High impact [e00096]
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Warning only High impact [e00026]
The format of the Coming into Force date is incorrect

Comment [ERR4]:
The offending text for the following warning is: '****'
Warning only High impact [e00096]
Please ensure the asterisks are replaced by text / dates

Certification of new, revised or substituted plans

3.—(1) The undertaker must, as soon as practicable after the making of this Order, submit copies of any new, revised or substituted plans to the Secretary of State for certification that they are true copies of the plans referred to in this Order.

(2) A plan so certified by the Secretary of State is admissible in any proceedings as evidence of the contents of the document of which it is a copy.

(3) In paragraph (1), the “undertaker” has the same meaning as in article 2 of the 2024 Order.

Amendment to Schedule 1 of the 2024 Order

4.—(1) In Part 1 of Schedule 1 (authorised development), following paragraph (d) Work No. 0102-1D, insert a new paragraph (e) as follows—

“(e) “**Work No. 0102-1D-A**— as shown on sheet 2 of the works plans for scheme 0102 and being the construction of additional carriageway and improvements to sections of the existing A66, to include—

- (i) the improvement of the existing A66 eastbound and westbound dual carriageway to the east of the new Kemplay Bank Junction; and
- (ii) the construction of new private means of access to attenuation pond as shown on sheet 2 of the rights of way and access plans for scheme 0102;”.

(2) Part 2 of Schedule 1 is amended as follows—

- (a) in Work No. 03-9B, sub-paragraph (i), for “footpath” substitute “cycle track”;
- (b) in Work No. 03-9B, sub-paragraph (i), for “Countess Pillar” substitute “former Llama Karma Kafe”; and
- (c) in Work No. 03-9B, sub-paragraph (ii), following “improved A66”, insert “(including the site of the former Llama Karma Kafe)”.

(3) Part 3 of Schedule 1 is amended as follows—

- (a) in Work No. 0405-6C, sub-paragraph (iii), following “lane;” insert “and”;
- (b) in Work No. 0405-6C, omit sub-paragraph (iv); and
- (c) in Work No. 0405-9, paragraph (a), for “Green Lane Track” substitute “existing Footpath 336/011”.

Amendment to Schedule 2 of the 2024 Order

5.—(1) For the tables in Parts 1 and 3 of Schedule 2 (permanent stopping up of highways and private means of access and provision of new highways and private means of access) that relate to Scheme 03 (Penrith to Temple Sowerby) substitute the tables shown in Part 1 of Schedule 1.

(2) For the tables in Parts 1 and 3 of Schedule 2 (permanent stopping up of highways and private means of access and provision of new highways and private means of access) that relate to Scheme 0405 (Temple Sowerby to Appleby) substitute the tables shown in Part 2 of Schedule 1.

Amendment to Schedule 7 of the 2024 Order

6. Part 3 of Schedule 7 (classification of roads, etc.) is amended as follows—

- (a) in the heading to paragraph 38, for “1.2” substitute “1.15”;
- (b) in paragraph 38, for “1.2” substitute “1.15”;
- (c) in paragraph 40, for “750” substitute “397”;
- (d) in paragraph 46, for “860m” substitute “81 metre”; and
- (e) in paragraph 46, sub-paragraph (a), for “an 89” substitute “a 41”.

Amendment to Schedule 8 of the 2024 Order

7. The Speed Limits table in Part 3 of Schedule 8 (traffic regulation measures etc.) is amended as follows—

- (a) in the section for “Scheme 0405 – The traffic regulation measures (speed limits) plans – sheets 1 and 2”, second column entitled “New (realigned) Cross Street”, for “806” substitute “721”;
- (b) in the section for “Scheme 0405 – The traffic regulation measures (speed limits) plans – sheets 1 and 2”, second column entitled “New (realigned) Cross Street”, for “128” substitute “213”; and
- (c) in the section for “Scheme 0405 – The traffic regulation measures (speed limits) plans – sheet 5”, second column entitled “Realigned Long Marton”, for “1.2” substitute “1.15” both times this occurs.

Amendment to Schedule 10 of the 2024 Order

8. For the table in Schedule 10 (documents to be certified) substitute the table shown in Schedule 2.

Signed by the authority of the Secretary of State for Transport

Address
Date

Signature
Title
Department for Transport

SCHEDULES

SCHEDULE 1

Articles 5 and 5(2)

PERMANENT STOPPING UP OF HIGHWAYS AND PRIVATE MEANS OF ACCESS AND PROVISION OF NEW HIGHWAYS AND PRIVATE MEANS OF ACCESS

PART 1

SCHEME 03 – PENRITH TO TEMPLE SOWERBY

1. For the table in Part 1 of Schedule 2 of the 2024 Order that relates to Scheme 03 (Penrith to Temple Sowerby) substitute the following table.

SCHEME 03 – PENRITH TO TEMPLE SOWERBY

(1) Area	(2) Highway to be stopped up	(3) Extent of stopping up	(4) New highway to be substituted/provided
Scheme 03 – The rights of way and access plans – sheet 1			
In the administrative area of Westmorland and Furness Council and the parishes of Brougham and Langwathby	B6262	A length from a point 503 metres east of Brougham Castle for a distance of 85 metres in a north-easterly direction to a point 307 metres west of the Countess Pillar.	Reference A The improved section of the B6262 from its junction with the improved A66 for a distance of 100 metres in a south-westerly direction.
	–	–	Reference B A length of new cycle track from a point 85 metres south-west of the junction of the B6262 with the A66 in a generally north-easterly direction for a distance of 288 metres.
	–	–	Reference C A length of new cycle track in continuation of new cycle track reference B. From a point 203 metres east of the junction of the B6262 with the A66 for a distance of 969

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			metres in a generally north-easterly direction, crossing the A66 via the new “Brougham Accommodation Bridge”.
	Footpath	A length of existing footpath from a point 30 metres to the south of the existing junction of the B6262 with the existing A66 in a generally easterly direction for a distance of 361 metres to the Countess Pillar.	Reference D A new cycle track from a point 1021 metres east of Brougham Castle, continuing in a generally easterly direction for a distance of 151 metres (to provide access to the Countess Pillar).
	—	—	Reference E A new cycle track from a point 690 metres east of Brougham Castle, continuing in a generally easterly direction for a distance of 103 metres.
	—	—	Reference L A new cycle track in continuation of new cycle track Reference D, from a point 740 metres east of Brougham Castle, in a generally northerly direction for a distance of 56 metres (to provide access to the Countess Pillar).
<i>Scheme 03 – The rights of way and access plans – sheet 2</i>			
In the administrative area of Westmorland and Furness Council and the parishes of Brougham and Langwathby	—	—	Reference F A new cycle track in continuation of new cycle track reference E, from a point 675 metres north-west of Whinfell Park in a generally easterly direction for a distance of 705 metres.

	Byway open to all traffic 311/013	A length from the existing junction of the byway open to all traffic (311/013) with the existing A66 in a generally north-easterly direction for a distance of 220 metres.	Reference G A length of new highway from a point 200 metres north of Whinfell Park in a north-easterly direction for a distance of 136 metres.
	—	—	Reference H A new cycle track in continuation of new cycle track reference F, from a point 225 metres north of Whinfell Park in a generally easterly direction for a distance of 1.7 km.
<i>Scheme 03 – The rights of way and access plans – sheet 3</i>			
In the administrative area of Westmorland and Furness Council and the parishes of Brougham and Langwathby	—	—	Reference A* A length of new cycleway from a point 500 metres south-west of High Barn for a distance of 665 metres in a generally north-easterly direction to a point 54 metres north-east of High Barn.
	—	—	Reference H (continued from sheet 2 of the rights of way and access plans for scheme 03).
	—	—	Reference I A length of new side road from a point 118 metres north-east of the existing junction at Center Parcs, continuing in a generally easterly direction for a distance of 365 metres.
	Footpath 311/004	A length from the existing junction of the footpath (311/004) with the existing A66 in a generally	Reference J A new footpath beginning at a point 196 metres south of

		southerly direction for a distance of 25 metres.	the existing Center Parcs junction with the A66 and continuing in a generally easterly direction for a distance of 875 metres, to connect to existing footpath 311/004 at a point 25 metres south of its existing junction with the A66.
	—	—	Reference K A new cycle track from a point 585 metres east of the existing Center Parcs junction with the A66, and continuing in an easterly direction for a distance of 2.3 km.
	—	—	Reference B* A length of new cycleway from a point 50 metres south of High Barn for a distance of 125 metres in an easterly direction to a point 157 metres south-east of High Barn.
<i>Scheme 03 – The rights of way and access plans – sheet 4</i>			
In the administrative area of Westmorland and Furness Council	Cycleway	A length of existing cycleway on the north side of the existing A66, from a point 285 metres south of Lower Woodside, for a distance of 325 metres in an easterly direction to a point 432 metres south-east of Lower Woodside.	Reference K (continued from sheet 3 of the rights of way and access plans for scheme 03).
	Cycleway	A length of existing cycleway on the south side of the existing A66, from a point 315 metres south of Lower Woodside, for a distance of 520 metres in a south-easterly direction to a point 432 metres south-east	Reference K (continued from sheet 3 of the rights of way and access plans for scheme 03).

		of Lower Woodside.	
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2. For the table in Part 3 of Schedule 2 that relates to Scheme 03 (Penrith to Temple Sowerby) substitute the following table.

SCHEME 03 – PENRITH TO TEMPLE SOWERBY

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Private means of access to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New private means of access to be substituted/provided</i>
<i>Scheme 03 – The rights of way and access plans – sheet 1</i>			
In the administrative area of Westmorland and Furness Council	Reference a Access to a field from the north side of the existing A66, 20 metres north of the junction of the A66 with the B6262.	The whole access.	Reference 1 To be substituted by a new private means of access, 200 metres to the east of the existing access Reference a, together with a right of vehicular access over new cycle track References C and B for the benefit of the land affected by the stopping up of private means of access reference a.
	Reference c Access to a field from the north side of the existing A66, 88 metres north of the existing A66.	The whole access.	Reference 3 To be substituted by a new private means of access 2 metres south of the existing access Reference c, together with a right of vehicular access over the new cycle track Reference C, for the benefit of the land affected by the stopping up of private means of access reference c.
	–	–	Reference 4 A new private means of access to land (including an attenuation pond and maintenance area), 86 metres north-east of the Countess Pillar.
	–	–	Reference 5 A new private means of access from a point

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			49 metres south-west of the Countess Pillar, for a distance of 44 metres in a westerly direction to a point 83 metres west of the Countess Pillar, being the site of the former Llama Karma Kafe, together with a right of vehicular access over the new cycle track References B, D and E.
	Reference f Access to a field from the south side of the existing A66, 500 metres east of the existing junction of the A66 with the B6262.	The whole access.	Reference 6 To be substituted by a new private means of access 24 metres south of the existing access Reference f.
	Reference d Access to the existing Sewage Treatment Works from the north side of the A66, 430 metres east of the existing junction between the A66 and the B6262.	A length from its junction with the A66 in a generally northerly direction for a distance of 110 metres.	Reference 7 To be substituted by a new private means of access, at a point 30 metres to the north of the existing access Reference d.
	Reference g Access between two fields, 305 metres east of the existing junction of the A66 with the B6262.	The whole access.	Reference 8 To be substituted by a new private means of access between the two fields, located 10 metres to the north-east of the existing access Reference g, together with a right of vehicular access over the new cycle track References C and F, for the benefit of the land affected by the stopping up of private means of access reference g.
	—	—	Reference 9 New private means of access to land (including an

			attenuation pond and maintenance area), 63 metres north of the existing access to Lightwater Cottages.
Reference h	The whole access.		Reference 10
Access to a field from the north side of the existing A66, 40 metres north of the Lightwater Cottages.			To be substituted by a new private means of access, located 66 metres to the north-east of the existing access Reference h, together with a right of vehicular access over the new cycle track References C and F, for the benefit of the land affected by the stopping up of private means of access reference h.
Reference i	The whole access.		Reference 11
Access to a field from the north side of the existing A66, 138 metres to the north-east of the Lightwater Cottages.			To be substituted by a new private means of access, located 35 metres to the north of the existing access Reference i, together with a right of vehicular access over the new cycle track References C and F, for the benefit of the land affected by the stopping up of private means of access reference i.
Reference k	A length from its junction with the A66, southwards for a distance of 86 metres.		Reference 12
Access to land and premises located south of the existing Lightwater Cottages.			To be substituted by a new access from its junction with the improved A66 and continuing in a generally southerly direction for a distance of 100 metres.
—	—		Reference 13
			A new improved private means of access (to the sewage pumping station) on

			its original alignment.
	Reference l Access to a field from the south side of the existing A66, 640 metres to the north-west of Whinfell Park.	The whole access.	References 14 and 15 To be substituted by two new private means of access, 22 metres south of the existing access Reference 1, and via a new private means of access Reference 13.
<i>Scheme 03 – The rights of way and access plans – sheet 2</i>			
In the administrative area of Westmorland and Furness Council and the parish of Langwathby	Reference m Access between two fields on the north side of the existing A66, 640 metres to the north-west of Whinfell Park.	The whole access.	Reference 16 To be substituted by a new private means of access, located 34 metres to the north-west of the existing access Reference m, together with a right of vehicular access over new cycle track References C and F, for the benefit of the land affected by the stopping up of private means of access reference m.
	Reference n Access to a field from the north side of the existing A66, 365 metres to the north-west of Whinfell Park.	The whole access.	Reference 17 To be substituted by a new private means of access, located 34 metres to the north of the existing access Reference n, together with a right of vehicular access over new cycle track References C and F, for the benefit of the land affected by the stopping up of private means of access reference n.
	—	—	Reference 18 A new private means of access to land (including an attenuation pond and maintenance area), 310 metres to the north-west of Whinfell Park, on the

			north side of the A66.
	Reference o	A length from its existing junction with the A66 southwards for a distance of 85 metres.	Reference 19 To be substituted by a new private means of access, located 20 metres to the east of the existing access Reference o.
	—	—	Reference 20 A new private means of access commencing from the substituted access to Whinfell Park (Reference 19) and continuing in a generally north-easterly direction for a distance of 190 metres, crossing the improved A66 via the “Whinfell Accommodation Underpass”, together with a right of vehicular access over new cycle track Reference H.
	Reference p	The whole access.	Reference 21 To be substituted by a new private means of access, located 91 metres to the north-east of the existing access Reference p, together with a right of vehicular access over the new cycle track Reference H, for the benefit of the land affected by the stopping up of private means of access reference p.
	—	—	Reference 22 A new private means of access to land (including an attenuation pond and maintenance area), located on the north side of the A66, 545 metres to the north-

			east of Whinfell Park.
	Reference q Access to a field from the south side of the existing A66, 287 metres to the east of the existing access to Whinfell Park.	The whole access.	References 19 and 28 To be substituted by new private means of access, via two alternative routes, being via the Whinfell Park access road (Reference 19) or the new A66 on the south side of the new junction at Center Parcs (Reference 28, on sheet 3).
	Reference r Access to a field from the north side of the existing A66, 735 metres to the east of the existing access to Whinfell Park.	The whole access.	Reference 23 To be substituted by a new private means of access, located 91 metres to the north-east of the existing access Reference r, together with a right of vehicular access over new cycle track Reference H, for the benefit of the land affected by the stopping up of private means of access reference r.
	Reference s Access to a field from the south side of the existing A66, 745 metres to the east of the existing access to Whinfell Park.	The whole access.	References 19 and 28 To be substituted by new private means of access, via two alternative routes, being via the Whinfell Park access road (Reference 19) or the new A66 on the south side of the new junction at Center Parcs (Reference 28, on sheet 3).
<i>Scheme 03 – The rights of way and access plans – sheet 3</i>			
In the administrative area of Westmorland and Furness Council	Reference t Access to a field from the north side of the existing A66, 190 metres to the west of the existing junction of the Center Parcs access road with the	The whole access.	Reference 24 To be substituted by a new private means of access, located 36 metres to the north of the existing access Reference t, together with a right of

	A66.		vehicular access over new cycle track Reference H, for the benefit of the land affected by the stopping up of private means of access reference t.
	Reference u Access to a field from the north side of the existing A66, to the north of the existing junction of the Center Parcs access road with the A66.	The whole access.	Reference 25 To be substituted by a new private means of access, located 120 metres to the north of the existing access Reference u, together with a right of vehicular access over new cycle track Reference H, for the benefit of the land affected by the stopping up of private means of access reference u.
	Reference v Access to a field from the north side of the existing A66, to the north of the existing junction of the Center Parcs access road with the A66.	The whole access.	Reference 26 To be substituted by a new private means of access, located 200 metres to the north-east of the existing access Reference v, together with a right of vehicular access over new cycle track Reference H, for the benefit of the land affected by the stopping up of private means of access reference v.
	—	—	Reference 27 A new private means of access to land (including an attenuation pond and maintenance area), located 175 metres to the north-east of the existing junction of the Center Parcs access road with the A66.
	—	—	Reference 28

			Extension of an existing private means of access 40 metres eastwards to meet the new highway (A66).
	Reference w Access to Center Parcs from the south side of the existing A66.	A length from its junction with the A66, southwards for a distance of 290 metres.	Reference 29 A new private means of access starting from a point 207 metres to the south of the existing junction of the Center Parcs access road with the A66, continuing southwards for approximately 125 metres, to tie into the existing access to Center Parcs.
	–	–	For Reference 30 please refer to sheet 4 (below).
<i>Scheme 03 – The rights of way and access plans – sheet 4</i>			
In the administrative area of Westmorland and Furness Council	Reference y Access to a field from the south side of the existing A66, 1.1 km to the east of the existing access to Center Parcs from the A66.	The whole access.	Reference 30 To be substituted by a new private means of access commencing at the intersection of Footpath 311/004 with the A66 and continuing in a generally easterly and then a southerly direction for a distance of 435 metres, together with a right of vehicular access over new footpath reference J, for the benefit of the land affected by the stopping up of private means of access reference y.
	Reference x Access to a field from the north side of the existing A66, 1.1 km east of the existing access to Center Parcs from the A66.	The whole access.	Reference 31 To be substituted by a new private means of access, located 40 metres to the north of the existing access.
	Reference z	The whole access.	Reference 32

	Access to a field from the north side of the existing A66, 1.3 km to the east of the existing access to Center Parcs from the A66.		To be substituted by a new private means of access, located 140 metres north-east of the existing access Reference z, together with a right of vehicular access over the new cycle track Reference K and new cycleway Reference B*, for the benefit of the land affected by the stopping up of private means of access reference z.
	–	–	Reference 33 A new private means of access to land (including an attenuation pond and maintenance area), located 475 metres south-west of Lower Woodside.
	Reference za Access to a field from the south side of the existing A66, 14.3 km to the east of the existing access to Center Parcs from the A66.	The whole access.	Reference 30 (as above).

PART 2

SCHEME 0405 – TEMPLE SOWERBY TO APPLEBY

3. For the table in Part 1 of Schedule 2 that relates to Scheme 0405 (Temple Sowerby to Appleby) substitute the following table.

SCHEME 0405 – TEMPLE SOWERBY TO APPLEBY

(1) Area	(2) Highway to be stopped up	(3) Extent of stopping up	(4) New highway to be substituted/provided
<i>Scheme 0405 – The rights of way and access plans – sheets 1 and 2</i>			
In the parish of Kirkby Thore; in the administrative area of Westmorland and Furness Council	Bridleway 336/007	A 260 metre length, from a point 105 metres to the north-east of its junction with the existing A66, in a generally north-easterly direction to	Reference A To be substituted by a 1.1 km length of new bridleway commencing at the existing junction of

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		its intersection with the existing Priest Lane.	bridleway 336/007 with the existing A66 and continuing in a generally easterly direction for a distance of 945 metres and including a 120 metre length extending in a north-westerly direction between Points A and B (on sheet 1 and sheet 2) via the new Priest Lane Underpass.
	—	—	The proposed Temple Sowerby Link Road A 1.1 km length of new side road on the south side of the existing A66 (between Temple Sowerby and Low Moor Caravan Park), from a point 95 metres south of the intersection between the existing Morland Road and the existing A66, in a generally easterly direction and tying into the existing A66 at a point 292 metres east of the existing Spitals Farm Underpass.
	Priest Lane	A length from a point 140 metres to the north-west of its junction with the existing Cross Street, in a generally north-westerly direction for a distance of 587 metres.	Realigned Priest Lane To be substituted by the realigned Priest Lane from a point 351 metres to the north-west of its junction with the existing Cross Street, in a generally easterly direction for a distance of 610 metres to its junction with the realigned Cross Street.
	Cross Street	A length from its junction with the existing Priest Lane for a distance of 735 metres in a generally north-westerly direction.	The Realigned Cross Street To be substituted by the realigned Cross Street from Point C (on sheet 2) in a

			generally south-easterly direction for a distance of 503 metres to its junction with the end of Priest Lane.
	Bridleway 336/018	A 205 metre length of Bridleway 336/018 from a point 1 metre from its junction with the existing Cross Street for a distance of 205 metres in a north-easterly direction.	<p>Reference B</p> <p>To be substituted by a 194 metre length of new bridleway in a generally easterly direction for a distance of 153 metres, between the realigned Cross Street and existing Bridleway 336/018 (Points D and E on sheet 2) and including a 41 metre length extending in a northerly direction to tie into the existing Bridleway 336/018 (as shown on sheet 2 of the rights of way and access plans for scheme 0405).</p>
	—	—	<p>Reference K</p> <p>A 188 metre length of new footpath extending in a generally easterly direction between existing Bridleway 336/018 (Point E on sheet 2) and existing Footpath 336/017 (Point F on sheet 2) (as shown on sheet 2 of the rights of way and access plans for scheme 0405).</p>
	—	—	<p>The Improved Morland Road and Roman Road (Reference A*)</p> <p>A length of new cycleway along the existing Morland Road from Point H to its junction with Roman Road (Point J), and a length of new cycleway along the</p>

			existing Roman Road from its junction with Morland Road (Point J) to Point I (as shown on sheet 1 of the rights of way and access plans for scheme 0405).
	—	—	The Improved Roman Road (Reference B*) A length of new cycleway along the existing Roman Road from Point K to its junction with Morland Road (Point J) (as shown on sheet 1 of the rights of way and access plans for scheme 0405).
	—	—	Reference D* A 320 metre length of new footway on the realigned Cross Street, extending from the junction of the existing Priest Lane and Cross Street in a north-westerly direction to Point D (as shown on sheet 2 of the rights of way and access plans for scheme 0405).
<i>Scheme 0405 – The rights of way and access plans – sheets 2 and 3</i>			
In the parish of Kirkby Thore; in the administrative area of Westmorland and Furness Council	Footpath 336/017	A 398 metre length of Footpath 336/017 from its junction with the existing Cross Street in a north-easterly direction to Point F on sheet 2.	Reference C To be substituted by a 1.1 km length of new footpath from a point 2 metres north of the junction of Bridleway 336/018 with the existing Cross Street in a generally easterly direction to Point S then turning northwards from Point S for a length of 162 metres, then branching in a westerly direction to join Footpath 336/017 and in an easterly

			direction to join Footpath 336/013 (as shown on sheets 2 and 3 of the rights of way and access plans for scheme 0405).
	Fell Lane	A length from a point 360 metres north-east of its junction with Main Street, in a generally north-easterly direction for a distance of 147 metres.	To be substituted by— The new and improved Fell Lane.
	Main Street	A length from a point 235 metres to the east of its junction with Sleastonhow Lane, in a generally easterly direction for a distance of 163 metres (shown on sheet 3 of the rights of way and access plans for scheme 0405).	To be substituted by— The improved Fell Lane from its junction with the existing Main Street in a north-easterly direction for a distance of 442 metres; and A length of new side road open to all traffic from its junction with the existing British Gypsum Access Road in a generally south-easterly direction for a distance of 532 metres and tying into the existing Main Street at Point G (all as shown on sheet 3 of the rights of way and access plans for scheme 0405).
	—	—	Reference E* A length of new cycleway on the new realigned Fell Lane (including the new Fell Lane Bridge), from a point 150 metres to the east of the junction of the existing Fell Lane with Main Street and continuing in a north-westerly direction for a distance of 440 metres.
<i>Scheme 0405 – The rights of way and access plans – sheets 3 and 4</i>			

In the parishes of Kirkby Thore and Crackenthorpe; in the administrative area of Westmorland and Furness Council	Sleastonhow Lane	A length from a point 235 metres south-east of its junction with Main Street, in a generally south-easterly direction for a distance of 590 metres.	To be substituted by— The new and improved Sleastonhow Lane.
<i>Scheme 0405 – The rights of way and access plans – sheets 4 and 5</i>			
In the parishes of Crackenthorpe and Long Marton; in the administrative area of Westmorland and Furness Council	Footpath 317/009 and Footpath 341/017	<p>A length of Footpath 341/017 from its junction with the existing Roman Road in a generally easterly direction for a distance of 69 metres to the point where it meets the easternmost end of footpath 317/009 at the parish boundary between Long Marton and Crackenthorpe (shown on sheet 5 of the rights of way and access plans for scheme 0405); plus</p> <p>A length of footpath 317/009 from its junction with the existing A66 in a generally north-easterly direction to its junction with the existing Roman Road and footpath 341/017 (at the parish boundary between Crackenthorpe and Long Marton) (as shown on sheet 5 of the rights of way and access plans for scheme 0405).</p>	<p>To be substituted by References E and C* (part)</p> <p>Reference E</p> <p>A length of new footpath commencing from Point M continuing in a generally north-westerly direction on the east side of the new A66 until passing beneath the new Trout Beck viaduct (carrying the new A66), and then continuing in a generally south-westerly direction to the point where it meets the existing A66, 105 metres to the north of the junction of the existing A66 with Footpath 317/008; and</p> <p>Reference C* (part)</p> <p>Then continuing via part of new cycleway Reference C* (see below), along the de-trunked A66 a total distance of 1km (as shown on sheets 4 and 5 of the rights of way and access plans for scheme 0405).</p>
	—	—	<p>Reference F</p> <p>A length of new footpath, in parallel with the eastbound carriageway of the</p>

			new A66, from its junction with the existing Long Marton Road and the access to Powis House, continuing for a distance of 235 metres in a generally north-westerly direction to its tie-in point with the existing access to Powis House at a point 60 metres to the south of Powis House (as shown on sheet 5 of the rights of way and access plans for scheme 0405).
	Long Marton (Road)	<p>A length from a point 34 metres to the east of its junction with the existing A66, in a generally north-easterly direction for a distance of 191 metres; and</p> <p>Another length from a point 915 metres north-east of its junction with the existing A66, in a generally easterly direction for a distance of 130 metres (shown on sheet 5 of the rights of way and access plans for scheme 0405).</p>	<p>To be substituted by—</p> <p>The realigned Long Marton (Road) (as shown on sheet 5 of the rights of way and access plans for scheme 0405).</p>
	Bridleway 341/001	A length of Bridleway 341/001 from a point 292 metres to the south of its junction with the existing Long Marton (Road) in a south-easterly direction for a distance of 245 metres (shown on sheet 5 of the rights of way and access plans for scheme 0405).	<p>Reference G</p> <p>To be substituted by a length of new bridleway on a similar alignment to that of the existing Bridleway 341/001, from its junction with Long Marton (Road) in a south-easterly direction for a distance of 290 metres in a generally south-easterly direction over the new Powis House Bridge and under the new Long Marton</p>

			Underpass, and tying back into the existing Bridleway 341/001 (as shown on sheet 5 of the rights of way and access plans for scheme 0405).
	—	—	Reference I* A length of new cycleway from the west side of the new and realigned Long Marton (Road) from a point 436 metres north-east of the junction of the existing A66 with the new and realigned Long Marton (Road), in a generally north-westerly direction for a distance of 190 metres; (as shown on sheet 5 of the rights of way and access plans for scheme 0405).
	—	—	Reference H* A length of new cycleway from a point 410 metres to the south-east of the junction of the existing A66 and Long Marton Road in a generally north-easterly direction, along the realigned Long Marton, for a distance of 1.1 km. (as shown on sheet 5 of the rights of way and access plans for scheme 0405).
<i>Scheme 0405 – The rights of way and access plans – sheet 6</i>			
In the parish of Crackenthorpe; in the administrative area of Westmorland and Furness Council	Bridleway 317/012	A length of Bridleway 317/012 between Roman Road and Crackenthorpe from its junction with Bridleway 341/001 in a generally south-westerly direction towards Crackenthorpe, for a distance of 134 metres	Reference I To be substituted by a 710 metre length of new bridleway from a point approximately 210 metres north of Crackenthorpe in a generally north-easterly direction and passing under the new

		(shown on sheet 6 of the rights of way and access plans for scheme 0405).	Crackenthorpe Underpass before connecting to the existing Bridleway 341/001 along Roman Road (as shown on sheet 6 of the rights of way and access plans for scheme 0405)
	Footpath 317/006	A length of Footpath 317/006 between Roman Road and Crackenthorpe from its intersection with Bridleway 341/001 in a generally south-westerly direction towards Crackenthorpe for a distance of 328 metres, then another length of 160 metres in a south-easterly direction (as shown on sheet 6 of the rights of way and access plans for scheme 0405).	Reference I (as above)
<i>Scheme 0405 – The rights of way and access plans – sheet 7</i>			
In the parish of Crackenthorpe; in the administrative area of Westmorland and Furness Council	Footpath 317/004	A length of Footpath 317/004 between Roger Head Farm and the existing Roman Road from a point 240 metres to the north-east of Roger Head Farm, for a distance of 117 metres in a north-easterly direction, to a point 23 metres from its junction with the existing Roman Road (shown on sheet 7 of the rights of way and access plans for scheme 0405).	Reference J To be substituted by a length of new Bridleway from a point 240 metres north-east of Roger Head Farm on the existing alignment of Footpath 317/004 in a south-easterly direction for a distance of 125 metres, followed by another length of 225 metres in a generally north-easterly direction and over the proposed Roger Head Farm Bridge, to its junction with the existing Roman Road, a total distance of 350 metres (as shown on sheet 7 of the rights of way and access plans for scheme 0405).
	–	–	The Improved B6542

			A length from its junction with Battlebarrow in a generally north-westerly direction (including new cycleway Reference C*) for a distance of 1.3 km (as shown on sheet 7 of the rights of way and access plans for scheme 0405).
Scheme 0405 – The rights of way and access plans – sheets 1, 2, 4, 5, 6 and 7			
In the parish of Crackenthorpe; in the administrative area of Westmorland and Furness Council	–	–	The new and improved A66, including Reference C* A length of new cycleway along the improved A66 (as shown on sheets 1, 2, 4, 5, 6 and 7 of the rights of way and access plans for scheme 0405).
	–	–	The Improved B6542 A length from its junction with Battlebarrow in a generally north-westerly direction (including new cycleway Reference C*) for a distance of 1.3 km (as shown on sheet 7 of the rights of way and access plans for scheme 0405).

4. For the table in Part 3 of Schedule 2 that relates to Scheme 0405 (Temple Sowerby to Appleby) substitute the following table.

SCHEME 0405 – TEMPLE SOWERBY TO APPLEBY

(1) Area	(2) Private means of access to be stopped up	(3) Extent of stopping up	(4) New private means of access to be substituted/provided
Scheme 0405 – The rights of way and access plans – sheets 1 and 2			
In the parish of Temple Sowerby; in the administrative area of Westmorland and Furness Council	Reference a Access to field from the east side of the existing Morland Road, 20 metres from	A length from a point 20 metres south of the junction of the existing A66 and Morland Road, in a generally easterly	Reference 1 To be substituted by a new private means of access to field between the proposed

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	its junction with the existing A66 (shown on sheet 1 of the rights of way and access plans for scheme 0405).	direction for a distance of 50 metres.	Temple Sowerby Link Road and the existing A66 as well as to maintenance strip for the Proposed Temple Sowerby Link Road, from a point 20 metres south of the junction of the existing A66 and Morland Road, in a generally southerly direction for a distance of 45 metres (as shown on sheet 1 of the rights of way and access plans for scheme 0405).
	—	—	Reference 2 New private means of access to land (including an attenuation pond) on the south-east side of the proposed roundabout on Morland Road from a point 110 metres south of the proposed roundabout, in a generally north-easterly direction for a distance of 285 metres (as shown on sheet 1 of the rights of way and access plans for scheme 0405).
	—	—	Reference 3 New private means of access to Spitals Farm on the north side of the new A66, 195 metres to the west of the existing Spitals Farm Underpass (as shown on sheet 1 of the rights of way and access plans for scheme 0405).
In the parishes of Temple Sowerby and Crackenthorpe; in the administrative area of Westmorland and Furness Council	Reference b Access link to fields on the south side of the existing A66 from the Spitals Farm Underpass (shown on	A length from a point 13 metres to the south of the existing Spitals Farm Underpass, in a generally westerly direction for a distance of 205	Reference 4 To be substituted by a new private means of access from a point 43 metres to the south of the existing Spitals

	sheet 1 of the rights of way and access plans for scheme 0405).	metres.	Farm Underpass in a generally westerly direction for a distance of 207 metres; together with another length in a generally northerly direction for a distance of 70 metres (as shown on sheet 1 of the rights of way and access plans for scheme 0405).
	—	—	Reference 5 New private means of access to maintenance strip for the Proposed Temple Sowerby Link Road from a point 200 metres to the south-east of the existing Spitals Farm Underpass (as shown on sheet 1 of the rights of way and access plans for scheme 0405).
	—	—	Reference 6 A new private means of access to land on the south side of the new A66, together with a right of vehicular access over new bridleway reference A (as above, in Part 1) for the benefit of that land.
	—	—	Reference 7 New private means of access to maintenance strip south of the new A66, 530 metres to the east of the existing Spitals Farm Underpass (as shown on sheet 1 of the rights of way and access plans for scheme 0405).
	Reference d Access link to field	A length from the junction of Bridleway 336/007 with Priest Lane, in a generally	Reference 8 To be substituted by a

	adjacent to Priest Lane via Bridleway 336/007 from its junction with Priest Lane (shown on sheets 1 and 2 of the rights of way and access plans for scheme 0405).	south-westerly direction for a distance of 85 metres.	new private means of access on the south side of the realigned Priest Lane from a point 13 metres west of the junction of Priest Lane with Bridleway 336/007 (as shown on sheets 1 and 2 of the rights of way and access plans for scheme 0405).
	—	—	Reference 9 New private means of access to field on the north side of the realigned Priest Lane, 25 metres to the west of the junction of the existing Priest Lane with Bridleway 336/007 (as shown on sheets 1 and 2 of the rights of way and access plans for scheme 0405).
	—	—	Reference 10 New private means of access to land on the south side of the realigned Priest Lane (including drainage pond), 50 metres to the south-east of the junction of the existing Priest Lane with Bridleway 336/007 (as shown on sheets 1 and 2 of the rights of way and access plans for scheme 0405).
	Reference e Access to field from the north side of the existing Priest Lane, 75 metres to the east of its junction with the existing Bridleway 336/007 (as shown on sheets 1 and 2 of the rights of way and access plans for scheme 0405).	The whole access.	Reference 11 To be substituted by a new private means of access to field on the north side of the realigned Priest Lane, 178 metres north-east of Point B (as shown on sheet 2 of the rights of way and access plans for scheme 0405).

	<p>Reference i</p> <p>Access to field from the north side of the existing Priest Lane, 236 metres to the east of its junction with the existing Bridleway 336/007 (shown on sheet 2 of the rights of way and access plans for scheme 0405).</p>	<p>The whole access.</p>	<p>Reference 12</p> <p>To be substituted by a new private means of access to field on the north side of the realigned Priest Lane, between the proposed Priest Lane Underpass and the realigned Station Road (as shown on sheet 2 of the rights of way and access plans for scheme 0405).</p>
	—	—	<p>Reference 16</p> <p>New private means of access to land on the west side of the realigned Cross Street (including a drainage tank), 217 metres north of the proposed Cross Street Bridge (as shown on sheet 2 of the rights of way and access plans for scheme 0405).</p>
	<p>Reference p</p> <p>Access to fields north of the new bridleway (Reference B) (shown on sheet 2 of the rights of way and access plans for scheme 0405).</p>	<p>A length along the route of Bridleway 336/018 from its junction with the existing Cross Street in a north-easterly direction for a distance of 206 metres, to its junction with the new bridleway (Reference B).</p>	<p>References 20 and 78</p> <p>To be substituted by new private means of access to land on the north side of the new A66, including a right of vehicular access over the new bridleway Reference B and the new footpath Reference K (as above, in Part 1) (as shown on sheet 2 of the rights of way and access plans for scheme 0405).</p>
	—	—	<p>Reference 27</p> <p>New private means of access to maintenance strip on the proposed Fell Lane Westbound Connector Road (as shown on sheet 2 of the rights of way and access plans for</p>

			scheme 0405).
<i>Scheme 0405 – The rights of way and access plans – sheets 2 and 3</i>			
In the parish of Kirkby Thore; in the administrative area of Westmorland and Furness Council	<p>Reference q (Green Lane Track)</p> <p>Access to fields on the north side of the new A66 (shown on sheet 2 of the rights of way and access plans for scheme 0405).</p>	A length along Green Lane Track from its junction with the existing Cross Street in a north-easterly direction to Point F, a distance of 400 metres.	<p>References 24 and 26</p> <p>To be substituted by—</p> <p>Reference 24: a new private means of access (including a right of vehicular access) providing access to the new footpath (Reference C); to land lying to the north of the new A66; and to maintenance strips on the north and south sides of the new A66; and crossing the new A66 (via a bridge) to connect to new private means of access (Reference 26) (as shown on sheet 2 and sheet 3 of the rights of way and access plans for scheme 0405); and</p> <p>Reference 26: a new private means of access (including a right of vehicular access) from the edge of Ashton Lea field in a generally north-easterly direction for a distance of 93 metres and joining onto another new private means of access (Reference 24) at Point S and with a right of vehicular access over new footpath (Reference C) (as shown on sheet 2 of the rights of way and access plans for scheme 0405).</p>
	<p>Reference s</p> <p>Access to fields north of the new A66 (shown on sheets 2 and 3 of the rights of</p>	A length of Green Lane Track from a point 215 metres to the north of the junction of Green Lane Track with	<p>To be substituted by—</p> <p>A new private means of access (Reference 24) from the edge of</p>

	way and access plans for scheme 0405).	Footpath 336/011 in a north-easterly direction for a distance of 401 metres.	Ashton Lea field in a generally north-easterly direction for a distance of 494 metres and joining onto another new private means of access (Reference 26) at Point S, and with a right of vehicular access over new footpath (Reference C) from a point 162 metres to the west of Point U, continuing in a generally easterly direction to Point T and continuing from Point T to the junction of the new footpath with the existing Footpath 336/013 a total distance of 494 metres (as shown on sheets 2 and 3 of the rights of way and access plans for scheme 0405).
	—	—	Reference 25 New private means of access to land on the west side of the realigned Fell Lane, 97 metres north-east of the proposed Fell Lane Bridge for a distance of 38 metres in a north-westerly direction (as shown on sheets 2 and 3 of the rights of way and access plans for scheme 0405).
	—	—	Reference 29 New private means of access to field on the south side of the existing A66, 315 metres east of the junction of Piper Lane with the existing A66 (as shown on sheet 2 of the rights of way and access plans for scheme 0405).

	—	—	Reference 30 New private means of access to field on the south side of the existing A66, 276 metres east of the junction of Piper Lane with the existing A66 (as shown on sheet 2 of the rights of way and access plans for scheme 0405).
	—	—	Reference 31 New private means of access to field on the south side of the existing A66, 232 metres east of the junction of Piper Lane with the existing A66 (as shown on sheet 2 of the rights of way and access plans for scheme 0405).
	—	—	Reference 32 New private means of access to field on the north side of the existing A66, 167 metres east of the junction of the existing A66 with Piper Lane (as shown on sheet 2 of the rights of way and access plans for scheme 0405).
	—	—	Reference 33 New private means of access to forecourt on the north side of the existing A66, 187 metres east of the junction of the existing A66 with Piper Lane (as shown on sheet 2 of the rights of way and access plans for scheme 0405).
	—	—	Reference 34

			A new private means of access to field on the south side of the existing Sleastonhow Lane at a point 245 metres south-east of the junction between the existing Sleastonhow Lane and Main Street (as shown on sheet 3 of rights of Way and Access Plans for scheme 0405).
In the parish of Kirkby Thore; in the administrative area of Westmorland and Furness Council	–	–	Reference 35 A new private means of access to land (including an attenuation pond) on the south side of the realigned Fell Lane 65 metres north-east of the junction between the realigned Fell Lane and the new side road; and joining onto the north side of the new side road at a point 110 metres south-east of the junction between the realigned Fell Lane and the new side road (as shown on sheet 3 of rights of Way and Access Plans for scheme 0405).
	Reference t A private means of access to an industrial estate from the south side of the existing Fell Lane at a point 175 metres north-east of the junction between the existing Fell Lane and the existing Main Street (shown on sheet 2 of the rights of way and access plans for scheme 0405)	A length from its junction with Fell Lane, for a distance of 25 metres in an easterly direction	Reference 28 To be substituted by a new private means of access from the south side of the realigned Fell Lane at a point 170 metres north-east of the junction between existing Fell Lane and existing Main Street (as shown on sheet 2 and 3 of rights of way and access plans for scheme 0405).
	Reference x A private means of access to a field on the	The whole access.	Reference 36 To be substituted by a new private means of

	north side of the existing Main Street, 510 metres from its junction with Sleastonhow Lane (shown on sheet 3 of the rights of way and access plans for scheme 0405)		access to a field on the north side of the new side road at a point 190 metres south-east of the junction between the new side road and the realigned Fell Lane (as shown on sheet 3 of rights of way and access plans for scheme 0405).
	—	—	Reference 37 A new private means of access to a field on the south side of the new side road, as well as to maintenance strips on the north side of the new A66 and associated highway bund, at a point 405 metres south-east of the junction between the new side road and the realigned Fell Lane (as shown on sheet 3 of rights of way and access plans for scheme 0405).
	Reference y A private means of access to a field on the south side of the existing Main Street, 455 metres from its junction with Sleastonhow Lane (as shown on sheet 3 of the rights of way and access plans for scheme 0405)	The whole access.	Reference 38 To be substituted by a new private means of access to a field on the south side of the new side road at a point 430 metres south-east of the junction between the new side road and the realigned Fell Lane (as shown on sheet 3 of rights of way and access plans for scheme 0405).
	—	—	Reference 74 New private means of access to maintenance strip on the south side of the new A66, between Fell Lane the existing Main Street (as shown on sheets 2 and 3 of rights of way and access plans for scheme 0405).

<i>Scheme 0405 – The rights of way and access plans – sheet 3 and 4</i>			
In the parish of Crackenthorpe; in the administrative area of Westmorland and Furness Council	–	–	Reference 40 A new private means of access on the south side of the existing A66 at a point 65 metres south-east of the junction between the existing A66 and existing Main Street (as shown on sheet 4 of rights of way and access plans for scheme 0405).
	Reference z Private means of access to field on the north side of the existing A66, 400 metres south-east of the junction between the existing A66 and existing Main Street (as shown on sheet 4 of the rights of way and access plans for scheme 0405)	The whole access.	Reference 41 To be substituted by a new private means of access on the north side of the existing A66 at a point 400 metres south-east of the junction between the existing A66 and existing Main Street (as shown on sheet 4 of rights of way and access plans for scheme 0405).
	Reference aa A private means of access to field on the north side of the Old Station Yard, 115 metres north-west of the Old Station Yard (shown on sheet 4 of the rights of way and access plans for scheme 0405)	The whole access.	Reference 42 To be substituted by a new private means of access on the north side of the existing A66 at a point 115 metres north-west of the Old Station Yard (as shown on sheet 4 of rights of way and access plans for scheme 0405).
In the parish of Kirkby Thore; in the administrative area of Westmorland and Furness Council	–	–	Reference 39 A new private means of access to existing Sleastonhow Lane as well as to maintenance strip on the north side of the realigned Sleastonhow Lane, from a point 395 metres from the junction of the realigned Sleastonhow

			Lane with Main Street, in a generally south-easterly direction for a distance of 213 metres (as shown on sheets 3 and 4 of the rights of way and access plans for scheme 0405).
	—	—	Reference 44 A new private means of access to land adjoining the existing Sleastonhow Lane as well as to maintenance strip on the north side of the new A66 from a point 843 metres south-east of the junction of Main Street and the existing Sleastonhow Lane (as shown on sheets 3 and 4 of the rights way and access plans for scheme 0405).
	—	—	Reference 43 New private means of access to field on the north side of the realigned Sleastonhow Lane (including a drainage pond) as well as to maintenance strips on the north side of the realigned Sleastonhow Lane and the north side of the new A66, 182 metres south-east of the new Sleastonhow Lane Bridge (as shown on sheets 3 and 4 of the rights of way and access plans for scheme 0405).
	—	—	Reference 45 A new private means of access to a field from the north side of the realigned Sleastonhow Lane at a point 910 metres

			<p>south-east of the junction of Main Street and the existing Sleastonhow Lane (as shown on sheets 3 and 4 of the rights of way and access plans for scheme 0405).</p>
	—	—	<p>Reference 46</p> <p>New private means of access to land (including a drainage pond) south of the realigned Sleastonhow Lane (as well as access to maintenance strip on the south side of the realigned Sleastonhow Lane), from a point 300 metres north-east of the junction of the existing A66 and the existing Farm Track in a generally northerly direction for a distance of 820 metres (as shown on sheet 4 of the rights of way and access plans for scheme 0405).</p>
	<p>Reference ah</p> <p>Access to existing Sleastonhow Lane and to fields via a farm track between the existing A66 and Sleastonhow Lane (shown on sheet 4 of rights of way and access plans for scheme 0405)</p>	<p>A length along the existing Farm Track from a point 335 metres north-east of its junction with the existing A66 for a distance of 188 metres in a north-easterly direction;</p> <p>and including another length from its midpoint, in a south-easterly direction for a distance of 125 metres</p>	<p>Reference 47</p> <p>To be substituted by a new private means of access (the Trout Beck Bridge north shore farm track) passing under the new Trout Beck Viaduct in a U-shape and tying back onto the existing Farm Track, a length of 555 metres (as shown on sheet 4 of rights of way and access plans for scheme 0405).</p>
	<p>Reference ae</p> <p>Private means of access to fields on the north side of the existing A66, 540 metres south-east of the Old Station Yard</p>	<p>The whole access.</p>	<p>Reference 48</p> <p>To be substituted by a new private means of access on the north side of the existing A66 at a point 540 metres south-east of</p>

	(shown on sheet 4 of the rights of way and access plans for scheme 0405)		the Old Station Yard (as shown on sheet 4 of the rights of way and access plans for scheme 0405).
	—	—	Reference 49 A length of new private means of access from a point 144 metres to the north-west of the junction of the existing A66 with Footpath 317/008 in a north-easterly direction for 292 metres to Point L, followed by another length in a generally north-easterly direction towards the new A66 for a distance of 78 metres to Point M; a total distance of 812 metres (as shown on sheets 4 and 5 of the rights of way and access plans for scheme 0405).
	—	—	Reference 50 A length of new private means of access along a stopped-up length of the existing Long Marton Road from a point 90 metres north of the junction of the existing A66 with the existing Long Marton Road for a distance of 135 metres (as shown on sheet 5 of the rights of way and access plans for scheme 0405).
<i>Scheme 0405 – The rights of way and access plans – sheet 5</i>			
In the parish of Crackenthorpe; in the administrative area of Westmorland and Furness Council	—	—	Reference 75 New private means of access to land (including a drainage pond) on the north side of the new footpath (Reference F)

			and new private means of access (Reference 52), 40 metres north of the junction of new footpath Reference F with the existing Long Marton (Road) (as shown on sheet 5 of the rights of way and access plans for scheme 0405).
	–	–	Reference 76 (Not used)
	Reference ai (Powis House access road) (shown on sheet 5 of the rights of way and access plans for scheme 0405)	A 247 metre length of the existing Powis House access road from its junction with the existing Long Marton (Road) in a generally north-westerly direction, to its tie-in with the new replacement private means of access (Reference 52)	Reference 52 To be substituted by a new private means of access, on the alignment of, and with a right of vehicular access over, new footpath Reference F, from a point 15 metres north-east of the junction of the existing Long Marton Road and Powis House access road in a generally north-westerly direction to its tie-in point with the existing Powis House access road, 60 metres from Powis House, over a distance of 235 metres (as shown on sheet 5 of the rights of way and access plans for scheme 0405).
	–	–	Reference 51 A new private means of access to field on the north side of the existing Long Marton (Road), from a point 355 metres north-east of the junction of the existing Long Marton (Road) with the existing A66 (as shown on sheet 5 of the rights of way and access plans for scheme 0405).

	—	—	<p>Reference 57</p> <p>A new private means of access to fields on the north side of the new Bridleway (Reference G), from a point 35 metres south-east of the new Long Marton Underpass, in a generally northerly direction for a distance of 106 metres (as shown on sheet 5 of the rights of way and access plans for scheme 0405).</p>
	—	—	<p>Reference 53</p> <p>New private means of access to land on the south side of the existing Long Marton (Road) (including drainage pond) 11 metres north-west of the junction of the existing Long Marton (Road) and realigned Long Marton (as shown on sheet 5 of rights of Way and Access Plans for scheme 0405).</p>
	—	—	<p>Reference 41</p> <p>(Not Used)</p>
	—	—	<p>Reference 54</p> <p>New private means of access to fields on the east side of the realigned Long Marton (as shown on sheet 5 of rights of Way and Access Plans for scheme 0405).</p>
	—	—	<p>Reference 58</p> <p>New private means of access to land on the west side of the realigned Long Marton (Road) (including drainage pond) (as shown on</p>

			sheet 5 of rights of way and access plans for scheme 0405).
	—	—	Reference 59 New private means of access to maintenance strip on the south side of the realigned Long Marton, from a point 15 metres north-east of its junction with the existing A66 (as shown on sheet 5 of the rights of way and access plans for scheme 0405).
	—	—	Reference 60 New private means of access to the north of the existing A66, at a point 125 metres south of the junction between the existing A66 and the realigned Long Marton (Road) (as shown on sheet 5 of rights of Way and Access Plans for scheme 0405).
	—	—	Reference 61 New private means of access from the north side of the existing A66, at a point 220 metres south of the junction between the existing A66 and the realigned Long Marton (Road) (as shown on sheet 5 of rights of way and access plans for scheme 0405).
	Reference zd Access to fields north of the existing A66 along Roman Road and east of the existing Long Marton (Road) (shown on sheet 5 of the rights of way and access plans	A length of private means of access along Bridleway 341/001 from a point 292 metres from its junction with the existing Long Marton (Road) in a south-easterly direction for a distance of 245 metres.	Reference 55 To be substituted by a new private means of access via new bridleway reference G (as above in Part 1), together with a right of vehicular access over the new

	for scheme 0405).		bridleway Reference G) (as shown on sheet 5 of the rights of way and access plans for scheme 0405).
<i>Scheme 0405 – The rights of way and access plans – sheet 6</i>			
In the parish of Crackenthorpe; in the administrative area of Westmorland and Furness Council	–	–	Reference 62 A new private means of access to land (including a drainage pond) on the south side of the new A66, a distance of 775 metres in a generally north-easterly direction from Crackenthorpe (as shown on sheet 6 of the rights of way and access plans for scheme 0405).
	–	–	Reference 63 A new private means of access to land on the north side of the new A66 from a point approximately 210 metres north of Crackenthorpe, in a generally north-easterly direction and passing under the new Crackenthorpe Underpass before connecting to Bridleway 341/001 along Roman Road (as shown on sheet 6 of the rights of way and access plans for scheme 0405).
<i>Scheme 0405 – The rights of way and access plans – sheet 7</i>			
In the parish of Crackenthorpe; in the administrative area of Westmorland and Furness Council	Reference au Access to fields between Roger Head Farm and the existing Roman Road (along existing track) (shown on sheet 7 of the rights of way and access plans for scheme 0405).	A length of private means of access (existing track) along the route of Footpath 317/004 between Roger Head Farm and the existing Roman Road from a point 240 metres north-east of Roger Head Farm, for a distance of 117 metres in a north-easterly direction, to a	Reference 64 To be substituted by a new private means of access (including access to maintenance strips north and south of the new A66), from a point 240 metres north-east of Roger Head Farm on the existing alignment of Footpath 317/004 in a

		point 23 metres from its junction with the existing Roman Road.	<p>south-easterly direction for a distance of 125 metres, followed by another distance of 225 metres in a generally north-easterly direction and over the proposed Roger Head Farm Bridge, to its junction with the existing Roman Road, a total distance of 350 metres (as shown on sheet 7 of the rights of way and access plans for scheme 0405).</p>
	—	—	<p>Reference 65</p> <p>New private means of access connecting Roger Head Farm to the new bridleway (Reference J) and private means of access (Reference 64) (as shown on sheet 7 of the rights of way and access plans for scheme 0405).</p>
	—	—	<p>Reference 66</p> <p>New private means of access to land on the north side of the existing A66 (including a drainage pond) and to maintenance strip south of the new A66, from a point 450 metres south-west of the proposed Roger Head Farm Bridge in a generally easterly direction for a distance of 590 metres (as shown on sheet 7 of rights of way and access plans for scheme 0405).</p>
	—	—	<p>Reference 67</p> <p>New private means of access between Bridleway 341/001</p>

			and the new A66, from a point 165 metres north of the junction between the existing A66 and the improved B6542, extending in a generally north-easterly direction for a distance of 252 metres, to its junction with Bridleway 341/001 (as shown on sheet 7 of rights of way and access plans for scheme 0405).
	—	—	Reference 68 New private means of access to land on the south side of the existing B6542, located at a point 89 metres south-east of the junction between the existing B6542 and the existing A66 (as shown on sheet 7 of rights of way and access plans for scheme 0405).
	Reference ay Access to field on the south side of the existing B6542 at a point 250 metres south-east of the junction of the existing B6542 and the existing A66 (shown on sheet 7 of the rights of way and access plans for scheme 0405).	The whole access.	Reference 69 New private means of access to land on the south side of the realigned B6542 (including a drainage pond), from a point 30 metres east of the junction of the realigned B6542 with the new private means of access (Reference 68) (as shown on sheet 7 of rights of way and access plans for scheme 0405).
	—	—	Reference 70 New private means of access from the south side of the existing B6542, located at a point 310 metres south-east of the junction between the

			existing B6542 and the existing A66 (as shown on sheet 7 of rights of way and access plans for scheme 0405).
	—	—	Reference 71 New private means of access from the north side of existing B6542, located at a point 378 metres south-east of the junction between the existing B6542 and the existing A66 (as shown on sheet 7 of rights of way and access plans for scheme 0405).
	—	—	Reference 72 New private means of access from the north side of existing B6542, located at a point 415 metres south-east of the junction between the existing B6542 and the existing A66 (as shown on sheet 7 of rights of way and access plans for scheme 0405).
	—	—	Reference 73 New private means of access to land on the south side of the existing B6542, located at a point 501 metres south-east of the junction between the existing B6542 and the existing A66 (as shown on sheet 7 of rights of way and access plans for scheme 0405).
	—	—	Reference 77 New private means of access to maintenance strip on the south side

			of the new A66, located on the north side of the realigned B6542 at a point 450 metres south-east of the junction between the existing B6542 and the existing A66 (as shown on sheet 7 of rights of way and access plans for scheme 0405).
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SCHEDULE 2

Article 8

DOCUMENTS TO BE CERTIFIED

(1) <i>Document</i>	(2) <i>Description</i>	(3) <i>Reference</i>	(4) <i>Date submitted</i>
Book of reference	Book of Reference – Volume One: Scheme 0102: M6 Junction 40 to Kemplay Bank	5.7 (Rev P04)	16/5/2023
	Book of Reference – Volume Two: Scheme 03: Penrith to Temple Sowerby	5.7 (Rev P03)	16/5/2023
	Book of Reference – Volume Three: Scheme 0405: Temple Sowerby to Appleby	5.7 (Rev P03)	16/5/2023
	Book of Reference – Volume Four: Scheme 06: Appleby to Brough	5.7 (Rev P06)	16/5/2023
	Book of Reference – Volume Five: Scheme 07: Bowes Bypass	5.7 (Rev P03)	16/5/2023
	Book of Reference – Volume Six: Scheme 08: Cross Lanes to Rokeby	5.7 (Rev P03)	16/5/2023
	Book of Reference – Volume Seven: Scheme 09: Stephen Bank to Carkin Moor	5.7 (Rev P03)	16/5/2023
	Book of Reference – Volume Eight: Scheme 11: A1(M) Junction 53 Scotch Corner	5.7 (Rev P03)	16/5/2023
Classification of roads plans	Classification of Roads Plan Scheme 0102: M6 Junction 4 to Kemplay Bank	5.20	21/6/2022
	Classification of Roads Plan Scheme 03: Penrith to Temple Sowerby	5.20 (Rev. 2)	21/6/2022
	Classification of Roads Plan Scheme 0405: Temple Sowerby to Appleby	5.20 (Rev. 2)	28/11/2025
	Classification of Roads Plan Scheme 06: Appleby to Brough	5.20 (Rev 3)	16/5/2023
	Classification of Roads Plan Scheme 07: Bowes Bypass	5.20 (Rev 2)	9/5/2023
	Classification of Roads Plan Scheme 08: Cross Lanes to Rokeby	5.20	21/6/2022
	Classification of Roads Plan Scheme 09: Stephen Bank to Carkin Moor	5.20	21/6/2022
Crown land plans	Crown Land Plans Scheme 06: Appleby to Brough	5.14 (Rev 4)	26/5/2023
	Crown Land Plans Scheme 07: Bowes Bypass	5.14	21/6/2022
Design principles	Project Design Principles	5.11 (Rev 5)	16/5/2023
De-trunking plans	De-Trunking Plans Scheme 0102: M6 Junction 40 to Kemplay Bank	5.21	21/6/2022
	De-Trunking Plans Scheme 03: Penrith to Temple Sowerby	5.21 (Rev 2)	9/5/2023
	De-Trunking Plans Scheme 0405: Temple Sowerby to Appleby, subject to the following substitutions— Sheet 1 for Sheet 1 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301701, rev. P02;	5.21	21/6/2022

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	Sheet 2 for Sheet 2 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301702, rev. P02; Sheet 3 for Sheet 3 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301703, rev. P01; and Sheet 4 for Sheet 4 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301704, rev. P02		
	De-Trunking Plans Scheme 06: Appleby to Brough	5.21 (Rev 2)	9/5/2023
	De-Trunking Plans Scheme 07: Bowes Bypass	5.21 (Rev 2)	9/5/2023
	De-Trunking Plans Scheme 08: Cross Lanes to Rokeby	5.21	21/6/2022
	De-Trunking Plans Scheme 09: Stephen Bank to Carkin Moor	5.21 (Rev 2)	9/5/2023
Engineering section drawings: cross sections	Engineering Section Drawings: Cross Sections Scheme 0102: M6 Junction 40 to Kemplay Bank	5.18 (Rev 2)	9/5/2023
	Engineering Section Drawings: Cross Sections Scheme 03: Penrith to Temple Sowerby subject to the following substitution— Sheet 1 for Sheet 1 with drawing number HE615323-JAC-HAC-03A_AL_SCHEM-DR-CH-201101, rev. P03	5.18 (Rev 2)	9/5/2023
	Engineering Section Drawings: Cross Sections Scheme 0405: Temple Sowerby to Appleby subject to the following substitutions— Sheet 1 for Sheet 1 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301101, rev. P01; Sheet 3 for Sheet 3 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301103, rev. P01; and Sheet 5 for Sheet 5 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301105, rev. P02	5.18 (Rev 2)	9/5/2023
	Engineering Section Drawings: Cross Sections Scheme 06: Appleby to Brough	5.18 (Rev 2)	9/5/2023
	Engineering Section Drawings: Cross Sections Scheme 07: Bowes Bypass	5.18 (Rev 2)	9/5/2023
	Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby	5.18	21/6/2022
	Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor	5.18 (Rev 2)	9/5/2023
	Engineering Section Drawings: Cross Sections Scheme 11: A1(M) Junction 53 Scotch Corner	5.18	21/6/2022
	Engineering Section Drawings: Plan and Profiles Scheme 0102: M6 Junction 40 to Kemplay Bank, subject to the following substitution— Sheet 2 for Sheet 2 with drawing number HE615322-KIE-HAC-002_AL_SCHEM-DR-CH-101001, rev. P01	5.17 (Rev 2)	9/5/2023
Engineering section drawings: plan and profiles	Engineering Section Drawings: Plan and	5.17 (Rev 2)	9/5/2023

	<p>Profiles Scheme 03: Penrith to Temple Sowerby, subject to the following substitution—</p> <p>Sheet 1 for Sheet 1 with drawing number HE615323-JAC-HAC-03A_AL_SCHEM-DR-CH-201001, rev. P01</p>		
	<p>Engineering Section Drawings: Plan and Profiles Scheme 0405: Temple Sowerby to Appleby, subject to the following substitutions—</p> <p>Sheet 1 for Sheet 1 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301001, rev. P02;</p> <p>Sheet 2 for Sheet 2 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301002, rev. P02;</p> <p>Sheet 4 for Sheet 4 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301004, rev. P02;</p> <p>Sheet 5 for Sheet 5 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301005, rev. P01;</p> <p>Sheet 8 for Sheet 8 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301008, rev. P02;</p> <p>Sheet 9 for Sheet 9 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301009, rev. P02;</p> <p>Sheet 11 for Sheet 11 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301011, rev. P02;</p> <p>Sheet 12 for Sheet 12 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301012, rev. P02;</p> <p>Sheet 15 for Sheet 15 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301015, rev. P02;</p> <p>Sheet 16 for Sheet 16 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301016, rev. P01;</p> <p>Sheet 17 for Sheet 17 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301017, rev. P02;</p> <p>Sheet 18 for Sheet 18 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301018, rev. P01;</p> <p>Sheet 19 for Sheet 19 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301019, rev. P02;</p> <p>Sheet 20 for Sheet 20 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301020, rev. P01;</p> <p>Sheet 22 for Sheet 22 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301022, rev. P01; and</p> <p>Sheet 23 for Sheet 23 with drawing number</p>	5.17 (Rev 2)	9/5/2023

	HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301023, rev. P01		
	Engineering Section Drawings: Plan and Profiles Scheme 06: Appleby to Brough	5.17 (Rev 3)	16/5/2023
	Engineering Section Drawings: Plan and Profiles Scheme 07: Bowes Bypass	5.17 (Rev 2)	9/5/2023
	Engineering Section Drawings: Plan and Profiles Scheme 08: Cross Lanes to Rokeby	5.17	21/6/2022
	Engineering Section Drawings: Plan and Profiles Scheme 09: Stephen Bank to Carkin Moor	5.17 (Rev 2)	9/5/2023
	Engineering Section Drawings: Plan and Profiles Scheme 11: A1(M) Junction 53 Scotch Corner	5.17	21/6/2022
Environmental management plan	Environmental Management Plan	2.7 (Rev 5)	16/5/2023
	Environmental Management Plan Annex A Constraints Plan	2.7	21/6/2022
	Environmental Management Plan Annex B1 Outline Landscape and Ecology Management Plan	2.7 (Rev 4)	16/5/2023
	Environmental Management Plan Annex B2 Outline Site Waste Management Plan	2.7 (Rev 2)	24/1/2023
	Environmental Management Plan Annex B3 Outline Heritage Mitigation Strategy	2.7 (Rev 5)	16/5/2023
	Environmental Management Plan Annex B4 Air Quality and Dust Management Plan	2.7 (Rev 3)	16/5/2023
	Environmental Management Plan Annex B5 Noise and Vibration Management Plan	2.7 (Rev 3)	16/5/2023
	Environmental Management Plan Annex B6 Public Rights of Way Management Plan	2.7	21/6/2022
	Environmental Management Plan Annex B7 Ground and Surface Water Management Plan	2.7 (Rev 2)	24/1/2023
	Environmental Management Plan Annex B8 Materials Management Plan	2.7	21/6/2022
	Environmental Management Plan Annex B9 Soil Management Plan	2.7 (Rev 2)	24/1/2023
	Environmental Management Plan Annex B10 Construction Worker Travel and Accommodation Plan	2.7	21/6/2022
	Environmental Management Plan Annex B11 Community Engagement Plan	2.7 (Rev 2)	24/1/2023
	Environmental Management Plan Annex B12 Skills and Employment Strategy	2.7	21/6/2022
	Environmental Management Plan Annex B13 Construction Traffic Management Plan	2.7 (Rev 2)	16/5/2023
	Environmental Management Plan Annex B14 Site Establishment Plan	2.7	21/6/2022
	Environmental Management Plan Annex B15 Invasive Non-Native Species (INNS)	2.7 (Rev 2)	24/1/2023
	Environmental Management Plan Annex C1 Working in and Near SAC Method Statement	2.7 (Rev 2)	24/1/2023
	Environmental Management Plan Annex C2 Working in Watercourses Method Statement	2.7 (Rev 2)	24/1/2023
	Environmental Management Plan Annex C3	2.7 (Rev 4)	16/5/2023

	Scheduled Monuments Method Statement		
	Environmental Management Plan Annex C4 Piling Method Statement	2.7	21/6/2022
	Environmental Management Plan Annex D Emergency Procedures	2.7 (Rev 2)	24/1/2023
Environmental statement	Environmental Statement Non-Technical Summary	3.1	21/6/2022
	Environmental Statement Volume 1 (Main Report) - Chapters 1 to 15	3.2	21/6/2022
	Environmental Statement Volume 1 (Main Report) - Chapter 16	3.2 (Rev 2)	6/9/2022
	Environmental Statement Volume 2 (Figures) – Figures 1.1, 2.3, 8.9.1, 10.8, 11.1, 12.2, 12.5 and 12.9	3.3	21/6/2022
	Environmental Statement Volume 2 (Figures) – Figure 10.9	3.3 (Rev 2)	14/2/2023
	Environmental Statement Volume 2 (Figures) – Figures 2.1 to 2.2, 2.4 to 8.8.2, 8.9.2 to 10.7, 12.1, 12.3 to 12.4, 12.6 to 12.8 and 13.1 to 15.2	3.3 (Rev 2)	9/5/2023
	Environmental Statement Volume 3 (Appendices) – Appendices 1.1 to 5.3, 6.1 to 8.9, 9.1 to 9.4 and 10.1 to 10.5	3.4	21/6/2022
	Environmental Statement Volume 3 (Appendices) – Appendix 9.5 and 13.2	3.4 (Rev 2)	24/1/2023
	Environmental Statement Volume 3 (Appendices) 5.4, 8.10 and 10.6	3.4 (Rev 2)	14/2/2023
	Errata Report	6.1 (Rev 3)	16/5/2023
	Environmental Statement Addendum Volume 1 (Scoping)	8.3	9/5/2023
	Environmental Statement Addendum Volume 2 (Detailed Assessments)	8.3	9/5/2023
	Environmental Statement Addendum Volume 3 (Scheme Description)	8.3	9/5/2023
Land plans	Land Plans Scheme 0102: M6 Junction 40 to Kemplay Bank	5.13 (Rev 3)	9/5/2023
	Land Plans Scheme 03: Penrith to Temple Sowerby	5.13	21/6/2022
	Land Plans Scheme 0405: Temple Sowerby to Appleby	5.13 (Rev 2)	2/9/2022
	Land Plans Scheme 06: Appleby to Brough	5.13 (Rev 3)	26/5/2023
	Land Plans Scheme 07: Bowes Bypass	5.13 (Rev 2)	16/5/2023
	Land Plans Scheme 08: Cross Lanes to Rokeby	5.13	21/6/2022
	Land Plans Scheme 09: Stephen Bank to Carkin Moor	5.13 (Rev 2)	16/5/2023
	Land Plans Scheme 11: A1(M) Junction 53 Scotch Corner	5.13	21/6/2022
Outline blanket bog compensation and maintenance plan	Habitats Regulation Assessment North Pennine Moors SAC Outline Blanket Bog Management and Compensation Plan	-	27/10/2023
Rights of way and	Rights of Way and Access Plans Scheme 0102: M6 Junction 40 to Kemplay Bank	5.19	21/6/2022

access plans	Rights of Way and Access Plans Scheme 03: Penrith to Temple Sowerby, subject to the following substitution— Sheet 1 for Sheet 1 with drawing number HE615323-JAC-HAC-03A_AL_SCHEM-DR-CH-201401, rev. P03	5.19 (Rev 3)	16/5/2023
	Rights of Way and Access Plans Scheme 0405: Temple Sowerby to Appleby, subject to the following substitutions— Sheet 1 for Sheet 1 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301401, rev. P02; Sheet 2 for Sheet 2 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301402, rev. P02; Sheet 3 for Sheet 3 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301403, rev. P02; Sheet 4 for Sheet 4 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301404, rev. P01; and Sheet 5 for Sheet 5 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301405, rev. P02	5.19	21/6/2022
	Rights of Way and Access Plans Scheme 06: Appleby to Brough	5.19 (Rev 2)	9/5/2023
	Rights of Way and Access Plans Scheme 07: Bowes Bypass	5.19 (Rev 2)	9/5/2023
	Rights of Way and Access Plans Scheme 08: Cross Lanes to Rokeby	5.19	21/6/2022
	Rights of Way and Access Plans Scheme 09: Stephen Bank to Carkin Moor	5.19 (Rev 2)	9/5/2023
	Rights of Way and Access Plans Scheme 11: A1(M) Junction 53 Scotch Corner	5.19	21/6/2022
Special category land plans	Special Category Land Plans Scheme 0102: M6 Junction 40 to Kemplay Bank	5.15 (Rev 2)	9/5/202
	Special Category Land Plans Scheme 0405: Temple Sowerby to Appleby	5.15	21/6/2022
	Special Category Land Plans Scheme 06: Appleby to Brough	5.15 (Rev 2)	9/5/2023
	Special Category Land Plans Scheme 07: Bowes Bypass	5.15	21/6/2022
Traffic regulation measures (clearways and prohibitions) plans	Traffic Regulation Measures (Clearways and Prohibitions) Plans Scheme 0102: M6 Junction 40 to Kemplay Bank	5.22	21/6/2022
	Traffic Regulation Measures (Clearways and Prohibitions) Plans Scheme 03: Penrith to Temple Sowerby, subject to the following substitution— Sheet 1 for Sheet 1 with drawing number HE615323-JAC-HAC-03A_AL_SCHEM-DR-CH-201601, rev. P01	5.22 (Rev 2)	9/5/2023
	Traffic Regulation Measures (Clearways and Prohibitions) Plans Scheme 0405: Temple Sowerby to Appleby, subject to the following	5.22	21/6/2022

	substitutions— Sheet 1 for Sheet 1 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301601, rev. P02; Sheet 2 for Sheet 2 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301602, rev. P02; Sheet 3 for Sheet 3 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301603, rev. P02; Sheet 4 for Sheet 4 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301604, rev. P01; and Sheet 5 for Sheet 5 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301605, rev. P02		
	Traffic Regulation Measures (Clearways and Prohibitions) Plans Scheme 06: Appleby to Brough	5.22 (Rev 2)	9/5/2023
	Traffic Regulation Measures (Clearways and Prohibitions) Plans Scheme 07: Bowes Bypass	5.22 (Rev 2)	9/5/2023
	Traffic Regulation Measures (Clearways and Prohibitions) Plans Scheme 08: Cross Lanes to Rokeby	5.22	21/6/2022
	Traffic Regulation Measures (Clearways and Prohibitions) Plans Scheme 09: Stephen Bank to Carkin Moor	5.22 (Rev 2)	9/5/2023
Traffic regulation measures (speed limits) plans	Traffic Regulation Measures (Speed Limits) Plans Scheme 0102: M6 Junction 40 to Kemplay Bank	5.23 (Rev 2)	9/5/2023
	Traffic Regulation Measures (Speed Limits) Plans Scheme 03: Penrith to Temple Sowerby, subject to the following substitution— Sheet 1 for Sheet 1 with drawing number HE615323-JAC-HAC-03A_AL_SCHEM-DR-CH-201501, rev. P01	5.23 (Rev 2)	9/5/2023
	Traffic Regulation Measures (Speed Limits) Plans Scheme 0405: Temple Sowerby to Appleby, subject to the following substitutions— Sheet 1 for Sheet 1 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301501, rev. P02; Sheet 2 for Sheet 2 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301502, rev. P02; Sheet 3 for Sheet 3 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301503, rev. P02; Sheet 4 and Sheet 4 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301504, rev. P01; and Sheet 5 and Sheet 5 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301505, rev. P02	5.23 (Rev 2)	9/5/2023

	Traffic Regulation Measures (Speed Limits) Plans Scheme 06: Appleby to Brough	5.23 (Rev 2)	9/5/2023
	Traffic Regulation Measures (Speed Limits) Plans Scheme 07: Bowes Bypass	5.23 (Rev 2)	9/5/2023
	Traffic Regulation Measures (Speed Limits) Plans Scheme 08: Cross Lanes to Rokeby	5.23	21/6/2022
	Traffic Regulation Measures (Speed Limits) Plans Scheme 09: Stephen Bank to Carkin Moor	5.23 (Rev 2)	9/5/2023
Tree preservation order trees location plan	Tree Preservation Order Trees Location Plan Scheme 0102: M6 Junction 40 to Kemplay Bank	5.24	21/6/2022
	Tree Preservation Order Trees Location Plan Scheme 06: Appleby to Brough	5.24 (Rev 2)	9/5/2023
	Tree Preservation Order Trees Location Plan Scheme 09: Stephen Bank to Carkin Moor	5.24 (Rev 2)	9/5/2023
Works plans	Works Plans Scheme 0102: M6 Junction 40 to Kemplay Bank, subject to the following substitution— Sheet 2 for Sheet 2 with drawing number HE615322-KIE-HAC-002_AL_SCHEM-DR-CH-101201, rev. P02	5.16 (Rev 2)	9/5/2023
	Works Plans Scheme 03: Penrith to Temple Sowerby, subject to the following substitution— Sheet 1 for Sheet 1 with drawing number HE615323-JAC-HAC-03A_AL_SCHEM-DR-CH-201201, rev. P01	5.16 (Rev 2)	9/5/2023
	Works Plans Scheme 0405: Temple Sowerby to Appleby, subject to the following substitutions— Sheet 1 for Sheet 1 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301201, rev. P02; Sheet 2 for Sheet 2 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301202, rev. P02; Sheet 3 for Sheet 3 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301203, rev. P02; Sheet 4 for Sheet 4 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301204, rev. P01; and Sheet 5 for Sheet 5 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301205, rev. P02	5.16 (Rev 2)	9/5/2023
	Works Plans Scheme 06: Appleby to Brough	5.16 (Rev 2)	9/5/2023
	Works Plans Scheme 07: Bowes Bypass	5.16 (Rev 2)	9/5/2023
	Works Plans Scheme 08: Cross Lanes to Rokeby	5.16	21/6/2022
	Works Plans Scheme 09: Stephen Bank to Carkin Moor	5.16 (Rev 2)	9/5/2023
	Works Plans Scheme 11: A1(M) Junction 53 Scotch Corner	5.16	21/6/2022

EXPLANATORY NOTE

(This note is not part of the Order)

This Order amends the A66 Northern Trans-Pennine Development Consent Order 2024 (S.I. 2024/360) (“the 2024 Order”), a development consent order under the Planning Act 2008 (“the Act”).

This Order follows an application under paragraph 2 of Schedule 6 to the Act to make the following non-material changes to the 2024 Order—

- (a) there are six amendments to the Work No. descriptions and the insertion of new Work No. 0102-1D-A in Schedule 1 (authorised development);
- (b) amendments to Schedule 2 (permanent stopping up of highways and private means of access and provision of new highways and private means of access) are set out in the tables of Schedule 1 of this Order. The Order substitutes specified tables in Schedule 2 of the 2024 Order for the tables set out in Schedule 1 of this Order. The tables in Parts 1 and 3 that relate to Scheme 03 and the tables in Parts 1, 3 and 4 that relate to Scheme 0405 in Schedule 2 of the 2024 Order are to be substituted for the new tables for those Parts as set out in Schedule 1 of this Order;
- (c) there are five amendments to the measurements of highways set out in Schedule 7 (classification of roads, etc.) of the 2024 Order;
- (d) there are three amendments to the measurement of highways set out in Schedule 8 (traffic regulation measures etc.) of the 2024 Order;
- (e) the Order provides for the certification of new, revised or substituted plans required to show the non-material changes to the 2024 Order; and
- (f) amendments to Schedule 10 (documents to be certified) required due to the new, revised or substituted plans are set out in Schedule 2 of this Order. This Order substitutes the table in Schedule 10 of the 2024 Order for the table in Schedule 2 of this Order.

A copy of the substituted plans mentioned in this Order may be inspected free of charge during working hours at the offices of National Highways, Three Snowhill, Snow Hill Queensway, Birmingham, B4 4GA.