STATUTORY INSTRUMENTS

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, as amended by S.I. 2025/1084.

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

Signature
Title
Department for Transport

Address Date

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

			metres in a generally
			north-easterly
			direction, crossing the
			A66 via the new
			"Brougham
			Accommodation
			Bridge".
	F 4 4	A 1 41 C '4'	- C
	Footpath	A length of existing	Reference D
		footpath from a point	
		30 metres to the south	A new cycle track
		of the existing	from a point 1021
		junction of the B6262	metres east of
		with the existing A66	Brougham Castle,
		in a generally easterly	continuing in a
		direction for a	generally easterly
		distance of 361 metres	direction for a
		to the Countess Pillar.	distance of 151 metres
			(to provide access to
			the Countess Pillar).
			,
	_	_	Reference E
			A 1 4 1
			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
			1101010100 2
			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).
Scheme 03 – The rights	of way and access plans -	- sheet 2	
In the administrative	_	_	Reference F
area of Westmorland			
and Furness Council			A new cycle track in
and the parishes of			continuation of new
Brougham and			cycle track reference
Langwathby			E, from a point 675
			metres north-west of
			Whinfell Park in a
			generally easterly
			direction for a
			distance of 705
			distance of 703

	Byway open to all	A length from the	Reference G
	traffic 311/013	existing junction of	resistance o
		the byway open to all	A length of new
		traffic (311/013) with	highway from a point
		the existing A66 in a	200 metres north of
		generally north-	Whinfell Park in a
		easterly direction for a	north-easterly
		distance of 220	direction for a
		metres.	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.
Scheme 03 – The rights	of way and access plans -	- sheet 3	wisomics of IV, Iniii
In the administrative	_	_	Reference A*
area of Westmorland			
and Furness Council			A length of new
and the parishes of			cycleway from a point
Brougham and			500 metres south-west
Langwathby			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
	Footpath 311/004	A length from the	metres. Reference J
	1 001paul 311/00 4	existing junction of	Reference J
		the footpath (311/004)	A new footpath
		with the existing A66	beginning at a point
		in a generally	196 metres south of
I .	I.		

	T	.1 1 1 2 2 2	
		southerly direction for a distance of 25 metres.	the existing Center Parcs junction with the A66 and
		metres.	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.
	of way and access plans -		
In the administrative area of Westmorland	Cycleway	A length of existing cycleway on the north	Reference K
and Furness Council		side of the existing	(continued from sheet
		A66, from a point 285	3 of the rights of way
		metres south of Lower Woodside, for a	and access plans for
		distance of 325 metres	scheme 03).
		in an easterly	
		direction to a point 432 metres south-east	
		of Lower Woodside.	
	Cycleway	A length of existing	Reference K
		cycleway on the south side of the existing	(aontinuod fram also t
		A66, from a point 315	(continued from sheet 3 of the rights of way
		metres south of Lower	and access plans for
		Woodside, for a distance of 520 metres	scheme 03).
		in a south-easterly	
		direction to a point	
		432 metres south-east	

	of Lower Woodside.	

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

(1)	(2)	(3)	(4)
Area	Private means of	Extent of stopping up	New private means of
	access to be stopped		access to be
	ир		substituted/provided
	of way and access plans -		T
In the administrative	Reference a	The whole access.	Reference 1
area of Westmorland			
and Furness Council	Access to a field from the north side of the		To be substituted by a
	existing A66, 20		new private means of access, 200 metres to
	metres north of the		the east of the existing
	junction of the A66		access Reference a,
	with the B6262.		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	The whole access.	Reference 3
	Access to a field from		To be substituted by a
	the north side of the		new private means of
	existing A66, 88		access 2 metres south
	metres north of the		of the existing access
	existing A66.		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

		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	The whole access.	Reference 6
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.		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	The whole access.	Reference 8
Access between two fields, 305 metres east of the existing junction of the A66 with the B6262.	_	To be substituted by a new private means of access between the two fields, located 10 metres to the northeast 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.
_	_	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		To be substituted by a
	the north side of the		new private means of
	existing A66, 40		access, located 66
	metres north of the		metres to the north-
	Lightwater Cottages.		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.
	D - f :	T111.	
	Reference i	The whole access.	Reference 11
	Access to a field from		To be substituted by a
	the north side of the		new private means of
	existing A66, 138		access, located 35
	metres to the north-		metres to the north of
	east of the Lightwater		the existing access
	Cottages.		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,	Reference 12
	Access to land and	southwards for a	To be substituted by a
	premises located south	distance of 86 metres.	new access from its
	of the existing		junction with the
	Lightwater Cottages.		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
i			/

			its original alignment.
	Reference 1	The whole access.	References 14 and 15
	Reference 1	The whole access.	References 14 and 13
	Access to a field from		To be substituted by
	the south side of the		two new private
	existing A66, 640		means of access, 22
	metres to the north-		metres south of the
	west of Whinfell Park.		existing access
			Reference 1, and via a
			new private means of
			access Reference 13.
Scheme 03 – The rights	of way and access plans -	- sheet 2	
In the administrative	Reference m	The whole access.	Reference 16
area of Westmorland			
and Furness Council	Access between two		To be substituted by a
and the parish of	fields on the north		new private means of
Langwathby	side of the existing		access, located 34
	A66, 640 metres to		metres to the north-
	the north-west of		west of the existing
	Whinfell Park.		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	The whole access.	Reference 17
			77. 1. 1. day 11
	Access to a field from		To be substituted by a
	the north side of the		new private means of
	existing A66, 365		access, located 34
	metres to the north-		metres to the north of
	west of Whinfell Park.		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

Reference o Reference o A length from its existing junction with the A66 southwards for a distance of 85 new private access, location metres. Access to Whinfell the A66 southwards for a distance of 85 new private access, location metres to the existing the A66.	of the A66.
Access to Whinfell Park, from the south side of the existing A66. existing junction with the A66 southwards for a distance of 85 mew privat access, loc metres to the existing	1)
Access to Whinfell Park, from the south side of the existing A66. To be substance of 85 mew privat access, loc metres to the existing	
Park, from the south side of the existing A66. for a distance of 85 mew private access, loc metres to the existing	stituted by a
side of the existing A66. metres. metres. access, loc metres to the existing	
A66. metres to t the existing	
the existing	
Reference	
- Reference	
Reference	20
A new priv	vate means
	commencing
from the si	
access to V	
Park (Refe	
and contin	
generally r	
	rection for a
distance of	
metres, cro	
	A66 via the
"Whinfell	
Accommo	dation
Underpass	", together
with a righ	ıt of
vehicular a	access over
new cycle	track
Reference	Н.
Reference p The whole access. Reference	21
	stituted by a
	e means of
existing A66, 273 access, loc metres to the east of metres to t	
the existing access to east of the Whinfell Park.	
together w	1 '
of vehicula	
over the ne	
	rence H, for
	of the land
affected by	
	p of private
means of a	
reference p	
- Reference	
A new priv	vate means
of access t	
(including	an
	n pond and
maintenan	
located on	the north
side of the	A66, 545
metres to t	he north-

			east of Whinfell Park.
	Reference q	The whole access.	References 19 and 28
	1		
	Access to a field from		To be substituted by
	the south side of the		new private means of
	existing A66, 287		access, via two
	metres to the east of		alternative routes,
	the existing access to		being via the Whinfell
	Whinfell Park.		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	The whole access.	Reference 23
	Reference 1	The whole access.	Kelefelice 23
	Access to a field from		To be substituted by a
	the north side of the		new private means of
	existing A66, 735		access, located 91
	metres to the east of		metres to the north-
	the existing access to		east of the existing
	Whinfell Park.		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	The whole access.	References 19 and 28
	Access to a field from		To be substituted by
	the south side of the		new private means of
	existing A66, 745		access, via two
	metres to the east of		alternative routes,
	the existing access to		being via the Whinfell
	Whinfell Park.		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).
Scheme 03 – The rights	of way and access plans -	- sheet 3	
In the administrative	Reference t	The whole access.	Reference 24
area of Westmorland			
and Furness Council	Access to a field from		To be substituted by a
	the north side of the		new private means of
	existing A66, 190		access, located 36
	metres to the west of		metres to the north of
	the existing junction		the existing access
	of the Center Parcs		Reference t, together
	access road with the		with a right of

		1
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	The whole access.	Reference 25
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.		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 v	The whole access.	reference u. Reference 26
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.		To be substituted by a new private means of access, located 200 metres to the northeast 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

	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.	Extension of an existing private means of access 40 metres eastwards to meet the new highway (A66). 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).
Scheme 03 – The rights	of way and access plans -	- sheet 4	
In the administrative area of Westmorland	Reference y	The whole access.	Reference 30
area of Westmorland and Furness Council	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 aggess	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.
	Access to a field from the north side of the existing A66, 1.1 km	The whole access.	To be substituted by a new private means of access, located 40
	east of the existing access to Center Parcs from the A66.		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.
_	-	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)	(2)	(3)	(4)
Area	Highway to be	Extent of stopping up	New highway to be
	stopped up		substituted/provided
Scheme 0405 – The righ	ts of way and access plan	ns – sheets 1 and 2	
In the parish of	Bridleway 336/007	A 260 metre length,	Reference A
Kirkby Thore; in the		from a point 105	
administrative area of		metres to the north-	To be substituted by a
Westmorland and		east of its junction	1.1 km length of new
Furness Council		with the existing A66,	bridleway
		in a generally north-	commencing at the
		easterly direction to	existing junction of

	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 northwest 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

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-casterly direction. Bridleway in a contract of 205 metres in a norther casterly direction. Bridleway in a generally easterly direction for a distance of 205 metres in a norther casterly direction. Bridleway 336/018 (Points D and E on sheet 2) and including a 41 metre length extending in a northerly direction to the into the existing Bridleway 336/018 (Points D and E on sheet 2) and including a 41 metre length extending in a northerly direction to the into the existing Bridleway 336/018 (as shown on sheet 2 of the rights of way and access plans for scheme 0405). Breference K 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). The Improved Morland Road and Roman Road (Reference A*) 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 existing Morland Road from Point H to its junction with Roman Road (Point J), and a length of new cycleway along the cycleway along th			
Bridleway 336/018 Bridleway 336/018 from a point 1 metre from its junction with the existing Cross Street for a distance of 205 metres in a northe-casterly direction. Bridleway 336/018 To be substituted by a 194 metre length of new bridleway in a generally easterly direction for a distance of 120 metres in a northe-casterly 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 the into the existing Bridleway 336/018 (as shown on sheet 2 of the rights of way and access plans for scheme 0405). Reference K A 188 metre length of new footpath extending in a generally easterly direction between existing Bridleway 336/018 (Point E on sheet 2) (as shown on sheet 2 of the rights of way and access plans for scheme 0405). The Improved Morland Road and Road from Point H to its junction with Roman Road (Point B), and a length of new cycleway along the existing Morland Road and Road from Point H to its junction with Roman Road (Point B), and a length of new			
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J), and a length of new			
cycleway along the			
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	<u> </u>		· B
			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).
	nts of way and access plan	s – sheets 2 and 3 A 398 metre length of	Reference C
In the parish of Kirkby Thore; in the	Footpath 336/017	Footpath 336/017	Reference C
administrative area of		from its junction with	To be substituted by a
Westmorland and		the existing Cross	1.1 km length of new
Furness Council		Street in a north-	footpath from a point
		easterly direction to	2 metres north of the
		Point F on sheet 2.	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

Т			
			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	To be substituted by—
		Main Street, in a generally north-easterly direction for a distance of 147 metres.	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	To be substituted by— The improved Fell Lane from its junction with the existing Main Street in a northeasterly direction for a
		the rights of way and access plans for scheme 0405).	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 southeasterly 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
Scheme 0405 – The righ	ts of way and access plan	as – sheets 3 and 4	metres.

	T		
In the parishes of Kirkby Thore and Crackenthorpe; in the	Sleastonhow Lane	A length from a point 235 metres south-east of its junction with	To be substituted by—
administrative area of		Main Street, in a	The new and
Westmorland and		generally south-	improved
Furness Council		easterly direction for a	Sleastonhow Lane.
1 diffess council		distance of 590	Sicastonnow Lanc.
G 1 0 10 5 FFI 1 1		metres.	
	nts of way and access plan		
In the parishes of	Footpath 317/009 and	A length of Footpath	To be substituted by
Crackenthorpe and	Footpath 341/017	341/017 from its	References E and C*
Long Marton; in the		junction with the	(part)
administrative area of		existing Roman Road	
Westmorland and		in a generally easterly	Reference E
Furness Council		direction for a	
		distance of 69 metres	A length of new
		to the point where it	footpath commencing
		meets the easternmost	from Point M
		end of footpath	continuing in a
		317/009 at the parish	generally north-
		boundary between	
		Long Marton and	westerly direction on the east side of the
		Crackenthorpe	
		_	new A66 until passing
		(shown on sheet 5 of	beneath the new Trout
		the rights of way and	Beck viaduct
		access plans for	(carrying the new
		scheme 0405); plus	A66), and then
			continuing in a
		A length of footpath	generally south-
		317/009 from its	westerly direction to
		junction with the	the point where it
		existing A66 in a	meets the existing
		generally north-	A66, 105 metres to
		easterly direction to	the north of the
		its junction with the	junction of the
		existing Roman Road	existing A66 with
		and footpath 341/017	Footpath 317/008; and
		(at the parish	r corpum 5177 coo, una
		boundary between	Reference C* (part)
		Crackenthorpe and	Reference C (part)
		Long Marton) (as	Then continuing via
		shown on sheet 5 of	Then continuing via
		the rights of way and	part of new cycleway
			Reference C* (see
		access plans for scheme 0405).	below), along the de-
		Scheme 0403).	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).
	_	_	Reference F
			A langeth - f
			A length of new
			footpath, in parallel
			with the eastbound
			carriageway of the

Long Marton (Road)	A length from a point 34 metres to the east of its junction with the existing A66, in a generally northeasterly direction for a distance of 191 metres; and 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	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 northwesterly 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). To be substituted by— The realigned Long Marton (Road) (as shown on sheet 5 of the rights of way and access plans for scheme 0405).
Bridleway 341/001	access plans for scheme 0405). A length of Bridleway	Reference G
	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).	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 southeasterly direction over the new Powis House Bridge and under the new Long Marton

	T		TT 1
			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).
	nts of way and access plan		D.C. I
In the parish of	Bridleway 317/012	A length of Bridleway	Reference I
Crackenthorpe; in the		317/012 between	T-11
administrative area of		Roman Road and	To be substituted by a
Westmorland and		Crackenthorpe from	710 metre length of
Furness Council		its junction with	new bridleway from a
		Bridleway 341/001 in	point approximately
		a generally south-	210 metres north of
		westerly direction towards	Crackenthorpe in a
			generally north-
		Crackenthorpe, for a distance of 134 metres	easterly direction and
	1	uistance of 154 metres	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 southwesterly 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)
Scheme 0405 – The righ	ts of way and access plan		
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 northeast of Roger Head Farm, for a distance of 117 metres in a northeasterly 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 northwesterly 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 righ	Language of the state of the st	$\frac{1}{1}$ is – sheets 1, 2, 4, 5, 6 and	,
In the parish of Crackenthorpe; in the administrative area of Westmorland and Furness Council	–	- SHECES 1, 2, 4, 3, 0 and	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).
			A length from its junction with Battlebarrow in a generally northwesterly 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)	(2)	(3)	(4)
Area	Private means of	Extent of stopping up	New private means of
	access to be stopped		access to be
	ир		substituted/provided
Scheme 0405 – The righ	nts of way and access plan	ns – sheets 1 and 2	
In the parish of	Reference a	A length from a point	Reference 1
Temple Sowerby; in		20 metres south of the	
the administrative area	Access to field from	junction of the	To be substituted by a
of Westmorland and	the east side of the	existing A66 and	new private means of
Furness Council	existing Morland	Morland Road, in a	access to field
	Road, 20 metres from	generally easterly	between the proposed

	The state of the state of	1: 4: 6	T 1 C 1 I'1
	its junction with the	direction for a	Temple Sowerby Link
	existing A66 (shown	distance of 50 metres.	Road and the existing
	on sheet 1 of the		A66 as well as to
	rights of way and		maintenance strip for
	access plans for		the Proposed Temple
	scheme 0405).		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
	_	=	Kelefeliee Z
			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
			1
			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
To the position C	Dafanan 1	A langeth form	scheme 0405).
In the parishes of Temple Sowerby and	Reference b	A length from a point 13 metres to the south	Reference 4
Crackenthorpe; in the	Access link to fields	of the existing Spitals	To be substituted by a
administrative area of	on the south side of	Farm Underpass, in a	To be substituted by a
Westmorland and		generally westerly	new private means of
Furness Council	the existing A66 from	direction for a	access from a point 43
1 urness Council	the Spitals Farm	distance of 205	metres to the south of
	Underpass (shown on	distance of 203	the existing Spitals

	sheet 1 of the rights of	metres.	Farm Underpass in a
	way and access plans		generally westerly
	for scheme 0405).		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
			1 1
			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
	_	_	Keleiche /
			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	A length from the	Reference 8
	Reference u		ACTORONICO O
		junction of Bridleway	m 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
I .	Access link to field	336/007 with Priest	To be substituted by a
	Access link to field	Lane, in a generally	10 be substituted by a

	T 4: 5 :		
	adjacent to Priest	south-westerly	new private means of
	Lane via Bridleway	direction for a	access on the south
	336/007 from its	distance of 85 metres.	side of the realigned
	junction with Priest		Priest Lane from a
	Lane (shown on		point 1 metre west of
	sheets 1 and 2 of the		the junction of Priest
	rights of way and		Lane with Bridleway
	access plans for		336/007 (as shown on
	-		
	scheme 0405).		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	The whole access.	Reference 11
	I A agagg to field from		To be substituted by a
1	Access to field from		
	the north side of the		new private means of
			new private means of access to field on the
	the north side of the		
	the north side of the existing Priest Lane, 75 metres to the east		access to field on the north side of the
	the north side of the existing Priest Lane, 75 metres to the east of its junction with the		access to field on the north side of the realigned Priest Lane,
	the north side of the existing Priest Lane, 75 metres to the east of its junction with the existing Bridleway		access to field on the north side of the realigned Priest Lane, 178 metres north-east
	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		access to field on the north side of the realigned Priest Lane, 178 metres north-east of Point B (as shown
	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		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
	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 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
	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		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

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

			scheme 0405).
Scheme 0405 – The righ	ts of way and access plan	s – sheets 2 and 3	
In the parish of Kirkby Thore; in the administrative area of	Reference q (Green Lane Track)	A length along Green Lane Track from its junction with the	References 24 and 26 To be substituted
Westmorland and Furness Council	Access to fields on the north side of the new A66 (shown on sheet	existing Cross Street in a north-easterly direction to Point F, a	by— Reference 24: a new
	A66 (shown on sheet 2 of the rights of way and access plans for scheme 0405).	direction to Point F, a distance of 400 metres.	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 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).
	Reference s	A length of Green Lane Track from a	To be substituted by—
	Access to fields north of the new A66 (shown on sheets 2	point 215 metres to the north of the junction of Green	A new private means of access (Reference
	(SHOWII OII SHEEKS Z	Janetion of Green	of access (Reference

T		
and 3 of the rights of way and access plans for scheme 0405).	Lane Track with Footpath 336/011 in a north-easterly direction for a distance of 401 metres.	24) from the edge of Ashton Lea field in a generally northeasterly 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
		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
_	_	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 oxisting A66
		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 each are 0405)
_	-	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

	T		
			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 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	A length from its junction with Fell Lane, for a distance of 25 metres in an easterly direction	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 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	The whole access.	access plans for scheme 0405). Reference 36 To be substituted by a

		T	
	access to a field on the		new private means of
	north side of the		access to a field on the
	existing Main Street,		north side of the new
	510 metres from its		side road at a point
	junction with		190 metres south-east
	Sleastonhow Lane		of the junction
	(shown on sheet 3 of		between the new side
	the rights of way and		road and the realigned
	access plans for		Fell Lane (as shown
	-		
	scheme 0405)		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
			`
i .			sheet 3 of rights of
			sheet 3 of rights of
			way and access plans
	D.C.		way and access plans for scheme 0405).
	Reference y	The whole access.	way and access plans
		The whole access.	way and access plans for scheme 0405). Reference 38
	Reference y A private means of	The whole access.	way and access plans for scheme 0405).
		The whole access.	way and access plans for scheme 0405). Reference 38
	A private means of	The whole access.	way and access plans for scheme 0405). Reference 38 To be substituted by a
	A private means of access to a field on the south side of the	The whole access.	way and access plans for scheme 0405). Reference 38 To be substituted by a new private means of
	A private means of access to a field on the south side of the existing Main Street,	The whole access.	way and access plans for scheme 0405). Reference 38 To be substituted by a new private means of access to a field on the south side of the new
	A private means of access to a field on the south side of the existing Main Street, 455 metres from its	The whole access.	way and access plans for scheme 0405). 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
	A private means of access to a field on the south side of the existing Main Street, 455 metres from its junction with	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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
	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 whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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).
	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	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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,
	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	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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
	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	The whole access.	way and access plans for scheme 0405). 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

			scheme 0405).
Scheme 0405 – The righ	nts of way and access plan	ns – sheet 3 and 4	
In the parish of Crackenthorpe; in the	_	_	Reference 40
administrative area of Westmorland and Furness Council			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	The whole access.	Reference 41
	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)		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	The whole access.	Reference 42
	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)		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		_	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
		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).
_	_	0405). Reference 43
_	_	Reference 43
_	_	Reference 43 New private means of
_	_	Reference 43 New private means of access to field on the
_	_	Reference 43 New private means of
_	-	Reference 43 New private means of access to field on the
_	_	Reference 43 New private means of access to field on the north side of the
_	_	Reference 43 New private means of access to field on the north side of the realigned Sleastonhow Lane (including a
_	_	Reference 43 New private means of access to field on the north side of the realigned Sleastonhow Lane (including a drainage pond) as well
_	_	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
_	_	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
	_	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
_	_	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
	_	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
	_	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
	_	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
	_	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
	_	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
		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
		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
_		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
	_	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
		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 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
	_	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
		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
		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
		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
		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

		point 910 metres 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).
_	_	Reference 46
		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).
Reference ah	A length along the	Reference 47
Access to existing Sleastonhow Lane and to fields via a farm	existing Farm Track from a point 335 metres north-east of its junction with the	To be substituted by a new private means of access (the Trout
track between the existing A66 and	existing A66 for a distance of 188 metres	Beck Bridge north shore farm track)
Sleastonhow Lane	in a north-easterly	passing under the new
(shown on sheet 4 of rights of way and	direction;	Trout Beck Viaduct in a U-shape and tying
access plans for scheme 0405)	and including another length from its midpoint, in a south- easterly direction for a distance of 125 metres	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).
Reference ae	The whole access.	Reference 48
Private means of access to fields on the north side of the existing A66, 540 metres south-east of		To be substituted by a new private means of access on the north side of the existing A66 at a point 540

	the Old Station Yard		metres south-east of
	(shown on sheet 4 of		the Old Station Yard
	the rights of way and		(as shown on sheet 4
	access plans for		of the rights of way
	scheme 0405)		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).
Scheme 0405 – The righ	l ats of way and access plan	us – sheet 5	seneme otos.
In the parish of		<u> </u>	Reference 75
Crackenthorpe; in the			
administrative area of			New private means of
Westmorland and			access to land
Furness Council			(including a drainage
			pond) on the north
			side of the new

 		7
		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	A 247 metre length of	Reference 52
(Powis House access road) (shown on sheet 5 of the rights of way and access plans for scheme 0405)	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)	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).

A new private means of access to fields on the north side of the new Bridleway (Reference O), from a point 35 metres southeast 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). Reference 53 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 (Road) and realigned Long Marton (as shown on sheet 5 of rights of Way and Access Plans for scheme 0405). Reference 41 (Not Used) Reference 54 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). Reference 54 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). Reference 58		_	_	A new private means of access to fields on the north side of the
of access to fields on the north side of the new Bridleway (Reference G), from a point 35 metres southen at the new Bridleway (Reference G), from a point 35 metres southen at 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). - Reference 53 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 (Road) and realigned Long Marton (as shown on sheet 5 of rights of Way and Access Plans for scheme 0405). - Reference 41 (Not Used) - Reference 54 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). - Reference 54 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).				of access to fields on the north side of the
of access to fields on the north side of the new Bridleway (Reference G), from a point 35 metres southen at the new Bridleway (Reference G), from a point 35 metres southen at 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). - Reference 53 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 (Road) and realigned Long Marton (as shown on sheet 5 of rights of Way and Access Plans for scheme 0405). - Reference 41 (Not Used) - Reference 54 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). - Reference 54 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).				of access to fields on the north side of the
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(Reference G), from a point 35 metres southeast 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). - Reference 53 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). - Reference 41 (Not Used) - Reference 54 New private means of access to fields on the cast side of the realigned Long Marton (as shown on sheet 5 of rights of Way and Access Plans for scheme 0405). Reference 54 New private means of access to fields on the cast side of the realigned Long Marton (as shown on sheet 5 of rights of Way and Access Plans for scheme 0405). Reference 54 New private means of access to fields on the cast side of the realigned Long Marton (as shown on sheet 5 of rights of Way and Access Plans for scheme 0405). Reference 58 New private means of access to land on the				i
(Reference G), from a point 35 metres southeast 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). - Reference 53 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). - Reference 41 (Not Used) - Reference 54 New private means of access to fields on the cast side of the realigned Long Marton (as shown on sheet 5 of rights of Way and Access Plans for scheme 0405). Reference 54 New private means of access to fields on the cast side of the realigned Long Marton (as shown on sheet 5 of rights of Way and Access Plans for scheme 0405). Reference 54 New private means of access to fields on the cast side of the realigned Long Marton (as shown on sheet 5 of rights of Way and Access Plans for scheme 0405). Reference 58 New private means of access to land on the				new Bridleway
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). — — Reference 53 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). — — Reference 41 (Not Used) — — Reference 54 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). — — Reference 58 New private means of access to land on the				
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New private means of access to land on the		_	_	/
access to land on the				
, 11 0.1				
west side of the				
realigned Long Marton (Road)				
(including drainage				
				pond) (as shown on

	Т		1 . 5 . 6 . 1 . 6
			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
			1
			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
	_	_	Reference 00
			N
			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	A length of private	Reference 55
		means of access along	
	Access to fields north	Bridleway 341/001	To be substituted by a
	of the existing A66	from a point 292	new private means of
	along Roman Road	metres from its	access via new
	and east of the	junction with the	bridleway reference G
	existing Long Marton	existing Long Marton	(as above in Part 1),
	(Road) (shown on	(Road) in a south-	together with a right
	sheet 5 of the rights of	easterly direction for a	of vehicular access
	way and access plans	distance of 245	over the new
	way and access plans	metres.	over the new
Ī			

	for scheme 0405).		bridleway Reference		
			G) (as shown on sheet		
			5 of the rights of way		
			and access plans for		
			scheme 0405).		
Scheme 0405 – The righ	nts of way and access plan	as – sheet 6			
In the parish of	_	=	Reference 62		
Crackenthorpe; in the					
administrative area of			A new private means		
Westmorland and			of access to land		
Furness Council			(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).		
Scheme 0405 – The rights of way and access plans – sheet 7					
In the parish of	Reference au	A length of private	Reference 64		
Crackenthorpe; in the		means of access			
administrative area of	Access to fields	(existing track) along	To be substituted by a		
Westmorland and	between Roger Head	the route of Footpath	new private means of		
Furness Council	Farm and the existing	317/004 between	access (including		
	Roman Road (along	Roger Head Farm and	access to maintenance		
	existing track) (shown	the existing Roman Road from a point 240	strips north and south		
	on sheet 7 of the rights of way and	metres north-east of	of the new A66), from a point 240 metres		
	access plans for	Roger Head Farm, for	north-east of Roger		
	scheme 0405).	a distance of 117	Head Farm on the		
		metres in a north-	existing alignment of		
		easterly direction, to a	Footpath 317/004 in a		
	•		•		

		point 23 metres from	south-easterly
		its junction with the	direction for a
		existing Roman Road.	distance of 125
		S	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).
	_	_	Reference 65
	_	_	Reference 03
			NI
			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).
	_	_	Reference 66
			Reference 00
			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
1			
			distance of 590 metres
			(as shown on sheet 7
			(as shown on sheet 7 of rights of way and
			(as shown on sheet 7 of rights of way and access plans for
			(as shown on sheet 7 of rights of way and access plans for scheme 0405).
	_	_	(as shown on sheet 7 of rights of way and access plans for
	_	_	(as shown on sheet 7 of rights of way and access plans for scheme 0405).
	_	_	(as shown on sheet 7 of rights of way and access plans for scheme 0405).
	_		(as shown on sheet 7 of rights of way and access plans for scheme 0405). Reference 67
	_	_	(as shown on sheet 7 of rights of way and access plans for scheme 0405). Reference 67 New private means of

		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 northeasterly 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	The whole access.	Reference 69
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).	—	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).

Article 8

SCHEDULE 2 DOCUMENTS TO BE CERTIFIED

(1)	(2)	(3)	(4)
Document	Description	Reference	Date submitted
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	Classification of Roads Plan Scheme 0102: M6 Junction 4 to Kemplay Bank	5.20	21/6/2022
plans	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)	03/12/2025
	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-	5.21	21/6/2022
	CH-301701, rev. P02;		

Sheet 2 for Sheet 2 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 De-Trunking Plans Scheme 07: Bowes Bypass De-Trunking Plans Scheme 08: Cross Lanes to Rokeby De-Trunking Plans Scheme 08: Cross Lanes to Rokeby De-Trunking Plans Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 0102: M6 Junction 40 to Kemplay Bank 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 Engineering Section Drawings: Cross Sections Scheme 0405: Temple Sowerby to Appleby subject to the following substitution— 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-301101, rev. P01; Sheet 3 for Sheet 5 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-301103, rev. P02 Engineering Section Drawings: Cross Sections Scheme 06: Appleby to Brough Engineering Section Drawings: Cross Sections Scheme 07: Bowes Bypass Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor		HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301702, rev. P02;		
HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301104, rev. P02 De-Trunking Plans Scheme 06: Appleby to Brough De-Trunking Plans Scheme 07: Bowes Bypass De-Trunking Plans Scheme 08: Cross Lanes to Rokeby De-Trunking Plans Scheme 09: Stephen Bank to Carkin Moor Engineering section Drawings: Cross Sections Scheme 0102: M6 Junction 40 to Kemplay Bank 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 Engineering Section Drawings: Cross Sections Scheme 0405: Temple Sowerby to Appleby subject to the following substitution—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-301103, rev. P01; and Sheet 5 for Sheet 5 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-301103, rev. P01; and Sheet 5 for Sheet 5 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_SCHEM-DR-CH-301103, rev. P01; and Sheet 5 for Sheet 5 with drawing number HE615324-BBA-HAC-004_SCHEM-DR-CH-301103, rev. P01; and Sheet 5 for Sheet 5 with drawing number HE615324-BBA-HAC-004_SCHEM-DR-CH-301103, rev. P01; and Sheet 5 for Sheet 5 with drawing number HE615324-BBA-HAC-004_SCHEM-DR-CH-301103, rev. P01; and Sheet 5 for Sheet 5 with drawing number HE615324-BBA-HAC-004_SCHEM-DR-CH-301105, rev. P02 Engineering Section Drawings: Cross Sections Scheme 07: Bowes Bypass Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin		HE615324-BBA-HAC-004_AL_SCHEM-DR-		
De-Trunking Plans Scheme 06: Appleby to Brough De-Trunking Plans Scheme 07: Bowes Bypass 5.21 (Rev 2) 9/5/2023 De-Trunking Plans Scheme 08: Cross Lanes to Rokeby De-Trunking Plans Scheme 08: Cross Lanes to Rokeby De-Trunking Plans Scheme 09: Stephen Bank to Carkin Moor Scheme 0102: M6 Junction 40 to Kemplay Bank S.21 (Rev 2) 9/5/2023 Engineering Section Drawings: Cross Sections Scheme 0102: M6 Junction 40 to Kemplay Bank S.21 (Rev 2) 9/5/2023 Engineering Section Drawings: Cross Sections Scheme 0102: M6 Junction 40 to Kemplay Bank S.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 HE61532-JAC-HAC-03A_AL_SCHEM-DR-CH-201101, rev. P03 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-301103, 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 Engineering Section Drawings: Cross Sections Scheme 06: Appleby to Brough Engineering Section Drawings: Cross Sections Scheme 07: Bowes Bypass Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections S.18 (Rev 2) 9/5/2023 Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections S.18 (Rev 2) 9/5/2023 Scheme 09: Stephen Bank to Carkin Moor Engineering Secti		HE615324-BBA-HAC-004_AL_SCHEM-DR-		
De-Trunking Plans Scheme 07: Bowes Bypass 5.21 (Rev 2) 9/5/2023 De-Trunking Plans Scheme 08: Cross Lanes to Rokeby De-Trunking Plans Scheme 09: Stephen Bank to Carkin Moor S.21 (Rev 2) 9/5/2023 De-Trunking Plans Scheme 09: Stephen Bank to Carkin Moor S.21 (Rev 2) 9/5/2023 De-Trunking Plans Scheme 09: Stephen Bank to Carkin Moor S.21 (Rev 2) 9/5/2023 De-Trunking Plans Scheme 09: Stephen Bank to Carkin Moor S.21 (Rev 2) 9/5/2023 De-Trunking Plans Scheme 09: Stephen Bank to Carkin Moor S.21 (Rev 2) 9/5/2023 De-Trunking Plans Scheme 09: Stephen Bank to Carkin Moor S.21 (Rev 2) 9/5/2023 De-Trunking Plans Scheme 09: Stephen Bank to Carkin Moor S.21 (Rev 2) 9/5/2023 S.21 (Rev 2) 9/5/202		De-Trunking Plans Scheme 06: Appleby to	5.21 (Rev 2)	9/5/2023
De-Trunking Plans Scheme 08: Cross Lanes to Rokeby De-Trunking Plans Scheme 09: Stephen Bank to Carkin Moor Scheme 09: Stephen Bank to Carkin Moor Scheme 0102: M6 Junction 40 to Kemplay Bank Scheme 0102: M6 Junction 40 to Kemplay Bank Scheme 0102: M6 Junction 40 to Kemplay Bank Scheme 013: 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 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; Sheet 5 for Sheet 5 with drawing number HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301105, rev. P02 Engineering Section Drawings: Cross Sections Scheme 06: Appleby to Brough Engineering Section Drawings: Cross Sections Scheme 07: Bowes Bypass Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor E			5.21 (Rev.2)	9/5/2023
De-Trunking Plans Scheme 09: Stephen Bank to Carkin Moor Engineering Section Grawings: Cross Sections Scheme 0102: M6 Junction 40 to Kemplay Bank Engineering Section Drawings: Cross Sections Scheme 0102: M6 Junction 40 to Kemplay Bank 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 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-301103, rev. P02 Engineering Section Drawings: Cross Sections Scheme 06: Appleby to Brough Engineering Section Drawings: Cross Sections Scheme 07: Bowes Bypass Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Eng		De-Trunking Plans Scheme 08: Cross Lanes to		+
Scheme 0102: M6 Junction 40 to Kemplay Bank 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 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 Engineering Section Drawings: Cross Sections Scheme 06: Appleby to Brough Engineering Section Drawings: Cross Sections Scheme 07: Bowes Bypass Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor		De-Trunking Plans Scheme 09: Stephen Bank	5.21 (Rev 2)	9/5/2023
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 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 Engineering Section Drawings: Cross Sections Scheme 06: Appleby to Brough Engineering Section Drawings: Cross Sections Scheme 07: Bowes Bypass Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections 5.18 (Rev 2) 9/5/2023	section drawings:	Scheme 0102: M6 Junction 40 to Kemplay	5.18 (Rev 2)	9/5/2023
HE615323-JAC-HAC-03A_AL_SCHEM-DR-CH-201101, rev. P03 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 Engineering Section Drawings: Cross Sections Scheme 06: Appleby to Brough Engineering Section Drawings: Cross Sections Scheme 07: Bowes Bypass Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor	cross sections	Scheme 03: Penrith to Temple Sowerby subject to the following substitution—	5.18 (Rev 2)	9/5/2023
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 Engineering Section Drawings: Cross Sections Scheme 06: Appleby to Brough Engineering Section Drawings: Cross Sections Scheme 07: Bowes Bypass Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections 5.18 (Rev 2) 9/5/2023		HE615323-JAC-HAC-03A_AL_SCHEM-DR-		
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 Engineering Section Drawings: Cross Sections Scheme 06: Appleby to Brough Engineering Section Drawings: Cross Sections Scheme 07: Bowes Bypass Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections 5.18 (Rev 2) 9/5/2023 Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections 5.18 (Rev 2) 9/5/2023		Scheme 0405: Temple Sowerby to Appleby subject to the following substitutions—	5.18 (Rev 2)	9/5/2023
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 Engineering Section Drawings: Cross Sections Scheme 06: Appleby to Brough Engineering Section Drawings: Cross Sections Scheme 07: Bowes Bypass Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections 5.18 (Rev 2) 9/5/2023 5.18 (Rev 2) 9/5/2023 5.18 (Rev 2) 9/5/2023		HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301101, rev. P01;		
HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301105, rev. P02 Engineering Section Drawings: Cross Sections Scheme 06: Appleby to Brough Engineering Section Drawings: Cross Sections Scheme 07: Bowes Bypass Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor		HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301103, rev. P01; and		
Engineering Section Drawings: Cross Sections Scheme 06: Appleby to Brough Engineering Section Drawings: Cross Sections Scheme 07: Bowes Bypass Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections 5.18 (Rev 2) 9/5/2023 5.18 (Rev 2) 9/5/2023 5.18 (Rev 2) 9/5/2023		HE615324-BBA-HAC-004_AL_SCHEM-DR-		
Scheme 07: Bowes Bypass Engineering Section Drawings: Cross Sections Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections 5.18 (Rev 2) 9/5/2023 Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections 5.18 21/6/2022		Engineering Section Drawings: Cross Sections	5.18 (Rev 2)	9/5/2023
Scheme 08: Cross Lanes to Rokeby Engineering Section Drawings: Cross Sections Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections 5.18 (Rev 2) 9/5/2023 21/6/2022		Engineering Section Drawings: Cross Sections	5.18 (Rev 2)	9/5/2023
Scheme 09: Stephen Bank to Carkin Moor Engineering Section Drawings: Cross Sections 5.18 21/6/2022		Scheme 08: Cross Lanes to Rokeby	5.18	21/6/2022
		Scheme 09: Stephen Bank to Carkin Moor	, , , ,	
		Scheme 11: A1(M) Junction 53 Scotch Corner		
Engineering Section Drawings: Plan and section Profiles Scheme 0102: M6 Junction 40 to drawings: plan and substitution— Engineering Section Drawings: Plan and Profiles Scheme 0102: M6 Junction 40 to Kemplay Bank, subject to the following substitution—	section drawings:	Profiles Scheme 0102: M6 Junction 40 to Kemplay Bank, subject to the following	5.17 (Rev 2)	9/5/2023
profiles Sheet 2 for Sheet 2 with drawing number HE615322-KIE-HAC-002_AL_SCHEM-DR- CH-101001, rev. P01		Sheet 2 for Sheet 2 with drawing number HE615322-KIE-HAC-002_AL_SCHEM-DR-CH-101001, rev. P01		
Engineering Section Drawings: Plan and 5.17 (Rev 2) 9/5/2023	1	Engineering Section Drawings: Plan and	5.17 (Rev 2)	9/5/2023

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	Profiles 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-201001, rev. P01		
	Engineering Section Drawings: Plan and	5.17 (Rev 2)	9/5/2023
	Profiles 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-301001, rev. P02;		
	Sheet 2 for Sheet 2 with drawing number		
	HE615324-BBA-HAC-004_AL_SCHEM-DR-		
	CH-301002, rev. P02;		
	Sheet 4 for Sheet 4 with drawing number		
	HE615324-BBA-HAC-004_AL_SCHEM-DR-		
	CH-301004, rev. P02;		
	Sheet 5 for Sheet 5 with drawing number		
	HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301005, rev. P01;		
	Sheet 8 for Sheet 8 with drawing number		
	HE615324-BBA-HAC-004 AL SCHEM-DR-		
	CH-301008, rev. P02;		
	Sheet 9 for Sheet 9 with drawing number		
	HE615324-BBA-HAC-004 AL SCHEM-DR-		
	CH-301009, rev. P02;		
	Sheet 11 for Sheet 11 with drawing number		
	HE615324-BBA-HAC-004 AL SCHEM-DR-		
	CH-301011, rev. P02;		
	Sheet 12 for Sheet 12 with drawing number		
	HE615324-BBA-HAC-004 AL SCHEM-DR-		
	CH-301012, rev. P02;		
	Sheet 15 for Sheet 15 with drawing number		
	HE615324-BBA-HAC-004_AL_SCHEM-DR-		
	CH-301015, rev. P02;		
	Sheet 16 for Sheet 16 with drawing number		
	HE615324-BBA-HAC-004_AL_SCHEM-DR-		
	CH-301016, rev. P01;		
	Sheet 17 for Sheet 17 with drawing number		
	HE615324-BBA-HAC-004_AL_SCHEM-DR-		
	CH-301017, rev. P02;		
	Sheet 18 for Sheet 18 with drawing number		
	HE615324-BBA-HAC-004_AL_SCHEM-DR-		
	CH-301018, rev. P01;		
	Sheet 19 for Sheet 19 with drawing number		
	HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301019, rev. P02;		
	Sheet 20 for Sheet 20 with drawing number		
	HE615324-BBA-HAC-004 AL SCHEM-DR-		
	CH-301020, rev. P01;		
	Sheet 22 for Sheet 22 with drawing number		
	HE615324-BBA-HAC-004 AL SCHEM-DR-		
	CH-301022, rev. P01; and		
	Sheet 23 for Sheet 23 with drawing number		
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	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
Environment	Environmental Management Plan	2.7 (Rev 5)	16/5/2023
al management	Environmental Management Plan Annex A Constraints Plan	2.7	21/6/2022
plan	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
Environment al 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—	5.19 (Rev 3)	16/5/2023
	Sheet 1 for Sheet 1 with drawing number HE615323-JAC-HAC-03A_AL_SCHEM-DR-CH-201401, rev. P03		
	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-	5.19	21/6/2022
	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		
	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	Traffic Regulation Measures (Clearways and Prohibitions) Plans Scheme 0102: M6 Junction 40 to Kemplay Bank	5.22	21/6/2022
(clearways and prohibitions) plans	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	5.22 (Rev 2)	9/5/2023
	HE615323-JAC-HAC-03A_AL_SCHEM-DR- CH-201601, rev. P01	7.00	01/6/5355
	Traffic Regulation Measures (Clearways and Prohibitions) Plans Scheme 0405: Temple Sowerby to Appleby, subject to the following	5.22	21/6/2022

1		1	,
	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	Traffic Regulation Measures (Speed Limits) Plans Scheme 0102: M6 Junction 40 to Kemplay Bank	5.23 (Rev 2)	9/5/2023
(speed limits) plans	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	5.23 (Rev 2)	9/5/2023
	HE615324-BBA-HAC-004_AL_SCHEM-DR-CH-301505, rev. P02		

	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	Tree Preservation Order Trees Location Plan Scheme 0102: M6 Junction 40 to Kemplay Bank	5.24	21/6/2022
location plan	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
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	Works Plans Scheme 07: Bowes Bypass	5.16 (Rev 2)	9/5.2023
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	Works Plans Scheme 07: Bowes Bypass Works Plans Scheme 08: Cross Lanes to		

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 and 3 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.