

# SCHEDULES

## SCHEDULE 1

Articles 2 and 29

### AUTHORISED DEVELOPMENT

#### PART 1

#### SCHEME 0102 – M6 J40 TO KEMPLAY BANK

##### **In the administrative area of Westmorland and Furness Council**

The authorised development is situated in the administrative area of Westmorland and Furness Council.

A nationally significant infrastructure project as defined in sections 14 (nationally significant infrastructure projects: general) and 22 (highways) of the 2008 Act, and associated development within the meaning of section 115(2) (development for which development consent may be granted) of the 2008 Act, comprising—

**Work No. 0102-1**— as shown on sheets 1 to 2 of the works plans for scheme 0102 and being the construction of a new all-purpose dual carriageway (“the new A66”) and improvements to the existing A66 trunk road (“the improved A66”) between its western approach to and its junction with the M6 motorway (M6 Junction 40) and its eastern approach to the Kemplay Bank Roundabout, to include—

- (a) **Work No. 0102-1A**— as shown on sheet 1 of the works plans for scheme 0102 and being the construction of additional carriageway and improvements to the existing A66 on the western approach to M6 Junction 40, to include—
  - (i) the improvement of the existing A66 eastbound and westbound dual lane carriageway;
  - (ii) the construction of an additional auxiliary lane to both eastbound and westbound carriageways on approach to M6 Junction 40; and
  - (iii) the improvement of existing cycleways alongside both the eastbound and westbound carriageways;
- (b) **Work No. 0102-1B**— as shown on sheet 1 of the works plans for scheme 0102 and being the improvement of the existing A66 circulatory carriageway at M6 Junction 40 to include—
  - (i) the improvement of the existing circulatory carriageway;
  - (ii) the improvement of existing cycleways located at the junction;
  - (iii) the construction and installation of a new CCTV mast;
  - (iv) the construction of a new maintenance layby; and
  - (v) the relocation of an existing police observation platform;
- (c) **Work No. 0102-1C**— as shown on sheets 1 and 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—

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- (i) the improvement of a length of the existing A66 eastbound and westbound dual carriageway to the east of M6 Junction 40 and the west of the new Kemplay Bank Junction;
  - (ii) the construction of additional carriageway to widen and improve both the existing eastbound and westbound carriageways;
  - (iii) the construction of a replacement private means of access off the westbound carriageway to “Skirsgill Depot”, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 0102, and the construction of new and replacement private means of access as shown illustratively on sheets 1 and 2 of the rights of way and access plans for scheme 0102; and
  - (iv) the improvement of the cycleway along the north side of the A66, adjacent to the A66 eastbound carriageway;
- (d) **Work No. 0102-1D**— 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;
  - (ii) the construction of a new bridge “Kemplay Bank West Bridge” to carry the improved A6 (Work No. 0102-7) over the improved A66, and forming part of the new Kemplay Bank Junction;
  - (iii) the construction of a new bridge “Kemplay Bank East Bridge” to carry the circulatory carriageway of the A6 (Work No. 0102-7B) over the improved A66, and forming part of the new Kemplay Bank Junction;
  - (iv) the construction of an extension to the existing “Carleton Hall Underpass” and all associated works; and
  - (v) the construction of a new eastbound and westbound merge and diverge slip roads for a new grade separated junction (the new Kemplay Bank Junction) between the improved A66 and the improved A6 (Work No. 0102-7);
- (e) **Work No. 0102-1E**— 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.

**Work No. 0102-2**— as shown on sheet 1 of the works plans for scheme 0102 and comprising—

- (a) the improvement of the existing M6 northbound merge slip road from the M6 Junction 40 roundabout; and
- (b) the construction of an additional auxiliary lane at the M6 Junction 40.

**Work No. 0102-3**— as shown on sheet 1 of the works plans for scheme 0102 and comprising—

- (a) the improvement of the existing M6 southbound diverge slip road to the M6 Junction 40 roundabout; and
- (b) the construction of an additional auxiliary lane at the M6 Junction 40.

**Work No. 0102-4**— as shown on sheet 1 of the works plans for scheme 0102 and being the improvement of the existing A592, to include—

- (a) the improvement of the existing A592 northbound and southbound dual lane carriageway;

- (b) the construction of an additional auxiliary lane at the M6 Junction 40; and
- (c) improvements to the existing cycleway along both sides of the A592.

**Work No. 0102-5**— as shown on sheet 1 of the works plans for scheme 0102 and comprising—

- (a) the improvement of the existing M6 southbound merge slip road;
- (b) the construction of an additional auxiliary lane at the M6 Junction 40; and
- (c) the construction of a proposed cycleway along the north side of the southbound merge slip road.

**Work No. 0102-6**— as shown on sheet 1 of the works plans for scheme 0102 and comprising—

- (a) the improvement of the existing M6 northbound diverge slip road to the M6 Junction 40 roundabout;
- (b) the construction of an additional auxiliary lane at the M6 Junction 40; and
- (c) the relocation of an existing police observation platform.

**Work No. 0102-7**— as shown on sheet 2 of the works plans for scheme 0102 and being the improvement of the existing Kemplay Bank Roundabout, to comprise a new grade separated Junction (“the new Kemplay Bank Junction”), and the construction of an additional carriageway and improvements to sections of the existing A6, to include—

- (a) **Work No. 0102-7A**— as shown on sheet 2 of the works plans for scheme 0102 and being the improvement of a length of the existing A6 and the construction of additional A6 carriageway, to include—
  - (i) the improvement of the existing A6 southbound approach to Kemplay Bank Roundabout; and
  - (ii) the relocation and improvement of existing cycleways;
- (b) **Work No. 0102-7B**— as shown on sheet 2 of the works plans for scheme 0102 and comprising—
  - (i) the construction of the new Kemplay Bank Junction circulatory carriageway;
  - (ii) the relocation and improvement of existing cycleways;
  - (iii) the relocation of an existing variable message sign; and
  - (iv) the construction and installation of a new CCTV mast;
- (c) **Work No. 0102-7C**— as shown on sheet 2 of the works plans for scheme 0102 and being the improvement of a length of the existing A6 and the construction of additional A6 carriageway, to include—
  - (i) the improvement of the existing A6 northbound approach to Kemplay Bank Roundabout; and
  - (ii) the relocation and improvement of existing cycleways.

**Work No. 0102-8**— 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 A686, to include—

- (a) the improvement of the existing A686 northbound and southbound carriageways;
- (b) the realignment of the A686 carriageway to connect to the new Kemplay Bank Junction;
- (c) works to effect the stopping up of part of the existing A686 on its approach to the existing Kemplay Bank Roundabout;
- (d) the improvement of existing cycleways on both sides of the A686;
- (e) the construction of a new maintenance layby; and

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- (f) the construction of replacement private means of access as shown illustratively on sheet 2 of the rights of way and access plans for scheme 0102.

## PART 2

### SCHEME 03 – PENRITH TO TEMPLE SOWERBY

#### **In the administrative area of Westmorland and Furness Council**

The authorised development is situated in the administrative area of Westmorland and Furness Council.

A nationally significant infrastructure project as defined in sections 14 (nationally significant infrastructure projects: general) and 22 (highways) of the 2008 Act, and associated development within the meaning of section 115(2) (development for which development consent may be granted) of the 2008 Act, comprising—

**Work No. 03-1**— as shown on sheets 1 to 4 of the works plans for scheme 03 and being the construction of a new all-purpose dual carriageway (“the new A66”) and of improvements to the existing A66 (“the improved A66”) between Penrith and Temple Sowerby to include—

- (a) **Work No. 03-1A**— as shown on sheet 1 of the works plans for scheme 03 and comprising—
  - (i) the improvement of the existing A66 eastbound and westbound single lane carriageway;
  - (ii) the construction of an additional carriageway to upgrade the eastbound and westbound single carriageway to a dual carriageway;
  - (iii) the improvement of the junction between the realigned B6262 (Work No. 03-2) and the A66 westbound carriageway; and
  - (iv) the construction of a new bridge, “Brougham Accommodation Bridge”, to carry a cycle track and private means of access (Work No. 03-7A) over the improved A66, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 03;
- (b) **Work No. 03-1AA**— as shown on sheet 1 of the works plans for scheme 03 and comprising—
  - (i) the improvement of the existing A66 eastbound and westbound single lane carriageway;
  - (ii) the construction of an additional carriageway to upgrade the eastbound and westbound single carriageway to a dual carriageway;
  - (iii) the construction of a replacement private means of access to the site of the former “Llama Karma Kafe” on the south side of the A66 as shown illustratively on sheet 1 of the rights of way and access plans for scheme 03; and
  - (iv) works to effect the stopping up of private means of access as shown on sheet 1 of the rights of way and access plans for scheme 03;
- (c) **Work No. 03-1B**— as shown on sheets 1 to 4 of the works plans for scheme 03 and comprising—
  - (i) the improvement of the existing A66 eastbound and westbound single lane carriageway;
  - (ii) the construction of an additional carriageway to upgrade the eastbound and westbound single carriageway to a dual carriageway;

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- (iii) the construction of a replacement private means of access off the westbound carriageway of the A66 at “Lightwater Cottages”, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 03;
- (iv) the construction of an improved junction off the eastbound carriageway of the A66 to provide a realigned link (Work No. 03-3) with an existing byway open to all traffic (BOAT 311/013);
- (v) the construction of a replacement private means of access off the westbound carriageway of the A66 to “Whinfell Park Farm”, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 03;
- (vi) the construction of a new bridge to carry the improved A66 over a private means of access (“Whinfell Park Accommodation Underpass”), as shown illustratively on sheet 2 of the rights of way and access plans for scheme 03;
- (vii) the construction of new eastbound and westbound merge and diverge tapers for a new compact grade-separated junction (“Junction at Center Parcs”) between the improved A66 and a new connector road (forming part of the Work No. 03-4);
- (viii) the construction of new and replacement private means of access (including access to attenuation ponds) as shown on sheets 2 to 4 of the rights of way and access plans for scheme 03;
- (ix) works to effect the stopping up of existing private means of access as shown on sheets 1 to 4 of the rights of way and access plans for scheme 03;
- (x) works to effect the stopping up of existing cycleways on the north and south sides of the existing A66; and
- (xi) the construction of new laybys adjacent to the eastbound and westbound carriageways of the improved A66.

**Work No. 03-2**— as shown on sheet 1 of the works plans for scheme 03 and being the improvement of the existing B6262, to include—

- (a) the construction of an improved junction off the improved A66 westbound carriageway to the existing B6262;
- (b) works to effect the stopping up of part of the existing B6262 where it joins the existing A66; and
- (c) improvements to the existing B6262 carriageway.

**Work No. 03-3**— as shown on sheet 2 of the works plans for scheme 03 and comprising—

- (a) the improvement of the junction of an existing byway open to all traffic (BOAT 311/013) with the eastbound carriageway of the improved A66 (Work No. 03-1B);
- (b) the construction of a new road to connect the improved A66 with an existing byway open to all traffic (BOAT 311/013) providing access to “St. Ninian’s Church”;
- (c) works to effect the stopping up of part of the existing byway open to all traffic (BOAT 311/013) where it joins the existing A66; and
- (d) the construction of replacement parking facilities.

**Work No. 03-4**— as shown on sheet 3 of the works plans for scheme 03 and comprising—

- (a) **Work No. 03-4A**— as shown on sheet 3 of the works plans and forming part of the new “Junction at Center Parcs”, to include—
  - (i) the construction of a new connector road from the A66 eastbound carriageway to the new connector road on the south side of the improved A66 (Work No 03-4B) as part of a new compact grade-separated junction (“Junction at Center Parcs”);

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- (ii) the construction of a new bridge (“Whinfell Forest Bridge”) to carry the new connector road (Work No. 03-4) over the improved A66 (Work No. 03-1B); and
- (iii) the construction of a new cycleway alongside part of the connector road;
- (b) **Work No. 03-4B**— as shown on sheet 3 of the works plans for scheme 03 and forming part of the new “Junction at Center Parcs”, to include—
  - (i) the improvement of the existing junction on the westbound carriageway of the improved A66 (Work No. 03-1B);
  - (ii) the construction of a new road to connect between the westbound carriageway of the improved A66, the new connector road (Work No. 4A) and an existing private means of access to “Center Parcs” as shown illustratively on sheet 3 of the rights of way and access plans for scheme 03;
  - (iii) the construction and installation of a new variable message sign and associated maintenance layby; and
  - (iv) the construction of a new cycleway alongside part of the connector road.

**Work No. 03-5**— as shown on sheet 3 of the works plans for scheme 03 and forming part of the new “Junction at Center Parcs”, to include—

- (a) the construction of a realigned section of unclassified road (known as “Roman Road”) between its existing junction with Lane End and its new junction with the new connector road forming part of the new compact grade separated junction at Center Parcs (Work No. 03-4A);
- (b) the construction of a new junction connecting the realigned unclassified road (Roman Road) to the new connector road forming part of the new compact grade separated junction at Center Parcs (Work No. 03-4A); and
- (c) the construction of a new cycleway alongside part of the unclassified road.

**Work No. 03-6**— as shown on sheet 3 of the works plans for scheme 03 and being—

- (a) the construction of a new footpath on the south side of the improved A66, connecting to an existing footpath (311/004) as shown illustratively on sheet 3 of the rights of way and access plans for scheme 03;
- (b) the construction of a new private means of access to land on the south side of the improved A66, as shown illustratively on sheets 3 and 4 of the rights of way and access plans for scheme 03; and
- (c) works to effect the stopping up of a length of the existing footpath 311/004.

**Work No. 03-7**— as shown on sheets 1 to 3 of the works plans for scheme 03 and being a new cycle track and private means of access, comprising—

- (a) **Work No. 03-7A**— as shown on sheet 1 of the works plans for scheme 03 and being—
  - (i) the construction of a new cycle track and new and replacement private means of access to land and premises (including the Whinfell Holme Sewage Works) commencing at a point 90 metres to the south-west of the junction of the B6262 with the improved A66 and continuing on the south side and then on the north side of the improved A66 as shown illustratively on sheet 1 of the rights of way and access plans for scheme 03; and
  - (ii) works to effect the stopping up of a length of existing footpath between the B6262 and the Countess Pillar, as shown illustratively on the rights of way and access plans for scheme 03;
- (b) **Work No. 03-7B**— as shown on sheets 1 to 3 of the works plans for scheme 03 and being the construction of a new cycle track and new private means of access on the north side of

the improved A66 as shown illustratively on sheets 1 to 3 of the rights of way and access plans for scheme 03.

**Work No. 03-8**— as shown on sheets 3 and 4 of the works plans for scheme 03 and being the construction of a new cycle track and private means of access on the north side of the improved A66 as shown illustratively on sheets 3 and 4 of the rights of way and access plans for scheme 03.

**Work No. 03-9**— as shown on sheet 1 of the works plans for scheme 03 and being—

- (a) **Work No. 03-9A**— as shown sheet 1 of the works plans for scheme 03 and comprising—
  - (i) the construction of a new cycle track connecting to the site of the Countess Pillar; and
  - (ii) the construction of new private means of access to land on the south side of the improved A66;
- (b) **Work No. 03-9B**— as shown on sheet 1 of the works plans for scheme 03 and comprising—
  - (i) the construction of a new footpath connecting to the site of the Countess Pillar; and
  - (ii) the construction of new private means of access to land on the south side of the improved A66.

## PART 3

### SCHEME 0405 – TEMPLE SOWERBY TO APPLEBY

#### **In the administrative area of Westmorland and Furness Council**

The authorised development is situated in the administrative area of Westmorland and Furness Council.

A nationally significant infrastructure project as defined in sections 14 (nationally significant infrastructure projects: general) and 22 (highways) of the 2008 Act, and associated development within the meaning of section 115(2) (development for which development consent may be granted) of the 2008 Act, comprising—

**Work No. 0405-1**— as shown on sheets 1 to 7 of the works plans for scheme 0405 and being the construction of a new all-purpose dual carriageway (“the new A66”) and of improvements to the existing A66 (“the improved A66”) between Temple Sowerby and Appleby, to include—

- (a) **Work No. 0405-1A**— as shown on sheets 1 to 5 of the works plans for scheme 0405 and being the construction of the new A66 eastbound and improvements to sections of the existing A66 eastbound, to include—
  - (i) the improvement of the existing A66 eastbound single and dual lane carriageways to provide a continuous dual lane eastbound carriageway;
  - (ii) the improvement of the existing Priest Lane to support its designation as a Quiet Lane;
  - (iii) works to support the de-trunking and reclassification of a length of the existing A66 as a local road (Work Nos. 0405-4A; 0405-4B and 0405-18) between the Spitals Farm Underpass and Powis House);
  - (iv) works to support the provision of a replacement private means of access (via the Spitals Farm Underpass) as shown illustratively on sheet 1 of the rights of way and access plans for scheme 0405;
  - (v) the construction of a new underpass (Priest Lane Underpass) to allow a new right of way and new private means of access (Work No. 0405-5) to pass under the new A66;

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- (vi) the construction of new and replacement private means of access, as shown illustratively on sheets 1 to 5 of the rights of way and access plans for scheme 0405;
  - (vii) the construction of a new bridge (Cross Street Bridge) to carry the realigned Cross Street (forming part of Work No. 0405-7) over the new A66;
  - (viii) the construction of a new bridge (Green Lane Bridge) to carry a new right of way and new private means of access (forming part of Work No. 0405-9) over the new A66;
  - (ix) the construction of a new eastbound diverge and merge tapers for a new compact grade-separated junction (Work No. 0405-10A) linking the new A66 with the realigned Fell Lane (Work No. 0405-11A);
  - (x) the construction of a new bridge (Fell Lane Bridge) to carry the realigned Fell Lane (forming part of Work No. 0405-11A) over the new A66;
  - (xi) the construction of a new bridge (Sleastonhow Lane Bridge) to carry the realigned Sleastonhow Lane (forming part of Work No. 0405-13) over the new A66;
  - (xii) the construction of a new viaduct (Trout Beck Viaduct) crossing the Trout Beck, to carry the new A66 over the Trout Beck; and
  - (xiii) the construction of a replacement private means of access (the trout beck bridge north shore farm track), passing under the new viaduct, as shown illustratively on sheet 4 of the rights of way and access plans for scheme 0405;
- (b) **Work No. 0405-1B**— as shown on sheets 5 to 7 of the works plans for scheme 0405 and being the construction of the new A66 eastbound and improvements to sections of the existing A66 eastbound, to include—
- (i) the improvement of the existing A66 eastbound single and dual lane carriageways to provide a continuous dual lane eastbound carriageway;
  - (ii) works to support the de-trunking and reclassification of a length of the existing A66 as a local road (Work Nos. 0405-18; 0405-19A; 0405-19B; and 0405-19C) between Powis House and the B6542;
  - (iii) the construction of a new and replacement private means of access, as shown on sheets 4 and 5 of the rights of way and access plans for scheme 0405;
  - (iv) works to effect the stopping up of part of existing Footpath 341/017 and of private means of access;
  - (v) works to effect the stopping up of part of existing Footpaths 317/006 and 317/009;
  - (vi) the construction of a new bridge (Proposed Powis House Bridge) to carry the new A66 over the realigned Long Marton (Work No. 0405-16);
  - (vii) the construction of new eastbound diverge and merge tapers for a new compact grade-separated junction (Work No. 0405-17A) (to link the proposed A66 with the realigned Long Marton (Work No. 0405-16));
  - (viii) the construction of a new underpass (Crackenthorpe Underpass) to allow a new bridleway and new private means of access to pass under the new A66 as shown illustratively on sheet 6 of the rights of way and access plans for scheme 0405; and
  - (ix) the construction of a new bridge (Roger Head Farm Bridge) to carry a new bridleway and new private means of access over the new A66, as shown illustratively on sheet 7 of the rights of way and access plans for scheme 0405.

**Work No. 0405-2**— as shown on sheets 1 to 7 of the works plans for scheme 0405 and being the construction of a new all-purpose dual carriageway (“the new A66”) and of improvements to the existing A66 (“the improved A66”) between Temple Sowerby and Appleby, to include—



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- (a) **Work No. 0405-2A**— as shown on sheets 1 to 5 of the works plans for scheme 0405 and being the construction of the new A66 westbound and improvements to sections of the existing A66 westbound, to include—
- (i) the improvement of the existing A66 westbound single and dual lane carriageways to provide a continuous dual lane eastbound carriageway;
  - (ii) the construction of new and replacement private means of access, as shown illustratively on sheets 1 to 5 of the rights of way and access plans for scheme 0405;
  - (iii) works to support the provision of a replacement private means of access (via the Spitals Farm Underpass) as shown illustratively on sheet 1 of the rights of way and access plans for scheme 0405;
  - (iv) the construction of a new underpass (Priest Lane Underpass) to allow a new right of way and new private means of access (Work No. 0405-5) to pass under the new A66;
  - (v) the construction of a new bridge (Cross Street Bridge) to carry the realigned Cross Street (forming part of Work No. 0405-7) over the new A66;
  - (vi) the construction of a new bridge (Green Lane Bridge) to carry a new right of way and new private means of access (forming part of Work No. 0405-09) over the new A66;
  - (vii) the construction of new westbound diverge and merge tapers for a new compact grade-separated junction (Work No. 0405-10B) linking the proposed A66 with the realigned Fell Lane (Work No. 0405-11A);
  - (viii) the construction of a new bridge (Fell Lane Bridge) to carry the realigned Fell Lane (forming part of Work No. 0405-11A) over the new A66;
  - (ix) the construction of a new bridge (Sleastonhow Lane Bridge) to carry the realigned Sleastonhow Lane (forming part of Work No. 0405-13) over the new A66;
  - (x) the construction of a new viaduct (Trout Beck Viaduct) crossing the Trout Beck, to carry the new A66 over the Trout Beck;
  - (xi) the construction of a replacement private means of access (the trout beck bridge north shore farm track), passing under the new viaduct, as shown illustratively on sheet 4 of the rights of way and access plans for scheme 0405; and
  - (xii) works to effect the stopping up part of existing Bridleway 341/001 and of private means of access (to Powis House);
- (b) **Work No. 0405-2B**— as shown on sheets 5 to 7 of the works plans for scheme 0405 and being the construction of the new A66 westbound and improvements to sections of the existing A66 westbound, to include—
- (i) the improvement of the existing A66 westbound single and dual lane carriageways to provide a continuous dual lane westbound carriageway;
  - (ii) the construction of new and replacement private means of access as shown on sheets 5 to 7 of the rights of way and access plans for scheme 0405;
  - (iii) works to effect the stopping up of part of existing Footpath 341/017 and of private means of access;
  - (iv) works to effect the stopping up of part of existing Footpaths 317/006 and 317/009;
  - (v) the construction of a new bridge (Proposed Powis House Bridge) to carry the new A66 over the realigned Long Marton (Work No. 0405-16);
  - (vi) the construction of new westbound diverge and merge tapers new compact grade-separated junction (Work No. 0405-17B) linking the proposed A66 with the realigned Long Marton (Work No. 0405-16);

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- (vii) the construction of a new underpass (Crackenthorpe Underpass) to allow a new bridleway and new private means of access to pass under the new A66 as shown illustratively on sheet 6 of the rights of way and access plans for scheme 0405; and
- (viii) the construction of a new bridge (Roger Head Farm Bridge) to carry a new bridleway and new private means of access over the new A66, as shown illustratively on sheet 7 of the rights of way and access plans for scheme 0405.

**Work No. 0405-3**— as shown on sheet 1 of the works plans for scheme 0405 and being improvements to the existing Roman Road and Morland road, comprising—

- (a) **Work No. 0405-3A**— as shown on sheet 1 of the works plans for scheme 0405 and comprising—
  - (i) improvements to the existing Roman Road between Priest Lane and Temple Sowerby;
  - (ii) improvements to the existing Morland Road between the existing A66 and Roman Road; and
  - (iii) the construction of a new cycleway on the existing Morland Road and the existing Roman Road;
- (b) **Work No. 0405-3B**— as shown on sheet 1 of the works plans for scheme 0405 and being the improvement of the existing Morland Road comprising—
  - (i) improvements to and the realignment of the existing Morland Road, south of the existing A66;
  - (ii) the improvement of the existing grade-separated connector road from its junction with Morland Road;
  - (iii) the construction of a new roundabout (the Proposed Roundabout), on Morland Road at its junction with the existing grade-separated connector road; and
  - (iv) the construction of a new cycleway on the existing Morland Road south of the existing A66.

**Work No. 0405-4A**— as shown on sheet 1 of the works plans for scheme 0405 and being the construction of a new local road between Temple Sowerby and Low Moor Caravan Park, comprising—

- (a) the construction of a new single carriageway two-way link road (including new cycleway) commencing from its junction with the new roundabout on Morland Road (Work No. 0405-3B) and continuing in parallel with the existing A66 until connecting into Work No. 0405-4B at Low Moor Caravan Park);
- (b) the construction of new and replacement private means of access, as shown illustratively on sheet 1 of the rights of way and access plans; and
- (c) works to effect the removal of an existing cycleway on the south side of the existing A66 from its junction with the existing Morland Road.

**Work No. 0405-4B**— as shown on sheets 1, 2, 4 and 5 of the works plans for scheme 0405 and being the improvement of the existing A66, once de-trunked, together with Work Nos. 0405-14 (part); and 0405-18 between the Low Moor Caravan Park and Powis House, comprising—

- (a) improvements to the existing A66 between Low Moor Caravan Park and Powis House;
- (b) the construction of new and replacement private means of access, as shown illustratively on sheets 1, 2, 4 and 5 of the rights of way and access plans;
- (c) the construction of a new cycleway alongside the carriageway of the existing A66 between the existing Spitals Farm Underpass and the Filling Station as part of improvements to the existing A66; and

- (d) the construction of a new cycleway between the Filling Station and the Dismantled Railway (and also along Roman Road and adjacent to the Old Station Yard).

**Work No. 0405-5**— as shown on sheets 1 and 2 of the works plans for scheme 0405 and being the construction of a new bridleway and private means of access linking the old A66 to the realigned Priest Lane and comprising—

- (a) the construction of a new bridleway linking the old A66 to the realigned Priest Lane (south of the new A66 westbound carriageway);
- (b) the provision of new private means of access (on the same alignment as the new bridleway) as shown illustratively on sheets 1 and 2 of the rights of way and access plans for scheme 0405;
- (c) the construction of a new underpass (Priest Lane Underpass) to allow the new private means of access and new bridleway, to pass under the new A66 (forming part of Work No. 0405-1A and Work No. 0405-2A);
- (d) works to effect the stopping up of existing private means of access west of the new Priest Lane Underpass; and
- (e) works to effect the stopping up of part of the existing Priest Lane, to accommodate its new alignment.

**Work No. 0405-6**— as shown on sheets 1 and 2 of the works plans for scheme 0405 and being the re-alignment of part of the existing Priest Lane and improvements to the existing Priest Lane, along its length to its new junction with the realigned Station Road (Work No. 0405-7), comprising—

- (a) **Work No. 0405-6A**— as shown on sheets 1 and 2 of the works plans for scheme 0405 and comprising—
  - (i) the re-alignment of part of the existing Priest Lane (north of the new A66 eastbound carriageway);
  - (ii) works to effect the designation of the realigned Priest Lane as a quiet lane;
  - (iii) works to effect the conversion of the existing Priest Lane into a designated quiet lane;
  - (iv) works to effect the stopping up of part of the existing Priest Lane, to accommodate its new alignment; and
  - (v) the construction of new and replacement private means of access to land adjacent to the realigned Priest Lane, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 0405;
- (b) **Work No. 0405-6B**— as shown sheet 2 of the works plans for scheme 0405 and comprising—
  - (i) the re-alignment of part of the existing Priest Lane (north of the new A66 eastbound carriageway);
  - (ii) works to effect the designation of the realigned Priest Lane as a quiet lane;
  - (iii) works to effect the conversion of the existing Priest Lane into a designated quiet lane;
  - (iv) works to effect the stopping up of part of the existing Priest Lane, to accommodate its new alignment; and
  - (v) the construction of new and replacement private means of access to land adjacent to the realigned Priest Lane, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 0405;
- (c) **Work No. 0405-6C**— as shown on sheet 2 of the works plans for scheme 0405 and comprising—

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- (i) the re-alignment of part of the existing Priest Lane to its new junction with the realigned Station Road (Work No. 0405-7) (north of the new A66 eastbound carriageway);
- (ii) works to effect the designation of the realigned Priest Lane as a quiet lane;
- (iii) works to effect the conversion of the existing Priest Lane into a designated quiet lane;
- (iv) works to effect the stopping up of part of the existing Priest Lane, to accommodate its new alignment; and
- (v) the construction of new and replacement private means of access to land adjacent to the realigned Priest Lane, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 0405.

**Work No. 0405-7**— as shown on sheet 2 of the works plans for scheme 0405 and being the improvement and re-alignment of the existing Cross Street and Station Road, comprising—

- (a) the re-alignment of Cross Street from its junction with Priest Lane in a north-westerly direction;
- (b) works to effect the stopping up of Cross Street and Station Road, over a length between Halefield Farm and Priest Lane;
- (c) the construction of a new bridge (Cross Street Bridge) to carry the realigned Cross Street over the new A66 (forming part of Work Nos. 0405-1A and 0405-2A);
- (d) the construction of new and replacement private means of access to land adjacent to the realigned Station Road (north of Cross Street Bridge), as shown illustratively on sheet 2 of the rights of way and access plans; and
- (e) works to effect the stopping up of an existing shared use private means of access and part of existing Bridleway 336/018.

**Work No. 0405-8**— as shown on sheet 2 of the works plans for scheme 0405 and comprising—

- (a) the construction of a length of new bridleway between the realigned Cross Street and the existing Bridleway 336/018;
- (b) the construction of a length of new footpath, between the existing Bridleway 336/018 and the existing Footpath 336/017; and
- (c) the provision of new private means of access (on the same alignment as the new bridleway and the new footpath) as shown illustratively on sheet 2 of the rights of way and access plans for scheme 0405.

**Work No. 0405-9**— as shown on sheets 2 and 3 of the works plans for scheme 0405 and comprising—

- (a) the construction of a length of new footpath, between the realigned Cross Street (Work No. 0405-07) on the south side of the new A66, and the realigned Fell Lane (and access to the existing British Gypsum site) (Work No. 0405-11) on the north side of the new A66, crossing over the new A66 via the new Green Lane Bridge, and linking into existing Footpaths 336/017 and 336/013 on the north side of the new A66, and existing Footpath 336/011 on the south side of the A66;
- (b) the provision of new private means of access (on the same alignment as the new footpath) as shown illustratively on sheets 2 and 3 of the rights of way and access plans for scheme 0405; and
- (c) works to effect the stopping up of a length of existing Footpath 336/017 and of existing private means of access.

**Work No. 0405-10**— as shown on sheet 3 of the works plans for scheme 0405 and being a new compact grade-separated junction between the new A66 and the realigned Fell Lane, comprising—

- (a) **Work No. 0405-10A**— as shown on sheet 3 of the works plans for scheme 0405 and comprising the construction of a new compact connector road, connecting the new A66 eastbound carriageway, via diverge and merge tapers (forming part of Work No. 0405-1A) with the realigned Fell Lane (Work No. 0405-11A); and
- (b) **Work No. 0405-10B**— as shown on sheet 3 of the works plans for scheme 0405 and comprising the construction of a new compact connector road, connecting the new A66 westbound carriageway, via diverge and merge tapers (forming part of Work No. 0405-2A) with the realigned Fell Lane (Work No. 005-11A).

**Work No. 0405-11**— as shown on sheet 3 of the works plans for scheme 0405 and being the improvement and re-alignment of the existing Fell Lane comprising—

- (a) **Work No. 0405-11A**— as shown on sheet 3 of the works plans for scheme 0405 and being—
  - (i) the realignment of the existing Fell Lane between Main Street and the British Gypsum Mine;
  - (ii) improvements to the existing Fell Lane including the construction of new cycleway along the improved length of Fell Lane;
  - (iii) works to effect the stopping up of existing private means of access; and
  - (iv) the construction of new and replacement private means of access, as shown illustratively on sheet 3 of the rights of way and access plans for scheme 0405;
- (b) **Work No. 0405-11B**— as shown on sheet 3 of the works plans for scheme 0405 and comprising works to improve the connectivity of existing Footpath 336/013 (adjacent to the existing British Gypsum access road) with existing Footpath 366/014.

**Work No. 0405-12**— as shown on sheet 3 of the works plans for scheme 0405 and being the construction of a new road connecting the realigned Fell Lane with the realigned Main Street, and comprising—

- (a) **Work No. 0405-12A**— as shown on sheet 3 of the works plans for scheme 0405 and comprising—
  - (i) the construction of a new single carriageway two-way link road and tie-in from the realigned Fell Lane (forming Work No. 0405-11) on the north side of the new A66; and
  - (ii) the construction of new private means of access, as shown illustratively on sheet 3 of the rights of way and access plans for scheme 0405;
- (b) **Work No. 0405-12B**— as shown on sheet 3 of the works plans for scheme 0405 and comprising—
  - (i) the construction of a new single carriageway two-way link road and tie-in from the realigned Fell Lane (forming Work No. 0405-11) to the existing Main Street on the north side of the new A66;
  - (ii) works to effect the stopping up of an existing length of Main Street;
  - (iii) the construction of new private means of access, as shown illustratively on sheet 3 of the rights of way and access plans for scheme 0405; and
  - (iv) works to effect the stopping up of existing private means of access.

**Work No. 0405-13**— as shown on sheets 3 and 4 of the works plans for scheme 0405 and being the improvement and re-alignment of the existing Sleastonhow Lane, comprising—

- (a) the re-alignment of a length of Sleastonhow Lane to the south of Kirkby Thore;
- (b) works to effect the stopping up of parts of the existing Sleastonhow Lane;

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- (c) the construction of new private means of access linking the realigned Sleastonhow Lane to the existing A66, via an existing farm track to the south as shown illustratively on sheets 3 and 4 of the rights of way and access plans for scheme 0405;
- (d) the construction of new private means of access, as shown illustratively on sheets 3 and 4 of the rights of way and access plans for scheme 0405; and
- (e) works to effect the stopping up of existing private means of access south of the realigned Sleastonhow Lane.

**Work No. 0405-14**— as shown on sheets 4 and 5 of the works plans for scheme 0405 and comprising the provision of new footpaths and private means of access between the existing A66 and the existing Long Marton (road), comprising—

- (a) the construction of a new cycleway and private means of access between the existing A66 and the existing Roman Road, as shown illustratively on sheets 4 and 5 of the rights of way and access plans for scheme 0405;
- (b) the construction of a new footpath and private means of access (the trout beck bridge south shore maintenance track) between the existing A66 and the proposed A66, as shown illustratively on sheets 4 and 5 of the rights of way and access plans for scheme 0405;
- (c) the construction of a new footpath passing beneath the Trout Beck viaduct (part of Work Nos. 0405-1A and 0405-2A) and connecting to the existing Footpath 341/017; and
- (d) the construction of a new footpath and private means of access between the existing Long Marton (road) and Footpath 341/017, as shown illustratively on sheet 5 of the rights of way and access plans for scheme 0405.

**Work No. 0405-15**— as shown on sheet 5 of the works plans for scheme 0405 and comprising—

- (a) the construction of a length of new bridleway between the existing Long Marton (road) and the new compact grade-separated junction (Work No. 0405-17) linking the realigned Long Marton with the new A66;
- (b) the construction of new and replacement private means of access as shown illustratively on sheet 5 of the rights of way and access plans;
- (c) works to effect the stopping up of part of existing Bridleway 341/001;
- (d) works to effect the stopping up of private means of access;
- (e) the construction of a new underpass (Long Marton Underpass) to allow a new bridleway and new private means of access to pass under the new Long Marton eastbound connector road (Work No. 0405-17A); and
- (f) the construction of a length of new cycleway from the new side road to the existing Roman Road.

**Work No. 0405-16**— as shown on sheet 5 of the works plans for scheme 0405 and being the construction of realigned Long Marton, comprising—

- (a) the construction of a new single carriageway two-way local road, including new cycleway, from its junction with the existing A66, over the new A66 (Work Nos. 0405-1A and 0405-2A) via the Proposed Powis House Bridge, to its eastern and western tie-ins with the existing Long Marton on the north side of the new A66;
- (b) the construction of a local road junction connecting to the north side of the existing A66 (forming part of Work No. 0405-19);
- (c) the construction of a local road junction connecting the realigned Long Marton with the existing Long Marton (east and west);
- (d) works to effect the stopping up of existing private means of access; and

- (e) the construction of new private means of access, as shown on sheet 5 of the rights of way and access plans for scheme 0405.

**Work No. 0405-17**— as shown on sheet 5 of the works plans for scheme 0405 and being the construction of new connector roads (Proposed Long Marton Eastbound and Westbound compact connector roads) comprising—

- (a) **Work No. 0405-17A**— as shown on sheet 5 of the works plans for scheme 0405 and comprising—
  - (i) the construction of a new connector road (Proposed Long Marton eastbound compact connector road), connecting the new A66 eastbound carriageway (via diverge and merge tapers forming part of Work No. 0405-1B)), with the new realigned Long Marton (forming part of Work No.0405-16); and
  - (ii) the construction of new private means of access adjacent to the Proposed Long Marton eastbound compact connector road as shown illustratively on sheet 5 of the rights of way and access plans for scheme 0405;
- (b) **Work No. 0405-17B**— as shown on sheet 5 of the works plans for scheme 0405 and comprising the construction of a new connector road (Proposed Long Marton westbound compact connector road), connecting the new A66 westbound carriageway (forming part of Work No. 0405-2B) via diverge and merge tapers (forming part of Work No. 0405-2B) with the new Realigned Long Marton (Work No. 0405-16).

**Work No. 0405-18**— as shown on sheet 5 of the works plans for scheme 0405 and comprising—

- (a) the improvement of a length of the existing A66 (to be de-trunked) to the south-west of Powis House;
- (b) works to effect the stopping up of part of existing Footpath 317/009; and
- (c) the construction of a new cycleway alongside the carriageway as part of improvements to the existing A66.

**Work No. 0405-19**— as shown on sheets 5 to 7 of the works plans for scheme 0405 and being the improvement of the existing A66 and existing B6542 comprising—

- (a) **Work No. 0405-19A**— as shown on sheet 5 of the works plans for scheme 0405 and comprising—
  - (i) the improvement of a length of the existing A66 (to be de-trunked) to the south of Powis House; and
  - (ii) the construction of a new cycleway alongside the carriageway as part of improvements to the existing A66;
- (b) **Work No. 0405-19B**— as shown on sheet 5 of the works plans for scheme 0405 and comprising—
  - (i) the improvement of a length of the existing A66 (to be de-trunked) to the south of Powis House; and
  - (ii) the construction of a new cycleway alongside the carriageway as part of improvements to the existing A66;
- (c) **Work No. 0405-19C**— as shown on sheets 5 to 7 of the works plans for scheme 0405 and comprising—
  - (i) the improvement of a length of the existing A66 (to be de-trunked) between Powis House and Roger Head Farm; and
  - (ii) the construction of a new cycleway alongside the carriageway as part of improvements to the existing A66;

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- (d) **Work No. 0405-19D**— as shown on sheet 7 of the works plans for scheme 0405 and comprising—
- (i) the improvement of a length of the existing A66 (to be de-trunked) to the south of Roger Head Farm;
  - (ii) the construction of a new cycleway alongside the carriageway as part of improvements to the existing A66;
  - (iii) the improvement and re-alignment of the existing B6542;
  - (iv) the construction of a new cycleway adjacent to the carriageway of the improved B6542;
  - (v) improvements to a private road junction connecting to the improved B6542; and
  - (vi) the construction of new and replacement private means of access, as shown on sheet 7 of the rights of way and access plans;
- (e) **Work No. 0405-19E**— as shown on sheet 7 of the works plans for scheme 0405 and comprising the construction of a new cycleway alongside the carriageway of the existing B6542.

**Work No. 0405-20**— as shown on sheet 6 of the works plans for scheme 0405 and being the construction of new bridleway linking Crackenthorpe to the existing Roman Road, comprising—

- (a) **Work No. 0405-20A**— as shown sheet 6 of the works plans for scheme 0405 and comprising—
- (i) works to effect the stopping up of part of existing Footpath 317/006;
  - (ii) the construction of a length of new bridleway from Crackenthorpe extending in a generally easterly direction towards the new A66; and
  - (iii) the construction of new private means of access (in part on the same alignment as the new bridleway) as shown on sheet 6 of the rights of way and access plans for scheme 0405;
- (b) **Work No. 0405-20B**— as shown on sheet 6 of the works plans for scheme 0405 and comprising—
- (i) the construction of a length of new bridleway between Crackenthorpe and the new A66;
  - (ii) works to effect the stopping up of part of existing Bridleway 317/012; and
  - (iii) the construction of new private means of access (in part on the same alignment as the new bridleway as shown on sheet 6 of the rights of way and access plans for scheme 0405);
- (c) **Work No. 0405-20C**— as shown on sheet 6 of the works plans for scheme 0405 and comprising—
- (i) the construction of a length of new bridleway between the new A66 and the existing Roman Road;
  - (ii) works to effect the stopping up of part of existing Bridleway 317/012; and
  - (iii) the construction of new private means of access (in part on the same alignment as the new bridleway) as shown on sheet 6 of the rights of way and access plans for scheme 0405.

**Work No. 0405-21**— as shown on sheet 7 of the works plans for scheme 0405 and comprising—

- (a) the construction of a new bridleway crossing the new A66 via a new bridge (Proposed Roger Head Farm Bridge) (part of Work Nos. 0405-2A and 0405-2B);



- (b) works to effect the stopping up of part of the existing Footpath 317/004 and private means of access north of the Proposed Roger Head Farm Bridge; and
- (c) the construction of new private means of access between Roger Head Farm and Roger Head Farm Bridge as shown illustratively on sheet 7 of the rights of way and access plans for scheme 0405.

## PART 4

### SCHEME 06 – APPLEBY TO BROUGH

#### **In the administrative area of Westmorland and Furness Council**

The authorised development is situated in the administrative area of Westmorland and Furness Council;

A nationally significant infrastructure project as defined in sections 14 (nationally significant infrastructure projects: general) and 22 (highways) of the 2008 Act, and associated development within the meaning of section 115(2) (development for which development consent may be granted) of the 2008 Act, comprising—

**Work No. 06-1**— as shown on sheets 1 to 6 of the works plans for scheme 06 and being the construction of a new all-purpose dual carriageway (“the new A66”) and improvements to the existing A66 (“the improved A66”) between Appleby in Westmorland and Brough, to include—

- (a) **Work No. 06-1A**— as shown on sheets 1 and 2 of the works plans for scheme 06 and comprising—
  - (i) the improvement of the existing A66 eastbound and westbound single lane carriageway;
  - (ii) the construction of an additional carriageway to upgrade the A66 eastbound and westbound single carriageway to a dual carriageway;
  - (iii) the construction of a new, replacement one-way private means of access road diverging from the eastbound carriageway of the new A66, passing between Café Sixty Six, and then merging back onto the eastbound carriageway of the new A66, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 06;
  - (iv) the construction of a connection from Café Sixty Six private means of access to a new replacement private means of access to properties at Far Bank End and New Hall Farm, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 06;
  - (v) the improvement of an existing underpass (“Far Bank End Underpass”) to facilitate the passage beneath the improved A66 of a replacement private means of access, a new equestrian track (to link with existing bridleway 372.024) and a new footway (to link with existing Footpath 372/028), and to carry the improved A66 over the private means of access, equestrian track and footway, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 06;
  - (vi) the construction of a new cycleway on the north side of the A66, between the westernmost extent of the scheme and the Far Bank End Underpass, providing a connection to existing Footpath 372/028;
  - (vii) the construction of replacement private means of access to Far Bank End and New Hall Farm, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 06;

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- (viii) the construction of part of a new cycleway between the Far Bank End Underpass and the junction of the realigned B6259 with the improved A66 (“new Sandford Junction”);
  - (ix) works to effect the stopping up of parts of Footpaths 372/028, 372/027 and 372/022, and of part of Bridleway 372/024, and of private means of access;
  - (x) the construction of new private means of access from the new Sandford Junction, following part of the route of the new cycleway, to land on the north side of the improved A66, as shown illustratively on sheets 1 and 2 of the rights of way and access plans for scheme 06;
  - (xi) the construction of a new underbridge (“Sandford Underbridge”) beneath the improved A66 at the new Sandford Junction, to carry the new A66 link road (Work No. 06-2A) over the improved A66 (Work No. 06-1A);
  - (xii) the construction of new private means of access to land on the north side of the new A66, following part of the route of a new cycleway, as shown on sheet 2 of the rights of way and access plans for scheme 06;
  - (xiii) the construction of new westbound diverge and merge tapers to connect the new realigned B6259 (Work No. 06-2C) to the new A66;
  - (xiv) the construction of new eastbound diverge and merge tapers to connect the new A66 (connector road) Work No. 06-2B to the realigned B6259 (Work No. 06-2C); and
  - (xv) the construction of part of a new cycleway between the new Sandford Junction and Warcop;
- (b) **Work No. 06-1B**— as shown on sheets 2 and 3 of the works plans for scheme 06 and being—
- (i) the improvement of the existing A66 eastbound and westbound single lane carriageway;
  - (ii) the construction of an additional carriageway to upgrade the A66 eastbound and westbound single carriageway to a dual carriageway;
  - (iii) works to effect the stopping up of Footpath 372/013;
  - (iv) the provision of new footway to connect the existing footpath 372/013, and passing beneath the new viaduct (“Cringle Beck Viaduct”) on the south side of the new A66, as shown on sheets 2 and 3 of the rights of way and access plans for scheme 06;
  - (v) the construction of part of a new cycleway between Sandford (B6259) junction and Warcop, as shown on sheets 2 and 3 of the rights of way and access plans for scheme 06; and
  - (vi) the construction of private means of access as shown on sheets 2 and 3 of the rights of way and access plans for scheme 06;
- (c) **Work No. 06-1C**— as shown on sheets 3 and 4 of the works plans for scheme 06 and being—
- (i) the improvement of the existing A66 eastbound and westbound single lane carriageway;
  - (ii) the construction of an additional carriageway to upgrade the A66 eastbound and westbound single carriageway to a dual carriageway;
  - (iii) the construction of part of a new cycleway between the new Sandford Junction (Work No. 06-02) and Warcop;
  - (iv) works to effect the stopping up parts of the existing Roman Road, and of parts of Footpaths 372/014 and 372/021, and of private means of access;

- (v) the provision of new footway to connect with existing Footpath 372/013, and extending along the south side of the new A66 before passing beneath the new Cringle Beck Viaduct;
  - (vi) the construction of the new Cringle Beck Viaduct, crossing the Cringle Beck and flood plain, to carry the new A66 over the Cringle Beck, and over private means of access and footways shown illustratively on sheet 3 of the rights of way and access plans for scheme 06;
  - (vii) the construction of private means of access, as shown illustratively on sheets 3 and 4 of the rights of way and access plans for scheme 06;
  - (viii) the construction of the new eastbound diverge and merge tapers for a new junction (“Warcop Eastbound Junction”) (Work No. 06-3) between the new A66 and the de-trunked A66;
  - (ix) the construction of a new underpass (“Walk Mill Underpass”) to carry a length of new footway (to connect with existing Footpath (372/021)) under the new A66;
  - (x) the construction of a new viaduct (“Moor Beck Viaduct”) crossing the Moor Beck and flood plain, to carry the new A66 over the Moor Beck;
  - (xi) the provision of new footway via the Walk Mill Underpass, to connect with existing Footpath 372/021 on the south side of the new A66;
  - (xii) the construction of the new westbound diverge and merge tapers for a new junction (“Warcop Westbound Junction”) between the new A66, the de-trunked A66 (Work No 06-4) and an existing local village access road into Warcop (forming part of Work No. 06-5);
  - (xiii) the construction of a new overbridge (“Warcop Village Overbridge”) crossing the new A66, to carry the realigned local village access road (forming part of Work No. 06-5) over the new A66 (part of Work No. 06-1C) and the new local access road (Work No. 06-4); and
  - (xiv) the construction of a new underbridge (“East Field Sike Underbridge”) crossing the East Field Sike, to carry the new A66 over the East Field Sike;
- (d) **Work No. 06-1CA**— as shown on sheet 3 of the works plans for scheme 06 and comprising—
- (i) the provision of a new cycleway along part of the de-trunked A66, between the junction of the existing A66 with Moorhouse Lane and the new Warcop Eastbound Junction; and
  - (ii) works to support the de-trunking and reclassification of a length of the existing A66 as a local access road, between its existing junction with Moorhouse Lane and the new Warcop Eastbound Junction;
- (e) **Work No. 06-1D**— as shown on sheets 4 to 6 of the works plans for scheme 06 and being—
- (i) the improvement of the existing A66 eastbound and westbound single lane carriageway;
  - (ii) the construction of an additional carriageway to upgrade the A66 eastbound and westbound single carriageway to a dual carriageway;
  - (iii) the provision of water supply and hardstanding for the benefit of the Gypsy and Traveller Community on the relocated Brough Hill Fair site on the south side of the new A66;

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- (iv) the provision of new footway (to connect with existing Footpath 372/020) on the south side of the new A66, and passing under a new underbridge (“Flitholme Road Underbridge”);
- (v) the construction of the new Flitholme Road Underbridge, to carry the new A66 over a realigned length of Flitholme Road and over new footway (forming part of Work No. 06-6);
- (vi) the construction of part of a new cycleway between Flitholme and Brough, as shown illustratively on sheets 5 and 6 of the rights of way and access plans for scheme 06;
- (vii) the construction and installation of a new variable message sign;
- (viii) the construction of a new overbridge (“West View Farm Overbridge”) crossing the A66 and the new local road (forming part of Work No. 06-8), carrying new private means of access and new footway (to connect with existing Footpath 329/001) over the new A66 and new local road;
- (ix) the construction of a new extension to Bullistone Bridge;
- (x) works to effect the stopping up of part of Footpath 372/020 and of private means of access; and
- (xi) the construction of new and replacement private means of access, as shown illustratively on sheet 6 of the rights of way and access plans for scheme 06.

**Work No. 06-2**— as shown on sheet 2 of the works plans for scheme 06 and being the construction of a new compact grade-separated junction connecting the new A66 eastbound and westbound carriageways with the realigned B6259, to include—

- (a) **Work No. 06-2A**— as shown on sheet 2 of the works plans and being—
  - (i) the construction of part of a new junction link road (including new footway to connect with existing Footpath 372/022) (comprised of Work Nos. 06-2A and 06-2B) connecting the new A66 westbound carriageway (forming part of Work No. 06-1A) with the new realigned B6259 (Work No. 06-2C); and
  - (ii) the construction of new private means of access as shown on sheet 2 of the rights of way and access plans for scheme 06;
- (b) **Work No. 06-2B**— as shown on sheet 2 of the works plans and being—
  - (i) the construction of part of a new junction link road (including new cycleway) (comprised of Work Nos. 06-2A and 06-2B) connecting the new A66 eastbound carriageway via diverge and merge tapers (forming part of Work No. 06-1A) with the realigned B6259 (forming part of Work No. 06-2C); and
  - (ii) the construction of new private means of access (including via part of the route of a new cycleway) to land on the north side of the new A66, as shown illustratively on sheets 1 and 2 of the rights of way and access plans for scheme 06;
- (c) **Work No. 06-2C**— as shown on sheet 2 of the works plans for scheme 06 and being—
  - (i) the improvement and realignment of the existing B6259 road and the construction of a new connection to the new A66 westbound carriageway via diverge and merge tapers (forming part of Work No. 06-1A);
  - (ii) works to effect the stopping up of a length of the existing B6259); and
  - (iii) the construction of new private means of access off of the B6259, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 06;
- (d) **Work No. 06-2D**— as shown on sheet 2 of the works plans for scheme 06 and being the construction of a length of new footpath to provide the connectivity between Footpath 372/022 and the new realigned B6259 (Work No. 06-2C) (including footway) and

thereafter to the new Sanford Underbridge crossing beneath the A66 (forming part of Work No. 06-1A).

**Work No. 06-3**— as shown on sheet 3 of the works plans for scheme 06 and being the construction of a new single carriageway road linking the new A66 with the old de-trunked A66, to include—

- (a) the construction of a new single carriageway road linking the new A66 eastbound (forming part of Work No. 06-1C) with the existing de-trunked A66 (forming part of Work No. 06-4), via diverge and merge tapers (forming part of Work No. 06-1C) and comprising the new Warcop Eastbound Junction on the new A66 and;
- (b) the construction of new cycleway on the north side of the new link road (forming part of the new cycleway between the new Sanford Junction ((Work No. 06-2) and Warcop);
- (c) the construction of new footway (to provide a connection from the existing Footpath 372/021), via the new Walk Mill Underpass to the existing A66.

**Work No. 06-4**— as shown on sheets 3 to 5 of the works plans for scheme 06 and being the construction of a new single carriageway local road between Hayber Lane and Flitholme Road; to include—

- (a) **Work No. 06-4A**— as shown on sheets 3 and 4 of the works plans for scheme 06 and being—
  - (i) the construction of part of a new single carriageway road between Hayber Lane and Flitholme Road replacing the existing A66;
  - (ii) the construction of part of a new cycleway and equestrian track between Hayber Lane and Flitholme Road, as shown on sheets 3 and 4 of the rights of way and access plans for scheme 06; and
  - (iii) the construction of a new local road junction to carry a new local village access road over the new A66 at Warcop (forming part of Work No. 06-5 — the new “Warcop Westbound Junction”);
- (b) **Work No. 06-4B**— as shown on sheets 4 and 5 of the works plans for scheme 06 and being—
  - (i) the construction of part of a new single carriageway road between Hayber Lane and Flitholme Road, replacing the existing A66;
  - (ii) the construction of part of a new local road junction connecting to Flitholme Road (forming part of Work No. 06-6); and
  - (iii) the construction of part of a new cycleway and equestrian track between Hayber Lane and Flitholme Road, as shown on sheets 4 and 5 of the rights of way and access plans for scheme 06.

**Work No. 06-5**— as shown on sheets 3 and 4 of the works plans for scheme 06 and being the construction of a new junction on the new A66 (“Warcop Westbound Junction”) linking the new A66 with the new local village access road and the de-trunked A66 (forming part of Work No. 06-4), to include—

- (a) the construction of a new single carriageway local village access road linking the new A66 westbound carriageway (forming part of Work No. 06-1C) with the existing de-trunked A66 (forming part of Work No. 06-4), via new westbound diverge and merge tapers and comprising the new Warcop Westbound Junction on the new A66;
- (b) the construction of two new underbridges (“Warcop Junction West Underbridge”) and “Warcop Junction East Underbridge”) crossing the Moor Beck, to carry the new local village access road over the Moor Beck;
- (c) works to effect the stopping up of a length of the existing Warcop Road;
- (d) works to effect the stopping up of a length of the existing Station Road;

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- (e) the construction of new single carriageway local village access road running into Warcop from its connection with the new Warcop Westbound Junction); and
- (f) the construction of a new local road connection to Station Road.

**Work No. 06-6**— as shown on sheets 4 and 5 of the works plans for scheme 06 and being the construction of the new single carriageway road (“Flitholme Road Underbridge”) linking the realigned Flitholme Road with the existing A66, to include—

- (a) the construction of a new single carriageway road (to link into the new “Flitholme – Langgrigg Link” – Work No. 06-7A) between the realigned length of Flitholme Road (Work No. 06-7A) and the existing A66 (forming part of Work No. 06-04);
- (b) works to effect the stopping up of a length of the existing Flitholme Road;
- (c) the provision of new footway (to connect with existing Footpath 372/020) beneath the new Flitholme Road Underbridge, to connect to new cycleway (forming part of Work Nos. 06-1D and 06-4);
- (d) the construction of new private means of access, as shown illustratively on sheet 5 of the rights of way and access plans for scheme 06; and
- (e) the construction of a new equestrian track (from the connection of the new Flitholme Road with the existing Flitholme Road through the new Flitholme Road Underbridge) to connect to new cycleway and equestrian track (forming part of Work Nos. 06-1D and 06-4).

**Work No. 06-7**— as shown on sheet 5 of the works plans for scheme 06 and being the construction of a new realigned single carriageway road (“Flitholme – Langgrigg Link”) connecting into Flitholme Road via a new junction on the existing Langgrigg Lane (forming part of Work No. 06-7B), to include—

- (a) **Work No. 06-7A**— as shown on sheet 5 of the works plans for scheme 06 and being—
  - (i) the construction of part of a new single carriageway realigned road (“Flitholme – Langgrigg Link”) linking Flitholme with the new junction on the existing Langgrigg Lane (forming part of Work 06-7B); and
  - (ii) the construction of a length of new equestrian track connecting to Flitholme Road (forming part of Work No. 06-6) and, via Flitholme Road, connecting to new cycleway (forming part of Work Nos. 06-1D and 06-4);
- (b) **Work No. 06-7B**— as shown on sheet 5 of the works plans for scheme 06 and being—
  - (i) the construction of a new length of Langgrigg Lane (forming part of Work No. 06-7A); and
  - (ii) works to effect the stopping up of a length of Langgrigg Lane (including its junction with the westbound carriageway of the existing A66) and provision of a new turning head to the south of the existing A66.

**Work No. 06-8**— as shown on sheet 6 of the works plans for scheme 06 and being the construction of the new single carriageway local access road connecting the existing de-trunked A66 into Main Street, Brough, to include—

- (a) the construction of a new single carriageway local access road connecting the existing de-trunked A66 with Main Street, Brough on the north side of the new A66 (forming part of Work No. 06-1D);
- (b) the construction of new private means of access, as shown illustratively on sheet 6 of the rights of way and access plans for scheme 06;
- (c) the construction of a new cycleway between the existing de-trunked A66 and Main Street, Brough; and
- (d) the construction of a new noise barrier.

**Work No. 06-9**— as shown on sheet 4 of the works plans for scheme 06 and being the provision of facilities for use by and for the benefit of the Ministry of Defence (MoD), to include—

- (a) the provision of a replacement compound including buildings, associated amenities, storage areas, loading and unloading areas, a filling station, hard-standings, and private means of access; and
- (b) an area laid out for use as a playing field or sports pitch, together with associated facilities, including pavilion, storage shed, parking area, hard-standing, and private means of access (including the provision of passing places) via Castlehill.

## PART 5

### SCHEME 07 – BOWES BYPASS

#### **In the administrative area of Durham County Council**

The authorised development is situated in the administrative area of Durham County Council.

A nationally significant infrastructure project as defined in sections 14 (nationally significant infrastructure projects: general) and 22 (highways) of the 2008 Act, and associated development within the meaning of section 115(2) (development for which development consent may be granted) of the 2008 Act, comprising—

**Work No. 07-1**— as shown on sheets 1 to 3 of the works plans for scheme 07 and being the construction of the eastbound carriageway of a new all-purpose dual carriageway (“the new A66”) and improvements to the existing A66 (“the improved A66”) at Bowes, to include—

- (a) **Work No. 07-1A**— as shown on sheets 1 to 3 of the works plans for scheme 07 and being the construction of the new eastbound all-purpose dual carriageway, to include—
  - (i) the improvement of the existing A66 eastbound dual lane carriageway;
  - (ii) the construction of a new layby on the north side of the A66;
  - (iii) the construction and installation of a new variable message sign;
  - (iv) construction of a new eastbound diverge slip road to connect the eastbound A66 to A67 (Work No. 07-5) at Bowes Junction;
  - (v) construction of a new bus layby on the north side of the A66 eastbound diverge slip road;
  - (vi) improvements to and extension of the existing Lyndale Farm underpass which carries an existing private means of access under the A66, including the improvement of the private means of access track;
  - (vii) the construction of a new bridge to carry the new A66 and the A67 (Work No. 07-5);
  - (viii) works to effect the stopping up of existing private means of access and underpass at Bowes Hall;
  - (ix) works to effect the stopping up of existing private means of access into agricultural land on the north side of the A66 at Bowes Hall and to the east of Bowes Hall;
  - (x) the construction of a new A66 eastbound merge slip road connecting the A67 (Work No. 07-5) to the eastbound carriageway of the A66;
  - (xi) works to effect the stopping up of existing private means of access accessed via the eastbound carriageway of the A66 into agricultural land; and
  - (xii) the construction of new private means of access as shown on sheets 1 and 2 of the rights of way and access plans for scheme 07;

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- (b) **Work No. 07-1B**— as shown on sheet 3 of the works plans for scheme 07 and being the construction of the new eastbound all-purpose dual carriageway, to include—
  - (i) the improvement of the existing A66 eastbound dual lane carriageway;
  - (ii) works to effect the stopping up of private means of access onto the existing A66 from Low Broats Farm and from High Broats Farm;
  - (iii) the construction of new private means of access as shown on sheet 3 of the rights of way and access plans for scheme 07; and
  - (iv) the construction of a new footway on the north side of the A66 for the realignment of Bowes Footpath 12; and
- (c) **Work No. 07-1C**— as shown on sheet 3 of the works plans for scheme 07 and being the construction of the new eastbound all-purpose dual carriageway, to include—
  - (i) the improvement of the existing A66 eastbound dual lane carriageway;
  - (ii) works to effect the closure of existing gaps in the central reserve of the A66 at the access to Hulands Quarry;
  - (iii) works to effect the closure of an existing gap in the central reserve of the A66 at the access to Bowes Cross Farm;
  - (iv) the construction of new private means of access as shown on sheet 3 of the rights of way and access plans for scheme 07; and
  - (v) the construction of a new footway on the north side of the A66 for the realignment of Bowes Footpath 12.

**Work No. 07-2**— as shown on sheets 1 to 3 of the works plans for scheme 07 and being the construction of the westbound carriageway of a new all-purpose dual carriageway (“the new A66”) and improvements to the existing A66 (“the improved A66”) at Bowes, to include—

- (a) **Work No. 07-2A**— as shown on sheets 1 to 3 of the works plans for scheme 07 and being the construction of the new westbound all-purpose dual carriageway road, to include—
  - (i) the improvement of the existing A66 westbound dual lane carriageway;
  - (ii) the construction and installation of a new variable message sign;
  - (iii) the construction of a retaining wall on the south side of the A66 and associated works;
  - (iv) the construction of new private means of access, west of Clint Lane Overbridge, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 07;
  - (v) the construction of a new A66 westbound merge slip road connecting the A67 (Work No. 07-5) to the westbound carriageway of the A66 at Bowes Junction;
  - (vi) the construction of new private means of access to agricultural land and premises, and to attenuation ponds, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 07;
  - (vii) construction of a new westbound diverge slip road from the westbound carriageway of the A66 to the improved unnamed side road (forming part of Work No. 07-5);
  - (viii) works to effect the stopping up of private means of access from the western carriageway of the A66 and from the unnamed side road (Work No. 07-5) as shown on sheet 2 of the rights of way and access plans for scheme 07); and
  - (ix) works to stop up the existing junction between the existing A66 and The Street;
- (b) **Work No. 07-2B**— as shown on sheet 3 of the works plans for scheme 07 and being the construction of the new westbound all-purpose dual carriageway, to include—
  - (i) the improvement of the existing A66 westbound dual lane carriageway;



- (ii) works to effect the stopping up of private means of access to Mid Lowfield from the existing A66;
  - (iii) the construction of new private means of access as shown on sheet 3 of the rights of way and access plans for scheme 07; and
  - (iv) the construction of a new layby on the south side of the A66, east of the existing Mid Lowfields Farm access;
- (c) **Work No. 07-2C**— as shown on sheet 3 of the works plans for scheme 07 and being the construction of the new westbound all-purpose dual carriageway, to include—
- (i) the improvement of the existing A66 westbound dual lane carriageway;
  - (ii) works to effect the stopping up of private means of access from the A66 to the East Lowfield Farm and to Bowes Cross Farm;
  - (iii) the construction of new private means of access as shown on sheet 3 of the rights of way and access plans for scheme 07; and
  - (iv) works to effect the closure of the existing gap in the central reserve of the A66 at the access to East Lowfield Farm.

**Work No. 07-3**— as shown on sheet 1 of the works plans for scheme 07 and being the works to effect the stopping up of part of the existing Bowes Footpath 18 and the construction of a length of new public footpath (around the north side of an attenuation pond).

**Work No. 07-4**— as shown on sheet 1 of the works plans for scheme 07 and comprising—

- (a) the improvement of existing private means of access to agricultural land adjoining Clint Lane, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 07;
- (b) works to effect the stopping up of a length of Clint Lane and the associated removal of the existing Clint Lane Overbridge;
- (c) the construction of a new replacement overbridge to carry the improved Clint Lane over the new A66; and
- (d) the improvement of part of the existing Clint Lane.

**Work No. 07-5**— as shown on sheet 2 of the works plans for scheme 07 and comprising—

- (a) the improvement of the existing A67;
- (b) works to effect the stopping up of a length of the existing A67; and
- (c) the construction of new private means of access, as shown illustratively on sheets 1 and 2 of the rights of way and access plans for scheme 07.

**Work No. 07-6**— as shown on sheet 2 of the works plans for scheme 07 and comprising—

- (a) the improvement of the existing Blacklodge Farm Underpass and the improvement of existing private means of access, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 07;
- (b) the construction of a length of new footpath (linking into existing Bowes Footpath 6) on the north side and then on the south side of the new A66, passing under the A66 via the Blacklodge Farm underpass;
- (c) on the north side of the new A66 and passing under the new A66 via the Blacklodge Farm underpass, a new private means of access on the same alignment as part of the new footpath, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 07;
- (d) works to effect the stopping up of part of the existing public right of way, Bowes Footpath 6; and

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- (e) the construction of new private means of access as shown illustratively on sheet 2 of the rights of way and access plans for scheme 07.

**Work No. 07-7**— as shown on sheets 2 and 3 of the works plans for scheme 07 and being the construction of a length of new highway, from The Street on the south side of the existing A66, and passing over the A66 to its north side, comprising—

- (a) **Work No. 07-7A**— as shown on sheets 2 and 3 of the works plans for scheme 07 and comprising—
  - (i) the construction of a length of new highway from The Street on the south side of the existing A66, linking to the East Bowes Accommodation Overbridge (Work No. 07-7B); and
  - (ii) works to effect the stopping up of a length of The Street / Low Road;
- (b) **Work No. 07-7B**— as shown on sheet 3 of the works plans for scheme 07 and comprising—
  - (i) the construction of a length of new highway on the south side of the A66 (linking with Work No. 07-7A) and passing over the new A66 (via the East Bowes Accommodation Overbridge) to the north side of the new A66;
  - (ii) the construction of a new accommodation access bridge (East Bowes Accommodation Overbridge) carrying the new highway over the new A66;
  - (iii) the construction of a new footway along the route of the new highway (part of Work No. 07-7B); and
  - (iv) the construction of private means of access as shown illustratively on sheet 3 of the rights of way and access plans for scheme 07.

**Work No. 07-8**— as shown on sheet 3 of the works plans for scheme 07 and being the construction of a length of new footpath (linking with the new highway (Work No. 07-7)) on the south side of the new A66, to include—

- (a) the construction of a length of new footpath running from its junction with the new highway (Work No. 07-7) on the south side of the new A66; and
- (b) the construction of new private means of access (including to Mid Lowfield Farm, East Lowfield Farm and Bowes Cross Farm), partially sharing the same alignment as the length of new footpath, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 07.

**Work No. 07-9**— as shown on sheet 3 of the works plans for scheme 07 and being the construction of a length of new footpath (linking with the new highway (Work No. 07-7B)) on the north side of the new A66, to include—

- (a) the construction of new private means of access (including to Low Broats Farm and High Broats Farm), on the same alignment as the length of new footpath, as shown illustratively on sheet 3 of the rights of way and access plans for scheme 07; and
- (b) the construction of a new footpath for the realignment of Bowes Footpath 12.

**Work No. 07-10**— as shown on sheet 3 of the works plans for scheme 07 and comprising—

- (a) the improvement of the existing access to Hulands Quarry; and
- (b) the construction of footpath to connect existing Bowes Footpath 6 at Hulands Quarry to the realigned Bowes Footpath 12 constructed as part of Work No. 07-9.

## PART 6

### SCHEME 08 – CROSS LANES TO ROKEBY

#### **In the administrative area of Durham County Council**

The authorised development is situated in the administrative area of Durham County Council.

A nationally significant infrastructure project as defined in sections 14 (nationally significant infrastructure projects: general) and 22 (highways) of the 2008 Act, and associated development within the meaning of section 115(2) (development for which development consent may be granted) of the 2008 Act, comprising—

**Work No. 08-1**— as shown on sheets 1 to 3 of the works plans for scheme 08 and being the construction of a new all-purpose dual carriageway (“the new A66”) and improvements to the existing A66 (“the improved A66”) between Cross Lanes and Rokeby, to include—

- (a) **Work No. 08-1A**— as shown on sheet 1 of the works plans for scheme 08 and being the construction of a new all-purpose dual carriageway and improvements to the existing A66, to include—
  - (i) the improvement of the existing A66 eastbound and westbound dual lane carriageway;
  - (ii) works to effect the stopping up of the existing junction of Rutherford Lane with the A66;
  - (iii) works to effect the stopping up of existing private means of access to property at Pounder Gill and associated construction of new private means of access via Rutherford Lane, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 08;
  - (iv) works to effect the stopping up of existing private means of access at North Bitts;
  - (v) works to effect the stopping up of a length of Bowes Footpath 1 and Rokeby Footpath 7;
  - (vi) the construction of new private means of access, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 08; and
  - (vii) works to effect the removal of the existing observation platform at North Bitts;
- (b) **Work No. 08-1B**— as shown on sheet 1 of the works plans for scheme 08 and being the construction of the new all-purpose dual carriageway and improvements to the existing A66, to include—
  - (i) the construction of new eastbound diverge and merge tapers for a new compact grade-separated junction (Work No. 08-4A) linking the proposed A66 with the realigned Moorhouse Lane link road (Work No. 08-5);
  - (ii) the construction of new westbound diverge and merge tapers for a new compact grade-separated junction (Work No. 08-4B) linking the proposed A66 with the realigned Moorhouse Lane link road (Work No. 08-5);
  - (iii) the construction of a new Cross Lanes Junction bridge to carry the new realigned B6277 (forming part of Work No. 08-5) over the new A66;
  - (iv) works to effect the stopping up of the existing junction of the B6277 with the westbound carriageway of the A66;
  - (v) works to effect the stopping up of private means of access to property from the A66 mainline;

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- (vi) the construction of new private means of access, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 08; and
- (vii) works to effect the stopping up of the existing junction of Moorhouse Lane with the eastbound carriageway of the A66;
- (c) **Work No. 08-1C**— as shown on sheets 1 to 3 of the works plans and being the construction of the new all-purpose dual carriageway and improvements to the existing A66, to include —
  - (i) the construction and installation of new variable message sign on the south side of the new A66;
  - (ii) the construction of new laybys and observation platforms on both sides of the new A66;
  - (iii) works to effect the stopping up of private means of access to Street Side Farm from the existing A66, with new private means of access provided as part of Work No. 08-5;
  - (iv) works to effect the stopping up of private means of access to Birk House Farm from the exiting A66, with new private means of access provided as part of Work No. 08-6;
  - (v) works to effect the stopping up of existing private means of access to the fields east of Streetside Farm;
  - (vi) works to effect the stopping up of private means of access to Tutta Beck Farm and Cottages from the existing A66, and the construction of new replacement private means of access, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 08;
  - (vii) the construction of a new eastbound diverge taper for a new compact grade-separated junction (Work Nos. 08-8A and 08-8B) linking the new A66 with the de-trunked A66 (now C108) (Work No. 08-8C);
  - (viii) the construction of new westbound diverge and merge tapers for a new compact grade-separated junction (Work Nos. 08-8A and 08-8B) linking the proposed A66 with the de-trunked A66 (now C108) (Work No. 08-8C);
  - (ix) works to effect the stopping up of private means of access (including to Ewebank Farm and Tack Room Cottage), and the construction of new private means of access, as shown illustratively on sheet 3 of the rights of way and access plans for scheme 08;
  - (x) works to effect the stopping up of a length of Rokeby Footpath 6;
  - (xi) the construction of new private means of access, as shown illustratively on sheets 2 and 3 of the rights of way and access plans for scheme 08; and
  - (xii) the construction of a new eastbound merge slip road connecting the new C165 Barnard Castle roundabout (part of Work No. 08-8C) with the eastbound carriageway of the new A66.

**Work No. 08-2**— as shown on sheet 1 of the works plans for scheme 08 and being the construction of a new footpath and private means of access, comprising—

- (a) the construction of a length of new footway, linking Bowes Footpath 1 with Rokeby Footpath 7;
- (b) the construction of new private means of access, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 08; and
- (c) works to effect the stopping up of Bowes Footpath 1 and Rokeby Footpath 7.

**Work No. 08-3**— as shown on sheet 1 of the works plans for scheme 08 and being the construction of a length of new footpath to connect the existing Rokeby Footpath 7 with the existing Rokeby Footpath 8.

**Work No. 08-4**— as shown on sheet 1 of the works plans for scheme 08 and being the construction of the compact connector roads, connecting the improved A66 to the new realigned B6277 (forming part of Work No. 08-5), comprising—

- (a) **Work No. 08-4A**— as shown on sheet 1 of the works plans for scheme 08 and being—
  - (i) the construction of a new Cross Lanes junction eastbound connector road linking the new A66 eastbound carriageway to the new B6277 Moorhouse Lane (Work No. 08-5); and
  - (ii) the construction of new private means of access for North Bitts via the eastbound compact connector road, as shown illustratively on sheet 1 of the rights of way and access plans for scheme 08;
- (b) **Work No. 08-4B**— as shown on sheet 1 of the works plans for scheme 08 and being the construction of a new Cross Lanes Junction westbound connector road linking the new A66 westbound carriageway to the new B6277 Moorhouse Lane (Work No. 08-5).

**Work No. 08-5**— as shown on sheet 1 of the works plans for scheme 08 and being the construction of the new B6277 Moorhouse Lane link road, comprising—

- (a) the construction of a new link road and bridge over the new A66 (Work No. 08-1B) connecting the B6277 Moorhouse Lane (to the north of the A66) with Rutherford Lane (to the south of the A66);
- (b) the construction of new and improved lengths of carriageway, connecting Rutherford Lane with the new link road;
- (c) works to effect the stopping up of Rutherford Lane between the new realigned link road and the realigned Rutherford Lane;
- (d) the construction of new private means of access, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 08;
- (e) works to effect the stopping up of a short length of Rokeby Footpath 8;
- (f) the construction of a length of new road to connect the new link road (north of Ivy Cottage) to the existing B6277 Moorhouse Lane North;
- (g) improvements to the existing Moorhouse Lane (North) carriageway; and
- (h) works to effect the stopping up of a length of Moorhouse Lane between the new link road and the new carriageway on Moorhouse Lane (North).

**Work No. 08-6**— as shown on sheet 1 of the works plans for scheme 08 and being the construction of a new side road around the north of the Cross Lanes Farm Shop, comprising—

- (a) the construction of a length of new road connecting the existing Moorhouse Lane on the south side of the A66 with the new link road (Work No. 08-5);
- (b) works to alter the existing access to Cross Lanes Farm Shop and Café to facilitate entry and exit;
- (c) works to effect the stopping up of the existing exit from the Cross Lanes Farm Shop Café; and
- (d) the construction of new private means of access, as shown illustratively on sheets 1 and 2 of the rights of way and access plans for scheme 08.

**Work No. 08-7**— as shown on sheets 1 and 2 of the works plans for scheme 08 and being—

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- (a) the construction of a length of new cycle track extending eastwards from its junction with the existing Moorhouse Lane (North) (Work No. 08-5) to the new Rokeby Junction (Work No. 08), where it links with the de-trunked A66 (Work No. 08-8C); and
- (b) the construction of new private means of access (off Moorhouse Lane) as shown illustratively on sheets 1 and 2 of the rights of way and access plans for scheme 08.

**Work No. 08-8**— as shown on sheets 2 and 3 of the works plans for scheme 08 and being the construction of the new Rokeby Junction and improvement of the existing A66, comprising—

- (a) **Work No. 08-8A**— as shown on sheet 2 of the works plans for scheme 08, to include—
  - (i) the construction of new connector road comprising part of a new compact grade-separated junction (“new Rokeby Junction”), connecting the new A66 to a de-trunked length of the existing A66;
  - (ii) the construction of a new underbridge, forming part of the new Rokeby Junction, and carrying the new connector road under the new A66;
  - (iii) the construction of new cycleway from the existing public footpath west of St. Mary’s Church (Rokeby Footpath 5), following the new junction and connecting with the new cycle track on the south side of the A66 (forming part of Work No. 08-9); and
  - (iv) the construction of new private means of access to Rokeby Grange, connecting the existing access to the connector road for the new Rokeby Junction, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 08;
- (b) **Work No. 08-8B**— as shown on sheet 2 of the works plans for scheme 08 and being the construction of new eastbound connector road at the new Rokeby Junction, connecting the eastbound carriageway of the new A66 to a de-trunked length of the existing A66; and
- (c) **Work No. 08-8C**— as shown on sheet 3 of the works plans for scheme 08 and being the improvement of a de-trunked length of the existing A66, to include—
  - (i) the construction of a new roundabout at the existing junction of the A66 with the C165 Barnard Castle Road; and
  - (ii) the construction of a length of new realigned C165 Barnard Castle Road connecting the existing C165 Barnard Castle Road to the new roundabout.

**Work No. 08-9**— as shown on sheet 2 and 3 of the works plans for scheme 08 and being the construction of a public right of way, comprising—

- (a) construction of a length of new cycle track from the new Rokeby Junction, eastwards towards Greta Bridge, and linking into existing cycleway provision which extends north-westwards out of Greta Bridge;
- (b) the construction of new private means of access to Tutta Beck Farm and Cottages as shown illustratively on sheet 2 of the rights of way and access plans for scheme 08;
- (c) the construction of new private means of access, on the same alignment as the new cycle track ((a) above), to land and premises (including Ewebank Farm, attenuation pond, and Tack Room Cottages), as shown illustratively on sheet 3 of the rights of way and access plans for scheme 08; and
- (d) works to effect the stopping up of a length of Rokeby Footpath 6.

## PART 7

### SCHEME 09 – STEPHEN BANK TO CARKIN MOOR

#### **In the administrative area of the North Yorkshire Council**

The authorised development is situated in the administrative area of the North Yorkshire Council.

A nationally significant infrastructure project as defined in sections 14 (nationally significant infrastructure projects: general) and 22 (highways) of the 2008 Act, and associated development within the meaning of section 115(2) (development for which development consent may be granted of the 2008 Act, comprising—

**Work No. 09-1**— as shown on sheets 1 to 4 of the works plans for scheme 09 and being the construction of a new all-purpose dual carriageway (“the new A66”) and improvements to the existing A66 (“the improved A66”) between Stephen Bank and Carkin Moor, to include—

- (a) **Work No. 09-1A**— as shown on sheets 1 and 2 of the works plans for scheme 09 and being the construction of new carriageways of the A66 from a point 676 metres to the west of the junction of the A66 with the access to Browson Bank and continuing in an easterly direction, to include—
  - (i) the improvement of the existing A66 eastbound carriageway;
  - (ii) works to effect the stopping up of private means of access to the A66 from Browson Bank Farm;
  - (iii) works to effect the closure of the central reserve on the A66 opposite the private means of access to Browson Bank Farm;
  - (iv) the construction of new carriageway connecting the existing A66 to the westbound carriageway of the new A66 dual carriageway; and
  - (v) the construction of a layby and observation platform on the westbound carriageway including the provision of a footway at the rear of the layby;
- (b) **Work No. 09-1B**— as shown on sheets 2 and 3 of the works plans for scheme 09 and being—
  - (i) the construction of new carriageways of the A66; and
  - (ii) the construction of a layby and observation platform on the eastbound carriageway, including the provision of a footway at the rear of the layby;
- (c) **Work No. 09-1C**— as shown on sheets 3 and 4 of the works plans for scheme 09 and being the construction of new carriageways of the A66, to include—
  - (i) the construction of new eastbound diverge and merge tapers for a new compact grade-separated junction (Work No. 09-8A) linking the proposed A66 with de-trunked A66 (Work No. 09-3D); and
  - (ii) the construction of new westbound diverge and merge tapers for a new compact grade-separated junction (Work No. 09-8B) linking the proposed A66 with de-trunked A66 (Work No. 09-3D);
- (d) **Work No. 09-1D**— as shown on sheet 4 of the works plans for scheme 09 and being—
  - (i) the construction of new carriageways of the A66; and
  - (ii) the construction of a new retaining wall and associated works on the south side of the A66 dual carriageway;
- (e) **Work No. 09-1E**— as shown on sheet 4 of the works plans for scheme 09, to include—
  - (i) the construction of new westbound carriageway of the A66; and

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- (ii) works to effect the closure of the central reserve on the A66 opposite the access to Warrener Lane;
  - (f) **Work No. 09-1F**— as shown on sheet 4 of the works plans for scheme 09 and being the construction of new eastbound carriageway of the A66;
  - (g) **Work No. 09-1G**— as shown on sheet 4 of the works plans for scheme 09 and being the improvement of the existing A66 westbound carriageway; and
  - (h) **Work No. 09-1H**— as shown on sheet 4 of the works plans for scheme 09 and being the improvement of the existing A66 eastbound carriageway.
- Work No. 09-2**— as shown on sheets 1 and 2 of the works plans for scheme 09 and comprising the construction of a new bridleway on the north side of the new A66, to include—
- (a) works to effect the stopping up of a length of existing Bridleway Hutton Magna 12 southwards, for the remainder of its length, from the point where it meets the new private means of access, as shown on sheet 1 of the rights of way and access plans for scheme 09;
  - (b) the construction of new bridleway, from the stopped-up Bridleway Hutton Magna 12 in an easterly direction, passing beneath the A66 via an accommodation underpass ((e) below), to connect with the realigned de-trunked A66 (on the south side of the new A66);
  - (c) the construction of new private means of access on the north side of the A66, running parallel to the A66, and through the accommodation underpass ((e) below), facilitating access to agricultural land on the north of the new A66 and access to the de-trunked A66 on the south, as shown illustratively on sheets 1 and 2 of the rights of way and access plans for scheme 09;
  - (d) the construction of new private means of access to agricultural land to the north and to the east and west of the new bridleway and private means of access, as shown illustratively on sheets 1 and 2 of the rights of way and access plans for scheme 09; and
  - (e) the construction of a new accommodation underpass to carry the bridleway under the new A66.
- Work No. 09-3**— as shown on sheets 1 to 4 of the works plans for scheme 09 and being the construction, improvement and de-trunking of the existing A66, to include—
- (a) **Work No. 09-3A**— as shown on sheets 1 and 2 of the works plans for scheme 09 and being—
    - (i) the construction of new private means of access to land (including Browson Bank and an attenuation pond), as shown illustratively on sheet 1 of the rights of way and access plans for scheme 09;
    - (ii) the construction of an equestrian track on the north side of the carriageway, commencing from the new accommodation underpass (Work No. 09-2) and continuing in an easterly direction;
    - (iii) works to effect the stopping up of access to land on the north side of the existing A66, opposite the existing junction of the A66 with Dick Scot Lane, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 09; and
    - (iv) the improvement of the northernmost length of the existing Dick Scot Lane where it meets the de-trunked A66 and the new equestrian track;
  - (b) **Work No. 09-3B**— as shown on sheet 2 of the works plans for scheme 09 and being the construction of a new realigned section of the de-trunked A66, to include—
    - (i) the construction of the new realigned carriageway of the existing A66;
    - (ii) works to effect the stopping up of a length of existing Footpath 20.55/1/1 as shown illustratively on sheet 2 of the rights of way and access plans for scheme 09;



- (iii) works to effect the stopping up of private means of access to agricultural land on the south side of the A66 and the construction of new replacement private means of access, to the east of Dick Scot Lane, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 09;
  - (iv) works to effect the stopping up of private means of access to Old Duns Bank and the construction of a new private means of access, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 09;
  - (v) works to effect the stopping up of private means of access into agricultural land on the south side of the A66 and the construction of new replacement private means of access, to the west of Collier Lane, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 09;
  - (vi) works to effect the stopping up of a redundant length of the existing A66 where the new A66 deviates to the north of the de-trunked A66;
  - (vii) the construction of a length of new footway along the route of part of the de-trunked A66 to connect to the existing Footpath 20.55/1/1;
  - (viii) the construction of a new private means of access to land (including attenuation ponds) on the west side of Waitlands Lane, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 09;
  - (ix) the construction of a new pedestrian crossing west of the junction of Collier Lane with the de-trunked A66, to enable connectivity with the new footway ((vii) above);
  - (x) the construction of new private means of access to agricultural land on the north side of the de-trunked A66, east of Collier Lane, as shown illustratively on sheet 2 of the rights of way and access plans for scheme 09; and
  - (xi) the construction of an equestrian track on the north side of the carriageway of the de-trunked A66;
- (c) **Work No. 09-3C**— as shown on sheets 2 and 3 of the works plans for scheme 09 and being—
- (i) the provision of an equestrian track on the north side of the carriageway of the de-trunked A66; and
  - (ii) the construction of new private means of access to agricultural land on the north side of the de-trunked A66, as shown illustratively on sheet 3 of the rights of way and access plans for scheme 09;
- (d) **Work No. 09-3D**— as shown on sheets 3 and 4 of the works plans for scheme 09 and being the construction of new carriageway on the de-trunked A66, to include—
- (i) the construction of an equestrian track on the north side of the carriageway of the de-trunked A66;
  - (ii) the construction of a new private means of access to agricultural land on the north side of the carriageway, as shown illustratively on sheet 3 of the rights of way and access plans for scheme 09;
  - (iii) the construction of new private means of access to land (including attenuation ponds) on the north side of the de-trunked A66, as shown illustratively on sheet 3 of the rights of way and access plans for scheme 09;
  - (iv) the construction of new private means of access to land (including attenuation ponds) on the south side of the de-trunked A66, to connect to the new bridleway (and private means of access) (Work No. 09-11), as shown illustratively on sheet 3 of the rights of way and access plans for scheme 09; and

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- (v) the provision of new at-grade crossing facilities for non-motorised users on the de-trunked A66;
- (e) **Work No. 09-3E**— as shown on sheets 3 and 4 of the works plans for scheme 09 and comprising—
  - (i) the construction of new carriageway and re-alignment of existing carriageway of the de-trunked A66; and
  - (ii) the construction of an equestrian track on the north side of the de-trunked A66;
- (f) **Work No. 09-3F**— as shown on sheet 4 of the works plans for scheme 09 comprising—
  - (i) the construction of new carriageway and re-alignment of existing carriageway of the de-trunked A66;
  - (ii) the construction of an equestrian track on the north side of the de-trunked A66; and
  - (iii) the construction of new private means of access to land (including attenuation ponds), as shown illustratively on sheet 4 of the rights of way and access plans for scheme 09;
- (g) **Work No. 09-3G**— as shown on sheet 4 of the works plans for scheme 09 and comprising—
  - (i) the construction of new carriageway to connect the realigned de-trunked A66 with Warrener Lane;
  - (ii) the construction of an equestrian track on the north side of the de-trunked A66;
  - (iii) works to effect the stopping up a length of the existing Warrener Lane southwards from its junction with the existing A66 to the point where it meets the realigned de-trunked A66; and
  - (iv) the provision of a new at-grade equestrian crossing facility.

**Work No. 09-4**— as shown on sheets 2 and 3 of the works plans for scheme 09 and being the construction of a new footpath, to include—

- (a) works to effect the stopping up of a length of existing Footpath 20.72/1/1 to the south-west of West Layton Nursery, for the remainder of its length, from the point where it meets the boundary of the new A66;
- (b) the construction of a length of new footpath to connect Footpath 20.72/1/1 to the Collier Lane overbridge (forming part of Work No. 09-5);
- (c) works to effect the stopping up of Footpath 20.23/8/1, from the point where it meets the boundary of the new A66; and
- (d) the construction of a new footpath on the north side of the carriageway to connect Footpath 20.23/8/1 to the Collier Lane overbridge (forming part of Work No. 09-5).

**Work No. 09-5**— as shown on sheet 2 of the works plans for scheme 09 and being the construction of a new overbridge and the realignment of Collier Lane to the existing de-trunked A66 carriageway, to include—

- (a) works to effect the stopping up of a section of Collier Lane, from its existing junction with the A66 in a north-easterly direction for a distance of 160 metres;
- (b) the provision of a pedestrian crossing on the north side of the new overbridge;
- (c) the construction of the overbridge linking Collier Lane to the existing de-trunked A66; and
- (d) the construction of new footway on the eastern side of the overbridge to connect the existing Footpaths 20.72/1/1 and 20.23/8/1 with the de-trunked A66 on the south side of the new A66.

**Work No. 09-6**— as shown on sheets 2 and 3 of the works plans and being the construction of a new footpath connecting the new equestrian track on the north side of the de-trunked A66 to the existing Footpath 20.23/8/1 on the south side of the new A66.

**Work No. 09-8**— as shown on sheet 3 of the works plans for scheme 09 and being the construction of the new compact grade separated junction at Mains Gill (“the new Mains Gill Junction”) between the realigned, de-trunked A66 and the improved A66, comprising—

(a) **Work No. 09-8A**—

- (i) the construction of a new eastbound compact connector road;
- (ii) the construction of a new underbridge to carry the connector road under the improved A66 (Work No. 09-1C);
- (iii) the provision of an equestrian crossing facility;
- (iv) the construction of an equestrian track on a length of the east side of the carriageway from the realigned Moor Lane (Work No. 09-8C) to the crossing facility ((iii) above); and
- (v) the construction of an equestrian track on the west side of the carriageway from the crossing facility ((iii) above) to the crossing facility on the westbound connector road (Work No. 09-8B);

(b) **Work No. 09-8B**—

- (i) the construction of a new westbound compact connector road;
- (ii) the provision of a new pedestrian / equestrian crossing facility; and
- (iii) the construction of an equestrian track to link to the equestrian track on the north side of the de-trunked A66; and

(c) **Work No. 09-8C**—

- (i) the construction of a new realigned length of Moor Lane to connect the existing Moor Lane to the new eastbound compact connector road (and then the new underbridge) (forming part of Work No. 09-8A);
- (ii) works to effect the stopping up of a length of the existing Moor Lane between the realigned Moor Lane link road and the de-trunked A66 (forming part of Work No. 09-3C); and
- (iii) the construction of an equestrian track on the south side of the Moor Lane link road, linking the new equestrian track on the east side of the underbridge (part of Work No. 09-8A) to the new bridleway (Work No. 09-9).

**Work No. 09-9**— as shown on sheets 3 and 4 of the works plans for scheme 09 and comprising the construction of a new bridleway, to include—

- (a) works to effect the stopping up of a length of its existing Bridleway 20.23/5/1 southwards, from the point at which it meets the new A66, to its terminus; and
- (b) the construction of a new bridleway commencing from its junction with the new realigned Moor Lane (forming part of Work No. 09-8C) and connecting at its easternmost end with the existing Bridleway 20.23/5/1.

**Work No. 09-10**— as shown on sheet 3 of the works plans for scheme 09 and comprising the construction of a new bridleway connecting the crossing facility on the Mains Gill Junction (forming part of Work No. 09-8A), to the equestrian track on the north side of the de-trunked A66 (forming part of Work No. 09-3C).

**Work No. 09-11**— as shown on sheet 3 of the works plans for scheme 09 and comprising the construction of a bridleway, to include—

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- (a) works to effect the stopping up of a length of existing Bridleway 20.55/6/1 where it crosses the western boundary of the farm shop; and
- (b) the construction of a new bridleway (also accommodating a new private means of access) connecting the new crossing of the de-trunked A66 (forming part of Work No. 09-3D) to the existing Bridleway 20.55/6/1.

**Work No. 09-12**— as shown on sheet 4 of the works plans for scheme 09 and comprising a new bridleway passing under the new A66, to include—

- (a) works to effect the stopping up of a length of existing Bridleway 20.30/8/1;
- (b) the construction of a new bridleway to connect the existing Bridleway 20.30/8/1 on the north side of the new A66 to the new equestrian track alongside the de-trunked A66 to the south of the new A66;
- (c) the construction of a new underpass to carry the new bridleway under the new A66; and
- (d) the construction of a new junction between the new bridleway and the existing Warrener Lane.

**Work No. 09-13**— as shown on sheet 4 of the works plans for scheme 09, to include—

- (a) works to effect the stopping up of a length of existing Bridleway 20.30/9/1 and a length of existing Bridleway 20.33/24/1;
- (b) the construction of a new bridleway from the new bridleway link (part of Work No. 09-12) to the realigned Warrener Lane (part of Work No. 09-3F);
- (c) the provision of new private means of access over part of the new bridleway, as shown on sheet 4 of the rights of way and access plans for scheme 09; and
- (d) works to effect the stopping up of a length of the existing Warrener Lane between its junction with the de-trunked A66 and its intersection with the new A66.

## PART 8

### SCHEME 11 – A1(M) J53 SCOTCH CORNER

#### **In the administrative area of the North Yorkshire Council**

The authorised development is situated in the administrative area of the North Yorkshire Council.

A nationally significant infrastructure project as defined in sections 14 (nationally significant infrastructure projects: general) and 22 (highways) of the 2008 Act, and associated development within the meaning of section 115(2) (development for which development consent may be granted) of the 2008 Act, comprising—

**Work No. 11-1**— as shown on sheet 1 of the works plans for scheme 11 and being the improvement of the existing A66 at its junction with the A1(M) Junction 53, Scotch Corner Roundabout, to include—

- (a) the provision of an additional lane on the existing Scotch Corner North Overbridge within the existing bridge cross section, facilitated by the reduction of the southern verge width;
- (b) works to construct an additional lane and to facilitate its tie-in to the existing circulatory carriageway on both the east side and the west side of the existing Scotch Corner North Overbridge; and
- (c) associated improvements to the existing circulatory carriageway of the Scotch Corner Roundabout.

**Work No. 11-2**— as shown on sheet 1 of the works plans for scheme 11 and being the improvement of Middleton Tyas Lane, to include—

- (a) the construction of additional carriageway to facilitate widening of the existing Middleton Tyas Lane, on approach to the circulatory carriageway of the Scotch Corner Roundabout;
- (b) the construction and improvement of footway and cycleway on the south side of Middleton Tyas Lane; and
- (c) the improvement of the existing Middle Tyas Lane eastbound and westbound carriageways.

### **Ancillary Works**

For the purposes of or in connection with the construction of any of the works and other development mentioned above, ancillary or related development which does not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement, consisting of—

- (a) works within highways, including—
  - (i) alteration of the layout of any street permanently or temporarily, including increasing or reducing the width of the carriageway of any street by increasing or reducing the width of any kerb, footway, cycleway, or verge within the street; and altering the level or increasing the width of any footway, cycleway or verge within the street; works for the strengthening, improvement, repair, maintenance or reconstruction of any street; and works associated with the tie-in of the authorised development to the existing highway;
  - (ii) street works, including breaking up or opening a street, or any sewer, drain or tunnel under it, and tunnelling or boring under a street;
  - (iii) relocation or provision of new road traffic signs, signals, street lighting, road restraints and carriageway lane markings;
  - (iv) works to alter, remove or maintain street furniture or apparatus (including statutory undertakers' apparatus) in, under or above a street, including mains, sewers, drains, pipes, cables, cofferdams, lights fencing and other boundary treatments;
  - (v) works to facilitate traffic management, provide vehicle recovery services and to deliver information relating to the authorised development; and
  - (vi) works to stop up, provide or re-provide private means of access to land or premises;
- (b) Other works and development—
  - (i) for the strengthening, alteration or demolition of any building;
  - (ii) to place, alter, divert, relocate, protect, remove or maintain services, plant and other apparatus and equipment belonging to statutory undertakers, utility companies and others in, under or above land, including mains, sewers, drains, pipes, cables, lights, cofferdams, fencing and other boundary treatments including bollards;
  - (iii) comprising ramps, steps, footpaths, footways, shared use cycle tracks, cycleways, bridleways, equestrian tracks, non-motorised user routes or links, byways open to all traffic, restricted byways, private means of access, laybys and crossing facilities;
  - (iv) comprising embankments, cuttings viaducts, bridges, aprons, abutments, shafts, foundations, retaining walls, drainage works, drainage treatment areas, flood compensation units, ponds, lagoons, outfalls, pollution control devices, pumping stations, impounding sumps, culverts, wing walls, fire fighting system water tanks and associated plant and equipment, highway lighting and fencing;

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- (v) comprising settlement monitoring and mitigation measures for the benefit or protection of, or in relation to, any land, building or structure, including monitoring and safeguarding of existing infrastructure, utilities and services affected by the authorised development;
- (vi) comprising landscaping, re-grading, re-profiling, contouring, noise barriers, anti-dazzle features, works associated with ecological and archaeological investigation and mitigation, and other works to mitigate any adverse effects of the construction, operation or maintenance of the authorised development;
- (vii) comprising the processing, deposition or use of excavated materials;
- (viii) comprising areas of hard or soft landscaping works, or public realm, at various locations adjacent to the new or improved highway and associated works;
- (ix) comprising site preparation works, site clearance (including fencing and other boundary treatments, vegetation removal, works of demolition, including demolition of existing structures, and the creation of alternative highways or footpaths) and earthworks (including soil stripping and storage and site levelling);
- (x) comprising construction compounds and working sites, temporary structures, storage areas (including storage of excavated material and other materials), temporary vehicle parking, construction fencing, perimeter enclosure, security fencing, construction-related buildings, erection of construction plant and equipment, temporary display of notices or advertisements, temporary worker accommodation facilities, welfare facilities, office facilities, other ancillary accommodation, construction lighting, haulage roads, and other buildings, machinery, apparatus, processing plant, works and conveniences;
- (xi) comprising service compounds, plant and equipment rooms, offices, staff mess rooms, welfare facilities, and other ancillary and administrative accommodation;
- (xii) comprising ground investigation works and remedial work in respect of any contamination or other adverse ground condition, including the installation and monitoring of associated apparatus;
- (xiii) comprising works for the benefit or protection of the authorised development; and
- (xiv) comprising works of whatever nature, as may be necessary or expedient for the purposes of, or for purposes associated with or ancillary to, the construction, operation or maintenance of the authorised development.