

## SCHEDULES

### SCHEDULE 1

Article 2

#### AUTHORISED DEVELOPMENT

**In the administrative areas of Cambridgeshire County Council, Huntingdonshire District Council and South Cambridgeshire District Council.**

The authorised development is situated as follows—

in respect of the whole of each and every Work No. in the administrative area of Cambridgeshire County Council;

in respect of the whole of Work Nos. 1, 2, 3, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.10, 4.11, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64 and 88 and part of Work No.5 in the administrative area of Huntingdonshire District Council; and

in respect of the whole of Work Nos. 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 86 and 87 and part of Work No.5 in the administrative area of South Cambridgeshire District Council.

The authorised development is a nationally significant infrastructure project as defined in sections 14 and 22 of the 2008 Act, and associated development within the meaning of section 115(2) of the 2008 Act, comprising—

**Work No.1** - shown on sheets 1, 2, 4, 5, 6 and 7 of the works plans and being the improvement of the A1(T) trunk road ('the improved A1') totalling 6.1 kilometres in length, between the south side of the A1(T) Junction with the B1043 at Alconbury and the A1(T) Junction with the B1514 Buckden Road north of Buckden, to include—

- (a) the widening (to 3 lane dual carriageway standard) and realignment of the existing carriageway of the A1(T) between its junction with the B1043 at Alconbury and its junction with the new A14 (Work No.5);
- (b) the realignment of a length of dual 2 lane carriageway from its junction with the new A14 (Work No.5) to the existing A1(T) Junction with the B1514 Buckden Road north of Buckden.
- (c) the construction of flood compensation area 1 at the location shown on sheet 1 of the works plans, 400 metres south of the Alconbury Junction on the west side of the improved A1 close to Cock Brook;
- (d) the construction of drainage attenuation ponds 1 and 2 with associated drainage facilities and landscaping at locations shown on sheet 1 of the works plans with private means of access shown on sheets 1 and 2 of the rights of way and access plans and described in Schedule 4;
- (e) works to restructure Matcham's Bridge over Cock Brook beneath the improved A1 (Work No.1) located 1,200 metres south of Alconbury Junction at the location shown on sheet 1 of the works plans;
- (f) the closure of the junction with Woolley Road located on sheet 2 of the works plans and shown on sheet 2 of the rights of way and access plans;

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- (g) the construction of a route for non-motorised users southwards from Brooklands Lane, south of Alconbury Junction, generally in the west verge of the improved A1 and then following the access track to drainage attenuation pond 1 running between the improved A1 and the Huntingdon Life Sciences site to the new Woolley Road (Work No.2);
- (h) the construction of flood compensation area 2 at the location shown on sheet 2 of the works plans, 1,300 metres south of Alconbury Junction on the east side of the improved A1 (Work No.1) close to Cock Brook;
- (i) the construction of flood compensation area 3 at the location shown on sheet 2 of the works plans, 1,700 metres south of Alconbury Junction on the east side of the improved A1 (Work No.1) close to Alconbury Brook;
- (j) the extinguishment of the existing layby on the A1 northbound carriageway situated between 800 and 1,050 metres south of Alconbury Junction and located on sheet 1 of the works plans, and the extinguishment of the existing layby on the A1 southbound carriageway situated between 1,300 metres and 2,050 metres south of Alconbury Junction located on sheet 2 of the works plans and field access from this layby shown on sheet 2 of the rights of way and access plans;
- (k) the re-alignment of Alconbury Brook between 1,900 metres and 2,100 metres south of Alconbury Junction, including the re-location of an existing bailey bridge over the brook at the location shown on sheet 2 of the works plans;
- (l) the construction of drainage attenuation ponds 4 and 6 with associated drainage facilities, access and landscaping at the locations shown on sheet 2 of the works plans and sheet 2 of the rights of way and access plans;
- (m) the construction of drainage attenuation pond 8 with associated drainage facilities, access and landscaping at the location shown on sheet 4 of the works plans and sheet 3 of the rights of way and access plans;
- (n) the construction of a new access track on the east side of the improved A1 (Work No.1) between Alconbury Junction and Brampton Hut Interchange, incorporating a section of the existing layby, proposed to be extinguished, which in addition to serving drainage attenuation ponds 2, 4, 6 and 8 provides private means of access via the re-located bailey bridge from Brampton Hut Interchange to land to the east of Alconbury Brook, as shown on sheets 1, 2 and 3 of the rights of way and access plans and described in Schedule 4;
- (o) the construction of flood compensation area 4 at the location shown on sheet 4 of the works plans, 800 metres north of Brampton Hut Interchange on the west side of the new Woolley Road (Work No.2);
- (p) alterations to the culvert for Ellington Brook Relief Channel beneath the improved A1 (Work No.1) located 500 metres north of Brampton Hut Interchange located on sheet 4 of the works plans;
- (q) the construction of flood compensation area 5 at the location shown on sheet 4 of the works plans, 200 metres north of Brampton Hut Interchange on the east side of the improved A1 (Work No.1);
- (r) the provision of works to effect improvements to the slip roads at Brampton Hut Interchange located on sheet 4 of the works plans;
- (s) the construction of drainage attenuation ponds 10 and 13 with associated drainage facilities and landscaping at locations shown on sheet 5 of the works plans with private means of access as shown on sheets 5 and 6 of the rights of way and access plans and described in Schedule 4;

- (t) the construction of a new culvert for Brampton Brook beneath the improved A1 (Work No.1) located 1,100 metres south of Brampton Hut Interchange, located on sheet 5 of the works plans;
- (u) works associated with the diversion of Bridleway 28/19 as shown on the rights of way and access plans sheets 5 and 6 and described in Schedule 4;
- (v) the construction of a new bridge to carry the new Grafham Road (Work No. 6) over the improved A1 (Work No.1), the new A14 (Work No.5), the new A14/A1 northbound link (Work No.7) and the new A14/A1 southbound link (Work No.8) situated 100 metres south of the point where the existing Grafham Road crosses the A1(T) and located on sheet 6 of the works plans;
- (w) the construction of a new bridge to carry the new A14/A1 northbound link (Work No.7) over the improved A1 (Work No.1) located 600 metres south of the point where the existing Grafham Road crosses the A1(T) and located on sheet 6 of the works plans;
- (x) the construction of flood compensation area 10 at the location shown on sheet 6 of the works plans, immediately south of the new Grafham Road (Work No.6) on the east side of the improved A1 (Work No.1);
- (y) the construction of flood compensation areas 11 and 12 at the locations shown on sheet 6 of the works plans, between 50 and 400 metres south of the new Grafham Road (Work No.6) on the west side of the improved A1 (Work No.1);
- (z) the improvement of Mere Lane (Byway 28/1 and 32/11) for use by construction traffic during of scheme construction on its length between Grafham Road and the B1514 Buckden Road, as located on sheets 6 and 7 of the works plans;
- (aa) the construction of new sign and signal gantries over the improved A1 (Work No.1); and
- (bb) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, noise barrier works, protected species facilities, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.2** - shown on sheets 2 and 4 of the works plans and being the construction of the new Woolley Road single carriageway highway from a point 50 metres north-west of its junction with the A1(T), generally southward for a distance of 2.5 kilometres to a new junction with the A14 to a point 520 metres west of the A1(T)/A14 Brampton Hut Interchange, to include—

- (a) the construction of drainage attenuation ponds 3, 5 and 7 with associated drainage facilities and landscaping at locations shown on sheets 2 and 4 of the works plans with private means of access as shown on sheets 1, 2 and 3 of the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access);
- (b) the construction of a new culvert for Ellington Brook Relief Channel beneath the new Woolley Road located 500 metres north of Brampton Hut Interchange;
- (c) the construction of a new bridge carrying the new Woolley Road (Work No.2) over Ellington Brook located 600 metres west of Brampton Hut Interchange, located on sheet 4 of the works plans;
- (d) the construction of a new cycleway running from the southern corner of the Huntingdon Life Sciences site along the easterly verge of the new Woolley Road southwards and then westwards to the junction with the new bridleway referred to in paragraph (e) below;
- (e) all located on sheet 4 of the works plans, the works associated with the provision of a new bridleway between a point on the new Woolley Road (Work No.2) 200 metres west of the A1(T), generally southward across a new bridge over Ellington Brook to the existing A14

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100 metres west of Brampton Hut Interchange. The route continues as a cycleway (within the highway boundary) eastwards along the A14 north verge to Brampton Hut Interchange where crossing facilities are provided to access Brampton Hut Service Area;

- (f) shown on sheet 3 of the rights of way and access plans and described in Schedule 4, the construction of a private means of access running 600 metres generally westwards, and in part alongside Ellington Brook, beginning at a point on the new Woolley Road (Work No.2) 200 metres north-east of the new Ellington Junction (part of Work No.3); and
- (g) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, protected species facilities, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.3** - shown on sheet 4 of the works plans and being the construction of the new A14 Brampton Hut Link dual carriageway highway from a point 200 metres west of the A1(T)/A14 Brampton Hut Interchange, generally south-westward then over the new A14 (Work No.5) to a new junction with the new A14 (Work No.5) at the new Ellington Junction, a total distance of 540 metres, to include—

- (a) the construction of a new Ellington Junction comprising a pair of roundabouts in a dumbbell arrangement across the new A14 (Work No.5);
- (b) the construction of new private means of access from the new Ellington Junction to lands on its south-west side as shown on sheet 3 of the rights of way and access plans and described in Schedule 4; and
- (c) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work Nos. 4.1 to 4.15** - shown on sheets 3, 5, 6, 7, 13, 14, 18, 22 and 23 of the works plans, the excavation, working and restoration of borrow pits to win material required for the construction of the A14 Cambridge to Huntingdon Improvement Scheme, to include—

- (a) Work No. 4.1 - shown on sheet 3 of the works plans, the borrow pit is located on the north side of the A14 and situated between 1 kilometre and 1.3 kilometres west of Brampton Hut Interchange;
- (b) Work No. 4.2 - shown on sheet 3 of the works plans, the borrow pit is located on the north side of the A14 adjacent to Work No. 4.1 and situated between 1 kilometre and 1.3 kilometres west of Brampton Hut Interchange;
- (c) Work No. 4.3 - shown on sheet 5 of the works plans, the borrow pit is located on the west side of the improved A1 (Work No.1) and situated between 400 metres and 900 metres south of Brampton Hut Interchange. The work includes the construction of flood compensation area 7 within the allocated area;
- (d) Work No. 4.4 - shown on sheet 5 of the works plans, the borrow pit is located on the west side of the improved A1 (Work No.1) and situated between 900 metres and 1,100 metres south of Brampton Hut Interchange. The work includes the construction of flood compensation area 8 within the allocated area;
- (e) Work Nos. 4.5 and 4.6 - shown on sheets 5 and 6 of the works plans, the borrow pits are located on the west side of the existing A1 and situated between 1,100 metres and 1,750 metres south of Brampton Hut Interchange;

- (f) Work No. 4.7 - shown on sheet 6 of the works plans, the borrow pit is located on the east side of the existing A1 and situated between Grafham Road and Buckden Road. The work includes the construction of flood compensation area 10 within the allocated area;
- (g) Work No. 4.8 - shown on sheet 7 of the works plans, the borrow pit is located 150 metres to the northern side of the existing Buckden Road and 150 metres south of Sokemans Way;
- (h) Work No. 4.9 - NOT USED
- (i) Work Nos. 4.10 and 4.11 - shown on sheets 13 and 14 of the works plans, the borrow pits are located between Potton Road and Hilton Road to the north of the new A14 (Work No.5) and to the east and south of West Brook;
- (j) Work No. 4.12 - shown on sheet 18 of the works plans, the borrow pit is located to the north-west of the existing Boxworth Road and 1,100 metres to the south-west of the existing A14;
- (k) The improvement of existing Boxworth Road for use by construction traffic on its length between the access point to the borrow pit and the Cambridge Services roundabout, as shown on sheets 18 and 19 of the works plans; and
- (l) Work Nos. 4.13, 4.14 and 4.15 - shown on sheets 22 and 23 of the works plans, the three borrow pits are in a group located to the north-east of the existing A14 and 200 metres to the south-east of Dry Drayton Road.

**Work No.5** - shown on sheets 3 to 17 and 19 to 23 of the works plans being the construction of a new all-purpose dual carriageway ('the new A14') and improvements to sections of the existing A14, totalling 26.7 kilometres in length between a point 1,150 metres west of the A1(T)/A14 Brampton Hut Interchange and the junction of the improved A14 with the M11 Motorway at Girton Interchange, to include—

- (a) the construction of drainage attenuation pond 9 with associated drainage facilities and landscaping located on sheet 4 of the works plans and construction of a private means of access from the new Ellington Junction as shown on sheet 3 of the rights of way and access plans and described in Schedule 4;
- (b) the construction of drainage attenuation ponds 11 and 12 with associated drainage facilities, access and landscaping at locations shown on sheet 5 of the works plans and construction of a private means of access from Park Road / Grafham Road as shown on sheets 5 and 6 of the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access);
- (c) the construction of drainage attenuation pond 14 with associated drainage facilities and landscaping located on sheet 6 of the works plans and construction of a private means of access from Park Road / Grafham Road as shown on sheet 6 of the rights of way and access plans and described in Schedule 4;
- (d) the construction of drainage attenuation pond 15 with associated drainage facilities and landscaping located on sheet 8 of the works plans and construction of a private means of access from Brampton Road including improvement of the existing track passing Lodge Farm if required, as shown on sheets 7 and 8 of the rights of way and access plans and described in Schedule 4;
- (e) the construction of drainage attenuation ponds 16 and 17 with associated drainage facilities and landscaping at the locations shown on sheet 8 of the works plans and construction of private means of access from Offord Road, as shown on sheet 8 and 9 of the rights of way and access plans and described in Schedule 4;
- (f) the construction of drainage attenuation pond 18 with associated drainage facilities and landscaping located on sheet 12 of the works plans and construction of a private means of

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- access from Ermine Street as shown on sheets 11 and 12 of the rights of way and access plans and described in Schedule 4;
- (g) the construction of drainage attenuation pond 19 with associated drainage facilities and landscaping located on sheet 13 of the works plans and construction of a private means of access from Potton Road as shown on sheet 13 of the rights of way and access plans and described in Schedule 4;
  - (h) the construction of drainage attenuation ponds 20 and 21 with associated drainage facilities and landscaping located on sheet 14 of the works plans and construction of private means of access from Hilton Road as shown on sheet 14 of the rights of way and access plans and described in Schedule 4;
  - (i) the construction of drainage attenuation ponds 22 and 23 with associated drainage facilities and landscaping located on sheet 15 of the works plans and construction of a private means of access from the new Conington Road as shown on sheets 14 and 15 of the rights of way and access plans and described in Schedule 4;
  - (j) the construction of drainage attenuation pond 24 with associated drainage facilities and landscaping located on sheet 15 of the works plans and construction of a private means of access from New Barns Lane as shown on sheet 15 of the rights of way and access plans and described in Schedule 4;
  - (k) the construction of drainage attenuation pond 25 with associated drainage facilities and landscaping located on sheet 16 of the works plans and construction of a private means of access from New Barns Lane as shown on sheet 16 of the rights of way and access plans and described in Schedule 4;
  - (l) the construction of drainage attenuation pond 26 with associated drainage facilities and landscaping located on sheet 17 of the works plans and construction of a private means of access from the new Swavesey Junction (Work No.20) as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;
  - (m) the construction of drainage attenuation pond 27 with associated drainage facilities and landscaping located on sheet 17 of the works plans and construction of a private means of access from the new A14/Swavesey Junction Link Road (Work No.19) as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;
  - (n) the construction of drainage attenuation pond 30 with associated drainage facilities and landscaping located on sheet 17 of the works plans and construction of a private means of access from the new Cambridge Services Link Road (Work No.21) as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;
  - (o) the construction of drainage attenuation pond 31 with associated drainage facilities and landscaping located on sheet 17 of the works plans and construction of a private means of access from the Local Access Road (Work No.22) as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;
  - (p) the construction of drainage attenuation ponds 33 and 35 with associated drainage facilities and landscaping located on sheet 19 of the works plans and construction of a private means of access from Robin's Lane as shown on sheets 18 and 19 of the rights of way and access plans and described in Schedule 4;
  - (q) the construction of drainage attenuation pond 38 with associated drainage facilities and landscaping located on sheet 20 of the works plans and construction of a private means of access from the new Robin's Lane (Work No.23) as shown on sheet 19 of the rights of way and access plans and described in Schedule 4;
  - (r) the construction of drainage attenuation ponds 44 and 46 with associated drainage facilities and landscaping located on sheet 22 of the works plans and construction of a private means

- of access from the Local Access Road (Work No.22) as shown on sheet 21 of the rights of way and access plans and described in Schedule 4;
- (s) the construction of drainage attenuation ponds 49 and 50 with associated drainage facilities and landscaping located on sheet 23 of the works plans and construction of a private means of access from the new Dry Drayton to Girton Local Access Road (Work No.27) as shown on sheet 22 of the rights of way and access plans and described in Schedule 4;
  - (t) the construction of drainage attenuation pond 51 with associated drainage facilities and landscaping located on sheet 23 of the works plans and construction of a private means of access from the new Dry Drayton to Girton Access Track (Work No.26), as shown on sheet 23 of the rights of way and access plans and described in Schedule 4;
  - (u) the construction for the new A14 (Work No.5), of an eastbound exit slip and westbound entry slip and, for emergency and maintenance access only, an eastbound entry slip road and a westbound exit slip road at the new Ellington Junction (Work No.3) located on sheet 4 of the works plans;
  - (v) the construction of flood compensation area 6 at the location shown on sheet 5 of the works plans, 600 metres south-west of Brampton Hut Interchange on the south-west side of the new A14 (Work No.5);
  - (w) the construction of a new bridge located 500 metres south of Brampton Hut Interchange to carry the new A14 (Work No.5) and a new cycleway over the improved A1 (Work No.1), located on sheet 5 of the works plans;
  - (x) the construction of a new culvert for Brampton Brook beneath the new A14 (Work No.5) situated 1,100 metres south of Brampton Hut Interchange, located on sheet 5 of the works plans;
  - (y) works associated with a new section of bridleway from the bridge carrying the new A14 (Work No.5) and a cycleway over the improved A1 (Work No.1) to Park Road on the east side of the new A14 (Work No.5) as shown on the rights of way and access plans sheets 5 and 6 and described in Schedule 4;
  - (z) works associated with a new section of bridleway from the bridge carrying the new A14 (Work No.5) and a cycleway over the improved A1 (Work No.1) to the new Grafham Road (Work No.6) on the west side of the improved A1 (Work No.1) as shown on the rights of way and access plans sheets 5 and 6 and described in Schedule 4;
  - (aa) the construction of flood compensation area 9 at the location shown on sheets 5 and 6 of the works plans, north of the new Grafham Road (Work No.6) on the east side of the new A14 (Work No.5);
  - (bb) the construction of a new bridge located 450 metres south of the crossing of Park Road over the A1 to carry the new A14/A1 southbound link (Work No.8) over the new A14 (Work No.5), located on sheet 6 of the works plans;
  - (cc) the construction of a new bridge to carry the new A14 (Work No.5) over the new B1514 Buckden Road (Work No.9), located on sheet 7 of the works plans;
  - (dd) the construction of a new westbound exit slip road from the new A14 (Work No.5) leading to the new Brampton Road (Work No.10) for emergency/maintenance use only, located on sheet 7 of the works plans;
  - (ee) the construction of a new westbound entry slip road to the new A14 (Work No.5) for emergency/maintenance use only, situated immediately to the north of pond 15 and leading from the new private means of access, as shown on the rights of way and access plans sheets 7 and 8, that would run alongside the north of the new A14 between the new B1514 Buckden Road (Work No.9) and Buckden Gravel Pits, located on sheet 8 of the works plans. This access would be routed through an underpass beneath the new A14 and

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- immediately west of the new viaduct for the River Great Ouse to access the southern side of the new A14;
- (ff) the construction of flood compensation areas 13 and 14 at the locations shown on sheet 8 of the works plans, immediately north-west of Buckden Gravel Pits and between Mill Road and the new A14 (Work No.5);
  - (gg) the construction of a new west and east viaduct to carry the new A14 (Work No.5) over Buckden Gravel Pits and the River Great Ouse, located on sheet 8 of the works plans;
  - (hh) the construction of a new track for maintenance access running between Offord Road and the new A14 (Work No.5) along the west side of the East Coast Mainline Railway, located on sheet 8 of the rights of way and access plans and described in Schedule 4;
  - (ii) the construction of flood compensation area 15 at the location shown on sheet 8 of the Works Plans, immediately west of the East Coast Mainline Railway to the north of the new A14 (Work No.5);
  - (jj) the construction of a new bridge to carry the new A14 (Work No.5) over the East Coast Mainline Railway, as located on sheet 8 of the works plans;
  - (kk) the construction of a new bridge to carry the re-aligned B1043 Offord Road (Work No.11) over the new A14 (Work No.5) situated 40 metres to the west of the existing B1043 Offord Road, as shown on sheet 9 of the works plans;
  - (ll) the construction of a new accommodation bridge and approach ramps to support access over the new A14 (Work No.5) located 1,050 metres east of the B1043 Offord Road as shown on sheet 9 of the rights of way and access plans and described in Schedule 4;
  - (mm) the construction of a new bridge to carry the re-aligned Silver Street and Pathfinder Long Distance Walk (Work No.12) over the new A14 (Work No.5) situated 50 metres to the east of the existing Silver Street/Pathfinder Long Distance Walk, located on sheet 10 of the works plans;
  - (nn) the construction of a new culvert to carry the new A14 (Work No.5) over an un-named watercourse situated 210 metres east of Silver Street, located on sheet 10 of the works plans;
  - (oo) the construction of a new culvert to carry the new A14 (Work No.5) over an un-named watercourse situated 570 metres east of Silver Street, located on sheet 10 of the works plans;
  - (pp) the construction of an eastbound exit slip and a westbound entry slip for the new A14 (Work No.5) at the new A1198 Ermine Street Junction (Work No.13), located on sheet 11 of the works plans;
  - (qq) the construction of an eastbound entry slip road and a westbound exit slip road for the new A14 (Work No.5) at the new A1198 Ermine Street Junction (Work No.13) for emergency and maintenance access only, located on sheet 11 of the works plans;
  - (rr) works associated with re-alignment of Bridleway 121/10 onto the south side of the new A14 (Work No.5) between 1 kilometre and 1.5 kilometres east of the A1198 Ermine Street as shown on the rights of way and access plans sheet 12 and described in Schedule 4;
  - (ss) the construction of a new culvert to carry the new A14 (Work No.5) over the Huntingdonshire D.C. Award Drain situated 700 metres west of Mere Way, located on sheet 12 of the works plans;
  - (tt) the construction of a new bridge to carry the Mere Way improvement (Work No.14) over the new A14 (Work No.5), as located on sheet 12 of the works plans and on sheet 12 of the rights of way and access plans;



- (uu) the construction of a new culvert to carry the new A14 (Work No.5) over the Huntingdonshire D.C. Award Drain situated 340 metres east of Mere Way, located on sheet 12 of the works plans;
- (vv) the construction of a new culvert to carry the new A14 (Work No.5) over an un-named watercourse situated 500 metres west of Potton Road, located on sheet 13 of the works plans;
- (ww) the construction of flood compensation area 16 at the location shown on sheet 13 of the works plans, immediately west of the new Potton Road (Work No.15) to the north of the new A14 (Work No.5);
- (xx) the construction of a new bridge to carry the new B1040 Potton Road (Work No.15) over the new A14 (Work No.5) situated 80 metres east of the existing B1040 Potton Road, as located on sheet 13 of the works plans;
- (yy) the construction of a new bridge to carry the new A14 (Work No.5) over the re-aligned West Brook (Work No.15) situated 100 metres east of the existing West Brook, located on sheet 13 of the works plans;
- (zz) the construction of a new bridge to carry the new Hilton Road (Work No.16) over the new A14 (Work No.5) situated 90 metres east of the existing Hilton Road as shown on sheet 14 of the works plans;
- (aaa) the construction of flood compensation area 17 at the location shown on sheet 14 of the works plans, centred 100 metres east of the new Hilton Road (Work No.16), to the north of the new A14 (Work No.5);
- (bbb) the construction of a new culvert to carry the new A14 (Work No.5) over an un-named watercourse situated 120 metres west of the new Conington Road (Work No.17), located on sheet 14 of the works plans;
- (ccc) the construction of a new culvert to carry the new A14 (Work No.5) over the Oxholme Drain, located 450 metres west of the new New Barns Lane (Work No.18), located on sheet 15 of the works plans;
- (ddd) the construction of a new bridge to carry the new Conington Road (Work No.17) over the new A14 (Work No.5) situated 120 metres east of the existing Conington Road as shown on sheet 15 of the works plans;
- (eee) the construction of eastbound exit and entry slip roads and westbound exit and entry slip roads at the new Conington Road (Work No.17) for emergency and maintenance access only for the new A14 (Work No.5), located on sheet 15 of the works plans;
- (fff) the construction of a new bridge to carry the new New Barns Lane (Work No.18) over the new A14 (Work No.5) situated at the existing New Barns Lane as shown on sheet 16 of the works plans;
- (ggg) NOT USED;
- (hhh) the construction of a new culvert situated 50 metres to the south-east side of New Barns Lane to carry the new A14 (Work No.5) over Covells Drain, located on sheet 16 of the works plans;
- (iii) NOT USED;
- (jjj) NOT USED;
- (kkk) the construction of a new culvert for an un-named watercourse diverted beneath the new A14 (Work No.5) and situated 120 metres south-east of the access to Friesland Farm, located on sheet 17 of the works plans;

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- (lll) the construction of eastbound exit and entry slip roads and westbound exit and entry slip roads at the new Swavesey Junction (Work No.20), located on sheets 17 and 19 of the works plans;
- (mmm) the construction of a new bridge over the new A14 (Work No.5) to carry the main carriageway for the new Swavesey Junction (Work No.20) and demolition of the existing junction bridge over the A14, located on sheet 17 of the works plans;
- (nnn) the construction of a new link to accommodate pedestrians and cyclists between the new Local Access Road (Work No.22) and Boxworth Road carried by bridges over the new A14 (Work No.5), new Local Access Road (Work No.22) and new Cambridge Services Link Road (Work No.21), located on sheet 19 of the works plans;
- (ooo) extensions to the culvert for Swavesey Drain beneath the new A14 (Work No.5) situated 100 metres south-east of the existing Bucking Way Road/A14 junction, located on sheet 19 of the works plans;
- (ppp) the construction of a westbound off-slip road from the new A14 (Work No.5) to Cambridge Services and Boxworth Road at the existing roundabout at Swavesey Junction, located on sheet 19 of the works plans;
- (qqq) extensions to the culvert for Utton's Drove Drain beneath the new A14 (Work No.5) situated south of the sewage works, located on sheet 19 of the works plans;
- (rrr) the construction of flood compensation area 21 at the location shown on sheet 19 of the works plans, to the south of the new A14 (Work No.5) opposite the sewage works;
- (sss) the construction of a new bridge over the new A14 (Work No.5) to carry the main carriageway for the new Robin's Lane (Work No.23), located on sheet 20 of the works plans;
- (ttt) extensions to the culvert for an un-named watercourse beneath the new A14 (Work No.5) situated 500 metres south-east of Hill Farm Cottages, located on sheet 20 of the works plans.
- (uuu) the construction of eastbound exit and entry slip roads and westbound exit and entry slip roads off the new A14 (Work No.5) to the new Bar Hill Junction (Work No.24) with associated landscaping as shown on sheet 21 of the works plans;
- (vvv) the construction of a new access road off the westbound entry slip road to the new A14 (Work No.5) at the new Bar Hill Junction (Work No.24) with an entrance and exit for the existing Service Area, and egress onto the westbound carriageway of the new A14 (Work No.5), located on sheet 21 of the works plans;
- (www) works associated with the construction of a new non-motorised user route along the south side of the new A14 (Work No.5) between the Service Area and Saxon Way continuing on the southern side of the existing roundabout at Crafts Way, located on sheet 21 of the works plans;
- (xxx) the construction of two new bridges over the new A14 (Work No.5) to carry the main carriageway for the new Bar Hill Junction roundabout (Work No.24) and demolition of the existing junction bridge over the A14, located on sheet 21 of the works plans;
- (yyy) extensions to a culvert for Longstanton Brook beneath the new A14 (Work No.5), situated 200 metres west of the new westernmost Bar Hill junction bridge, located on sheet 21 of the works plans;
- (zzz) the construction of a new link to accommodate pedestrians, cyclists and equestrians between a point 120 metres south-east of B1050 Hattons Road on the new Local Access Road (Work No.22) and a point on Crafts Way at the junction with Saxon Way, carried by bridges over the new A14 and the Bar Hill Junction slip roads (Work No.5) 550 metres in length, located on sheet 21 of the works plans;

- (aaaa) alterations to a culvert for Oakington Brook beneath the new A14 (Work No.5) situated 700 metres south-east of the B1050 Hattons Road junction with the A14, located on sheet 21 of the works plans;
- (bbbb) alterations to a culvert for an un-named watercourse that flows into Oakington Brook beneath the new A14 (Work No.5) situated 320 metres north-west of the junction with Oakington Road, located on sheet 22 of the works plans;
- (cccc) the construction of flood compensation area 28 at the location shown on sheet 23 of the works plans, to the south of the new A14 (Work No.5) and west of Catch Hall;
- (dddd) the construction of sign and signal gantries over the new A14 (Work No.5) as required;
- (eeee) the construction of emergency laybys for the new A14 (Work No.5) as required; and
- (ffff) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, noise barrier works, protected species facilities, landscaping works, works associated with the provision of ecological mitigation and such other works as are associated with the construction of the authorised development.

**Work No.6** - shown on sheet 6 of the works plans and being the construction of the new Grafham Road single carriageway highway, 1,305 metres in length, from a point 925 metres south-west of the bridge carrying Grafham Road over the A1(T) to a point 380 metres north-east of that bridge, to include—

- (a) the construction of a new private means of access from Grafham Road (Work No.6) to land and to drainage attenuation pond 14 as shown on sheet 6 of the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access);
- (b) the construction of a cycleway along the northernmost verge of the new Grafham Road carriageway within the highway boundary;
- (c) the construction of an access from the new Grafham Road (Work No.6) to a retained length of the existing Grafham Road with an entrance to fishing lakes east of the new A14 (Work No.5);
- (d) the construction of new passing places for vehicles within the verge of the existing Grafham Road between its junction with the improved Mere Lane (Byway 28/1 and 32/11) eastwards to the point where it joins the new Grafham Road (Work No.6);
- (e) the construction of a new private means of access between the existing Grafham Road and Mere Lane as shown on sheet 6 of the rights of way and access plans and described in Schedule 4; and
- (f) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, safety barrier works, fencing works, protected species facilities, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.7** - shown on sheets 6 and 7 of the works plans and being the construction of the new single carriageway A14/A1 northbound link (Work No.7) at the new Brampton Interchange from a point on the new A14 (Work No.5) 410 metres east of the bridge carrying the A1(T) over the B1514 Buckden Road, generally north-westward over the new B1514 Buckden Road (Work No.9), continuing over the improved A1(Work No.1), then generally northward under the new Grafham Road (Work No.6) to a point on the improved A1 80 metres north-west of the bridge carrying Grafham Road over the A1(T), totalling 1.14 kilometres in length, to include the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, protected

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species facilities, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.8** - shown on sheets 6 and 7 of the works plans and being the construction of the new single carriageway A1/A14 southbound link road at the new Brampton Interchange from a point on the improved A1 at the bridge carrying the existing Park Road over the A1(T), generally southward under the new Grafham Road (Work No.6), continuing over the new A14 (Work No.5), then over the new B1514 Buckden Road (Work No.9), to a point on the new A14 110 metres south of the junction of Brampton Road with the B1514 Buckden Road, totalling 1.17 kilometres in length, to include—

- (a) the construction of a new eastbound entry slip road to the new A1/A14 southbound link (Work No.8) from the new B1514 Buckden Road (Work No.9) for emergency and maintenance use only; and
- (b) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, protected species facilities, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.9** - shown on sheet 7 of the works plans and being the construction of the new B1514 Buckden Road single carriageway highway, 900 metres in length, from a point 100 metres east of the bridge carrying the A1(T) over the B1514 Buckden Road, generally north-eastward under the new A14 (Work No.5) to a point on the B1514 Buckden Road 490 metres north-east of its junction with Brampton Road, to include—

- (a) the construction of a new private means of access to the new A1/A14 southbound link (Work No.8) from the new B1514 Buckden Road (Work No.9) for emergency and maintenance access as shown on the rights of way and access plans sheet 7 and described in Schedule 4;
- (b) the construction of new private means of access from the new B1514 Buckden Road (Work No.9) for Station Farm and fields to the north of the A14 as shown on the rights of way and access plans sheets 6 and 7 and described in Schedule 4;
- (c) the construction of a new roundabout junction with new Brampton Road (Work No.10) as located on sheet 7 of the works plans;
- (d) the construction of a cycleway within the highway boundary along the northernmost verge of the new B1514 Buckden Road (Work No.9) carriageway, on the west of the new roundabout junction with the new Brampton Road, switching to the southernmost verge on the east of the new junction as located on sheet 7 of the works plans; and
- (e) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.10** - shown on sheet 7 of the works plans and being the construction of the new Brampton Road single carriageway highway, 470 metres in length, from the junction of Brampton Road with the A1(T) Great North Road, generally northward to a junction with the new B1514 Buckden Road (Work No.9) at a point 320 metres east of the bridge carrying the A1(T) Great North Road over the B1514 Buckden Road, to include—

- (a) improvements to the existing private means of access to land and premises between the new Brampton Road (Work No.10) and generally south-eastwards past Lodge Farm as shown on the rights of way and access plans sheets 7 and 8 and as described in Schedule 4;
- (b) the construction of new roads giving access to and from the westbound carriageway of the new A14 (Work No.5) for emergency and maintenance use, shared with new private

means of accesses to premises as shown on the rights of way and access plans sheets 7 and 8 and described in Schedule 4;

- (c) the construction of a cycle track with a right of way on foot within the highway boundary along the easternmost verge of the new Brampton Road (Work No.10) carriageway; and
- (d) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.11** - shown on sheets 8 and 9 of the works plans and being the construction of the new B1043 Offord Road single carriageway highway, 1.12 kilometres in length, from a point 120 metres north of the access to Offord Hill Farm, south-westward over the new A14 (Work No.5) to a point on B1043 Offord Road 1 kilometre south-west of the access to Offord Hill Farm, to include—

- (a) the construction of new private means of access to land as shown on sheets 8 and 9 of the rights of way and access plans and described in Schedule 4;
- (b) the construction of a cycleway within the highway boundary along the easternmost verge of the new B1043 Offord Road (Work No.11) carriageway; and
- (c) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.12** - shown on sheet 10 of the works plans and being the construction of the new Silver Street single carriageway highway and Pathfinder Long Distance Walk, 570 metres in length, from a point 70 metres north of the access to Lower Debden Farm, southward over the new A14 (Work No.5) to the point where Silver Street ends 500 metres south of that access, to include—

- (a) the construction of new private means of access to land as shown on sheet 10 of the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access);
- (b) the construction of a cycleway within the highway boundary along the westernmost verge of the new Silver Street (Work No.12) carriageway; and
- (c) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, safety barrier works, fencing works, landscaping works, works associated with the provision of ecological mitigation and such other works as are associated with the construction of the authorised development.

**Work No.13** - shown on sheet 11 of the works plans and being the construction of the new A1198 Ermine Street single carriageway highway, 1.08 kilometres in length, from a point 30 metres north-west of the access to the Beacon Field Equine Centre, south-eastward over the new A14 (Work No.5) to a point on A1198 Ermine Street 1.5 kilometres south-west of that access, to include—

- (a) the construction of a junction with the new A14 (Work No.5) with roundabouts in a dumbbell arrangement;
- (b) the construction of new roads giving access to the new A14 (Work No.5) east of Ermine Street for emergency and maintenance purposes as shown on sheet 11 of the rights of way and access plans and described in Schedule 4;
- (c) the construction of new private means of access to land and premises as shown on sheet 11 of the rights of way and access plans and described in Schedule 4;
- (d) the construction of a cycleway within the highway boundary along the easternmost verge of the new A1198 Ermine Street (Work No.13) carriageway; and

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- (e) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road marking works, street lighting works at junctions, safety barrier works, fencing works, landscaping works, works associated with the provision of ecological mitigation and such other works as are associated with the construction of the authorised development.

**Work No.14** - shown on sheet 12 of the works plans and being the improvement of Mere Way for a length 420 metres, from a point 260 metres south-west of the access to Topfield Farm, generally southward over the new A14 (Work No.5) to a point 680 metres south-west of the access to Topfield Farm, to include—

- (a) the construction of a new culvert to carry the Mere Way improvement (Work No.14) over the Huntingdonshire D.C. Award Drain, on the south side of the new A14 (Work No.5); and
- (b) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.15** - shown on sheet 13 of the works plans and being the construction of the new B1040 Potton Road single carriageway highway, 1.09 kilometres in length, from a point 50 metres north-east of the point where West Brook meets B1040 Potton Road from the west, north-eastward over the new A14 (Work No.5) to a point on B1040 Potton Road 1.14 kilometres north-east of the point on West Brook, to include—

- (a) the construction of new private means of access to land as shown on sheet 13 of the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access);
- (b) the construction of a cycleway within the highway boundary along the westernmost verge of the new B1040 Potton Road (Work No.15) carriageway;
- (c) the construction of a new culvert to carry the new B1040 Potton Road (Work No.15) over the Huntingdonshire D.C. Award Drain;
- (d) the re-alignment of West Brook on the easternmost side of the new B1040 Potton Road (Work No.15) including the connection of the Huntingdonshire D.C. Award Drain; and
- (e) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road marking works, safety barrier works, fencing works, protected species facilities,, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.16** - shown on sheet 14 of the works plans and being the construction of the new Hilton Road single carriageway highway, 910 metres in length, from a point 210 metres south-west of the junction of Pear Tree Close and Hilton Road, south-westward over the new A14 (Work No.5) to a point on Hilton Road 170 metres south-west of the access to Oxholme Farm, to include—

- (a) the construction of new private means of access to land and premises as shown on sheet 14 of the rights of way and access plans and described in Schedule 4;
- (b) the construction of a cycleway within the highway boundary along the westernmost verge of the new Hilton Road (Work No.16) carriageway; and
- (c) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, safety barrier works, fencing works, landscaping works, works associated with the provision of ecological mitigation and such other works as are associated with the construction of the authorised development.

**Work No.17** - shown on sheet 15 of the works plans and being the construction of the new Conington Road single carriageway highway, 800 metres in length, from a point on the Access Road linking the

A14 with Conington Road 210 metres south-east of the junction of the Access Road and Conington Road, generally southward over the new A14 (Work No.5) to a point on Conington Road 500 metres north-west of its junction with New Barns Lane, to include—

- (a) the construction of new private means of access to land as shown on sheet 15 of the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access);
- (b) the construction of a cycleway within the highway boundary along the easternmost verge of the new Conington Road (Work No.17) carriageway linking at its southern limit to the new footpath Reference B, as shown on sheet 15 of the rights of way and access plans and described in Schedule 4;
- (c) the construction of new private means of access for emergency use and maintenance of the new A14 (Work No.5) as shown on sheet 15 of the rights of way and access plans; and
- (d) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.18** - shown on sheet 16 of the works plans and being the construction of the new New Barns Lane single carriageway highway, 490 metres in length, from its junction with the A14, south-westward over the new A14 (Work No.5) to a point on New Barns Lane 490 metres south-west of that junction, to include—

- (a) the construction of new private means of access to land as shown on sheet 16 of the rights of way and access plans and described in Schedule 4;
- (b) the construction of a cycleway within the highway boundary along the westernmost verge of the new New Barns Lane (Work No.18) carriageway; and
- (c) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, safety barrier works, fencing works, protected species facilities, (as required), landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.19** - shown on sheets 16 and 17 of the works plans and being the construction of the new A14/Swavesey Junction Link Road dual carriageway highway, 1.12 kilometres in length, from a point on the existing A14, 300 metres north-west of the access to Friesland Farm, generally south-eastward to a junction with the new Bucking Way Road (Work No.20) at Swavesey Junction 280 metres west of the new junction of Anderson Road and Bucking Way Road with the Local Access Road (Work No.22), to include—

- (a) the construction of drainage attenuation pond 28 with associated drainage facilities and landscaping at the location shown on sheet 17 of the works plans and construction of a private means of access from the new A14/Swavesey Junction Link Road (Work No.19) as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;
- (b) the construction of new private means of access to land as shown on sheet 17 of the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access);
- (c) the construction of a new culvert for an un-named watercourse beneath the new A14/Swavesey Junction Link Road (Work No.19) located 150 metres east of the access to Friesland Farm from the A14;
- (d) the construction of a cycle track with a right of way on foot and a separate equestrian track within the highway boundary along the northernmost verge of the new A14/Swavesey Junction Link Road (Work No.19); and

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- (e) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.20** - shown on sheet 17 of the works plans and being the construction of the new Bucking Way Road single carriageway highway, from the new junction of Anderson Road and Bucking Way Road with the Local Access Road (Work No.22), westward to a new junction with the A14/Swavesey Junction Link Road (Work No.19), then south-westward over the new A14 (Work No.5) at the new Swavesey Junction, a total distance of 600 metres, to include—

- (a) the construction of a cycle track with a right of way on foot and a separate equestrian track within the highway boundary along the northernmost side of the new A14/Bucking Way Road joining those provided along the northernmost verge of the new A14/Swavesey Junction Link Road (Work No.19) and the new Local Access Road (also Work No.22);
- (b) the construction of a new Swavesey Junction comprising of a pair of roundabouts in a dumbbell arrangement across the new A14 (Work No.5);
- (c) the construction of a new private means of access to land from Swavesey Junction as shown on sheet 17 of the rights of way and access plans and described in Schedule 4; and
- (d) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.21** - shown on sheets 17 and 19 of the works plans and being the construction of the new Cambridge Services Link Road single carriageway highway, 600 metres in length, from a new junction at the southern end of the new Bucking Way Road (Work No.20), eastward to the existing roundabout adjacent to Cambridge Services, to include—

- (a) the construction of drainage attenuation pond 29 with associated drainage facilities and landscaping at the location shown on sheet 17 of the works plans and construction of a private means of access from the new Cambridge Services Link Road (Work No.21) as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;
- (b) the construction of a new private means of access to land as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;
- (c) the construction of a new culvert for Swavesey Drain beneath the new Cambridge Services Link Road (Work No.21) located 120 metres north-west of the existing roundabout adjacent to Cambridge Services as located on sheet 19 of the works plans;
- (d) the construction of a cycle track with a right of way on foot around the southern and western sides of the existing roundabout within the highway boundary, between Cambridge Services and the new route for pedestrians and cyclists over the new A14 (Work No.5) as shown on sheet 19 of the works plans; and
- (e) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road marking works, street lighting works at junctions, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.22** - shown on sheets 17, 19, 20, 21, and 22 of the works plans and being the construction of the new Local Access Road single carriageway highway between Swavesey Junction and Dry Drayton Road from the new Bucking Way Road (Work No.20) at the new junction with Anderson Road, southward then generally south-eastward through Bar Hill Junction to a new junction with Dry Drayton Road at a point 170 metres north-east of its junction with the A14, a total distance of 5.33 kilometres, to include—



- (a) the construction of drainage attenuation pond 32 with associated drainage facilities and landscaping located on sheet 17 of the works plans and construction of a private means of access from the Local Access Road as shown on sheet 17 of the rights of way and access plans;
- (b) the construction of drainage attenuation ponds 34 and 36 with associated drainage facilities and landscaping located on sheet 19 of the works plans and construction of private means of access from the new Local Access Road (Work No.22) as shown on sheet 18 of the rights of way and access plans;
- (c) the construction of drainage attenuation pond 39 with associated drainage facilities and landscaping located on sheet 20 of the works plans and construction of a private means of access from the new Local Access Road (Work No.22) as shown on sheet 19 of the rights of way and access plans;
- (d) the construction of drainage attenuation ponds 40, 41, 42 and 43 with associated drainage facilities and landscaping located on sheet 21 of the works plans and construction of private means of access from the new Local Access Road (Work No.22) as shown on sheet 20 of the rights of way and access plans;
- (e) the construction of drainage attenuation pond 45 with associated drainage facilities and landscaping located on sheet 22 of the works plans and construction of a private means of access from the new Local Access Road (Work No.22) as shown on sheet 21 of the rights of way and access plans;
- (f) the construction of a new roundabout at the junction with Bucking Way Road (Work No.20) and Anderson Road;
- (g) the construction of new private means of access to land and premises as shown on sheets 18,19, 20 and 21 the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access);
- (h) the construction of a cycle track with a right of way on foot and a separate equestrian track along the easternmost verge of the new Local Access Road (Work No.22);
- (i) the construction of access to a new route to accommodate pedestrians and cyclists across the new A14 (Work No.5) from the new Local Access Road (Work No.22) to Boxworth Road located on sheet 17 of the works plans;
- (j) the construction of two bus laybys, one serving each traffic direction, within 200 metres of the new junction of Anderson Road and Bucking Way Road located on sheet 17 of the works plans;
- (k) the construction of a new culvert for Swavesey Drain beneath the new Local Access Road (Work No.22) situated 100 metres south-east of the existing Bucking Way Road/A14 junction located on sheet 19 of the works plans;
- (l) the construction of a new junction with Robin's Lane (Work No.23) situated 150 metres north-west of the existing Robin's Lane junction with the A14 with a crossing for the cycleway provided at Robin's Lane, located on sheet 20 of the works plans;
- (m) the construction of the new bridge to carry Robin's Lane over the new Local Access Road and over the A14 (Work No.5), located on sheet 20 of the works plans;
- (n) the construction of a new junction with the new B1050 Hattons Road link road (Work No.24) with a controlled crossing of the link road, located on sheet 21 of the works plans;
- (o) the construction of a new bridge to carry the new B1050 Hatton's Road link (Work No.24) over the new Local Access Road (Work No.22), located on sheet 21 of the works plans;

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- (p) the construction of a controlled crossing of the new Local Access Road (Work No.22) to provide pedestrian, cyclist and equestrian access across the new A14 (Work No.5) to Saxon Way, located on sheet 21 of the works plans;
- (q) the construction of a new culvert for Longstanton Brook beneath the new Local Access Road (Work No.22) situated 220 metres north-west of B1050 Hattons Road, located on sheet 21 of the works plans;
- (r) NOT USED;
- (s) NOT USED;
- (t) NOT USED;
- (u) the construction of a new culvert for Oakington Brook beneath the new Local Access Road (Work No.22) situated 700 metres south-east of B1050 Hattons Road, located on sheet 21 of the works plans;
- (v) NOT USED;
- (w) the construction of a new culvert for an un-named watercourse beneath the new Local Access Road (Work No.22) situated 320 metres north-west of Dry Drayton Road, located on sheet 22 of the works plans; and
- (x) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, noise barrier works, protected species facilities, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.23** - shown on sheet 20 of the works plans and being the construction of the new Robin's Lane single carriageway link road to the new Local Access Road (Work No.22), 600 metres in length, from a point on the new Local Access Road (Work No.22) 150 metres north-west of the existing Robin's Lane junction with the A14, looping over the new A14 (Work No.5) and continuing in a generally south-westerly direction to a point on Robin's Lane 75 metres south-west of the access to Grange Farm, to include—

- (a) the construction of new private means of access to land and premises as shown on sheet 19 of the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access);
- (b) the construction of a cycleway within the highway boundary along the westernmost verge of the new Robin's Lane;
- (c) the construction of drainage attenuation pond 37 with associated drainage facilities and landscaping, and construction of a private means of access as shown on sheet 19 of the rights of way and access plans; and
- (d) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.24** - shown on sheet 21 of the works plans and being the construction of the new B1050 Hattons Road dual carriageway highway from a point opposite the access to Hazlewell Court, in a south-westerly direction bridging over the new Local Access Road (Work No.22), then bridging over the new A14 (Work No.5) at the new Bar Hill Junction where a roundabout is to be constructed, from thence continuing southwards as a single carriageway link road to the junction with Saxon Way and Crafts Way, a total distance of 860 metres, to include—

- (a) the construction of a single carriageway link road between the new B1050 Hattons Road (Work No.24) and the new Local Access Road (Work No.22), including a cycleway along the easternmost verge within the highway boundary;
- (b) the construction of a cycleway within the highway boundary along the easternmost verge of the new B1050 Hattons Road (Work No.24) from the access to Hazlewell Court to the link road between the new B1050 Hattons Road (Work No.24) and the new Local Access Road (Work No.22);
- (c) the construction of new private means of access to land and premises as shown on sheet 20 of the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access); and
- (d) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.25** - shown on sheet 22 of the works plans and being the construction of the new Dry Drayton Road single carriageway highway, from a point 300 metres north-east of the junction of Dry Drayton Road with the A14, generally in a south-westerly direction through a new roundabout junction with the new Swavesey Junction to Dry Drayton Local Access Road (Work No.22) and the new Dry Drayton to Girton Access Track (Work No.26), then continuing over the new A14 (Work No.5), through a new roundabout junction with the new Dry Drayton/Girton Local Access Road (Work No.27) to a point in Oakington Road 570 metres south-west of the junction of Oakington Road with the A14, a total length of 970 metres, to include—

- (a) the construction of drainage attenuation pond 47 with associated drainage facilities and landscaping and construction of a private means of access from Oakington Road as shown on sheet 21 of the rights of way and access plans;
- (b) the re-use of an existing section of Dry Drayton Road including the interchange bridge over the existing A14;
- (c) the construction of a cycle track with a right of way on foot and a separate equestrian track within the highway boundary along the westernmost verge of the new Dry Drayton Road (Work No.25) between the new junctions with the new Local Access Road (Work No.22) to Swavesey and the new Local Access Road (Work No.27) to Girton, together with such alterations to the existing interchange bridge as are necessary to accommodate this work; and
- (d) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.26** - shown on sheets 22 to 25 of the works plans and being the construction of the new single carriageway (with passing bays) Dry Drayton to Girton Access Track including a bridleway to allow use by pedestrians, cyclists and equestrians from a new roundabout junction with the new Dry Drayton Road (Work No.25) at a point 180 metres north-east of the junction of Dry Drayton Road with the A14, generally south-eastward to a point at the northern end of the Girton Grange Accommodation Bridge, a total distance of 3.25 kilometres, to include—

- (a) the construction of a new culvert for an un-named watercourse beneath the new Dry Drayton to Girton Access Track (Work No.26) situated 70 metres east of the bridge carrying Dry Drayton Road over the A14, located on sheet 22 of the works plans;

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- (b) the construction of a new culvert for Beck Brook beneath the new Dry Drayton to Girton Access Track (Work No.26) situated 250 metres west of Grange Farm, located on sheet 23 of the works plans;
- (c) NOT USED;
- (d) the construction of flood compensation area 30 at the location shown on sheet 24 of the works plans, to the south of the new Dry Drayton to Girton Access Track (Work No.26) and 150 metres south-east of Washpit Brook;
- (e) works necessary to retain the existing Washpit Brook culvert masonry arch and precast extension, located on sheet 24 of the works plans;
- (f) the construction of a new cycle track with a right of way on foot between the northern side of the Girton Grange Accommodation Bridge generally eastwards for 70 metres then northwards for 30 metres following the route of Footpath 99/4, then along an existing path for 70 metres to the south-western termination of Weavers Field; and
- (g) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road marking works, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.27** - shown on sheets 22, 23 and 24 of the works plans and being the construction of the new Dry Drayton to Girton Local Access Road single carriageway highway, from a new junction at a point on Oakington Road 400 metres south-west of the crossing of Oakington Road with the A14, generally south-eastward to a new roundabout junction with the new Huntingdon Road (Work No.30) at Girton Interchange, a total distance of 1,990 metres, to include—

- (a) the construction of drainage attenuation ponds 48 and 49 with associated drainage facilities and landscaping located on sheet 23 of the works plans and construction of a private means of access from the new Dry Drayton to Girton Local Access Road (Work No.27) as shown on sheet 22 of the rights of way and access plans;
- (b) the construction of new private means of access to land and premises including Cambridge Crematorium, together with a new single carriageway highway as shown on sheets 21 and 22 of the rights of way and access plans and described in Schedule 4;
- (c) the construction of new bus laybys situated 300 metres and 450 metres south-east of the new junction at Oakington Road, located on sheet 22 of the works plans;
- (d) the construction of a footway, cycle track with a right of way on foot and a separate equestrian track within the highway boundary along the south-westernmost verge of the new Dry Drayton to Girton Local Access Road (Work No.27);
- (e) the construction of new private means of access to land and premises including improvement of the existing farm track to Catch Hall as shown on sheet 22 of the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access);
- (f) the construction of a new junction with The Avenue situated 350 metres north-west of the new Huntingdon Road junction at Girton Interchange, located on sheet 23 of the works plans;
- (g) the construction of a new culvert for Beck Brook beneath the new Dry Drayton to Girton Local Access Road (Work No.27) situated 750 metres north-west of the new Huntingdon Road (Work No.30) junction at Girton Interchange, located on sheet 23 of the works plans;
- (h) the construction of a new culvert for an un-named watercourse beneath the new Dry Drayton to Girton Local Access Road (Work No.27) situated 100 metres north-west of the new Huntingdon Road junction at Girton Interchange, located on sheet 23 of the works plans; and

- (i) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road marking works, street lighting works at junctions, safety barrier works, fencing works, protected species facilities, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.28** - shown on sheets 23, 24 and 25 of the works plans and being the construction of the new single carriageway A14 Eastbound Link at Girton Interchange, from a point on the new A14 (Work No.5) 450 metres north-west of Grange Farm generally south-eastward then eastward to a point on the A14, 40 metres west of the Girton Grange Accommodation Bridge over the A14, a total distance of 1.8 kilometres, to include—

- (a) the construction of drainage attenuation pond 52 with associated drainage facilities and landscaping located on sheet 23 of the works plans and construction of a private means of access from the new Dry Drayton to Girton Access Track (Work No.26), as shown on sheet 22 of the rights of way and access plans and described in Schedule 4;
- (b) the construction of drainage attenuation pond 57 with associated drainage facilities and landscaping located on sheet 24 of the works plans and construction of a private means of access from the new Dry Drayton to Girton Access Track (Work No.26), as shown on sheet 23 of the rights of way and access plans and described in Schedule 4;
- (c) the construction of drainage attenuation pond 54 with associated drainage facilities and landscaping located on sheet 24 of the works plans and construction of a private means of access from the new A1307 Huntingdon Road (Work No.30), as shown on sheet 23 of the rights of way and access plans and described in Schedule 4; and
- (d) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, noise barrier works, protected species facilities, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.29** - shown on sheets 23, 24 and 25 of the works plans and being the construction of the new single carriageway A14 Westbound Link at Girton Interchange, from a point on the new A14 (Work No.5) 550 metres north-west of the access to Grange Farm generally south-eastward then looping southward and eastward to a point on the A14 130 metres east of the Girton Road bridge over the A14, a total distance of 3.1 kilometres, to include—

- (a) the construction of drainage attenuation ponds 53 and 55 with associated drainage facilities and landscaping located on sheet 24 of the works plans and construction of a private means of access from the new A1307 Huntingdon Road (Work No.30), as shown on sheet 23 of the rights of way and access plans and described in Schedule 4;
- (b) extensions to the culvert for Beck Brook beneath the new A14 Westbound Link (Work No.29) situated 700 metres south-east of Cambridge Crematorium, located on sheet 23 of the works plans;
- (c) the construction of a new bridge to carry the new A14 Westbound Link (Work No.29) over the new Huntingdon Road (Work No.30), located on sheet 24 of the works plans;
- (d) the closure of the junction of the A14 Westbound Link with The Avenue except for maintenance use for the new A14 (Work No. 5) as located on sheet 23 of the works plans and as shown on sheet 22 of the rights of way and access plans and described in Schedule 4;
- (e) the construction of a new culvert for an un-named watercourse beneath the new A14 Westbound Link (Work No.29) alongside the line of Bridleway 99/6, located on sheet 24 of the works plans;

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- (f) the construction of a new bridge to carry the new A14 Westbound Link (Work No.29) over the improvement of the A428 Eastbound carriageway (Work No.31), located on sheet 24 of the works plans;
- (g) the construction of new retaining walls and reinforced earth embankment over a length of 250 metres to support the new A14 Westbound Link (Work No.29) on its eastern approach to the new bridge to carry the new A14 Westbound Link (Work No.29) over the improvement of the A428 Eastbound carriageway (Work No.31), located on sheet 24 of the works plans;
- (h) alterations to the exit slip road from the A14 Westbound Link (Work No.29) to the M11 Motorway southbound carriageway, located on sheet 24 and 25 of the works plans;
- (i) the construction of a new retaining wall to support the alterations to the exit slip road from the A14 Westbound Link (Work No.29) to the M11 Motorway southbound carriageway, located on sheet 24 and 25 of the works plans;
- (j) the construction of new signs and signal gantries over the A14 Westbound Link;
- (k) works associated with the replacement bridleway for Bridleway 99/6 along the west side of the new A14 Westbound Link (Work No.29) generally southwards from the new A1307 Huntingdon Road to join the existing Bridleway 154/2, 200 metres to the north-east of its crossing of the A428, located on sheet 24 of the works plans; and
- (l) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road marking works, street lighting works at junctions, safety barrier works, fencing works, protected species facilities, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.30** - shown on sheets 24 and 25 of the works plans and being the construction of the new A1307 Huntingdon Road single carriageway highway at Girton Interchange from a new roundabout junction with the new Dry Drayton to Girton Local Access Road (Work No.27) at a point 800 metres north-west of the bridge carrying the M11 Motorway over the A428, generally south-eastward under the A14 Westbound Link (Work No.29), under the M11 Motorway and over the existing bridge carrying the A1307 Huntingdon Road over the A14 Westbound Link (Work No.29), to a point on the A1307 Huntingdon Road 450 metres south-east of that bridge, a total distance of 1.5 kilometres, to include—

- (a) the construction of drainage attenuation pond 56 with associated drainage facilities and landscaping located on sheet 24 of the works plans and construction of a private means of access from the new A1307 Huntingdon Road (Work No.30), as shown on sheet 23 of the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access);
- (b) the construction of an exit slip road at Girton Interchange between the new A14 (Work No.5) and a new roundabout junction at the new A1307 Huntingdon Road (Work No.30) on the east side of the M11, located on sheet 24 of the works plans;
- (c) the construction of an entry slip road at Girton Interchange between a junction at the new A1307 Huntingdon Road (Work No.30) on the west side of the new A14 Westbound Link (Work No.29), and the new A14 Westbound Link, located on sheet 24 of the works plans;
- (d) the construction of a cycle track with a right of way on foot and a separate equestrian track within the highway boundary along the south-westernmost verge of the new A1307 Huntingdon Road (Work No.30);
- (e) modifications to the existing Huntingdon Road Bridge over the A14, located on sheet 24 of the works plans;

- (f) the construction of a new culvert for Washpit Brook beneath the new A1307 Huntingdon Road (Work No.30) situated 70 metres south-east of its crossing of the M11, located on sheet 24 of the works plans; and
- (g) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road marking works, street lighting works at junctions, safety barrier works, fencing works, protected species facilities landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.31** - shown on sheet 24 of the works plans and being the improvement of the A428 Eastbound carriageway over a distance of 1,350 metres from a point 850 metres south-west of the bridge carrying the A428 under the M11 Motorway at Girton Interchange generally north-eastward, under the new A14 Westbound Link (Work No.29) to a point 100 metres north-east of the bridge carrying the A1307 Huntingdon Road over the A428, to include—

- (a) alterations at Girton Interchange to the exit slip road from the M11 Motorway northbound carriageway to the improved A428 Eastbound carriageway (Work No.31); and
- (b) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road marking works, street lighting works at junctions, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.32** - shown on sheet 24 of the works plans and being the improvement of the A428 Westbound carriageway over a distance of 730 metres from a point 670 metres south-west of the bridge carrying the A428 under the M11 Motorway at Girton Interchange generally north-eastward, under that M11 bridge to a point 60 metres east of that bridge, to include—

- (a) works associated with a new bridleway route along the southern limit of deviation generally in an easterly direction between the crossing of Bridleway 154/2 over the A428 and the crossing of Footpath 99/5 and Footpath 154/3 beneath the M11 as shown on sheet 23 of the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access); and
- (b) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.33** - shown on sheets 25 to 28 of the works plans and being the improvement of the A14 Girton to Milton dual carriageway highway ('the improved A14'), and comprising works that are exclusive of and in addition to any works undertaken by the undertaker in connection with the pinch point scheme for the A14 Junction 31 to 32 Eastbound and Westbound Improvements, from the termination of the A14 Westbound Link (Work No.29) at a point on the improved A14, near Junction 31 and 130 metres east of the Girton Road bridge over the A14, generally eastward to a point 200 metres west of Junction 33 (Milton Junction), a total length of 4.1 kilometres, to include—

- (a) the widening (to 3 lane dual carriageway standard) of the existing carriageway of the A14 between the west facing slip roads at its junction with the B1049 at Histon and the west facing slip roads at its junction with the A10 at Milton;
- (b) the construction of drainage attenuation pond 58 with associated drainage facilities and landscaping located on sheet 26 of the works plans and construction of a new private means of access from Lone Tree Avenue, as shown on sheet 25 of the rights of way and access plans and described in Schedule 4;
- (c) the construction of drainage attenuation pond 59 with associated drainage facilities and landscaping located on sheet 28 of the works plans and construction of a private means

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of access from Kings Hedges Bridge along the north side of the improved A14, as shown on sheet 26 of the rights of way and access plans and described in Schedule 4; the improvement of both the east facing and west facing A14 slip roads at Histon Junction, located on sheet 26 of the works plans;

- (d) the construction of new retaining walls to support the improved A14 (Work No.33) at the A14 slip roads at Histon Junction, located on sheet 26 of the works plans;
- (e) the improvement of the B1049 Cambridge Road North at Histon Junction, located on sheet 26 of the works plans;
- (f) the construction of a new retaining wall to support the improvements to the A14 eastbound exit slip road and the B1049 Cambridge Road North on the north-west side at Histon Junction, located on sheet 26 of the works plans;
- (g) the construction of new strengthened earthworks to support the improvements to the A14 eastbound entry slip road at Histon Junction, located on sheet 26 of the works plans;
- (h) alterations to the footways, cycle tracks and signalised crossings at Histon Junction, located on sheet 26 of the works plans;
- (i) the construction of new strengthened earthworks to support the improved A14 (Work No.33) on its northern side between the A14 eastbound entry slip road at Histon Junction and the Cambridgeshire Guided Busway (Impington Guided Busway) crossing, located on sheets 26 and 27 of the works plans;
- (j) the construction of a new reinforced earth slope to support the improved A14 (Work No.33) on its southern side between the A14 eastbound exit slip road at Histon Junction and a point 200 metres west of the Cambridgeshire Guided Busway (Impington Guided Busway) crossing, located on sheets 26 and 27 of the works plans;
- (k) works to extend the bridge carrying the improved A14 (Work No.33) over the Cambridgeshire Guided Busway (Impington Guided Busway) on its northern side, located on sheet 27 of the works plans;
- (l) works to extend the bridge carrying the improved A14 (Work No.33) over Kings Hedges Bridge on its northern side, located on sheet 27 of the works plans;
- (m) works to modify the existing Milton Junction east bridge to accommodate 3 traffic lanes, located on sheet 28 of the works plans;
- (n) works to improve the A14 slip roads on the western side of Milton Junction, located on sheet 28 of the works plans;
- (o) works to improve the A10 on the northern side of Milton Junction, located on sheet 28 of the works plans;
- (p) the construction of a new retaining wall to support the improvement to the A14 eastbound exit slip at Milton Junction on its side facing the A14 dual carriageway, located on sheet 28 of the works plans;
- (q) the construction of new signs and signal gantries and associated retaining walls to support them where required for the improved A14 (Work No.33);
- (r) the construction of new emergency laybys and associated retaining walls to support them where required for the improved A14 (Work No.33); and
- (s) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, noise barrier works, landscaping works, works associated with the provision of ecological mitigation and such other works as are associated with the construction of the authorised development.



**Work No.34** - shown on sheet 29 of the works plans and being the construction of the new Views Common Link single carriageway highway in Huntingdon, 520 metres in length, from a new junction with the existing A14 430 metres north-west of the viaduct carrying the existing A14(T) over the B1514 Brampton Road in Huntingdon, generally south-westward to a new junction with Hinchingsbrooke Park Road at its junction with the slip road from the southbound Brampton Road, to include—

- (a) the construction of a new roundabout junction with the A1307 (being the de-trunked A14(T)), located on sheet 29 of the works plans;
- (b) the construction of drainage attenuation ponds 60 and 61 with associated drainage facilities and landscaping and construction of a private means of access for each pond from the new Views Common Link (Work No.34), as shown on sheet 28 of the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access);
- (c) works to improve Hinchingsbrooke Park Road junction with the B1514 Brampton Road;
- (d) the construction of an access to the Cambridgeshire Constabulary HQ, as shown on sheet 28 of the rights of way and access plans and described in Schedule 4;
- (e) the construction of a cycle track with a right of way on foot within the authorised development along the south-eastern verge of the new Views Common Link between the Hinchingsbrooke Park Road junction and the gated access to Views Common;
- (f) the construction of an access for agricultural traffic to Views Common from the new roundabout junction with the A1307, as shown on sheet 28 of the rights of way and access plans and described in Schedule 4;
- (g) the construction of a cycle track with a right of way on foot from the gated access to Views Common off the new Views Common Link in north-easterly direction to a junction with Footpath 133/11, located on the rights of way and access plans sheet 28;
- (h) the construction of a footpath from the gated access to Views Common off the new Views Common Link in north-easterly direction, around the perimeter of the new junction with the A14(T), and Footpath 133/11 east of the existing A14(T) underpass, located on the rights of way and access plans sheet 28;
- (i) the construction of a drainage outfall to Alconbury Brook;
- (j) the construction of a cycle track with a right of way on foot along the both sides of Hinchingsbrooke Park Road between its junctions with the B1514 Brampton Road and the new Views Common Link (Work No.34); and
- (k) the provision of such other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road marking works, street lighting works at junctions, safety barrier works, fencing works, landscaping works and other works associated with the construction of the authorised development.

**Work No.35** - shown on sheet 29 of the works plans and being the improvement of the B1514 Brampton Road single carriageway highway in Huntingdon, from its junction with Hinchingsbrooke Park Road, generally eastward to a new junction with the new Mill Common Link (Work No.36) at a point 80 metres east of the bridge carrying the B1514 Brampton Road over the East Coast Mainline Railway, a total distance of 500 metres, to include—

- (a) works to alter the cycle track with a right of way on foot along the north side of Brampton Road in the vicinity of the bridge over the East Coast Mainline Railway;
- (b) works to modify the junction of Brampton Road with Hinchingsbrooke Park Road including signalisation and controlled crossings for pedestrians and cyclists; and
- (c) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at

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junctions, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No. 36** - shown on sheet 29 of the works plans and being the construction of the new Mill Common Link single carriageway highway in Huntingdon, 680 metres in length, from a new junction with B1514 Brampton Road at a point 80 metres east of the bridge carrying the B1514 Brampton Road over the East Coast Mainline Railway, generally south-eastward to a new junction with the A14 and the new Pathfinder Link (Work No.37) at a point 30 metres west of the underpass carrying the existing A14 over the road called Mill Common, to include—

- (a) removal of the viaduct carrying the A14 over the East Coast Mainline Railway and the B1514 Brampton Road;
- (b) construction of a new road access to Huntingdon Railway Station forecourt as shown on sheet 28 of the rights of way and access plans and described in Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access);
- (c) construction of a new road access to Huntingdon Railway Station car park, as shown on sheet 28 of the rights of way and access plans and described in Schedule 4;
- (d) construction of a cycle track with a right of way on foot along the both sides of the new Mill Common Link (Work No.36) between its junction improvement with the B1514 Brampton Road and its new road access to Huntingdon Railway Station forecourt;
- (e) the construction of an attenuation and treatment tank with associated outfall to Alconbury Brook; and
- (f) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road marking works, street lighting works, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No. 37** - shown on sheet 29 of the works plans and being the construction of the Pathfinder Link Road single carriageway highway in Huntingdon, 150 metres in length, from a new junction with Huntingdon Ring Road at its junction with Prince's Street, generally southward to a new junction with the de-trunked A14 and the new Mill Common Link (Work No.36), to include—

- (a) works to improve Huntingdon Ring Road, Prince's Street and St Mary's Street in the vicinity of the new junction;
- (b) works to re-align the road called Mill Common; and
- (c) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road marking works, street lighting works, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

**Work No.38** - shown on sheet 1 of the works plans, the diversion of overhead electricity power lines underground over a length of 200 metres to cross the improved A1 (Work No.1) 1,250 metres south of Alconbury Junction, to accommodate the improved A1 (Work No.1).

**Work No.39** - shown on sheets 2 and 4 of the works plans, the diversion of a water pipeline over a length of 1,800 metres from the existing Woolley Road junction with the A1(T) southwards along the west side of the new Woolley Road (Work No.2) and crossing the new Woolley Road near to the Ellington Brook Relief Channel and continuing southwards along the west side of the improved A1, to accommodate the improved A1 (Work No.1) and the new Woolley Road (Work No.2).

**Work No.40** - shown on sheet 4 of the works plans, the diversion of 90 metres of underground oil pipeline to accommodate a square crossing of the new Woolley Road (Work No.2).

**Work No.41** - shown on sheets 3 and 4 of the works plans, the diversion of 1,300 metres of water pipeline from a point on the A14(T) 270 metres west of Brampton Hut Interchange to a point 870

metres further to the west on the A14(T), to accommodate the new Ellington Junction (Work No.3) and the new A14 (Work No.5).

**Work No.42** - shown on sheet 4 of the works plans, the diversion of 150 metres of overhead electricity power line to accommodate a square crossing of the new A14 (Work No.5), located 350 metres to the south-west of Brampton Hut Interchange.

**Work No.43** - shown on sheets 4 and 5 of the works plans, the diversion of 400 metres of oil pipeline to cross the new A14 (Work No.5) and accommodate the improved A1 (Work No.1), from a point 320 metres south of Brampton Hut Interchange generally in a southerly direction.

**Work No. 44** - shown on sheet 4 of the works plans, the diversion of overhead electricity power lines underground over a length of 90 metres to cross the new Woolley Road (Work No.2) 250 metres to the north-west of the Brampton Hut Interchange, to accommodate the new Woolley Road (Work No.2).

**Work No.45** - shown on sheet 13 of the works plans, the lowering of 130 metres of water pipeline beneath the new A14 (Work No.5).

**Work No.46** - shown on sheet 7 of the works plans, the diversion of 850 metres of water pipeline to accommodate the new A14 (Work No.5), the new A1/ A14 southbound link road (Work No.8), the new B1514 Buckden Road (Work No.9) and the new Brampton Road (Work No.10).

**Work No.47** - NOT USED.

**Work No.48** - NOT USED.

**Work No.49** - shown on sheet 7 of the works plans, the diversion of 140 metres of electricity power line to accommodate the new A14 (Work No.5), the new A1/ A14 southbound link road (Work No.8), the new B1514 Buckden Road (Work No.9) and the new Brampton Road (Work No.10).

**Work No.50** - shown on sheet 7 of the works plans, the diversion of 160 metres of water pipeline to accommodate a square crossing of the new A14 (Work No.5).

**Work No.51** - shown on sheet 7 of the works plans, the diversion of 70 metres of electricity power line to accommodate a square crossing of the new A14 (Work No.5).

**Work No.52** - shown on sheet 8 of the works plans, the diversion of 175 metres of electricity power line underground to accommodate the new A14 (Work No.5).

**Work No.53** - shown on sheets 8 and 9 of the works plans, the diversion of 340 metres of gas pipeline to accommodate the new A14 (Work No.5) and the new B1043 Offord Road (Work No.11).

**Work No.54** - shown on sheet 9 of the works plans, the diversion of 420 metres of electricity power line to accommodate the new A14 (Work No.5).

**Work No.55** - shown on sheet 9 of the works plans, the diversion of 925 metres of water pipeline to accommodate the new A14 (Work No.5).

**Work No.56** - shown on sheet 10 of the works plans, the diversion of 240 metres of water pipeline to accommodate a square crossing of the new A14 (Work No.5).

**Work No.57** - shown on sheet 10 of the works plans, the diversion of 330 metres of electricity power line underground to accommodate a square crossing of the new A14 (Work No.5).

**Work No.58** - shown on sheets 10 and 11 of the works plans, the diversion of 710 metres of water pipeline to accommodate the new A14 (Work No.5).

**Work No.59** - shown on sheet 13 of the works plans, the diversion of 950 metres of gas pipeline to accommodate the new B1040 Potton Road (Work No.15).

**Work No.60** - shown on sheet 14 of the works plans, the diversion of 240 metres of electricity power line to accommodate a square crossing of the new A14 (Work No.5).

**Work No.61** - shown on sheet 14 of the works plans, the diversion of 610 metres of gas pipeline to accommodate the new Hilton Road (Work No.16) and drainage attenuation pond 21.

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**Work No.62** - shown on sheet 14 of the works plans, the diversion of 850 metres of foul water pipeline to accommodate the new Hilton Road (Work No.16).

**Work No.63** - shown on sheet 15 of the works plans, the diversion of 230 metres of gas pipeline to accommodate the new Conington Road (Work No.17).

**Work No.64** - shown on sheet 15 of the works plans, the diversion of 500 metres of water pipeline to accommodate the new A14 (Work No.5) and the new Conington Road (Work No. 17).

**Work No.65** - shown on sheets 15 and 16 of the works plans, the diversion of 960 metres of gas pipeline to accommodate the new A14 (Work No. 5) and the new New Barns Lane (Work No.18).

**Work No.66** - shown on sheet 16 of the works plans, the diversion of 450 metres of water pipeline to accommodate the new New Barns Lane (Work No.18).

**Work No.67** - shown on sheet 16 of the works plans, the diversion of 280 metres of electricity power line to accommodate a square crossing of the new A14 (Work No.5).

**Work No.68** - shown on sheet 16 of the works plans, the diversion of 600 metres of electricity power line to accommodate the new A14 (Work No.5).

**Work No.69** - shown on sheets 16, 17 and 19 of the works plans, the diversion of 2,580 metres of water pipeline to accommodate the new A14 (Work No.5), new Bucking Way Road (Work No. 20) and the new Cambridge Services Link Road (Work No.21).

**Work No.70** - shown on sheets 17 and 19 of the works plans, the diversion of 530 metres of gas pipeline to accommodate the new A14 (Work No.5) the new Cambridge Services Link Road (Work No.21) and the new Local Access Road (Work No.22).

**Work No.71** - shown on sheets 19, 20 and 21 of the works plans, the diversion of 2,960 metres of water pipelines on the southern side of the new A14 (Work No.5) to accommodate the new A14 (Work No.5).

**Work No.72** - shown on sheet 19 of the works plans, the diversion of 180 metres of foul water pipeline to accommodate the new A14 (Work No.5) and the new Local Access Road (Work No.22).

**Work No.73** - shown on sheets 20 and 21 of the works plans, the diversion of 1,550 metres of gas pipeline on the southern side of the new A14 (Work No.5) to accommodate the new A14 (Work No.5) and the new Robin's Lane (Work No.23).

**Work No.74** - shown on sheets 19, 20 and 21 of the works plans, the diversion of 2,250 metres of foul water pipeline to accommodate the new A14 (Work No.5) the new Local Access Road (Work No.22), and the new Bar Hill Junction (part of Work No.24).

**Work No.75** - shown on sheet 21 of the works plans, the diversion of 460 metres of electricity power line to accommodate the new B1050 Hattons Road (Work No.24).

**Work No.76** - shown on sheet 21 of the works plans, the diversion of 700 metres of water pipeline to accommodate the new B1050 Hattons Road/Bar Hill Junction (Work No.24).

**Work No.77** - shown on sheet 21 of the works plans, the diversion of 485 metres of electricity power line to accommodate the new A14 (Work No.5) and the new Local Access Road (Work No.22).

**Work No.78** - shown on sheet 22 of the works plans, the diversion of 190 metres of gas pipeline to accommodate the new A14 (Work No.5).

**Work No.79** - shown on sheet 22 of the works plans, the diversion of 150 metres of foul water pipeline to accommodate the new A14 (Work No.5).

**Work No.80** - shown on sheets 22 and 23 of the works plans, the diversion of 790 metres of water pipeline to accommodate the new A14 (Work No.5) and the new Dry Drayton to Girton Access Track (Work No.26).

**Work No.81** - shown on sheet 19 of the works plans, the diversion of 700 metres of gas pipeline to accommodate the new A14 (Work No.5) east of Swavesey Junction.

**Work No.82** - shown on sheet 19 of the works plans, the diversion of 880 metres of foul water pipeline to accommodate the new A14 (Work No.5) east of Swavesey Junction.

**Work No.83** - shown on sheet 23 of the works plans, the diversion of 120 metres of water pipeline to accommodate the new Dry Drayton to Girton Local Access Road (Work No.27).

**Work No.84** - shown on sheet 25 of the works plans, the diversion of 160 metres of gas pipeline to accommodate the improved A14 (Work No.33).

**Work No.85** - NOT USED.

**Work No.86** - shown on sheet 26 of the works plans, the diversion of 570 metres of gas pipeline to accommodate the improved A14 (Work No.33).

**Work No.87** - shown on sheet 27 of the works plans, the diversion of 300 metres of foul and storm water pipelines to accommodate the improved A14 (Work No.33).

**Work No.88** - shown on sheet 29 of the works plans, the diversion of 80 metres of gas pipeline to accommodate the construction of the Pathfinder Link Road (Work No.37).

**Work No.89** - shown on sheet 4 of the works plans, the diversion of 170 metres of overhead power line underground to accommodate the improved A14 (Work No.5).

**Work No.90** - shown on sheet 21 of the works plans, the diversion of 750 metres of gas pipeline to accommodate the improved A14 (Work No.5) and the new B1050 Hattons Road (Work No.24).

And for the purposes of or in connection with the construction of any of the works mentioned above, further development within the Order limits consisting of—

- (a) alteration of the layout of any street permanently or temporarily, including but not limited to increasing the width of the carriageway of the street by reducing the width of any kerb, footway, cycle track, or verge within the street; and altering the level or increasing the width of any such kerb, footway, cycle track, or verge within the street;
- (b) works for the strengthening, improvement, repair, maintenance or reconstruction of any street;
- (c) works for the strengthening, alteration or demolition of any building;
- (d) ramps, means of access, footpaths, footways, bridleways, equestrian tracks, cycle tracks, cycle tracks, non-motorised links, byways open to all traffic and crossing facilities;
- (e) embankments, viaducts, bridges, aprons, abutments, shafts, foundations, retaining walls, drainage works, outfalls, pumping stations, wing walls, highway lighting, fencing and culverts;
- (f) street works, including breaking up or opening a street, or any sewer, drain or tunnel under it, and tunnelling or boring under a street;
- (g) works to place, alter, remove or maintain street furniture or apparatus in a street, or apparatus in other land, including mains, sewers, drains, pipes, cables and lights;
- (h) works to alter the course of, or otherwise interfere with, watercourses;
- (i) landscaping, noise barriers, works associated with the provision of ecological mitigation, and other works to mitigate any adverse effects of the construction, maintenance or operation of the authorised development;
- (j) works for the benefit or protection of land affected by the authorised development;
- (k) site preparation works, site clearance (including fencing, vegetation removal, demolition of existing structures and the creation of alternative footpaths) and earthworks (including soil stripping and storage and site levelling);
- (l) the felling of trees;

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- (m) construction compounds and working sites, storage areas, temporary vehicle parking, construction fencing, perimeter enclosure, security fencing, construction-related buildings, temporary worker accommodation facilities, welfare facilities, construction lighting, haulage roads and other buildings, machinery, apparatus, works and conveniences; and
- (n) such other works, of whatever nature, including works of demolition and borrow pits to provide a source of construction material, as may be necessary or expedient for the purposes of, or for purposes ancillary to, the construction of the authorised development.

## SCHEDULE 2

Article 5

### REQUIREMENTS

#### PART 1

#### REQUIREMENTS

##### **Interpretation**

**1.** In this Schedule—

“the borrow pits restoration and aftercare strategy” means the document of that description set out in Schedule 10 (documents to be certified) certified by the Secretary of State as the borrow pits restoration and aftercare strategy for the purposes of this Order and which sets out the general restoration and aftercare arrangements for the borrow pits referred to in Schedule 1 (authorised development), together with the process by which a borrow pit restoration and aftercare plan for each borrow pit will be prepared, consulted upon and finalised;

“the code of construction practice” means the document of that description set out in Schedule 10 certified by the Secretary of State as the code of construction practice for the purposes of this Order and which contains obligations on the undertaker to prepare, amongst other things, construction environmental management plans and local environmental management plans in order to secure a number of specified mitigation measures during construction of the authorised development in respect of general site operations, air quality, cultural heritage, community and private assets, geology and soils (which includes complying with a soil management strategy (appendix 12.2 to the environmental statement) and the associated technical annex (document reference HE/A14/EX/125)), landscape, material resources, nature conservation, noise and vibration, road drainage and the water environment and traffic, transport and all travellers;

“contaminated land” has the same meaning as that given in section 78A of the Environmental Protection Act 1990<sup>(1)</sup>;

“the Design Council’s Design Review panel” means the group of independent professionals assembled by the Design Council (registered charity number 272099) to undertake reviews of the design of infrastructure projects in accordance with guidance published by the Design Council from time to time;

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(1) 1990 c. 43. There are amendments to this Act which are not relevant to this Order.

“European protected species” has the same meaning as in regulations 40 (European protected species of animals) and 44 (European protected species of plants) of the Conservation of Habitats and Species Regulations 2010(2);

“the flood risk assessment” means the document of that description set out in Schedule 10 certified by the Secretary of State as the flood risk assessment for the purposes of this Order; and

“nationally protected species” means any species protected under the Wildlife and Countryside Act 1981(3).

### **Time limits**

2. The authorised development must not commence later than the expiration of 5 years beginning with the date on which this Order comes into force.

### **Preparation of detailed design, etc.**

3.—(1) The authorised development must be designed in detail and carried out so that it is compatible with the preliminary scheme design shown on the works plans and the engineering section drawings unless otherwise agreed in writing by the Secretary of State following consultation with the relevant planning authority on matters related to its functions and provided that the Secretary of State is satisfied that any amendments to the works plans and the engineering section drawings showing departures from the preliminary design would not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the environmental statement.

(2) Where amended details are approved by the Secretary of State under sub-paragraph (1), those details are deemed to be substituted for the corresponding works plans or engineering section drawings and the undertaker must make those amended details available in electronic form for inspection by members of the public.

(3) No part of the authorised development is to commence until options for the detailed design of that part of the authorised development have been submitted to the Design Council’s Design Review panel and the undertaker has received and considered the advice of the Design Council’s Design Review panel in respect of the detailed design of that part of the authorised development.

(4) The undertaker must, in the course of developing the detailed design of the authorised development, consult with the relevant planning authorities, the Parish Forums, the Community Forums, the Landowner Forums and the Environment Forum in accordance with the provisions of the code of construction practice.

(5) No part of the authorised development is to commence until details of the external appearance of the viaduct to be constructed as Work No. 5(gg) have been submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority.

### **Code of construction practice**

4.—(1) The authorised development must be carried out in accordance with the provisions of the code of construction practice.

(2) The undertaker must make the local environmental management plans produced in accordance with the code of construction practice available in an electronic form suitable for inspection by members of the public.

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(2) [S.I. 2010/490](#), to which there are amendments not relevant to this Order.

(3) [1981 c. 69](#).

### **Protected species**

5.—(1) No part of the authorised development is to commence until final pre-construction survey work for that part has been carried out, reflecting that contained in the environmental statement, to establish whether European or nationally protected species are present on any of the land affected, or likely to be affected, by any part of the authorised development or in any of the trees and shrubs to be lopped or felled as part of the authorised development.

(2) Where a protected species is shown to be present, or where there is a reasonable likelihood of it being present, the relevant parts of the relevant works must not begin until a scheme of protection and mitigation measures including their design and management has been submitted to and approved in writing by the Secretary of State after consultation with Natural England. Except to the extent otherwise approved, the scheme of protection and mitigation measures including their design and management must be in accordance with the guidance in the Design Manual for Roads and Bridges (Volume 10, section 4).

(3) The relevant works must be carried out in accordance with the approved scheme or with any amended scheme that may subsequently be approved in writing by the Secretary of State, after consultation with Natural England, and in accordance with any necessary licence.

### **Contaminated land and groundwater**

6.—(1) In the event that contaminated land, including groundwater, is found at any time when carrying out the authorised development which was not previously identified in the environmental statement, it must be reported as soon as reasonably practicable to the relevant planning authority and the Environment Agency and the undertaker must complete a risk assessment of the contamination in consultation with the relevant planning authority and the Environment Agency.

(2) Where the undertaker determines that remediation of the contaminated land is necessary, a written scheme and programme for the remedial measures to be taken to render the land fit for its intended purpose, must be submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority and the Environment Agency.

(3) Remediation must be carried out in accordance with the approved scheme.

### **Implementation and maintenance of landscaping**

7.—(1) No part of the authorised development is to commence until the undertaker has, following consultation with the relevant planning authority, issued a planting strategy which includes the landscape elements and objectives of the authorised development.

(2) No part of the authorised development is to commence until a landscaping scheme applicable to that part has been submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority. Such landscaping scheme must be in accordance with the planting strategy issued under sub-paragraph (1).

(3) The landscaping scheme must reflect the mitigation measures included in the environmental statement and set out details of all proposed hard and soft landscaping works, including—

- (a) location, number, species, size and planting density of any proposed aquatic or terrestrial planting;
- (b) landscaping works associated with any noise fences and walls (as appropriate);
- (c) cultivation, importing of materials and other operations to ensure plant establishment;
- (d) proposed finished ground levels;
- (e) hard surfacing materials;
- (f) details of existing trees to be retained, with measures for their protection during the construction period;



- (g) retained historic landscape features and proposals for restoration, where relevant; and
- (h) implementation timetables for all landscaping works.

(4) All landscaping works must be carried out in accordance with the approved landscaping scheme and carried out to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised codes of good practice.

(5) Any tree or shrub planted as part of the landscaping scheme that, within a period of 5 years after planting, dies or becomes, in the opinion of the relevant planning authority, seriously diseased, must be replaced in the first available planting season with a specimen of the same species and size as that originally planted.

### **Archaeology**

**8.**—(1) No authorised development is to commence until a written scheme for the investigation of areas of archaeological interest, reflecting the mitigation measures included in the environmental statement, has been submitted to and approved in writing by the Secretary of State.

(2) Prior to the submission of the written scheme to the Secretary of State for approval under paragraph 8(1), the relevant planning authority must be consulted on its content.

(3) The authorised development must be carried out in accordance with the scheme as approved under sub-paragraph (1).

### **Traffic management**

**9.**—(1) No part of the authorised development is to commence until a traffic management plan applicable to the construction of that part has been submitted to and approved in writing by the Secretary of State, following consultation with the local highway authority.

(2) The authorised development must be constructed in accordance with the approved plan referred to in sub-paragraph (1).

### **Surface water drainage**

**10.**—(1) No part of the authorised development is to commence until written details of the surface water drainage system to be constructed for that part, reflecting the mitigation measures included in the environmental statement and including means of pollution control, have been submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority.

(2) The surface water drainage system must be constructed in accordance with the approved details referred to in sub-paragraph (1).

### **Borrow pits**

**11.**—(1) The restoration and aftercare (including longer-term maintenance and management) of the borrow pits must be carried out in accordance with the borrow pits restoration and aftercare strategy.

(2) The undertaker must make the borrow pit restoration and aftercare plans produced in accordance with the borrow pits restoration and aftercare strategy available in an electronic form suitable for inspection by members of the public.

### **Noise mitigation**

**12.**—(1) No part of the authorised development is to commence until written details of proposed noise mitigation in respect of the use and operation of that part of the authorised development,

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including noise barriers and any very low noise surfacing, have been submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority.

(2) The written details referred to in sub-paragraph (1) must either reflect the mitigation measures included in the environmental statement or, where the mitigation proposed materially differs from the mitigation identified in the environmental statement, the undertaker must provide evidence with the written details submitted that the mitigation proposed would not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the environmental statement taking into account the mitigation identified in it.

(3) The noise mitigation must be constructed in accordance with the approved details referred to in sub-paragraph (1) and must be retained thereafter.

### **Brampton Meadows Site of Special Scientific Interest mitigation areas**

13.—(1) Works Nos. 1, 2, 3, 40 and 44 must not commence until the details of the establishment and management of the mitigation areas to be provided under Works Nos. 2 and 3 to the north and west of Brampton Meadows Site of Special Scientific Interest (as shown in plot 5/38a and part of plots 5/11 and 5/10 of the land plans), including details of all proposed planting, landscaping and access works, have been submitted to and approved in writing by the Secretary of State, after consultation with Natural England.

(2) The establishment and management of the mitigation areas must be carried out in accordance with the approved details referred to in sub-paragraph (1).

### **Highway lighting scheme**

14.—(1) No part of the authorised development is to commence until a written scheme of the proposed highway lighting to be provided for that part of the authorised development has been submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority and, (in the case of proposed lighting for any highway for which the undertaker is not, or will not be following implementation of article 12(4), the highway authority), the local highway authority.

(2) The standard of the highway lighting to be provided by the scheme referred to in sub-paragraph (1) must either reflect the standard of the highway lighting included in the environmental statement or, where the standard of the highway lighting proposed materially differs from the standard of the highway lighting identified in the environmental statement, the undertaker must provide evidence with the written scheme submitted for approval that the standard of the highway lighting proposed would not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the environmental statement taking into account the lighting identified in it. The standard of the highway lighting must encompass the specification, level of provision, light spillage, intensity, brightness and uniformity of the highway lighting.

(3) The authorised development must be carried out in accordance with the scheme approved under sub-paragraph (1).

(4) Nothing in this requirement restricts lighting of the authorised development during its construction or where temporarily required for maintenance.

### **Flood risk assessment**

15.—(1) Subject to sub-paragraph (2), the authorised development must be carried out in accordance with the flood risk assessment, including the mitigation measures detailed in it, so that no part of the authorised development is predicted to result in any exceedance of the flood levels to properties and land shown in the flood risk assessment.

(2) Sub-paragraph (1) does not apply in any circumstance where the undertaker proposes to carry out a part of the authorised development otherwise than in accordance with the flood risk assessment and either demonstrates to the Environment Agency's satisfaction that the part of the authorised development concerned would not result in an exceedance of the flood levels shown in the flood risk assessment or demonstrates that all affected landowners accept the predicted exceedance of the flood levels shown in the flood risk assessment.

### **Air quality monitoring and mitigation**

**16.—(1)** No part of the authorised development is to commence until the undertaker has installed—

- (a) continuous air quality monitors in respect of oxides of nitrogen and fine particles at PM10 and PM 2.5 fractions at or close to—
  - (i) the junction of Histon Road and Huntingdon Road in the city of Cambridge to be agreed with Cambridge City Council; and
  - (ii) the historic South Cambridgeshire District Council monitoring location close to Bar Hill to be agreed with South Cambridgeshire District Council; and
- (b) diffusion tube monitors in 8 locations to be agreed with Huntingdonshire District Council in Huntingdon, Brampton, Fenstanton, Alconbury, Offord Cluny and Hilton,

and the monitors have subsequently been operated by the undertaker so that the data covering an uninterrupted period of at least 2 months has been obtained by the undertaker.

(2) The specification for installation, operation and data provision must be agreed in writing with the relevant Council prior to the commissioning of monitoring.

(3) The undertaker must operate the monitors installed under sub-paragraph (1)—

- (a) during the construction of the authorised development and for a period of at least 3 years from the opening of the authorised development for public use, and until such time that the monitoring shows a continuous period of 12 months with no exceedances of national air quality objectives or European Union limit values for the pollutants monitored;
- (b) in line with guidance on air quality monitoring issued by the Department for Environment, Food and Rural Affairs from time to time; and
- (c) in each case, in accordance with the specification for installation, operation and data provision prepared under sub-paragraph (2).

(4) The relevant Council must support the undertaker where possible in facilitating the installation of the air quality monitoring equipment to be operated by the undertaker under sub-paragraph (1).

(5) During the time period mentioned in sub-paragraph (2)(a)—

- (a) the undertaker must make all data obtained from the monitors available to the relevant Council; and
- (b) each relevant Council must supply to the undertaker all air quality monitoring data obtained from its existing air quality monitors on an annual basis.

(6) If, following analysis by the undertaker in consultation with the relevant Council of the monitoring data mentioned in sub-paragraph (5), it reasonably appears that the authorised development has materially worsened air quality such that there are exceedances of national air quality objectives, or European Union limit values for the pollutants monitored, the undertaker must discuss and agree with the relevant Council on a scheme of mitigation, which must be submitted to the Secretary of State for written approval.

(7) Before considering whether to approve the scheme of mitigation, the Secretary of State must consult the relevant Council and take in to consideration any local air quality action plans adopted by the Council as part of its local air quality management duties.

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(8) The scheme of mitigation approved under sub-paragraph (6) must be implemented by the undertaker.

### **Traffic Monitoring and Mitigation**

17.—(1) No part of the authorised development is to commence until written details of a traffic impact monitoring and mitigation scheme has been submitted to and approved in writing by the highway authority.

(2) The traffic impact monitoring and mitigation scheme must include—

- (i) a before and after survey to assess the changes in traffic;
- (ii) the locations to be monitored and the methodology to be used to collect the required data;
- (iii) the periods over which traffic is to be monitored;
- (iv) the method of assessment of traffic data;
- (v) control sites to monitor background growth;
- (vi) the implementation of monitoring no less than 3 months before the implementation of traffic management on the existing A14;
- (vii) agreement of baseline traffic levels;
- (viii) the submission of survey data and interpretative report to the highway authority; and
- (ix) a mechanism for the future agreement of mitigation measures.

(3) The scheme approved under sub-paragraph (1) must be implemented by the undertaker.

### **Amendments to approved details**

18. With respect to any requirement which requires the authorised development to be carried out in accordance with the details approved under this Schedule, the approved details are taken to include any amendments that may subsequently be approved in writing.

### **Details of consultation**

19.—(1) With respect to any requirement which requires details to be submitted to the Secretary of State for approval under this Schedule, the details submitted must be accompanied by a summary report setting out the consultation undertaken by the undertaker to inform the details submitted and the undertaker's response to that consultation.

(2) The undertaker must ensure that any consultation responses are reflected in the details submitted to the Secretary of State for approval under this Schedule, but only where it is appropriate, reasonable and feasible to do so, taking into account considerations including, but not limited to, cost and engineering practicality.

## **PART 2**

### **PROCEDURE FOR DISCHARGE OF REQUIREMENTS**

#### **Applications made under requirements**

20.—(1) Where an application has been made to the Secretary of State for any consent, agreement or approval required by a requirement (including consent, agreement or approval in respect of part of a requirement) included in this Order the Secretary of State must give notice to the undertaker of the decision on the application within a period of 8 weeks beginning with—

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- (a) the day immediately following that on which the application is received by the Secretary of State;
- (b) the day immediately following that on which further information has been supplied by the undertaker under paragraph 21; or
- (c) such longer period as may be agreed between the parties.

(2) Subject to sub-paragraph (3), in the event that the Secretary of State does not determine an application within the period set out in sub-paragraph (1), the Secretary of State is taken to have granted all parts of the application (without any condition or qualification) at the end of that period.

(3) Where—

- (a) an application has been made to the Secretary of State for any consent, agreement or approval required by a requirement included in this Order;
- (b) the Secretary of State does not determine such application within the period set out in sub-paragraph (1); and
- (c) the application is accompanied by a report that considers it likely that the subject matter of the application would give rise to any materially new or materially worse environmental effects in comparison with those reported in the environmental statement,

the application is taken to have been refused by the Secretary of State at the end of that period.

### **Further information**

**21.**—(1) In relation to any part of an application made under this Schedule, the Secretary of State has the right to request such further information from the undertaker as is necessary to enable the Secretary of State to consider the application.

(2) In the event that the Secretary of State considers such further information to be necessary the Secretary of State must, within 21 business days of receipt of the application, notify the undertaker in writing specifying the further information required and (if applicable) to which part of the application it relates. In the event that the Secretary of State does not give such notification within that 21 business day period the Secretary of State is deemed to have sufficient information to consider the application and is not subsequently entitled to request further information without the prior agreement of the undertaker.

(3) Where further information is requested under this paragraph in relation to part only of an application, that part is treated as separate from the remainder of the application for the purposes of calculating the time periods referred to in paragraph 20 (applications made under requirements) and in this paragraph.

### **Register of requirements**

**22.**—(1) The undertaker must, as soon as practicable following the making of this Order, establish and maintain in an electronic form suitable for inspection by members of the public a register of those requirements contained in Part 1 of this Schedule that provide for further approvals to be given by the Secretary of State.

(2) The register must set out in relation to each such requirement the status of the requirement, in terms of whether any approval to be given by the Secretary of State has been applied for or given, providing an electronic link to any document containing any approved details.

(3) The register must be maintained by the undertaker for a period of 3 years following completion of the authorised development.

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**Anticipatory steps towards compliance with any requirement**

23. If before the coming into force of this Order the undertaker or any other person has taken any steps that were intended to be steps towards compliance with any provision of Part 1 of this Schedule, those steps may be taken into account for the purpose of determining compliance with that provision if they would have been valid steps for that purpose had they been taken after this Order came into force.

SCHEDULE 3

Articles 12 and 16

CLASSIFICATION OF ROADS, ETC.

Note 1: the naming conventions used in this Schedule to describe roads, junctions and structures relate to the naming conventions used in the labels on the traffic regulation measures plans.

PART 1

SPEED LIMITS

Note 2: where speed limits are indicated on the plans relating to this schedule (the traffic regulation measures plans - speed limits and prohibitions) but are not referenced in this schedule they indicate that national speed limits apply in accordance with the provisions of the Road Traffic Regulation Act 1984 (which defines speed limits on ‘restricted roads’ by reference to street lighting) and are not subject to this order. For details of the scheme lighting design, refer to the general arrangement drawings.

<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Speed Limit</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 4</i>		
Brampton	A14 Trunk Road New Ellington Junction to Brampton Hut Junction  From the centre point of the Northern New Ellington Roundabout eastwards for distance of 388 metres along the new alignment of the A14 Trunk Road.  For extent of lighting design, refer to general arrangement drawings, sheet 3.	Removal of restricted road status  70 miles per hour
	A14 Trunk Road Eastbound Diverge Slip onto the Northern New Ellington Roundabout  From its junction with the Northern New Ellington Roundabout for a distance of 157 metres in a westerly direction.  For extent of lighting design, refer to general arrangement drawings, sheet3.	Removal of restricted road  70 miles per hour

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<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Speed Limit</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
	<p>A14 Trunk Road Westbound Merge Slip from the Southern New Ellington Roundabout</p> <p>From its junction with the Southern New Ellington Roundabout for a distance of 162 metres in a north westerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 3.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
	<p>A14 Trunk Road connecting the Northern and Southern New Ellington Roundabouts</p> <p>From the centre point of the Northern New Ellington Roundabout for a distance of 49 metres along the carriageway (plus the circumference of the Northern New Ellington Roundabout) in a south westerly direction.</p> <p>From the centre point of the Southern New Ellington Roundabout for distance of 52 metres along the carriageway (plus the circumference of the Southern New Ellington Roundabout) in a north easterly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 3.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
	<p>Woolley Road</p> <p>From the centre point of the Northern New Ellington Roundabout for a distance of 96 metres in a generally north westerly direction along the Woolley Road.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 3.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheets 5 and 6</i>		
Brampton	<p>A1 Trunk Road</p> <p>Along its length from a point 102 metres south of the centreline of the Realigned Grafham Road Overbridge to a point 992 metres north of the centreline of the Realigned Grafham Road Overbridge, for a distance of 1094 metres.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>

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	For extent of lighting design, refer to general arrangement drawings, sheets 3 and 5.	
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 6</i>		
Brampton	A1 Trunk Road Southbound Link onto the A14 Trunk Road  Along its length from a point 118 metres south of the centreline of the realigned Grafham Road Overbridge northwards to a point 373 metres north of the centreline of the realigned Grafham Road Overbridge, for a total distance of 491 metres.  For extent of lighting design, refer to general arrangement drawings, sheets 3 and 5	Removal of restricted road status  70 miles per hour
	A14 Trunk Road Northbound Link onto the A1 Trunk Road.  Along its length from a point 91 metres south of the centreline of the realigned Grafham Road Overbridge northwards to a point 483 metres north of centreline of the realigned Grafham Road Overbridge, for a total distance of 574 metres.  For extent of lighting design, refer to general arrangement drawings, sheets 3 and 5.	Removal of restricted road status  70 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 6 and 7</i>		
Brampton, Buckden	A14 Trunk Road  Along its length from a point 550 metres southeast of the centreline of the realigned B1514 Buckden Road north-westwards to a point 165 metres from the centreline of the realigned B1514 Buckden Road, for a total distance of 715 metres.  For extent of lighting design, refer to general arrangement drawings, sheets 5 and 6.	Removal of restricted road status  70 miles per hour
Brampton	A1 Trunk Road  Along its length of the southbound carriageway from the point of	Removal of restricted road status  50 miles per hour



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	<p>commencement of the existing 50mph speed limit 15 metres north of the centreline of the B1514 Buckden Road Underbridge to a point 215 metres north of the centreline of the B1514 Buckden Road Underbridge, for a distance of 200 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheets 5 and 6.</p>	
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 7</i>		
Brampton, Buckden	<p>A1 Trunk Road Southbound Link onto the A14 Trunk Road</p> <p>Along its length from a point 91 metres northwest of the centreline of the realigned B1514 Buckden Road south-eastwards to a point 529 metres from the centreline of the B1514 Buckden Road, for a total distance of 620 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 6.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
	<p>A14 Trunk Road Northbound Link onto the A1 Trunk Road</p> <p>Along its length from a point 344 metres southeast of the centreline of the realigned B1514 Buckden Road north-westwards to a point 158 metres from the centreline of the realigned B1514 Buckden Road, for a total distance of 502 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheets 5 and 6.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
Brampton	<p>B1514 Buckden Road</p> <p>From a point 50 metres northeast of the centreline of the new A14 Trunk Road south-westwards to a point 190 metres from the centreline of the new A14 Trunk Road, for a total distance of 240 metres (plus the circumference of the B1514 Buckden Road Roundabout).</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>

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	For extent of lighting design, refer to general arrangement drawings, sheet 6.	
Brampton	<p>B1514 Brampton Road</p> <p>From the centre point of the B1514 Buckden Road Roundabout south-wards for a distance of 89 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 6.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 11</i>		
Hemingford Abbots	<p>A1198 Ermine Street</p> <p>From a point 92 metres north-westwards from the centre point of the Northern Ermine Street Roundabout south-eastwards to a point 61 metres from the centre point of the Northern Ermine Street Roundabout, for a total distance of 153 metres (plus the circumference of the Northern Ermine Street Roundabout).</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 9.</p> <p>From a point 65 metres north-westwards from the centre point of the Southern Ermine Street Roundabout southwards to a point 70 metres from the centre point of the Southern Ermine Street Roundabout, for a total distance of 135 metres (plus the circumference of the Southern Ermine Street Roundabout).</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 9.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>A14 Trunk Road Eastbound Diverge Slip onto the Northern Ermine Street Roundabout</p> <p>From its junction with the Northern Ermine Street Roundabout for a distance of 161 metres in a westerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 9.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>

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	<p>A14 Trunk Road Westbound Merge Slip from the Southern Ermine Street Roundabout</p> <p>From its junction with the Southern Ermine Street Roundabout for a distance of 161 metres in a north westerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 9.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 17</i>		
Swavesey	<p>A1307</p> <p>From the centre point of the Northern Swavesey Roundabout westwards for a distance of 113.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
	<p>Swavesey Link Road between Northern Swavesey Roundabout and Bucking Way Road Roundabout (A1307 formerly the A14(T))</p> <p>From its junction with the Northern Swavesey Roundabout to its junction with Bucking Way Roundabout (plus the circumference of the Northern Swavesey Roundabout and the circumference of Bucking Way Roundabout).</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>Bucking Way Road</p> <p>From the centre point of the Bucking Way Road Roundabout north-eastwards for a distance of 92 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>Local Access Road (A1307 formerly the A14(T))</p> <p>From the centre point of the Bucking Way Road Roundabout generally south-eastwards for a distance of 96 metres.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>

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	For extent of lighting design, refer to general arrangement drawings, sheet 15.	
Swavesey, Boxworth	<p>A14 Trunk Road Eastbound Diverge Slip onto the Northern Swavesey Roundabout</p> <p>From the centre point of the Northern Swavesey Roundabout south-eastwards then south-westwards for a distance of 304 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
	<p>Swavesey Link Road</p> <p>From the centre point of the Northern Swavesey Roundabout for a distance of 93 metres in a south-westerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p> <p>From the centre point of the Southern Swavesey Roundabout for a distance of 56 metres (plus the circumference of the Southern Swavesey Roundabout) in a north easterly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
Boxworth	<p>A14 Trunk Road Westbound</p> <p>Merge Slip from Southern Swavesey Roundabout onto the Westbound A14 Trunk Road</p> <p>From its junction with the Southern Swavesey Roundabout for a distance of 158 metres in a north-westerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 17 and 18</i>		
Swavesey, Boxworth	<p>A14 Trunk Road Eastbound Merge Slip from the Northern Swavesey Roundabout onto the Eastbound A14 Trunk Road</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>

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	<p>From the centre point of the Northern Swavesey Roundabout south-eastwards for a distance of 185 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	
Boxworth	<p>A14 Trunk Road Westbound Diverge Slip onto the Southern Swavesey Roundabout</p> <p>From its junction with Southern Swavesey Roundabout for a distance of 163 metres in a generally south-easterly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheets 17 and 18</i>		
Boxworth	<p>New Link Road (between Southern Swavesey Roundabout and the Cambridge Services Roundabout)</p> <p>From the centre point of the Southern Swavesey Roundabout south-eastwards for a distance of 120 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p> <p>From the centre point of the Cambridge Services Roundabout north-westwards for a distance of 130 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>High Street</p> <p>From the centre point of the Cambridge Services Roundabout for a distance of 97 metres (plus the circumference of the Cambridge Services Roundabout) in a south westerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>Access into Cambridge Services</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>

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	<p>From the centre point of the Cambridge Services Roundabout south-eastwards for a distance of 53 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	
	<p>A14 Trunk Road Westbound Diverge Slip onto the Cambridge Services Roundabout</p> <p>From its junction with Cambridge Services Roundabout for a distance of 177 metres in a north-easterly then south-easterly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheets 15 and 16.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 19</i>		
Swavesey, Lolworth	<p>Robin's Lane</p> <p>Along its length from a point 208 metres from the junction with the Local Access Road in a generally south-westwards direction for a distance of 586 metres.</p>	30 miles per hour
Swavesey	<p>Link Road from Robin's Lane to the White House and Hill Farm Cottages</p> <p>From where the Link Road off Robin's Lane joins the Access Track leading to Hill Farm Cottages for a distance of 154 metres in a south-easterly then a southerly direction.</p>	30 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 20</i>		
Longstanton	<p>New Local Access Road A1307</p> <p>From a point 256 metres north-westwards from the centreline of the junction of the A1307 and the B1050 Link Road connecting the A1307 to the B1050 south-eastwards to point 420 metres from the centreline of the junction of the A1307 and the B1050 Link Road connecting the A1307 to the B1050, for a total distance of 676 metres.</p>	40 miles per hour
	B1050 Hattons Road	40 miles per hour

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	From where it joins the northern side of the Bar Hill Junction Circulatory Carriageway for a distance of 540 metres in a north-easterly direction.	
	B1050 Link Road between B1050 Hattons Road and the Local Access Road (A1307 formerly the A14 (T))  From its junction with B1050 Hattons Road for a distance of 170 metres in a south-easterly then south-westerly direction to where it joins the Local Access Road (A1307 formerly the A14 (T)).	40 miles per hour
	A14 Trunk Road Eastbound Diverge Slip onto Bar Hill Junction  From its junction with Bar Hill for a distance of 155 metres in a north-westerly direction.  For extent of lighting design, refer to general arrangement drawings, sheet 17.	Removal of restricted road status  70 miles per hour
	A14 Trunk Road Eastbound merge slip from Bar Hill Junction onto A14 Trunk Road  From its junction with Bar Hill for a distance of 155 metres in a south-easterly direction.  For extent of lighting design, refer to general arrangement drawings, sheet 17.	Removal of restricted road status  70 miles per hour
Longstanton, Bar Hill	B1050 Bar Hill Junction Circulatory Carriageway  Along the entire circulatory carriageway of the Bar Hill Junction.	40 miles per hour restricted road status
	A14 Trunk Road Westbound Merge Slip from Bar Hill Junction onto the A14 Trunk Road  From its junction with Bar Hill for a distance of 157 metres in a north-westerly direction.  For extent of lighting design, refer to general arrangement drawings, sheet 17.	Removal of restricted road status  70 miles per hour

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	<p>A14 Trunk Road Westbound Diverge Slip onto Bar Hill Junction</p> <p>From its junction with Bar Hill for a distance of 159 metres in a south-easterly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 17.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
Bar Hill	<p>B1050 Link Road between Bar Hill Junction and Saxon way Roundabout</p> <p>From the centre point of Saxon Way Roundabout for a distance of 176 metres in a north-westerly direction (plus the circumference of the Saxon Way Roundabout)</p>	40 miles per hour
	<p>Saxon Way</p> <p>From the centre point of Saxon Way Roundabout for a distance of 81 metres in a westerly direction.</p>	40 miles per hour
	<p>Crafts Way</p> <p>From the centre point of Saxon Way Roundabout for a distance of 49 metres in a south-easterly direction.</p>	40 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 21</i>		
Oakington and Westwick	<p>Dry Drayton Road</p> <p>From the centre point of the Dry Drayton Roundabout where Dry Drayton Road meets the new Local Access Road (A1307 formerly the A14 (T)) and Oakington Road., for a distance of 38 metres in a north easterly direction (plus the circumference of the Dry Drayton Roundabout).</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 18.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>New Local Access Road (A1307 formerly the A14 (T))</p>	Removal of restricted road status



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	<p>From the centre point of the Dry Drayton Roundabout where the new Local Access Road meets Dry Drayton Road and Oakington Road, for a distance of 91 metres in a north-westerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 18.</p>	60 miles per hour
	<p>Oakington Road</p> <p>From the centre point of the Dry Drayton Roundabout where Oakington Road meets the new Local Access Road and Dry Drayton Road, for a distance of 91 metres in southerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 18.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
Dry Drayton	<p>Oakington Road</p> <p>From the centre point of the Oakington Road Roundabout where Oakington Road meets the new Local Access Road (A1307 formerly the A14 (T)), for a distance of 82 metres in a north-easterly direction and 90 metres in a south-westerly direction, for a total distance of 172 metres (plus the circumference of the Oakington Road Roundabout).</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 18.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>New Local Access Road (A1307 formerly the A14 (T))</p> <p>From the centre point of the Oakington Road Roundabout where Oakington Road meets the new Local Access Road, for a distance of 90 metres in south-easterly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 18.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>Crematorium Access Road</p> <p>From its junction with the new Local Access Road (A1307 formerly the A14</p>	30 miles per hour

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	(T)), for a distance of 456 metres in a generally north-easterly direction.	
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheets 21 and 22</i>		
Girton	A14 Trunk Road  From a point 13 metres north west of where the A14 Trunk Road joins the M11 north-westwards for a distance of 749 metres.  For extent of lighting design, refer to general arrangement drawings, sheet 20.	Removal of restricted road status  70 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans- sheets 22 and 23</i>		
Girton	New Local Access Road  From the centre point with Girton Roundabout West north-westwards for a distance of 90 metres (plus the circumference of Girton Roundabout West).  For extent of lighting design, refer to general arrangement drawings, sheet 20.	Removal of restricted road status  60 miles per hour
	A14 Trunk Road Westbound Merge Slip from Girton Roundabout West  From the centre point of the Girton Roundabout West in a generally north-westerly direction, for a distance of 608 metres.  For extent of lighting design, refer to General Arrangement Drawing sheet 20.	Removal of restricted road status  70 miles per hour
	A14 Trunk Road Diverge Slip Road leading to Girton Roundabout East  From the centre point of the Girton Roundabout East, north-westwards for a distance of 833 metres.  For extent of lighting design, refer to general arrangement drawings, sheet 20.	70 miles per hour
	A14 Trunk Road Westbound Link  Along its length from a point 66 metres south of where the A14 Trunk Road	Removal of restricted road status  70 miles per hour

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	<p>Westbound Link crosses the centreline of the A1307 Huntingdon Road, to where the A14 Trunk Road Westbound Link merges with the Improved A14 Trunk Road, for a total distance of 904 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheets 20 and 21.</p>	
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheets 22, 23 and 24</i>		
Girton	<p>A14 Trunk Road Eastbound Link</p> <p>From its nosing with the A14 Trunk Road Mainline Carriageway to where the A14 Trunk Road Eastbound Link merges with the A14 Eastbound Mainline at Girton Interchange.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheets 20 and 21.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 23</i>		
Girton, Madingley	<p>A14 Trunk Road Westbound Link</p> <p>Along its length from a point 71 metres south west of where the centre point of the M11 Overbridge crosses the A14 Trunk Road Westbound Link for a distance of 958 metres in a south-westerly then north-easterly direction.</p>	50 miles per hour
Madingley	<p>A14 Trunk Road Eastbound Loop</p> <p>From a point 469 metres north west of the nosing point of the northbound diverge slip of the M11, along the length of the a14 Trunk Road Eastbound Loop to where it merges with the A14 Trunk Road Eastbound Mainline carriageway, at a point 33 metres east of the M11 Overbridge.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 21.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
	<p>A428 Trunk Road</p> <p>Along the westbound carriageway from the centre point of the M11 Overbridge for</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>

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	<p>a distance of 171 metres in a westbound direction.</p> <p>For extent of lighting design, refer to Mainline 21.</p> <p>Along the eastbound carriageway from the centre point of the M11 Overbridge for a distance of 691 metres in a westbound direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 21.</p>	
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 23 and 24</i>		
Girton	<p>A1037 Huntingdon Road</p> <p>From the centre point of Girton Roundabout West south-eastwards for a distance of 1312 metres (plus the circumference of Girton Roundabout East).</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 21.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>A14 Trunk Road</p> <p>Along the eastbound and westbound carriageway of the A14 Trunk Road from the centre point of the M11 Overbridge in an eastbound direction for a distance of 1520 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheets 21 and 22.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 24</i>		
Girton	<p>West Cambridge Development Access</p> <p>From the centre point of the new access of the West Cambridge Development Site in a south-easterly direction for a distance of 117 metres and then north-westwards from the centre point of the new access of the West Cambridge Development Site for a distance of 100 metres, for a total distance of 217 metres.</p>	40 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans- sheet 25</i>		

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<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
Impington	B1049 Cambridge Road North  From where it joins the northern part of the Histon Junction Circulatory Carriageway for distance of 111 metres in a north-westerly direction.	40 miles per hour
	A14 Trunk Road Eastbound Diverge Slip onto the Histon Junction  From its junction with the northern part of the Histon Junction Circulatory Carriageway for a distance of 159 metres in a westerly direction.  For extent of lighting design, refer to general arrangement drawings, sheet 23.	Removal of restricted road status  70 miles per hour
	A14 Trunk Road Westbound Merge Slip from Histon junction onto the A14 Trunk Road  From its junction with the southern part of the Histon Junction Circulatory Carriageway for a distance of 164 metres in a westerly direction.  For extent of lighting design, refer to general arrangement drawings, sheet 23.	Removal of restricted road status  70 miles per hour
	A14 Trunk Road Westbound Diverge Slip onto Histon Junction  From a point 34 metres north-east of its junction with the southern part of the Histon Junction Circulatory Carriageway for a distance of 161 metres in a north easterly direction.  For extent of lighting design, refer to general arrangement drawings, sheet 23.	Removal of restricted road status  70 miles per hour
	A14 Trunk Road Eastbound Merge Slip from Histon Junction onto the A14 Trunk Road  From a point 9 metres north-west of its junction with the northern part of the Histon Junction Circulatory Carriageway for a distance of 160 metres in a north westerly direction.	Removal of restricted road status  70 miles per hour

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<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Speed Limit</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
	For extent of lighting design, refer to general arrangement drawings, sheet 23.	
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 27</i>		
Milton	A14 Trunk Road diverge slip road to the A10 at Milton Junction  From the point of the nosing of the left filter lane on the A14 diverge slip road at Milton Junction for a distance of 208 metres in a northerly direction along the A10.	50 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 28</i>		
Huntingdon	A1307 (formerly A14(T))  From a point 96 metres north-westwards from the centre of the new roundabout junction located 475 metres north-east of the Hinchingsbrooke Park Road / Views Common Link Signalised Junction for a distance of 401 metres in a north-westerly direction.	40 miles per hour
	A1307 (Views Common Link)  (unlit section)  From a point 61 metres south-westwards from the centre of the new roundabout junction located 475 metres north east of Hinchingsbrooke Park Road /Views Common Link Road Signalised Junction for a distance of 365 metres in a south easterly direction.	30 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 29</i>		
Huntingdon, Godmanchester	A1307 (formerly A14(T))  From a point 107 metres east of the centre point of the New Link Road Signalised Junction for a distance of 577 metres in an easterly direction.	40 miles per hour

## PART 2

## TRAFFIC REGULATION MEASURES (CLEARWAYS AND PROHIBITIONS)

In this Part of this Schedule, “authorised vehicle” has the same meaning as that given in article 12(12).

<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Measures</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23 and 24</i>		
Ellington, Brampton, Buckden, Offord Cluny and Offord D’Arcy, Godmanchester, Hemingford Abbots, Hemingford Grey, Fenstanton, Conington, Swavesey, Boxworth, Lolworth, Bar Hill, Longstanton, Oakington and Westwick, Dry Drayton, Girton.	A14 Trunk Road  From a point 700 metres west of the centreline of the New Ellington Overbridge (shown on sheet 3) along the existing and new A14 Trunk Road on both the eastbound and westbound carriageways including the A14 Trunk Road Northbound Link onto the A1, to the centre point of the Girton Road Overbridge (shown on sheet 24).	Clearway  (to include verges, hard shoulders, slip roads and laybys)
<i>The traffic regulation measures (clearways and weight limits) plans – sheet 4</i>		
Brampton	A14 Trunk Road New Ellington Junction to Brampton Hut Junction  From the centre point of the Southern New Ellington Roundabout for a distance of 145 metres in a north-westerly direction to the centre point of the Northern New Ellington Roundabout plus the entire circumference of both the Northern New Ellington Roundabout and the Southern New Ellington Roundabout) then along the A14 Trunk Road towards Brampton Hut Interchange from the centre point of the Northern New Ellington Roundabout for a distance of 547 metres in a north easterly then an easterly direction.	Clearway  (to include verges, hard shoulders, slip roads and laybys)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 4</i>		
Brampton	A14 Trunk Road / New Ellington Junction Emergency / Maintenance Access  A14 Eastbound Merge Slip Road from where it leaves the northern New Ellington Junction Roundabout to where it joins the new A14 Trunk Road eastbound mainline carriageway.	Prohibition of entry (except an authorised vehicle)

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<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Measures</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
Brampton	A14 Trunk Road / New Ellington Junction Emergency / Maintenance Access  A14 Westbound Diverge Slip Road from where it leaves the new A14 Trunk Road westbound mainline carriageway to where the A14 Westbound Diverge Slip Road joins the southern New Ellington Junction Roundabout.	Prohibition of entry (except an authorised vehicle)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 and 23</i>		
Brampton, Buckden, Offord Cluny and Offord D’Arcy, Godmanchester, Hemingford Abbots, Hemingford Grey, Fenstanton, Conington, Swavesey, Boxworth, Lolworth, Bar Hill, Longstanton, Oakington and Westwick, Dry Drayton, Girton	A14 Trunk Road  From a point 281 metres west of the centreline of the New Ellington Overbridge (shown on sheet 4) along the existing and new A14 Trunk Road on both the eastbound and westbound carriageways to the point where the A14 Trunk Road meets the M11 at the Girton Interchange (shown on sheet 23).	Prohibition of pedestrians
	A14 Trunk Road  From a point 281 metres west of the centreline of the New Ellington Overbridge (shown on sheet 4) along the existing and new A14 Trunk Road on both the eastbound and westbound carriageways to the point where the A14 Trunk Road joins with the M11 at the Girton Interchange (shown on sheet 23).	Prohibition of cyclists
	A14 Trunk Road  From a point 281 metres west of the centreline of the New Ellington Overbridge (shown on sheet 4) along the existing and new A14 Trunk Road on both the eastbound and westbound carriageways to the point where the A14 Trunk Road joins with the M11 at the Girton Interchange (shown on sheet 23).	Prohibition of ridden or accompanied horses
	A14 Trunk Road  From a point 281 metres west of the centreline of the New Ellington Overbridge (shown on sheet 4) along the existing and new A14 Trunk Road	Prohibition of horse drawn vehicles



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<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Measures</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
	on both the eastbound and westbound carriageways to the point where the A14 Trunk Road joins with the M11 at the Girton Interchange (shown on sheet 23).	
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 6 and 7</i>		
Brampton, Buckden	Brampton Interchange – Emergency / Maintenance Access Eastbound Merge Slip onto the A1 Trunk Road Southbound Link from B1514 Buckden Road  The length of the Brampton Interchange Emergency/Maintenance Access Eastbound Merge Slip Road from its junction with the Realigned B1514 Buckden Road to where it joins the A1 Trunk Road Southbound Link onto the A14(T), which then merges with the new A14 Trunk Road eastbound carriageway.	Prohibition of entry (except an authorised vehicle)
	Brampton Interchange – Emergency / Maintenance Access Westbound Diverge Slip off the A14 Trunk Road Westbound Carriageway Leading to Brampton Road  The length of the Brampton Interchange Emergency/Maintenance Access Westbound Diverge Slip Road from where it leaves the new A14 Trunk Road to its junction with Brampton Road.	Prohibition of entry (except an authorised vehicle)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 8</i>		
Buckden	Emergency / Maintenance Access onto the Westbound Carriageway of the New A14 Trunk Road  Emergency/Maintenance Access located 1115 metres west of the centre point of where the New A14 Trunk Road Westbound carriageway crosses the East Coast Main Line Railway (along its length in an easterly direction to where it joins the proposed access track for Lodge Farm).	Prohibition of entry (except an authorised vehicle)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 11</i>		
Godmanchester, Hemingford Abbots	A14 Trunk Road / A1198 Ermine Street Junction Emergency / Maintenance Access	Prohibition of entry (except an authorised vehicle)

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<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Measures</i> <i>(3)</i>
	A14 Eastbound Merge Slip Road from the Northern Ermine Street Roundabout to where the A14 Eastbound Merge Slip Road joins the new A14 Trunk Road eastbound mainline carriageway.	
	A14 Trunk Road / A1198 Ermine Street Junction Emergency / Maintenance Access  A14 Westbound Diverge Slip Road from where it leaves the new A14 Trunk Road westbound mainline carriageway to where the A14 Westbound Diverge Slip Road joins the Southern Ermine Street Roundabout.	Prohibition of entry (except an authorised vehicle)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 14 and 15</i>		
Fenstanton	A14 Trunk Road / Conington Road / Emergency / Maintenance Eastbound Access  A14 Eastbound Merge/Diverge Slip Road from the new A14 Trunk Road eastbound carriageway, north-westwards to where it joins the Realigned Conington Road.	Prohibition of entry (except an authorised vehicle)
	A14 Trunk Road / Conington Road / Emergency / Maintenance Westbound Access  A14 Westbound Merge/Diverge Slip Road from the new A14 Trunk Road westbound carriageway south-eastwards to where it joins the Realigned Conington Road.	Prohibition of entry (except an authorised vehicle)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 22 and 23</i>		
Girton, Madingley	Girton Roundabout West  From where the A14 Westbound Merge Slip starts at the new Girton Roundabout West generally north-westwards to the point where it merges with the A14 Trunk Road Westbound Link.	Prohibition of pedestrians
	Girton Roundabout West  From where the A14 Westbound Merge Slip starts at the new Girton Roundabout West generally north-westwards to the	Prohibition of cyclists

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<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Measures</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
	point where it merges with the A14 Trunk Road Westbound Link.	
	Girton Roundabout West  From where the A14 Westbound Merge Slip starts at the new Girton Roundabout West generally north-westwards to the point where it merges with the A14 Trunk Road Westbound Link.	Prohibition of ridden or accompanied horses
	Girton Roundabout West  From where the A14 Westbound Merge Slip starts at the new Girton Roundabout West generally north-westwards to the point where it merges with the A14 Trunk Road Westbound Link.	Prohibition of horse drawn vehicles
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 21, 22 and 23</i>		
Girton, Madingley	A14 Trunk Road Westbound Link  From a point 65 metres east of the centre of the M11 Overbridge along the length of the new A14 Trunk Road Westbound Link to its merge point with the A14 Trunk Road westbound mainline carriageway.	Prohibition of pedestrians
	A14 Trunk Road Westbound Link  From a point 65 metres east of the centre of the M11 Overbridge along the length of the new A14 Trunk Road Westbound Link to its merge point with the A14 Trunk Road westbound mainline carriageway.	Prohibition of cyclists
	A14 Trunk Road Westbound Link  From a point 65 metres east of the centre of the M11 Overbridge along the length of the new A14 Trunk Road Westbound Link to its merge point with the A14 Trunk Road westbound mainline carriageway.	Prohibition of ridden or accompanied horses
	A14 Trunk Road Westbound Link  From a point 65 metres east of the centre of the M11 Overbridge along the length of the new A14 Trunk Road Westbound Link to its merge point with the A14 Trunk Road westbound mainline carriageway.	Prohibition of horse drawn vehicles

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<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Measures</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 23</i>		
Girton	A14 Trunk Road Diverge Slip Road leading to Girton Roundabout East  At the point where the A14 Trunk Road Diverge Slip Road meets the new Girton Roundabout East.	Prohibition of entry
	A428 Trunk Road Emergency / Maintenance Access Link  From the A428 Westbound Diverge Slip off the A428 Trunk Road mainline carriageway, then looping back on itself to where it joins the M11 northbound carriageway.	Prohibition of entry (except an authorised vehicle)
<i>The traffic regulation measures (clearways and weight limits) plans – sheet 23</i>		
Girton, Madingley	A14 Trunk Road Eastbound Loop  From the point where the A14 Trunk Road Eastbound Loop diverges from the M11, along the entire length of the Eastbound Loop to where it merges with the Mainline A14 Trunk Road Eastbound carriageway, at a point 33 metres east of the M11 Overbridge.	Clearway  (to include verges, hard shoulders, slip roads and laybys)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 28</i>		
Huntingdon	A1307 (formerly the A14(T))  Along both sides of the carriageway of the A1307 from the centre point of the roundabout junction located 475 metres north east of Hinchingsbrooke Park Road Signalised Junction along the A1307 north-westwards for a distance of 500 metres.	Prohibition of parking
	Hinchingsbrooke Park Road / A1307 Signalised Junction  Hinchingsbrooke Park Road southern approach to the A1307 Signalised Junction (no right turns are permitted).	Prohibition of entry (no right turn)
	Hinchingsbrooke Park Road /A1307 Signalised Junction	Prohibition of entry (no right turn)

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<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Measures</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
	Hinchingbrooke Park Road north westerly approach to the A1307 signalised junction (no right turns are permitted).	
	Hinchingbrooke Park Road/B1514 Brampton Road signals  Hinchingbrooke Park Road south eastbound approach to its junction with the B1514 Brampton Road (no right turns are permitted).	Prohibition of entry (no right turn)
	A1307 and Roundabout  Along the new section of the A1307, from its junction with Hinchingbrooke Park Road, in a generally north-westerly direction along its entire length, plus around the circumference of the roundabout that connects onto the dual carriageway section of the A1307 (formerly the A14(T)).	Prohibition of parking
	Hinchingbrooke Park Road  Along its entire length to include the realigned approaches to both the new A1307 link and the B1514 Brampton Road.	Prohibition of parking
	B1514 Brampton Road  From its north-easterly junction with Hinchingbrooke Park Road, from a point 24 metres southwest of the centreline for a distance of 105 metres in a north-easterly direction along both sides of the carriageway.	Prohibition of parking
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 29</i>		
Huntingdon	Mill Common  Along the west side of Mill Common from its junction with Castle Moat Road in a southerly direction for a distance of 168 metres.  Along the east side of Mill Common from its junction with Castle Moat Road in a southerly direction for a distance of 86 metres.	Prohibition of waiting (at all times)

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<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Measures</i> <i>(3)</i>
	<p>Along the east side of Mill Common from a point 64 metres south of its junction with Castle Hill in a southerly direction for a distance of 34 metres.</p>	
	<p>Mill Common</p> <p>Along the east side of Mill Common from a point 10 metres south of its junction with Castle Hill in a southerly direction for a distance of 54 metres.</p>	<p>Prohibition of waiting (waiting for more than three hours prohibited and no return within three hours between the hours of 8 a.m. and 6 p.m. on any day other than Sunday)</p>
	<p>A1307 (formerly the A14(T)) / B1514 Brampton Road / Edison Bell Way Signalised Junction</p> <p>At the A1307 approach to the B1514 Brampton Road / Edison Bell Way Signalised Junction (no right turns permitted except by buses).</p>	<p>Prohibition of entry (no right turn except by buses)</p>
	<p>B1514 Brampton Road</p> <p>From a point 40 metres east of Burrows Drive in an easterly direction along the northern edge of the B1514 Brampton Road for a distance of 149 metres.</p> <p>From a point 81 metres east of Burrows Drive in an easterly direction along the southern edge of the B1514 Brampton Road for a distance of 107 metres.</p>	<p>Prohibition of parking</p>
	<p>New Link Road</p> <p>From its junction with Castle Moat Road southwards along its entire length to the point where it meets the A1307 (formerly A14(T)).</p>	<p>Prohibition of parking</p>
<p><i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 29</i></p>		
<p>Huntingdon</p>	<p>A1307 (formerly the A14(T))</p> <p>From its junction with the B1514 Brampton Road / Edison Bell Way Signalised Junction for a distance of 1312 metres in a south easterly direction (including the signalised junction with New Link Road).</p>	<p>Prohibition of parking</p>

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<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Measures</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 28, 29, 30 and 36</i>		
Girton, Dry Drayton, Oakington and Westwick, Longstanton, Lolworth, Swavesey, Conington, Fen Drayton, Fenstanton, Hemingford Grey, Hemingford Abbots, Godmanchester	A1307 (formerly the A14(T))  From a point 595 metres north west of the centre point of Girton Road to a point 680 metres south east of the New Link Road Signalised Junction in Huntingdon (including all roundabouts along the length of the A1307 (formerly the A14(T)) for a distance of 21.84 kilometres.	Clearway  (to include verges, hard shoulders, slip roads and laybys)
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 28 and 36</i>		
Huntingdon, The Stukeleys, Alconbury	A1307 (formerly the A14(T))  From a point 500 metres north west of the centre point of the A1307 Roundabout junction located 475 metres north east of Hinchingbrooke Park Road Signalised Junction to a point 420 metres south east of the B1043 overbridge at Alconbury, for a distance of 4.73 kilometres.	Clearway  (to include verges, hard shoulders, slip roads and laybys)

## PART 3

### ROADS TO BE DE-TRUNKED

#### **In the administrative areas of Huntingdon District Council and South Cambridgeshire District Council**

1. A length of 18.9 kilometres of the A14 Trunk Road from point A on sheet 1 of the De-Trunking Plans, being the point at which the A14 meets the B1043 at a roundabout junction situated to the east of Alconbury, in a south-easterly direction to point B on sheet 15 of the De-Trunking Plans, being a point on the A14 Trunk Road 130 metres south-east of the access to Friesland Farm.

2. A length of 3.1 kilometres of the A14 Trunk Road from point C on sheet 4 of the De-Trunking Plans, being a point on the A14 Trunk Road 200 metres south-west of the roundabout known as the Spittals Interchange situated west of Huntingdon, passing under the existing B1514 overbridge and then continuing in a north-westerly direction to point D on sheet 13 of the De-Trunking Plans, being the point where the A14 Trunk Road meets the A1 Trunk Road at the existing Brampton Hut Junction situated to the north-west of Brampton.

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## PART 4

### REVOCATIONS AND VARIATIONS OF EXISTING TRAFFIC REGULATION ORDERS

<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Title of Order</i> <i>(3)</i>	<i>Revocations or Variations</i> <i>(4)</i>
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 1 and 2</i>			
Alconbury	A1 Trunk Road  Laybys situated on the southbound carriageway of the trunk road between points 50 metres north and 830 metres south of its junction with the C107 Woolley Road and on the northbound carriageway of the trunk road between points 200 metres north and 460 metres north of its junction with the C107 [Woolley Road].	The A1 Trunk Road (Woolley, Cambridgeshire) (Prohibition of Entry) Order 2001 (SI 2001/90)	Order to be revoked  Identified on sheets 1 and 2 by the blue square symbols numbered 1 and 3 respectively.
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 2</i>			
Alconbury	A1 Trunk Road  Opposite the junction with the C107 Woolley Road	The A1 Trunk Road (C107 Woolley Road, Cambridgeshire) (Closure of Gap in the Central Reservation) Order 2000 (SI 2000/3082)	Order to be revoked  Identified on sheet 2 by the blue square symbol numbered 2
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 1, 2, 4, 5, 6 and 7</i>			
Alconbury, Stukeleys, Brampton	The A1 Trunk Road  In the county of Huntingdon and Peterborough, in the County of Rutland, in the County of Lincoln, parts of Kesteven, and in the County of Nottingham.	The London -Edinburgh - Thurso Trunk Road (Prohibition of Waiting) (Clearways) Order 1971 (SI 1971/894)	Order to be varied (to apply clearways to all verges, hard shoulders, slip roads and laybys on the northbound and southbound carriageways, in addition to the existing clearways on the mainline A1 Trunk Road)



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<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Title of Order</i> <i>(3)</i>	<i>Revocations or Variations</i> <i>(4)</i>
	From a point 150 yards north of Rail Bridge at Little Paxton in the County of Huntingdon in a northerly direction to its junction with the Liverpool -Warrington - Stockport - Sheffield - Lincoln – Skegness Trunk Road (A57) at Markham Moor in the County of Nottingham a distance of 82.73 miles.		From the point where the A1 Trunk Road crosses the B1514 Buckden Road for a distance of 6265 metres along the existing and new A1 Trunk Road on both the Northbound and Southbound carriageway including the A1 Trunk Road Southbound Link onto the A14, to where it meets the B1042 Alconbury Overbridge.
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 4</i>			
Brampton	A1 and A14 Trunk Road (Brampton Hut Interchange)  The A14 Trunk Road eastbound and westbound approaches to the Brampton Hut Interchange, the southbound and northbound entry / exit slips from the A1.	The A1 and A14 Trunk Roads (Brampton Hut Interchange, Cambridgeshire) (40 miles per hour speed limit) Order 2006 (SI 2006/2881)	Order to be varied (varying the length of the A14 Trunk Road eastbound carriageway to which the Order applies to accord with the scheme lighting design as shown on sheet 3 of the general arrangement drawings (document reference 2.2). Speed limit to be 40mph.  The A14 Trunk Road eastbound carriageway from a point 138 metres west of its junction with Brampton Hut Interchange.
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 14, 15, and 36</i>			
Alconbury Weston, Alconbury, The Stukeleys, Huntingdon, Godmanchester, Hemingford Abbots	A14 Trunk Road (formerly A604) from the Huntingdon and Peterborough County Boundary near Fenstanton to Cow Lane, Godmanchester, a distance of 4.75 miles.	The County of Huntingdon and Peterborough (Fenstanton-Godmanchester Road A604) (Prohibition of Waiting) (Clearway) Order 1967	Order to be revoked

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<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Title of Order</i> <i>(3)</i>	<i>Revocations or Variations</i> <i>(4)</i>
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24</i>			
Fen Drayton, Conington, Swavesey, Boxworth, Lolworth, Bar Hill, Longstanton, Oakington and Westwick, Dry Drayton, Girton, Madingley	A14 Trunk Road (formerly A604) from a point 650 yards north-west of its junction with Girton Road to the Huntingdon and Peterborough County boundary near Fenstanton, a length of 7.4 miles.	The County of Cambridgeshire and Isle of Ely (Cambridge – Fenstanton Road A604) (Prohibition of Waiting) Clearway Order 1967	Order to be revoked
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 17</i>			
Boxworth	Laybys adjacent to the eastbound and westbound carriageways of the trunk road at various locations listed in the Order indicated in Column 3	The A14 Trunk Road (Bythorn, Junction 15 – Swavesey / Boxworth, Junction 28) (Prohibition of Entry) Order 2008 (SI 2008/1010)	Order to be partially revoked  Layby adjacent to the westbound carriageway of the A14 Trunk Road situated between points 40 metres and 220 metres southeast of the centre point of its junction with the access track leading to Friesland Farm  Identified on sheet 17 by the blue square symbol numbered 4
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 17 and 18</i>			
Swavesey, Boxworth	Boxworth and Swavesey  (A14 westbound slip off, A14 Westbound slip on, High Street and Boxworth End)	Cambridgeshire County Council (Removal of Restricted Roads Status) (No 1) Order 2001	Order to be revoked  Identified on sheets 17 and 18 by the blue square symbols numbered 5 (sheet 17), 6, 7, 8, 9 and 10 (sheet 18)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 19</i>			
Lolworth	A14 Trunk Road (formerly A604) gap in the central reservation 1300 metres west of its	The A604 Trunk Road (Lolworth Turn, Lolworth) (Prohibition of use of gap in central reservation) Order 1991 (SI 1991/2760)	Order to be revoked  Identified on sheet 19 by the blue square symbol numbered 12

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	junction with the B1050 at Bar Hill		
	A14 Junction with Robin's Lane  Splitter island between the entry and exit slips to Robins Lane	The A14 Trunk Road (Huntingdon Road/Robins Lane Junction, Lolworth, Cambridgeshire) (Prohibition of Traffic) Order 2008 (SI 2008/2880)	Order to be revoked  Identified on sheet 19 by the blue square symbol numbered 11
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 20</i>			
Bar Hill	A14 Trunk Road (formerly A604)  At the junction with the private access serving Lolworth Petrol Station	The Trunk Road (A604) (Temporary Restriction of Traffic) Order 1978 (SI 1978/555)	Order to be revoked  Identified on sheet 20 by the blue square symbol numbered 13
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 21</i>			
Oakington and Westwick	A14 Trunk Road  Layby situated on the eastbound carriageway of the trunk road between points 330 metres east and 610 metres east of the Oakington /Dry Drayton Road Bridge.	The A14 Trunk Road (Oakington/Dry Drayton Interchange, Cambridgeshire) (Prohibition of Entry) Order 2002 (SI 2002/2472)	Order to be revoked  Identified on sheets 21 by the blue square symbol numbered 14
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 23 and 24</i>			
Girton	Huntingdon Road  Orders along the northeast side from a point 112 metres northwest of its junction with Girton Road in a north westerly direction to its junction with the eastern side of the slip road to the eastbound carriageway of the Trunk Road A14	Cambridgeshire County Council (Huntingdon Road, Girton) (Bus/Cycle Lane, Prohibition of Waiting and Loading) Order 1998	Order to be revoked  Identified on sheets 23 and 24 by the blue square symbols numbered 15, 16, 17, (sheet 23) 18 and 19 (sheet 24)

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<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Title of Order</i> <i>(3)</i>	<i>Revocations or Variations</i> <i>(4)</i>
	Cambridge Northern Bypass.  Orders along southwest side from its junction with Girton Road in a north westerly direction for a distance of 720 metres		
<i>The traffic regulation measures (clearways and weight limits) plans – sheet 23</i>			
Madingley	A428 Trunk Road  From the mid point of the M11 overbridge at Girton interchange and its junction with the slip road to the A1	The A10, A11 and A428 Trunk Roads (Cambridgeshire) (24 Hours Clearway) Order 2001  (SI 2001/1563)	Order to be varied (Clearways to include verges, hard shoulders, slip roads and laybys on the eastbound and westbound carriageways in addition to mainline carriageways)  From the point of the M11 overbridge at Girton interchange for a distance of 866 metres in a south easterly direction.
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 24, 25, 26, 27</i>			
Girton, Impington	A14 Trunk Road  From the centre point of Girton Road overbridge, Cambridgeshire to its roundabout junction with the A154 Felixstowe Dock Gate No. 1, Suffolk (Junction 62)	The A14 Trunk Road (Girton Interchange, Cambridgeshire – Felixstowe, Suffolk) (24 Hours Clearway) Order 2006  (SI 2006/268)	Order to be varied (Clearways to include verges, hard shoulders, slip roads and laybys on the eastbound and westbound carriageways in addition to the mainline carriageway)  From the centre point of Girton Road overbridge for distance of 4542 metres in an easterly direction to Milton Junction.
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 28, 29, 30, 36</i>			
Alconbury, Stukeleys, The	A14 Trunk Road	The Trunk Road (Huntingdon-Godmanchester Bypass)	Order to be revoked

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<i>Parish(es)</i>  (1)	<i>Road name, number and length</i>  (2)	<i>Title of Order</i>  (3)	<i>Revocations or Variations</i>  (4)
Huntingdon, Godmanchester,	<p>From its junction with Cow Lane and proceeding in a generally north-westerly direction to its junction with the London-Edinburgh-Thurso Trunk Road (A1), a distance of 9.92 kilometres.</p> <p>From its junction with Cow Lane and proceeding in a generally easterly direction for a distance of 1.05 kilometres</p>	<p>(Prohibition of Waiting) (Clearways) Order 1977  (SI 1977/1539)</p>	
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 28</i>			
Huntingdon	<p>Hinchingbrooke Park Road</p> <p>Along its entire length.</p>	<p>The County of Cambridgeshire (Hinchingbrooke Park Road, Huntingdon)</p> <p>(Prohibition of Waiting) Order 1992</p>	Order to be revoked.
	<p>Hinchingbrooke Park Road</p> <p>Hinchingbrooke Park Road access slip from Brampton Road (B1514), at its junction with Hinchingbrooke Park Road eastbound</p> <p>Un-named link between Hinchingbrooke Park Road and Brampton Road (B1514), the whole length between Hinchingbrooke Park Road and Brampton Road (B1514)</p>	<p>Cambridgeshire County Council (Various Streets between Hinchingbrooke Park Road and Brampton Road, Huntingdon) (Prohibition of Right/Left Turn, Driving, Waiting &amp; Entry) Order 2013</p>	<p>Order to be revoked</p> <p>Identified on sheet 28 by the blue square symbols numbered 20 and 21.</p>

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<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Title of Order</i> <i>(3)</i>	<i>Revocations or Variations</i> <i>(4)</i>
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 29</i>			
Huntingdon	Mill Common	The County of Cambridgeshire (Various Streets, Huntingdon) (Prohibition and Restriction of Waiting) Order 1987	Order to be partially revoked (in respect of provisions relating to Mill Common)
	Prince Street	The County of Cambridgeshire (Prince Street, Huntingdon) (Box Junction) Order 1987	Order to be revoked Identified on sheet 29 by the blue square symbol numbered 22
<i>The de-trunking plans – sheets 6, 7, 8, 9, 10, 11, 12 and 15</i>			
Godmanchester, Hemingford Abbots, Fenstanton, Conington, Drayton Fen	A14 Trunk Road (formerly A604)  From a point 990 metres south east of Cow Lane, Godmanchester to a point 54 metres south east of the Friesland Farm Access.	The A604 Barton - Seagrave - Harwich Road (Girton To Godmanchester Section) Trunking and the A14 Royston –Alconbury Trunk Road. Order <a href="#">1974/1782</a>	Order to be varied  Sections of the A14 Trunk Road to be de-trunked as shown on sheets 4, 13 and 14 of the de-trunking plans.
<i>The de-trunking plans – sheets 4, 13 and 14</i>			
Huntingdon, The Stukeleys, Brampton	A14 Trunk Road (formerly A604)  From a point 95 metres north east of the centre line of the A14 Trunk Road / A141 Junction to a point 100 metres east of the centreline of the A1 Trunk Road at the Brampton Hut Junction.	The A604 Catthorpe-Harwich Trunk Road (Thrapston to Brampton Section and Slip Roads) Order (No.2) 1987/840	Order to be varied  Sections of the A14 Trunk Road to be de-trunked as shown on sheets 4, 13 and 14 of the de-trunking plans.

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## PART 5

### WEIGHT LIMIT VARIATIONS

<i>Parish(es)</i> <i>(1)</i>	<i>Existing Zone</i> <i>(2)</i>	<i>Title of Existing Order</i> <i>(3)</i>	<i>Variation</i> <i>(4)</i>
<i>The traffic regulation measures (clearways and weight limits) plans– sheets 4, 5, 6, 7 and 31</i>			
Brampton	Zone shown edged with a dotted black line and hatched, as indicated in the plan attached to the Order named in column 3 of this table	The County of Cambridgeshire (Brampton Zone)  (Prohibition of Heavy Commercial Vehicles)  Order 1991	An area to be removed from existing weight limit zone (as referred to in column 2 of this table), being an area of 272,822 square metres shown edged green and shaded green on the above-mentioned sheets.
<i>The traffic regulation measures (clearways and weight limits) plans– sheets 4, 5 and 6</i>			
Brampton	Zone shown edged with a dotted black line and hatched, as indicated in the plan attached to the Order named in column 3 of this table	The County of Cambridgeshire (West Cambridgeshire Zone)  (Prohibition of Heavy Commercial Vehicles)  Order 1993	An area to be removed from existing weight limit zone (as referred to in column 2 of this table), being an area of 303,015 square metres shown edged green and shaded green on the above-mentioned sheets.
<i>The traffic regulation measures (clearways and weight limits) plans– sheets 17 and 18</i>			
Hilton, Fenstanton, Conington, Elsworth, Boxworth, Childerley, Bourn  Knapwell,  Papworth Everard	Zone shown edged with a dotted black line and hatched, as indicated in the plan attached to the Order named in column 3 of this table	Cambridgeshire County Council (Hilton Zone)  (Prohibition of Heavy Commercial Vehicles)  Order 2000	Area to be removed from existing weight limit zone (as referred to in column 2 of this table), being an area of 93,666 square metres and shown edged green and shaded green on the above-mentioned sheets.
<i>The traffic regulation measures (clearways and weight limits) plans– sheets 28, 29, 30, 31, 32, 33, 34 and 35</i>			
Huntingdon, Brampton, Godmanchester	Zone shown edged with a dotted black line and hatched, as indicated in	The County of Cambridgeshire	The Head of Local Infrastructure and Street Management

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<i>Parish(es)</i> <i>(1)</i>	<i>Existing Zone</i> <i>(2)</i>	<i>Title of Existing Order</i> <i>(3)</i>	<i>Variation</i> <i>(4)</i>
	the plan attached to the Order named in column 3 of this Schedule	(Godmanchester and Huntingdon Zone)  (Prohibition of Heavy Commercial Vehicles)  Order 1988	of Cambridgeshire County Council (or his or her successor in office) may at his or her discretion issue upon application a permit to allow agricultural vehicles to proceed along any road or length of road within the area of the existing weight limit zone of 7,362,781 square metres shown edged red and shaded pink on the above-mentioned sheets.

## PART 6

### CLASSIFICATION OF ROADS

In the administrative area of Cambridgeshire County Council—

#### THE NEW A14 TRUNK ROAD

##### **A 27.33 kilometre length of new highway**

1. A 27.33 kilometre length of new highway to be classified (as identified in sub-paragraphs 1(a) to 1(c) below) as part of the A14 Trunk Road (such length also including existing highway to be improved, as identified in sub-paragraph 1(d) below)—

- (a) commencing from a point 298 metres east of the point where Footpath Ellington 23 (also known as Footpath 71/23), runs adjacent to the eastern boundary of the pumping station, located to the south of the A14, and continuing from that point in an easterly then a south-easterly direction for a distance of 1.45 kilometres to the centre point of a bridge which is proposed to be constructed over the existing A1 Trunk Road to carry this new A14 Trunk Road;
- (b) then continuing in a south-easterly then a south-south-easterly direction for a distance of 1.97 kilometres to the centre point beneath a proposed bridge which is to be constructed to carry the new link between the southbound carriageway of the existing A1 Trunk Road and the new A14 Trunk Road;
- (c) then continuing in a south-easterly, then an easterly, then a south-easterly direction for a distance of 16.32 kilometres to the point where it meets Bridleway 225/14 (towards the east of the A14 Swavesey Junction); and



- (d) then continuing in a south-easterly direction along the existing A14 Trunk Road for a distance of 7.59 kilometres to a point 514 metres south-east of where Beck Brook passes below the A14 Trunk Road in a culvert (towards the north-east of the A14 Girton Interchange),

identified by a blue line on the classification of roads plans – sheets 1 and 2.

#### **A 474 metre length of new highway**

2. A 474 metre length of new highway (as identified in sub-paragraphs (a) and (b) below) to be classified as part of the A14 Trunk Road (together with existing highway to be improved, as identified in sub-paragraph (c) below)—

- (a) commencing from its junction with the roundabout proposed to be constructed and known as the Southern New Ellington Roundabout, and continuing in a north-easterly direction for a distance of 198 metres to the roundabout proposed to be constructed and known as the Northern New Ellington Roundabout, plus the entire circumferences of the proposed Southern Ellington Roundabout and Northern Ellington Roundabout;
- (b) then continuing from its junction with the proposed Northern Ellington Roundabout, in an east-north-easterly direction for a distance of 215 metres to a point where it meets the existing A14 Trunk Road alignment; and
- (c) then continuing in an easterly direction for a distance of 292 metres along the existing A14 Trunk Road alignment to the existing roundabout known as Brampton Hut Interchange,

identified by a blue line on the classification of roads plans – sheet 1.

#### **Girton Interchange A14 Eastbound Link**

3. A 2.1 kilometre length of new highway to be classified as part of the A14 Trunk Road commencing from a point 65 metres north-west of the point where Beck Brook passes below the existing A14 Trunk Road in a culvert (to the west of the existing Girton Interchange) and continuing in a south-easterly direction for a distance of 2048 metres to its junction with the existing A14 Trunk Road,

identified by a blue line on the classification of roads plans – sheet 2.

#### **Girton Interchange A14 Westbound Link**

4. A 2 kilometre length of new highway to be classified as part of the A14 Trunk Road commencing from a point 85 metres north-east of the centre point of the overbridge carrying the existing A14 Trunk Road over the existing M11 motorway (the M11 Overbridge) and continuing in a westerly then a north-north-westerly direction to a point 158 metres north-west of where Beck Brook passes below the existing A14 Trunk Road in a culvert,

identified by a blue line on the classification of roads plans – sheet 2.

### **THE NEW A14 TRUNK ROAD AND A1 TRUNK ROAD BRAMPTON INTERCHANGE SLIP ROADS**

#### **A1 Southbound Link to A14**

5. A 1.8 kilometre length of new highway to be classified as part of the A1 Trunk Road commencing from a point 373 metres north of the centre point of where the southbound carriageway of the existing A1 Trunk Road passes under the proposed overbridge to be constructed to carry the C167 Grafham Road over the existing A1 Trunk Road, and continuing in a southerly and then south-easterly direction over the proposed A14 Trunk Road to be constructed, to where it merges with the

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eastbound carriageway of the proposed A14 Trunk Road, at a point 528 metres south east of the centre point of where it passes over the realigned B1514 Buckden Road, identified by a red line on the classification of roads plans - sheet 1.

#### **A14 Northbound Link to A1**

6. A 1.75 kilometre length of new highway to be classified as part of the A14 Trunk Road commencing from the point 343 metres south-east of where the westbound carriageway of the proposed A14 Trunk Road to be constructed passes over the proposed realignment of the existing B1514 Buckden Road, to the point where it merges with the northbound carriageway of the existing A1 Trunk Road 483 metres north of the point where the northbound carriageway of the existing A1 Trunk Road passes under the proposed overbridge to be constructed to carry the C167 Grafham Road over the existing A1 Trunk Road,

identified by a blue line on the classification of roads plans - sheet 1.

#### **THE NEW A14 TRUNK ROAD GIRTON INTERCHANGE SLIP ROADS**

##### **Westbound Merge (there is no Westbound Diverge)**

7. A 813 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at the junction of the slip road with the roundabout proposed to be constructed and known as Girton Roundabout West and continuing in a northerly then a north-westerly direction to where a point where it merges with the westbound carriageway of the existing A14 Trunk Road, at a point 266 metres south-east of where Beck Brook passes under the existing A14 Trunk Road in a culvert,

identified by a blue line on classification of roads plans - sheet 2.

##### **Eastbound Diverge (there is no Eastbound Merge)**

8. A 580 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at the centre point on the eastbound carriageway of the existing A14 Trunk Road at a point 56 metres southeast of the centre point of where the eastbound carriageway of the existing A14 Trunk Road passes over Beck Brook (in culvert), continuing in a south-easterly direction to the point where it merges with the roundabout proposed to be constructed and known as Girton Roundabout East,

identified by a blue line on the classification of roads plans - sheet 2.

#### **THE NEW A14 TRUNK ROAD BAR HILL JUNCTION SLIP ROADS**

##### **Westbound merge**

9. A 866 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (an alteration to the existing A14 Trunk Road junction at Bar Hill) and continuing in a north-westerly direction to the point where it merges with the westbound carriageway of the existing A14 Trunk Road at a point 645 metres north-west of the point where the Longstanton Brook passes (in culvert) under the existing westbound carriageway of the existing A14 Trunk Road,

identified by a blue line on the classification of roads plans - sheet 2.

### **Westbound diverge**

10. A 613 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing from a point 162 metres north-west of where the boundary between Longstanton Parish and Oakington and Westwick Parish crosses the centre point of the westbound carriageway of the existing A14 Trunk Road, and continuing to its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (as an alteration to the existing A14 Trunk Road Junction at Bar Hill),

identified by a blue line on the classification of roads plans - sheet 2.

### **Eastbound Merge**

11. A 735 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing from its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (as an alteration to the existing A14 Trunk Road), and continuing in a south-easterly direction to the point where it merges with the eastbound carriageway of the existing A14 Trunk Road at a point 282 metres north-west of where the boundary between Longstanton Parish and Oakington and Westwick Parish crosses the centre point of the eastbound carriageway of the existing A14 Trunk Road,

identified by a blue line on the classification of roads plans - sheet 2.

### **Eastbound Diverge**

12. A 598 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at a point 387 metres north-west of the point where the Longstanton Brook passes (in culvert) under the eastbound carriageway of the existing A14 Trunk Road, and continuing to its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (as an alteration to the existing A14 Trunk Road),

identified by a blue line on classification of roads plans - sheet 2.

## **THE NEW A14 CAMBRIDGE SERVICES JUNCTION SLIP ROAD**

### **A 826 metre length of new bifurcated slip road**

13. A 826 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at a point 180 metres north-west of the point where Utton's Drove Drain passes under the westbound carriageway of the existing A14 Trunk Road, and continuing in a north-westerly direction to its junction with the roundabout proposed to be constructed and known as 'Cambridge Services Roundabout',

identified by a blue line on the classification of roads plans - sheet 2.

## **THE NEW A14 TRUNK ROAD SWAVESEY JUNCTION SLIP ROADS**

### **Westbound Diverge**

14. A 938 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at a point 625 metres north-west of the point where Utton's Drove Drain passes under the westbound carriageway of the existing A14 Trunk Road, and continuing in a north-westerly direction to its junction with the roundabout proposed to be constructed and known as the Southern Swavesey Roundabout,

identified by a blue line on the classification of roads plans - sheet 2.

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### **Westbound Merge**

15. A 666 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at its junction with the roundabout proposed to be constructed and known as the South Swavesey Roundabout, and continuing in a north-westerly direction to the point where it merges with the westbound carriageway of the proposed A14 Trunk Road to be constructed at a point 30 metres east of where Scotland Drove Drain passes under the existing A14 Trunk Road, identified by a blue line on the classification of roads plans - sheet 2.

### **Eastbound Diverge**

16. A 638 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at the centre point of where the eastbound carriageway of the existing A14 Trunk Road passes under the overbridge proposed to be constructed to carry an unclassified road, to connect the roundabout proposed to be constructed and known as Southern Swavesey Roundabout to the roundabout proposed to be constructed and known as Northern Swavesey Roundabout, and continuing from that point in a south-easterly and then a north-westerly direction to its junction with the proposed Northern Swavesey Roundabout,

identified by a blue line on the classification of roads plans - sheet 2.

### **Eastbound Merge**

17. A 1.2 kilometre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at its junction with the roundabout proposed to be constructed and known as the Northern Swavesey Roundabout, and continuing in a south-easterly direction to the point where it merges with the eastbound carriageway of the existing A14 Trunk Road at a point 1172 metres south-east of the centre point of the eastbound carriageway of the existing A14 Trunk Road where it passes under the overbridge which is proposed to be constructed between the proposed Northern Swavesey Roundabout and the roundabout proposed to be constructed and known as Southern Swavesey Roundabout,

identified by a blue line on the classification of roads plans - sheet 2.

## **THE NEW A14 TRUNK ROAD A1198 ERMINE STREET JUNCTION SLIP ROADS**

### **Eastbound Diverge (there is no Westbound Diverge)**

18. A 595 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing from the point 1007 metres east of the centre point of where the eastbound carriageway of the existing A14 Trunk Road passes under the overbridge which is proposed to be constructed to carry the realigned unclassified road known as Silver Street over the new A14 Trunk Road, and continuing in a north-easterly direction to its junction with the roundabout proposed to be constructed and known as the Northern Ermine Street Roundabout,

identified by a blue line on the classification of roads plans - sheet 1.

### **Westbound Merge (there is no Eastbound Merge)**

19. A 729 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing from its junction with the roundabout proposed to be constructed and known as the Southern Ermine Street Roundabout, and continuing in a north-westerly direction to the point where it merges with the westbound carriageway of the new A14 Trunk Road at a point 992 metres east of the centre point of where the westbound carriageway of the new A14 Trunk Road passes

under the overbridge which is proposed to be constructed to carry the realigned unclassified road Silver Street over the new A14 Trunk Road,

identified by a blue line on the classification of roads plans - sheet 1.

#### THE NEW A1 TRUNK ROAD

### **Realigned A1 Trunk Road Brampton Interchange to Brampton Hut Interchange**

**20.** A 2.9 kilometre length of new highway to be classified as part of the A1 Trunk Road commencing from a point 4 metres north of the centre point of the existing overbridge carrying the existing A1 Trunk Road over the existing B1514 Buckden Road and continuing in a north-north-westerly, then northerly, then north-westerly, then north-north-easterly direction for a distance of 2.9 kilometres to a point where it merges with the existing A1 Trunk Road, at a point 92 metres south of the centre point of the existing roundabout known as Brampton Hut Interchange,

identified by a red line on the classification of roads plans - sheet 1.

#### THE A141 CLASSIFIED ROAD

### **A 3.2 kilometre length of the existing A14 highway**

**21.** A length of 3.2 kilometres of the existing A14 highway to be re-classified as the A141 Classified Road, from the existing roundabout known as the Spittals Interchange, in a south-westerly direction, passing under the existing B1514 overbridge, and then continuing in a north-westerly direction to the existing roundabout known as the Brampton Hut Junction,

identified by a green line on the classification of roads plans - sheet 1.

#### THE A1307 CLASSIFIED ROAD (HUNTINGDON ROAD)

### **A 22.2 kilometre length of new highway**

**22.** A 22.2 kilometre length of new highway, to be classified as the A1307 Classified Road (such length also including existing highway to be improved, as identified in paragraph (k) below)—

- (a) commencing from its junction with the roundabout proposed to be constructed and known as Girton Roundabout East, (as an alteration to the existing A1307 Huntingdon Road) and continuing in a west-north-westerly direction for a distance of 615 metres to the roundabout proposed to be constructed and known as Girton Roundabout West (as an alteration to the existing A1307 Huntingdon Road) and including the entire circumference of the Girton Roundabout East and the Girton Roundabout West;
- (b) then extending from its junction with the proposed Girton Roundabout West in a west-north-westerly direction and then in a north-westerly direction for a distance of 1.6 kilometres to its junction with the proposed Cambridge Crematorium Access Road to be constructed, and then extending in a north-westerly direction for a distance of 415 metres to the roundabout proposed to be constructed and known as ‘Oakington Road Roundabout’ (as an alteration to the existing C193 Oakington Road) including the entire circumference of the proposed Oakington Road Roundabout;
- (c) then continuing from its junction with the proposed Oakington Road Roundabout in an east-north-easterly direction and then in a north-easterly direction for a distance of 629 metres to the Dry Drayton Roundabout which is proposed to be constructed (as an alteration to the existing C197 Dry Drayton Road) including the entire circumference of the proposed Drayton Road Roundabout;
- (d) then continuing from its junction with the proposed Dry Drayton Roundabout in a west-north-westerly direction, then in a north-north-westerly direction for a distance of 1.6

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kilometres to its junction with the proposed Link Road to be constructed from the existing B1050 Hattons Road;

- (e) then extending in a north-westerly direction under the bridge proposed to be constructed (as an alteration and realignment of the existing B1050 Hattons Road) and continuing in a north-westerly direction for a distance of 1.5 kilometres to a centre point under the bridge proposed to be constructed over the existing A14 Trunk Road (as a realignment and extension of the existing unclassified Robin's Lane);
- (f) then extending in a north-westerly direction for a distance of 89 metres to its junction with the proposed realignment and extension of the existing unclassified Robin's Lane, and then continuing in a north-westerly direction for a distance of 997 metres to the east of the existing A14 Eastbound Cambridge Services;
- (g) then continuing around the A14 Eastbound Cambridge Services in a north-easterly then north-westerly, then south-westerly direction for a distance of 370 metres to a point just west of the existing A14 Eastbound Cambridge Services (off the A14 eastbound mainline carriageway);
- (h) then continuing in a north-westerly direction for a distance of 308 metres, to a centre point under the new footbridge for non-motorised users which is proposed to be constructed close to the Bucking Way Business Park, then extending in a north-easterly direction for a distance of 161 metres to its junction with the new local access road which is proposed to be constructed, and then continuing north-eastwards for a distance of 238 metres to the roundabout proposed to be constructed and known as the Bucking Way Road Roundabout (as an alteration to the existing C186 Bucking Way Road);
- (i) then continuing from its junction with the proposed Bucking Way Road roundabout for a distance of 240 metres in a westerly then a south-westerly direction to the roundabout which is proposed to be constructed and known as the Northern Swavesey Roundabout ;
- (j) then continuing in a north-westerly direction for a distance of 1.1 kilometres to a point 519 metres west of the point where it meets Bridleway 225/14;
- (k) then continuing along the route of the existing A14 Trunk Road, proposed to be reclassified as the A1307 road, for a distance of 11.7 kilometres to its junction with the existing unclassified path crossing Mill Common; and
- (l) then continuing in a northerly direction for a distance of 664 metres to its junction with the proposed realignment of the existing B1514 Brampton Road in Huntingdon,

identified by a pink line on the classification of roads plans - sheets 1 and 2.

#### **A 469 metre length of new highway**

**23.** A 469 metre length of new highway to be constructed and classified as part of the A1307 Classified Road, commencing from its junction with the proposed realignment of the unclassified Hinchbrook Park Road, and continuing in a north-easterly direction to its junction with the roundabout proposed to be constructed and known as Views Common Roundabout,

identified by a pink line on the classification of roads plans – sheet 1.

#### **A 5.3 kilometre length of the existing A14**

**24.** A 5.3 kilometre length of the existing A14 which is proposed to be re-classified as part of the A1307 Classified Road, commencing from its junction with the roundabout proposed to be constructed and known as Views Common Roundabout, and continuing in a north-westerly direction to its junction with the A141 at the existing roundabout known as Spittals Interchange, and continuing to a point 420 metres south-east of the existing bridge carrying the existing B1043

over the existing A1(M) road, including the entire circumference of the proposed Views Common Roundabout,

identified by a pink line on the classification of roads plans - sheet 1.

#### B1514 BUCKDEN CLASSIFIED ROAD

##### **A 874 metre length of new highway**

25. A 874 metre length of new highway to be classified as part of the B1514 Buckden Road—
- (a) commencing at a point 206 metres west of the roundabout proposed to be constructed and known as Buckden Road Roundabout (as part of an alteration to the alignment of the existing B1514 Buckden Road), and continuing in a north-easterly direction to its junction with the proposed Buckden Road Roundabout; and
  - (b) continuing from the proposed Buckden Road Roundabout in a north-easterly direction under the overbridge proposed to be constructed (to carry the new A14 Trunk Road and the improved A1 Trunk Road) for a distance of 668 metres to the point where it merges with the existing B1514 Buckden Road at a distance of 761 metres southwest of its junction with the unadopted road known as Park Lane, including the entire circumference of the proposed Buckden Road Roundabout,

identified by an orange dashed line on the classification of roads plans - sheet 1.

#### B1043 OFFORD ROAD CLASSIFIED ROAD

##### **A 1.1 kilometre length of new highway**

26. A 1.1 kilometre length of new highway to be classified as part of the B1043 Offord Road from a point 511 metres south-west of the point where the boundary between Godmanchester Parish and Offord Cluny and Offord D'Arcy Parish crosses the new A14 Trunk Road which is proposed to be constructed, continuing in a north-easterly direction and traversing an overbridge (which is proposed to be constructed over the proposed new A14 Trunk Road alignment) to the point where it merges with the existing B1043 Offord Road, 482 metres north-east of the centre point of its proposed overbridge crossing the new A14 Trunk Road,

identified by an orange dashed line on the classification of roads plans - sheet 1.

#### A1198 ERMINE STREET CLASSIFIED ROAD

##### **A 1.1 kilometre length of new highway**

27. A 1.1 kilometre length of new highway to be classified as part of the A1198 Ermine Street—
- (a) commencing from a point 347 metres south-west of a roundabout proposed to be constructed and known as the Ermine Street Roundabout South, and continuing in a north-easterly direction to its junction with the proposed Ermine Street Roundabout South, for a distance of 406 metres including the entire circumference of the proposed Ermine Street Roundabout South;
  - (b) then continuing from its junction with the proposed Ermine Street Roundabout South in a north-westerly direction across an overbridge proposed to be constructed over the new A14 Trunk Road, for a distance of 183 metres to its junction with the roundabout proposed to be constructed and known as Ermine Street Roundabout North; and
  - (c) then continuing from the Ermine Street Roundabout North in a north-westerly direction for a distance of 495 metres to the point where it merges with the existing A1198 Ermine Street, at a point 585 metres north of the new A14 Trunk Road, including the entire circumference of the proposed Ermine Street Roundabout North,

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identified by an orange line on the classification of roads plans - sheet 1.

**B1040 POTTON ROAD CLASSIFIED ROAD**

**A 1 kilometre length of new highway**

**28.** A 1 kilometre length of new highway to be classified as part of the B1040 Potton Road commencing from a point 563 metres north-east of West Brook (where West Brook converges with the point at which the Parish boundaries of Hilton, Fenstanton and Hemingford Grey all meet) and continuing in a north-easterly direction for a distance of 1 kilometre, to the point where it merges with the existing B1040 Potton Road,

identified by an orange dashed line on the classification of roads plans - sheet 1.

**B1050 HATTONS ROAD CLASSIFIED ROAD**

**A 812 metre length of new highway**

**29.** A 812 metre length of new highway to be classified as part of the B1050 Hattons Road—

- (a) commencing at its junction with the existing roundabout known as Saxon Way Roundabout and continuing in a north-westerly then a north-easterly direction for a distance of 144 metres to its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (as an alteration to the existing A14 Trunk Road); and
- (b) then continuing from the Bar Hill Junction for a distance of 668 metres in a north-easterly direction to a point where it merges with the existing B1050 Hattons Road, at a point 601 metres north-east of the centre point of the Bar Hill Junction circulatory carriageway, including the entire circumference of the Bar Hill Junction circulatory carriageway,

identified by an orange dashed line on the classification of roads plans - sheet 2.

**A 191 metre length of new highway**

**30.** A 191 metre length of new highway to be classified as part of the B1050 Hattons Road, commencing from its junction with the new A1307 (which is proposed to be constructed), and continuing for a distance of 191 metres to its junction with the existing B1050 Hattons Road (on its new realignment which is proposed to be constructed) to a point 211 metres north-east of the proposed new Bar Hill Junction circulatory carriageway,

identified by an orange dashed line on the classification of roads plans - sheet 2.

**C181 HILTON ROAD CLASSIFIED ROAD**

**A 967 metre length of new highway**

**31.** A 967 metre length of new highway to be classified as the C181 Hilton Road commencing from a point 129 metres north east of where the boundary between Hilton Parish and Fenstanton Parish crosses the existing C181 Hilton Road, and continuing in a north-easterly then a north-north-easterly direction crossing a new overbridge (which is proposed to be constructed over the new A14 Trunk Road) to a point where it merges with the existing C181 Hilton Road, at a point 206 metres south-west of its junction with the existing unclassified road known as Pear Tree Close,

identified by a pink dashed line on the classification of roads plans - sheet 1.



### C340 BRAMPTON ROAD CLASSIFIED ROAD

#### **A 435 metre length of new highway**

**32.** A 435 metre length of new highway to be classified as the C340 Brampton Road, commencing from a point 96 metres north-east of the junction of the existing C340 Brampton Road with the existing A1 Trunk Road, and continuing in a north-westerly then a northerly direction to its junction with the roundabout proposed to be constructed and known as Buckden Road Roundabout,

identified by a pink dashed line on the classification of roads plans - sheet 1.

### C167 GRAFHAM ROAD CLASSIFIED ROAD

#### **A 1.0 kilometre length of new highway**

**33.** A 1.0 kilometre length of new highway to be classified as the C167 Grafham Road commencing from the point where it diverges from the existing C167 Grafham Road, 491 metres west of the centre point of the proposed overbridge (proposed to be constructed to carry it over the new A1 Trunk Road alignment and the new A14 Trunk Road alignment), and continuing in a south-easterly then a north-easterly direction over the proposed overbridge to the point where it merges with the existing C167 Park Road, that point being at a distance of 549 metres northeast of the centre point of the proposed overbridge,

identified by a pink dashed line on the classification of roads plans - sheet 1.

### C186 BUCKING WAY ROAD CLASSIFIED ROAD

#### **A 174 metre length of new highway**

**34.** A 174 metre length of new highway to be classified as the C186 Bucking Way Road, commencing at the roundabout which is proposed to be constructed and known as the Bucking Way Road Roundabout, and continuing in a north-easterly direction to the point where it merges with the existing C186 Bucking Way Road, at a point 471 metres south-west of the junction of Bridleway 225/16 with the C186 Bucking Way Road, including the entire circumference of the proposed Bucking Way Road Roundabout,

identified by a pink dashed line on the classification of roads plans - sheet 2.

### C107 WOOLLEY ROAD

#### **A 2.5 kilometre length of new highway**

**35.** A 2.5 kilometre length of new highway to be classified as the C107 Woolley Road—

- (a) commencing from its junction with the roundabout proposed to be constructed and known as the Northern New Ellington Roundabout, and continuing for a distance of 889 metres in a northerly then an easterly and then a northerly direction to the centre point of where it crosses the Ellington Brook Relief Channel on an overbridge which is proposed to be constructed; and
- (b) then continuing in a northerly and then in a north-westerly direction for a distance of 1.6 kilometres to where it merges with the existing C107 Woolley Road at a point 205 metres south-east of the access to the Huntingdon Research Centre,

identified by a pink dashed line on the classification of roads plans - sheet 1.

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SCHEDULE 4

Articles 13 and 24

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

1. In relating this Schedule to its corresponding rights of way and access plans, the provisions described in this Schedule are shown on the rights of way and access plans in the following manner—

- (a) Existing highways to be stopped up, as described in column 2 of Part 1 and Part 2 of this Schedule, are shown by thick black hatching (as shown in the key on the rights of way and access plans) over the extent of the area to be stopped up, which is described in column 3 of Part 1 and Part 2 of this Schedule.
- (b) New highways which are to be substituted for a highway to be stopped up (or which are otherwise to be provided) other than the new or improved A14 Trunk Road and the improved A1 Trunk Road, as are included in column 4 of Part 1 of this Schedule, are shown by black stipple with a centre line (as shown in the key on the rights of way and access plans) and are given a reference label (a capital letter in a circle) and will be a road unless the word ‘bridleway’ appears beneath its reference letter in column 4.
- (c) Private means of access to be stopped up, as described in column 2 of Parts 3 and 4 of this Schedule, are shown by a solid black band (as shown in the key on the rights of way and access plans), over the extent of stopping up described in column 3 of Parts 3 and 4, and are given a reference label (a lower case letter in a circle).
- (d) New private means of access to be substituted for a private means of access to be stopped up (or which are otherwise to be provided) in relation to the new or improved A14 Trunk Road, as are included in column 4 of Part 3 of this Schedule, are shown by thin diagonal hatching (as shown in the key on the rights of way and access plans) and are given a reference label (a number in a circle).

PART 1

HIGHWAYS TO BE STOPPED UP FOR WHICH A  
SUBSTITUTE IS TO BE PROVIDED AND NEW  
HIGHWAYS WHICH ARE OTHERWISE TO BE PROVIDED

(1) <i>Area</i>	(2) <i>Highway to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New highway to be substituted/provided</i>
<i>The rights of way and access plans – sheet 1</i>			
In the parishes of Alconbury and The Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire.			Reference B A length of new bridleway from Woolley Road, northwards along the western boundary of the improved A1(T) to Brooklands Lane,

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(1) <i>Area</i>	(2) <i>Highway to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New highway to be substituted/provided</i>
			a distance of 1180 metres.
<i>The rights of way and access plans – sheet 2</i>			
In the parishes of Alconbury and The Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire.			Reference A  A length of new highway from a point on Woolley Road 55 metres south-east of the access to Weybridge Farm, in a generally southerly direction for a distance of 2,200 metres, to the new Ellington junction (for continuation of Reference A see Sheet 3).
<i>The rights of way and access plans– sheet 3</i>			
In the parishes of Alconbury, The Stukeleys and Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.			Reference A – refer to sheet 2
			Reference C  A length of new bridleway between the new Woolley Road and the existing A14(T) at Brampton Hut, a distance of 130 metres.
			Reference E  A length of new bridleway between the southern boundary of the Brampton Hut Service Area and the new Grafham Road (existing Park Road on sheet 6), in a generally southerly direction for a distance of 2,340 metres (for continuation of Reference E see sheets 5 and 6).

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(1) Area	(2) Highway to be stopped up	(3) Extent of stopping up	(4) New highway to be substituted/provided
<i>The rights of way and access plans– sheet 4</i>			
None	None		Reference F  A length of new footpath (steps) in a south-west to north-east direction between loops of new bridleway Reference E, for a distance of 35 metres.
<i>The rights of way and access plans– sheet 5</i>			
In the parish of Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.			Reference E – Refer to sheet 3
			Reference A  A length of new footpath (steps) from the intersection of Footpath 28/15 with new bridleway Reference A westward for a distance of 40 metres.
	Bridleway 28/19	A length from a point on Bridleway 28/19 60 metres south-west of the improved A1(T) north eastward then southward for a distance of 660 metres.	Reference B  To be substituted by a new bridleway between the west side of the improved A1 on the north side of Brampton Brook to existing Park Road (on sheet 6), in a generally southerly direction for a distance of 1,280 metres (for continuation of Reference B see sheet 6).
A1(T)	A length from a point on the A1(T) 90 metres north of the western end of Footpath 28/15 in	The improved A1.	

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(1) Area	(2) Highway to be stopped up	(3) Extent of stopping up	(4) New highway to be substituted/provided
		a southerly direction for a distance of 180 metres.	
	Footpath 28/15	A length from a point on Footpath 28/15 75 metres east of the A1(T) north westward for a distance of 75 metres.	Reference E (part) To be substituted by a new bridleway between the east side of the new A14(T) south of the Brampton Hut Interchange (on sheet 3), looping northward then southward to a junction with Footpath 28/15, for a distance of 270 metres.
<i>The rights of way and access plans– sheet 6</i>			
In the parish of Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.	Grafham Road	A length from its junction with the existing A1(T) in a south westerly direction for a distance of 65 metres.	Reference D To be substituted by a length of new highway from a point 60 metres west of the existing Grafham Road access to Brampton Lodge, in a generally north easterly direction for a distance of 824 metres.
	Park Road	A length from a point 65 metres north-east of its junction with the existing Grafham Road for a distance of 100 metres.	Reference D To be substituted by a length of new highway from a point 60 metres west of the existing Grafham Road access to Brampton Lodge, in a generally north easterly direction for a distance of 824 metres.
	Bridleway 28/19	A length from a point 470 metres north of the existing Grafham Road/ Park Road junction in a generally southerly direction	Reference B – Refer to sheet 5

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(1) <i>Area</i>	(2) <i>Highway to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New highway to be substituted/provided</i>
		for a distance of 470 metres.	
			Reference C  A length of new bridleway between the southern end of Bridleway 28/19 at the existing Park Road and the new private means of access to Brampton Lodge (Reference 2), for a distance of 210 metres.
			Reference E – Refer to sheet 3
	Footpath 28/2	A length from a point 275 metres north of the existing Park Road bridge over the A1(T) in a north easterly direction for a distance of 115 metres.	Reference E (part)  To be substituted by a new bridleway from a point on Footpath 28/2 100m east of the new A14(T) to the new Grafham Road (existing Park Road), in a generally south easterly direction for a distance of 175 metres.
<i>The rights of way and access plans– sheet 7</i>			
In the parishes of Buckden and Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.	B1514 Buckden Road	A length from a point starting at the existing Buckden Landfill access in a generally south westerly direction for a distance of 500m.	Reference A  To be substituted by a length of new highway from a point 15 metres north-east of the existing Buckden Landfill access, in a south westerly direction for a distance of 580 metres.
	Brampton Road	A length from a point starting at the existing junction of Buckden Road and Brampton	References B & C  To be substituted by a length of new

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(1) Area	(2) Highway to be stopped up	(3) Extent of stopping up	(4) New highway to be substituted/provided
		Road in a south westerly direction for a distance of 170 metres.	highway from a point 320 metres north-east of the existing A1(T)/Brampton Road junction in a north easterly direction for a distance of 246 metres to a new junction with the new B1514 Buckden Road; and, a length of new highway from a point 430 metres north-east of the existing A1(T)/Brampton Road junction in a north westerly direction for a distance of 45 metres.
<i>The rights of way and access plans– sheet 8</i>			
	None		
<i>The rights of way and access plans– sheet 9</i>			
In the parishes of Godmanchester and Offord Cluny and Offord D’Arcy; in the district of Huntingdonshire; in the county of Cambridgeshire.	B1043 Offord Road	A length from a point 70 metres south-west of its junction with the Offord Hill Farm Access in a generally south westerly direction for a distance of 830 metres.	Reference A To be substituted by a length of new highway from a point 50 metres south-west of the Offord Hill Farm Access in a south westerly direction for a distance of 905 metres.
<i>The rights of way and access plans– sheet 10</i>			
In the parish of Godmanchester; in the district of Huntingdonshire; in the county of Cambridgeshire.	Silver Street	A length from a point 80 metres south of its junction with the Lower Debden Farm Access in a southerly direction for a distance of 340 metres.	Reference A To be substituted by a length of new highway from a point 55 metres south of its junction with the Lower Debden Farm Access in a southerly direction for a distance of 460 metres.
<i>The rights of way and access plans– sheet 11</i>			

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(1) <i>Area</i>	(2) <i>Highway to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New highway to be substituted/provided</i>
In the parishes of Godmanchester and Hemingford Abbots; in the district of Huntingdonshire; in the county of Cambridgeshire.	A1198 Ermine Street	A length from a point 250 metres south-east of its junction with the Beacon Field Equine Centre Access in a south easterly direction for a distance of 390 metres.	Reference A To be substituted by a length of new highway from a point 220 metres south-east of the Beacon Field Equine Centre Access in a south easterly direction for a distance of 660 metres.
<i>The rights of way and access plans– sheet 12</i>			
In the parishes of Hemingford Abbots and Hemingford Grey; in the district of Huntingdonshire; in the county of Cambridgeshire.	Bridleway 121/10	A length from a point 510 metres west of its junction with Mere Way in a generally westerly direction for a distance of 570 metres.	Reference A To be substituted by a new bridleway on the south side of the new A14(T) between the start and end points of the stopping up, for a distance of 470 metres.
	Bridleway 121/10	A length from its junction with Mere Way in a westerly direction for a distance of 30 metres.	Reference B To be substituted by a length of new bridleway adjacent to Mere Way in a southerly direction, for a distance of 100 metres, to a junction with Bridleway 122/13.
<i>The rights of way and access plans– sheet 13</i>			
In the parishes of Hemingford Grey, Fenstanton and Hilton; in the district of Huntingdonshire; in the county of Cambridgeshire.	B1040 Potton Road	A length from a point 200 metres north-east of its junction with the West Brook in a north easterly direction for a distance of 770 metres.	Reference A To be substituted by a length of new highway from a point 140 metres north-east of the junction of West Brook with the B1040 Potton Road in a north easterly direction for a distance of 865 metres.
			Reference B



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(1) <i>Area</i>	(2) <i>Highway to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New highway to be substituted/provided</i>
			A length of new footpath between the junction of Footpath 122/10 with the existing B1040 Potton Road in north easterly direction for a distance of 330 metres.
<i>The rights of way and access plans– sheet 14</i>			
In the parishes of Fenstanton and Hilton; in the district of Huntingdonshire; in the county of Cambridgeshire.	Hilton Road	A length from a point 290 metres south-west of its junction with Pear Tree Close in a south westerly direction for a distance of 740 metres.	Reference A To be substituted by a length of new highway from a point 265 metres south-west of the Hilton Road/Pear Tree Close junction in a south westerly direction for a distance of 800 metres.
<i>The rights of way and access plans– sheet 15</i>			
In the parishes of Fenstanton and Conington; in the district of Huntingdonshire and South Cambridgeshire; in the county of Cambridgeshire.	Conington Road	A length from a point 135m south of its junction with Access Road in a generally southerly direction for a distance of 500 metres.	Reference A To be substituted by a length of new highway from the junction of Conington Road with the Access Road in a generally southerly direction for a distance of 680 metres.
			Reference B A length of new footpath running in a north-westerly direction adjacent to the northern boundary of the existing Conington Road and then the new realigned Conington Road for a distance of 515 metres and joining the highway boundary of the realigned Conington Road at a

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(1) Area	(2) Highway to be stopped up	(3) Extent of stopping up	(4) New highway to be substituted/provided
			point adjacent to the new private means of access (Reference 4).
	Footpath 87/14 and Footpath 53/1	A length of Footpath 87/14 from its junction with Footpath 87/6, south eastward to its junction with Footpath 53/1 at the Fenstanton Parish boundary, a distance of 430 metres. In addition, a length of Footpath 53/1 from its junction with Footpath 87/14 at the Fenstanton Parish boundary, southward to its junction with Conington Road, a distance of 530 metres.	To be substituted by the existing Footpath 87/6 from its junction with Footpath 87/14 to Access Road, a new cycleway along Access Road to the junction with the new Conington Road, a new cycleway along the new Conington Road (part Reference A), and new Footpath (Reference B) to its junction with Footpath 53/1.
	Footpath 53/2	A length from its junction with New Barns Lane, north eastward to its junction with Huntingdon Road, a distance of 895 metres.	To be substituted by a new footpath (Reference C), a cycleway along the north side of New Barns Lane (sheet 16) and cycleways along Huntingdon Road (A14) north-westward to its junction with Footpath 53/2 (sheets 15 and 16).
<i>The rights of way and access plans– sheet 16</i>			
In the parishes of Fen Drayton and Conington; in the district of South Cambridgeshire; in the county of Cambridgeshire.			Reference C – Refer to sheet 15
<i>The rights of way and access plans– sheet 17</i>			

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<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted/provided</i>
<p>In the parishes of Swavesey, Conington and Boxworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.</p>	<p>Bucking Way Road</p>	<p>A length from a point 150 metres north-west of the Cambridge Services roundabout, north-eastward for 76 metres; and a length from its junction with the A14 northward for a distance of 40 metres.</p>	<p>References B, C and D (part)</p> <p>To be substituted by a length of new highway from the Anderson Road/Bucking Way Road junction, south westward to the southern dumbbell roundabout of the new Swavesey Junction then south eastward for a total distance of 1255 metres, to the Cambridge Services roundabout.</p>
			<p>Reference D</p> <p>A length of new highway on the north-east side of the new A14(T) from the new junction of Bucking Way Road, Anderson Road and the new Swavesey Junction Link Road (Reference B), in a generally south eastward direction for a distance of 5240 metres, to its junction with the new Dry Drayton Road (Reference C on sheet 21) and the new Dry Drayton to Girton Access Track (on sheet 21). For continuation of new highway Reference D see sheets 18, 19, 20 and 21.</p>
			<p>Reference A</p> <p>A length of new highway on the north-</p>

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(1) Area	(2) Highway to be stopped up	(3) Extent of stopping up	(4) New highway to be substituted/provided
			east side of the new A14(T), from a point 180 metres north-west of its junction with Scotland Drove, in a south easterly direction for a distance of 780 metres, to the new Swavesey Junction.
			Reference E  A length of new highway on the north-east side of the new A14(T) from the new junction of Bucking Way Road and new Swavesey Junction Link Road (Reference B), south eastward for a distance of 40 metres.
<i>The rights of way and access plans– sheet 18</i>			
In the parishes of Swavesey, Boxworth and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Bridleway 225/15	A length from its junction with the A14(T) north-eastward for a distance of 50 metres.	Reference A  To be substituted by a length of new bridleway from the boundary of the improved A14(T) north-westward for a distance of 47 metres to its junction with Bridleway 225/15.
			Reference D – Refer to sheet 17
<i>The rights of way and access plans– sheet 19</i>			
In the parishes of Swavesey and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Robin’s Lane	A length from a point 40 metres south-west of its junction with the A14(T) generally south-westward to a point 20 metres west of the access to Grange Farm,	Reference A  To be substituted by a length of new highway from the junction of Grange Farm access with Robin’s Lane in a generally northerly

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(1) Area	(2) Highway to be stopped up	(3) Extent of stopping up	(4) New highway to be substituted/provided
		a distance of 370 metres.	direction for a distance of 615 metres.
			Reference B  New highway on the north-east side of the new A14(T) from the new Robin's Lane, in a northerly direction for a distance of 175 metres.
			Reference C  New footpath on the south-west side of the improved A14(T) from its junction with Footpath 150/5, in a south easterly direction for a distance of 160 metres where it meets realigned Bridleway 16/1 to be provided in connection with redevelopment of land adjacent to the Service Area at Bar Hill Junction.
			Reference D – Refer to sheet 17
<i>The rights of way and access plans– sheet 20</i>			
In the parishes of Lolworth, Longstanton, Bar Hill and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	B1050 Hatton's Road	A length from a point 58 metres north-west of the centre of the junction between the B1050 Hatton's Road, Saxon Way and Crafts Way, in a generally northerly direction for a distance of 340 metres.	Reference B  To be substituted by a length of new highway from the B1050 Hatton's Road/Saxon Way/ Crafts Way junction in a generally north eastward direction for a distance of 745 metres.
			A length of new permissive non-motorised user route on

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(1) Area	(2) Highway to be stopped up	(3) Extent of stopping up	(4) New highway to be substituted/provided
			the south-east side of the new Bar Hill junction from the western end of stopped up Bridleway 16/1 in a generally south easterly direction for a distance of 300 metres.
			Reference D – Refer to sheet 17
			Reference C  A length of new highway on the north side of the A14 from a point 140 metres north-east of the existing B1050 Hatton’s Road/ A14 diverge slip road roundabout junction in a generally south easterly direction for a distance of 195 metres.
<i>The rights of way and access plans– sheet 21</i>			
In the parishes of Dry Drayton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Dry Drayton Road	A length from its existing junction with Oakington Road, south eastward for a distance of 95 metres.	Reference C  To be substituted by a length of new highway from a point on Oakington Road 250 metres south-west of its junction with Dry Drayton Road, in a generally north easterly direction over the A14 to a new junction with Dry Drayton Road, a distance of 700 metres.
	Oakington Road	A length from its existing junction with Dry Drayton Road, south westward for a distance of 160 metres.	Reference C  To be substituted by a length of new highway from a point on Oakington Road 250 metres south-west of its junction with Dry

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(1) Area	(2) Highway to be stopped up	(3) Extent of stopping up	(4) New highway to be substituted/provided
			Drayton Road, in a generally north easterly direction over the A14 to a new junction with Dry Drayton Road, a distance of 700 metres.
			Reference A  A length of new bridleway and cycle track with a right of way on foot, from a point 180 metres south-east of the junction of the A14 Southbound Slip Roads and the A14(T), in a generally south easterly direction to the Girton Grange Accommodation Bridge over the A14 (see sheet 24), a total distance of 3,000 metres (for continuation of Reference A see sheets 22, 23 and 24).
			Reference B  A length of new highway from a point 200 metres south-west of the Oakington Road junction with Dry Drayton Road, in a generally south easterly direction for a distance of 2,310 metres to the existing Huntingdon Road at the M11 (for continuation of Reference B see sheets 22 and 23).
	Bridleway 66/12	A length from its junction with the southern boundary of the new A14(T), in	To be substituted by new cycleways along and within the highway boundary of

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		a generally south-westerly direction for a distance of 540 metres.	the new Cambridge Crematorium Access Road (Reference E) and the new Dry Drayton to Girton Local Access Road (part Reference B), for a distance of 580 metres.
			Reference D – Refer to sheet 17
			Reference E  A length of new highway from the new Dry Drayton to Girton Local Access Road, in a generally north easterly direction for a distance of 465 metres, to provide access to Hackers Fruit Farm and premises currently with access from the south of the A14(T).
<i>The rights of way and access plans– sheet 22</i>			
In the parishes of Dry Drayton, Girton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Footpath 99/7	The whole length, from its junction with the existing A14 Westbound Link at Girton Interchange, westward to its junction with The Avenue, a distance of 400 metres.	To be substituted by a new cycle track with a right of way on foot along the New Dry Drayton to Girton Local Access Road (part Reference B) south-eastward to the A1307 Huntingdon Road (sheet 23), a distance of 665 metres.
	Footpath 99/8	A length from its junction with The Avenue, westward to the southern boundary of the new Dry Drayton to Girton Local Access Road, a distance of 70 metres.	To be substituted by a new cycle track with a right of way on foot along the New Dry Drayton to Girton Local Access Road (part Reference B), for a distance of 50 metres.



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			Reference B – Refer to sheet 21
			Reference A – Refer to sheet 21
			Reference D – Refer to sheet 23
<i>The rights of way and access plans– sheet 23</i>			
In the parishes of Madingley and Girton; in the district of South Cambridgeshire; in the county of Cambridgeshire.	A14 Westbound Link	A length from the start of the existing A14 Westbound Link north westward for a distance of 360 metres.	New A14 Westbound Link
	Bridleway 154/2	A length from a point 220 metres north-east of the Bridleway 154/2 overpass over the A428(T), in a generally north easterly direction for a distance of 475 metres.	To be substituted by a length of new bridleway from a point on Bridleway 154/2 220 metres north-east of the Bridleway 154/2 overpass over the A428(T), northward for a distance of 535 metres, to the boundary of the new Dry Drayton to Girton Local Access Road (Reference D), and a length of new bridleway from a point at the junction of Bridleway 154/2 and the southern boundary of the A428(T), eastward for a distance of 1,125 metres, to the existing Footpath 154/3 underpass under the M11 (Reference C).  (For a continuation of Reference D see sheet 22).
	A14 Huntingdon Road Link	A length from the start of the A14 Huntingdon Road	New A14 Huntingdon Road Link

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		Link south eastward for a distance of 230 metres.	
			Reference A – Refer to sheet 21
			Reference B – Refer to sheet 21
<i>The rights of way and access plans– sheet 24</i>			
In the parishes of Girton and Impington; in the district of South Cambridgeshire; in the county of Cambridgeshire.			Reference A – Refer to sheet 21
			Reference B  A length of new cycle track with a right of way on foot from the northern end of the Girton Grange Accommodation Bridge, in a generally easterly direction to Weavers Field, a distance of 150 metres.
<i>The rights of way and access plans– sheet 25</i>			
None	None		
<i>The rights of way and access plans– sheet 26</i>			
None	None		
<i>The rights of way and access plans– sheet 27</i>			
None	None		
<i>The rights of way and access plans– sheet 28</i>			
In the parish of Huntingdon; in the district of Huntingdonshire; in the county of Cambridgeshire.	A14(T)	A length from a point 250 metres west of the East Coast Main Line railway, in a generally south easterly direction for a distance of 460 metres.	Reference A  To be substituted by a length of new highway from a point immediately south-west of the existing A14(T) 290 metres west of the East Coast Main Line railway, in a generally south westerly direction to Hinchbrook Park

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			Road for a distance of 470 metres; a length of the improved Hinchingsbrooke Park Road; a length of the existing B1514 Brampton Road; and a length of new highway (Reference C) southward for a distance of 98 metres.
	Footpath 133/11	A length from a point 220 metres west of the East Coast Main Line railway, in a generally north westerly direction for a distance of 130 metres.	Reference F (part) To be substituted by part of a new footpath to be provided between Footpath 133/11 north-east of the existing A14(T) underpass and a point north of new private means of access (Reference 2) on the new highway (Reference A), a distance of 470 metres.
			Reference B A length of new highway from a point on Brampton Road exit slip road 45 metres south-west of its junction with Hinchingsbrooke Park Road in a generally northerly direction for a distance of 40 metres to this junction.
			Reference C A length of new highway from a point on Brampton Road 80 metres north-east of the East Coast Main Line railway in a generally

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			southerly direction for a distance of 98 metres to the de-trunked A14.
			Reference D  A length of new highway from a point on the de-trunked A14, 30 metres west of its crossing of the road called Mill Common, northward to the junction of Prince’s Street with Ring Road, for a distance of 125 metres to this junction.
			Reference E  A length of new highway from a point on Ring Road 45 metres south-east of its junction with Prince’s Street in a generally southerly direction for a distance of 50 metres to the road called Mill Common.
			Reference G  A length of new cycle track with a right of way on foot, from a point north of new private means of access (Reference 2) on the new highway (Reference A), in a north-easterly direction for a distance of 290 metres to a junction with Footpath 133/11.

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## PART 2

### HIGHWAYS TO BE STOPPED UP FOR WHICH NO SUBSTITUTE IS TO BE PROVIDED

<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
<i>Area</i>	<i>Street to be stopped up</i>	<i>Extent of stopping up</i>
<i>The rights of way and access plans– sheet 1</i>		
None	None	
<i>The rights of way and access plans– sheet 2</i>		
In the parishes of Alconbury and The Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire.	Layby east of the improved A1(T) 365m south of the existing A1(T) junction with Woolley Road.	The whole layby.
	Bridleway 230/6	A length from its junction with the A1(T), 700 metres south of the existing A1(T) junction with Woolley Road, in a easterly direction to the new highway boundary, a distance of 10 metres.
<i>The rights of way and access plans– sheet 3</i>		
None	None	
<i>The rights of way and access plans– sheet 4</i>		
None	None	
<i>The rights of way and access plans– sheet 5</i>		
None	None	
<i>The rights of way and access plans– sheet 6</i>		
None	None	
<i>The rights of way and access plans– sheet 7</i>		
None	None	
<i>The rights of way and access plans– sheet 8</i>		
None	None	
<i>The rights of way and access plans– sheet 9</i>		
None	None	
<i>The rights of way and access plans– sheet 10</i>		
None	None	
<i>The rights of way and access plans– sheet 11</i>		
None	None	

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(1) <i>Area</i>	(2) <i>Street to be stopped up</i>	(3) <i>Extent of stopping up</i>
<i>The rights of way and access plans– sheet 12</i>		
None	None	
<i>The rights of way and access plans– sheet 13</i>		
None	None	
<i>The rights of way and access plans– sheet 14</i>		
None	None	
<i>The rights of way and access plans– sheet 15</i>		
In the parishes of Fenstanton and Conington; in the district of Huntingdonshire and South Cambridgeshire; in the county of Cambridgeshire.	Footpath 87/6	A length from the southern highway boundary of its junction with Access Road, south eastward to its southern end at the Fenstanton Parish boundary, a distance of 460 metres.
<i>The rights of way and access plans– sheet 16</i>		
None	None	
<i>The rights of way and access plans– sheet 17</i>		
In the parishes of Swavesey, Conington and Boxworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Bridleway 225/14	A length from its junction with the existing A14 (T) in a north easterly direction to the new A14(T) highway boundary, a distance of 35 metres.
<i>The rights of way and access plans– sheet 18</i>		
None	None	
<i>The rights of way and access plans– sheet 19</i>		
In the parishes of Swavesey and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Footpath 150/5	A length from its junction with the existing A14 (T) in a south westerly direction to the new A14(T) highway boundary, a distance of 27 metres.
<i>The rights of way and access plans– sheet 20</i>		
In the parishes of Lolworth, Longstanton, Bar Hill and Oakington and Westwick; in	Bridleway 151/10	A length from its junction with the A14(T), in a north-easterly direction to the north-east highway boundary of the new

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(1) <i>Area</i>	(2) <i>Street to be stopped up</i>	(3) <i>Extent of stopping up</i>
the district of South Cambridgeshire; in the county of Cambridgeshire.		Local Access Road (Swavesey Junction / Dry Drayton Local Access Road), a distance of 85 metres.
	Bridleway 16/1	A length from its junction with the A14(T), in a generally north-westerly direction for a distance of 145 metres.
<i>The rights of way and access plans– sheet 21</i>		
In the parishes of Dry Drayton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	A14 Southbound slip roads	The whole slip road.
	A14 Northbound slip roads	The whole slip road.
<i>The rights of way and access plans– sheet 22</i>		
In the parishes of Dry Drayton, Girton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	The Avenue	A length from a point 43 metres south-west of its junction with the A14(T), south-westward for a distance of 220 metres.
<i>The rights of way and access plans– sheet 23</i>		
In the parishes of Madingley and Girton; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Washpit Lane	A length from its junction with the A14(T), north eastward for a distance of 55 metres.
	Bridleway 99/6	A length from the western highway boundary of the existing A14 Westbound Link, in a north easterly direction to and beyond the A1307 Huntingdon Road, for a total distance of 260 metres.
<i>The rights of way and access plans– sheet 24</i>		
None	None	
<i>The rights of way and access plans– sheet 25</i>		
None	None	
<i>The rights of way and access plans– sheet 26</i>		
None	None	

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(1) <i>Area</i>	(2) <i>Street to be stopped up</i>	(3) <i>Extent of stopping up</i>
<i>The rights of way and access plans– sheet 27</i>		
None	None	
<i>The rights of way and access plans– sheet 28</i>		
None	None	

### PART 3

#### PRIVATE MEANS OF ACCESS TO BE STOPPED UP FOR WHICH A SUBSTITUTE IS TO BE PROVIDED AND NEW PRIVATE MEANS OF ACCESS WHICH ARE OTHERWISE TO BE PROVIDED

(1) <i>Area</i>	(2) <i>Private Means of Access to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New Private Means of Access to be substituted or provided</i>
<i>The rights of way and access plans– sheet 1</i>			
In the parishes of Alconbury and The Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire.			Reference 1  New private means of access along the west side of the improved A1 (T) from the new Woolley Road.
			Reference 2 – Refer to sheet 2
<i>The rights of way and access plans– sheet 2</i>			
In the parishes of Alconbury and The Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire.			Reference 1 – Refer to sheet 1
	Reference b  Access to field from the east of the existing A1(T) layby, 700 metres south of the junction of Woolley Road with the A1(T).	A length from its junction with the existing A14(T) layby south-eastward for a distance of 10 metres.	Reference 2  To be substituted by a new private means of access along the east side of the improved A1(T) from the end of the existing private means of access to Lazy Acre farm from the



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			Alconbury junction (eastern dumbbell roundabout) on the A1(T).
			Reference 3  New private means of access on the west side of the improved A1(T) from the new Woolley Road.
	Reference a  Access to Weybridge Farm and East Cottage from the south of Woolley Road, 140 metres north-west of its junction with the A1(T).	A length from its junction with Woolley Road south-westward for a distance of 22 metres.	Reference 4  To be substituted by a new private means of access in the same location as stopped up access Reference a, but repositioned at the highway boundary of the new Woolley Road.
			Reference 5  New private means of access on the west side of the improved A1(T) from the new Woolley Road.
<i>The rights of way and access plans– sheet 3</i>			
In the parishes of Alconbury, The Stukeleys and Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.			Reference 2 – Refer to sheet 2
			Reference 1  New private means of access on the west side of the improved A1(T) from the new Woolley Road.
	Reference a	A length from its junction with A14(T)	Reference 3

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	Access to field from the north of A14 (T), 880 metres west of its junction with the A1(T).	northward for a distance of 18 metres.	To be substituted by a new private means of access on the north side of the new A14(T) from the new Woolley Road.
	Reference b Access to Little Meadow, Woodhatch Farm and Huntingdon Recycling Ltd from the south of A14 (T), 880 metres west of its junction with the A1(T).	A length from its junction with A14(T) southward for a distance of 35 metres and westward for a distance of 190 metres.	Reference 4 To be substituted by a new private means of access on the south side of the new A14(T) from the new Ellington junction (southern dumbbell roundabout) at the south end of the new Woolley Road.
	Reference c Access to Rectory Farm from the south of A14(T), 875 metres west of its junction with the A1(T).	A length from its junction with A14(T) eastward for a distance of 290 metres and south eastward for a distance of 280 metres.	Reference 5 To be substituted by a new private means of access on the south side of the new A14(T) from the new Ellington junction (southern dumbbell roundabout) at the south end of the new Woolley Road.
	Reference d Access to Rectory Farm from the existing track south of the A14(T), 650 metres west and 440 metres south of its junction with the A1(T).	A length from its junction with the existing track north-eastward for a distance of 205 metres.	Reference 6 To be substituted by a new private means of access on the south side of the new A14(T) from the new Ellington junction (southern dumbbell roundabout) at the south end of the new Woolley Road.
	Reference e	A length from its junction with A14(T)	Reference 5

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(1) Area	(2) Private Means of Access to be stopped up	(3) Extent of stopping up	(4) New Private Means of Access to be substituted or provided
	Access to Rectory Farm from the south of the existing A14(T), 100 metres south-west of Brampton Hut Services.	north-eastward for a distance of 205 metres.	To be substituted by a new private means of access on the south side of the new A14(T) from the new Ellington junction (southern dumbbell roundabout) at the south end of the new Woolley Road.
<i>The rights of way and access plans– sheet 4</i>			
None	None		
<i>The rights of way and access plans– sheet 5</i>			
In the parish of Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.			Reference 1  New private means of access on the east side of the new A14(T) from the north side of the new Grafham Road.
			Reference 2 – Refer to sheet 6.
<i>The rights of way and access plans– sheet 6</i>			
In the parish of Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.	Reference b  Access to field from the south-east side of the existing Park Road 330 metres east of its junction with Grafham Road.	A length from its junction with Park Road south-eastward for a distance of 12 metres.	Reference 3  To be substituted by a new private means of access on the east side of the new A14(T) from the south-east side of the new Grafham Road to the north side of the new A14(T) emergency / maintenance access from the new B1514 Buckden Road.
	Reference a	A length from its junction with Park	Reference 2

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	Access to field from the north-west side of the existing Park Road at its junction with the existing Grafham Road.	Road north westward for a distance of 5 metres.	To be substituted by a new private means of access on the west side of the improved A1(T) from the north side of the new Grafham Road. New Private Means of Access reference 2 to be extended at its northern end, westward along the north side of Brampton Brook to provide access to adjacent land.
			Reference 1 – Refer to sheet 5
			Reference 4  New private means of access on the west side of the A1(T), from Grafham Road and connecting to Mere Lane.
			Reference 5  New private means of access on the west side of the realigned Park Road/ Grafham Road, running along the previous alignment of Grafham Road, to provide access to the fishing lake.
<i>The rights of way and access plans– sheet 7</i>			
In the parishes of Buckden and Brampton; in the district of Huntingdonshire;	Reference a Access to Lodge Farm from the south-east	A length from its junction with Brampton Road	Reference 2 To be substituted by a new private means

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in the county of Cambridgeshire.	side of the existing Brampton Road 190 metres east of the existing A1(T) and 285 metres south of the existing Buckden Road.	south-eastward for a distance of 35 metres.	of access in the same location as the stopped up access, but repositioned at the highway boundary of the new Brampton Road.
	Reference b Access to Station Farm from the south-east side of the existing Brampton Road 20 metres south-west of its junction with Buckden Road.	A length from its junction with the existing Brampton Road south-eastward for a distance of 35 metres.	Reference 1 To be substituted by a new private means of access on the north-east side of the new A14(T) from the south side of the new B1514 Buckden Road.
	Reference c Access to Station Farm from the south-east side of the existing Brampton Road 10 metres south-west of its junction with Buckden Road.	A length from its junction with the existing Brampton Road south-eastward for a distance of 7 metres.	Reference 1 To be substituted by a new private means of access on the north-east side of the new A14(T) from the south side of the new B1514 Buckden Road.
	Reference d Access to field from the north-west side of the existing Buckden Road 15 metres south-west of the existing access to the Landfill site.	A length from its junction with the existing Buckden Road north-westward for a distance of 30 metres.	Reference 3 To be substituted by a new private means of access on the east side of the improved A1(T) from the south-east side of the new Grafham Road to the north side of the new A14(T) emergency / maintenance access from the new B1514 Buckden Road.
			Reference 6

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			New private means of access commencing on the north-east side of the new A14(T) from the access to Station Farm, continuing south-eastward then south- westward around the new A14(T) embankment to connect with the access to Lodge Farm (on sheet 7).
<i>The rights of way and access plans– sheet 8</i>			
In the parishes of Buckden, Godmanchester and Offord, Cluny and D’Arcy; in the district of Huntingdonshire; in the county of Cambridgeshire.			Reference 1  New private means of access on the north-east and south-west sides of the new A14(T) from the existing track south of the new A14(T).
			Reference 3  New private means of access on the north and south sides of the new A14(T) from the south-east side of the existing access track.
			Reference 4  New private means of access on the north and south sides of the new A14(T) from the west side of the B1043 Offord Road at Corpus Christi Farm.
			Reference 5

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			New private means of access on the south side of the new A14(T) from the west side of the new B1043 Offord Road.
			Reference 6 – Refer to sheet 7
<i>The rights of way and access plans– sheet 9</i>			
In the parishes of Godmanchester and Offord, Cluny and D’Arcy; in the district of Huntingdonshire; in the county of Cambridgeshire.			Reference 5 – Refer to sheet 8
			Reference 2  New private means of access on the north side of the new A14(T) from the north-west side of the new B1043 Offord Road.
			Reference 3  New private means of access on the north side of the new A14(T) from the north-west side of the new B1043 Offord Road.
	Reference a  Access to field from the south-east side of the existing B1043 Offord Road 900 metres south west of the Offord Hill Farm Access.	A length from its junction with the existing B1043 Offord Road eastward for a distance of 10 metres.	Reference 1  To be substituted by a new private means of access on the south side of the new A14(T) from the south-east side of the new B1043 Offord Road.
Reference b	A length from its junction with the northern highway	Reference 6	

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	Access to field from northern highway boundary of the new A14(T) 640 metres south-east of the existing Offord Hill Farm Access on the existing B1043 Offord Road	boundary of the new A14(T) south eastward for a distance of 235 metres.	To be substituted by a new private means of access commencing on the north side of the new A14(T) from the southern ends of the existing Offord Hill Farm and Wyboston Farm access tracks near the northern highway boundary of the new A14(T), continuing southwards, merging over the new A14(T), then diverging on the south side of the new A14(T) to provide access to fields (for continuation of Reference 6 see Sheet 10).
<i>The rights of way and access plans– sheet 10</i>			
In the parish of Godmanchester; the district of Huntingdonshire; the county of Cambridgeshire.	Reference a Access to Lower Debden Farm from the east side of Silver Street.	A length from its junction with Silver Street eastward for a distance of 22 metres.	Reference 1 To be substituted by a new private means of access in the same location as stopped up access Reference a, but repositioned at the highway boundary of the new Silver Street.
	Reference b Access to field from the west side of Silver Street 275 metres south of its junction with the Lower Debden Farm Access.	A length from its junction with Silver Street westward for a distance of 3 metres.	Reference 2 To be substituted by a new private means of access on the north side of the new A14(T) from the west side of the new Silver Street.



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	<p>Reference c</p> <p>Access to field from northern highway boundary of the new A14(T) 735 metres south west of the existing Westward Farm Access on the existing Silver Street.</p>	<p>A length from its junction with the northern highway boundary of the new A14(T) southward for a distance of 75 metres.</p>	<p>Reference 6</p> <p>To be substituted by a new private means of access commencing on the north side of the new A14(T) from the southern end of the existing Offord Hill Farm and Wyboston Farm access tracks near the northern highway boundary of the new A14(T), continuing southwards, merging over the new A14(T), then diverging on the south side of the new A14(T) to provide access to fields (for continuation of Reference 6 see Sheet 9).</p>
			<p>Reference 3</p> <p>New private means of access on the south side of the new A14(T) from the west side of the new Silver Street.</p>
			<p>Reference 4</p> <p>New private means of access on the south side of the new A14(T) from the east side of the new Silver Street.</p>
<i>The rights of way and access plans– sheet 11</i>			
<p>In the parishes of Godmanchester and</p>			<p>Reference 1</p>

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Hemingford Abbots; in the district of Huntingdonshire; in the county of Cambridgeshire.			New private means of access on the north side of the new A14(T) from the emergency / maintenance access only on the north-east side of the new A1198 Ermine Street Junction with the new A14(T) to a drainage attenuation pond.
	Reference a Access (exit only) from Wood Green Animal Shelter to the north eastern side of A1198 Ermine Street 15 metres south-east of its junction with the Beacon Field Equine Centre access.	A length from its junction with A1198 Ermine Street north eastward for a distance of 5 metres.	Reference 2 To be substituted by a new private means of access on the north side of the new A14(T) in the same location as stopped up access reference a, but repositioned at the highway boundary of the new A1198 Ermine Street.
	Reference b Access to Wood Green Animal Shelter from the north eastern side of the A1198 Ermine Street 155 metres south-east of its junction the Beacon Field Equine Centre.	A length from its junction with A1198 Ermine Street north eastward for a distance of 7 metres.	Reference 3 To be substituted by a new private means of access in the same location as stopped up access reference b, but repositioned at the highway boundary of the new A1198 Ermine Street.
	Reference c Access to field from the north eastern side of the existing A1198	A length from its junction with A1198 Ermine Street north eastward for a distance of 5 metres.	Reference 4 New private means of access on the north side of the

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	Ermine Street, 370 metres south-east of its junction with Beacon Field Equine Centre.-		new A14(T) from the emergency / maintenance access on the north-east side of the new A1198 Ermine Street junction with the new A14(T).
	Reference e Access to Debden Lodge Farm from the south- west side of the A1198 Ermine Street.	A length from its junction with A1198 Ermine Street in a generally south westward direction for a distance of 50 metres.	Reference 5 To be substituted by a new private means of access on the south side of the new A14(T) from the south-west side of the new A1198 Ermine Street.
	Reference f Access to field from the north-east side of the A1198 Ermine Street 260 metres south-east of its junction with the Debden Lodge Farm access.	A length from its junction with the A1198 Ermine Street in a generally north westward direction for a distance of 130 metres.	Reference 6 To be substituted by a new private means of access on the south side of the new A14(T) in the same location as stopped up access reference f, but repositioned at the highway boundary of the new A1198 Ermine Street.
			Reference 7 New private means of access on the south side of the new A14(T) from the south-west side of the new A1198 Ermine Street.
<i>The rights of way and access plans– sheet 12</i>			

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In the parishes of Hemingford Abbotts and Hemingford Grey; in the district of Huntingdonshire; in the county of Cambridgeshire.			Reference 1 – Refer to sheet 11
<i>The rights of way and access plans– sheet 13</i>			
In the parishes of Hemingford Grey, Fenstanton and Hilton; in the district of Huntingdonshire; in the county of Cambridgeshire.			Reference 1  New private means of access on the south side of the new A14(T) from the north-west side of the new B1040 Potton Road.
	Reference a  Access to field from the north-west side of the existing B1040 Potton Road at its junction with the Huntingdonshire District Council’s Award Drain.	A length from its junction with the existing B1040 Potton Road westward for a distance of 5 metres.	Reference 2  To be substituted by a new private means of access on the north side of the new A14(T) from the north-west side of the new B1040 Potton Road.
			Reference 3  New private means of access on the north side of the new A14(T) from the south-east side of the new B1040 Potton Road.
<i>The rights of way and access plans– sheet 14</i>			
In the parishes of Fenstanton and Hilton; in the district of Huntingdonshire;	Reference a  Access to field from the south-east side of the existing Hilton Road	A length from its junction with Hilton Road south-eastward for a distance of 5 metres.	Reference 2  To be substituted by a new private means of access on

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in the county of Cambridgeshire.	150 metres north-east of Oxholme Farm.		the southern side of the new A14(T) from the south-east side of the new Hilton Road.
	Reference b Access to fields from south-east side of the existing Hilton Road 160 metres south-west of Oxholme Farm.	A length from its junction with Hilton Road south-eastward for a distance of 15 metres.	Reference 6 To be substituted by a new private means of access on the south-east side of the new Hilton Road in the same location as stopped up access Reference b, but repositioned at the highway boundary of the new Hilton Road.
			Reference 1 New private means of access on the south side of the new A14(T) from the north-west side of the new Hilton Road to Oxholme Farm.
			Reference 3 New private means of access on the north side of the new A14(T) from the north-west side of the new Hilton Road.
			Reference 4 New private means of access on the north side of the new A14(T) from the south-east side of the new Hilton Road.
			Reference 5

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			New private means of access on the north side of the new A14(T) from the south-east side of the new Hilton Road.
<i>The rights of way and access plans– sheet 15</i>			
In the parishes of Fenstanton and Conington; in the district of Huntingdonshire and South Cambridgeshire; in the county of Cambridgeshire.	Reference a Access to field from the north-east side of the existing Conington Road 750 metres south-east of its junction with Access Road.	A length from its junction with Conington Road in a north eastward direction for a distance of 3 metres.	Reference 4 To be substituted by a new private means of access on the south side of the new A14(T) from the north-east side of the new Conington Road.
	Reference b Access to field from the south-west side of the existing Conington Road 750 metres south-east of its junction with Access Road.	A length from its junction with Conington Road in a south westward direction for a distance of 5 metres.	Reference 5 To be substituted by a new private means of access on the south side of the new A14(T) from the south-west side of the new Conington Road.
	Reference c Access to field from the south-west side of the existing Conington Road 530 metres south of its junction with Access Road.	A length from its junction with Conington Road in a south westward direction for a distance of 4 metres.	Reference 2 To be substituted by a new private means of access on the south side of the new A14(T) from the west side of the new Conington Road to field, drainage attenuation pond and new A14(T).
	Reference d Access to field from the north side of the existing New Barns Lane 350 metres north-east of its	A length from its junction with New Barns Lane in a northerly direction for a distance of 5 metres.	Reference 7 To be substituted by a new private means of access on the south side of the

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	junction with Conington Road.		new A14(T) from the north side of New Barns Lane to field and drainage attenuation pond.
	Reference e Access to field from the north-east side of existing Conington Road 170 metres south of its junction with Access Road.	A length from its junction with Conington Road in a north easterly direction for a distance of 4 metres.	Reference 9 To be substituted by a new private means of access on the south side of Access Road at its junction with the existing Conington Road (to be stopped up).
	Reference f Access to field from the south west side of existing Conington Road 125 metres south of its junction with the A14(T).	A length from its junction with Conington Road in a south westerly direction for a distance of 4 metres.	Reference 10 To be substituted by a new private means of access on the south west side of the new Conington Road.
	Reference g Access to field from the south- west side of existing Conington Road 170 metres south of its junction with Access Road.	A length from its junction with Conington Road in a south westerly direction for a distance of 4 metres.	Reference 9 To be substituted by a new private means of access on the south side of Access Road at its junction with the existing Conington Road (to be stopped up).
			Reference 1 New private means of access on the north side of the new A14(T) from the west side of the new Conington Road to drainage

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			attenuation pond and new A14(T).
			Reference 3  New private means of access on the north side of the new A14(T) from the east side of the new Conington Road to field.
			Reference 6  New private means of access on the south side of the new A14(T) from the north-east side of Conington Road to fields.
			Reference 8  New private means of access to field, from the west side of the new Conington Road via new private means of access Reference 2.
			Reference 11  New private means of access on the south side of the new A14(T) from the north-east side of Conington Road to field.
<i>The rights of way and access plans– sheet 16</i>			
In the parishes of Fen Drayton and Conington; in the district of			Reference 1



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South Cambridgeshire; in the county of Cambridgeshire.			New private means of access along the south-west side of the existing A14(T) from the north- west side of the new New Barns Lane.
			Reference 2  New private means of access along the south-west side of the existing A14(T) from the south- east side of the new New Barns Lane.
			Reference 3 – Refer to sheet 17
	Reference b  Access to field from the north of the existing A14(T), 260 metres south-east of its junction with Cambridge Road.	The whole access.	Reference 4  To be substituted by a new private means of access in the same location as stopped up access reference b, but repositioned at the new boundary of the A14.
	Reference c  Access to field from the north of the existing A14(T), 350 metres south-east of its junction with Cambridge Road.	The whole access.	Reference 5  To be substituted by a new private means of access in the same location as stopped up access reference c, but repositioned at the new boundary of the A14.
			Reference 6  New private means of access to field from the new

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	Reference f  Access to field from the north of the existing A14(T), 1010 metres south-east of its junction with Cambridge Road.	The whole access.	northern boundary of the A14.  Reference 7  To be substituted by a new private means of access in the same location as stopped up access reference f, but repositioned at the new boundary of the A14.
<i>The rights of way and access plans– sheet 17</i>			
In the parishes of Swavesey, Conington and Boxworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a  Access to field from the north of the A14(T), 1390 metres north-west of its junction with Bucking Way Road.	The whole access.	Reference 1  To be substituted by a new private means of access in the same location as stopped up access reference a, but repositioned at the highway boundary of the new A14 to Swavesey Junction Link Road.
	Reference b  Access to Friesland Farm from the south of the A14(T), 1150 metres north-west of its junction with Bucking Way Road.	A length from its junction with the A14(T) south-westward for a distance of 82 metres.	Reference 3  To be substituted by a new private means of access along the south side of the new A14(T), from a new roundabout junction at the new Swavesey Junction.
	Reference c  Access track known as Scotland Drove north of the A14(T), 940 metres north-west of its	A length from its junction with the A14(T) north-eastward for a distance of 44 metres.	Reference 5  To be substituted by a new private means of access in the same location as stopped up access

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	junction with Bucking Way Road.		reference c, but repositioned at the highway boundary of the new A14 to Swavesey Junction Link Road.
	Reference d  Access to field from the south of the A14(T), 890 metres north-west of its junction with Bucking Way Road.	The whole access.	Reference 3  To be substituted by a new private means of access along the south side of the new A14(T), from a new roundabout junction at the new Swavesey Junction.
	Reference e  Access to field from the south of the A14(T), 390 metres north-west of its junction with Bucking Way Road.	The whole access.	Reference 3  To be substituted by a new private means of access along the south side of the new A14(T), from the southern roundabout of the new Swavesey Junction.
	Reference h  Access to field from the south of the A14(T), 50 metres north-west of its junction with Bucking Way Road.	The whole access.	Reference 6  To be substituted by a new private means of access from the south side of the new Cambridge Services Link Road at the new Swavesey Junction.
			Reference 2  New private means of access on the north-east side of the new A14 (T) from the north-east side of the new A14 to

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			Swavesey Junction Link Road.
			Reference 4  New private means of access on the north-east side of the new A14 (T) from the south-west side of the new A14 to Swavesey Junction Link Road.
			Reference 7  New private means of access on the south-west side of the new A14(T) from the north side of the new Cambridge Services Link Road.
			Reference 8  New private means of access on the north-east side of the new A14(T) from the south-west side of the improved Bucking Way Road.
			Reference 9  New private means of access on the south-west side of the new A14(T) from the north side of the new Cambridge Services Link Road.
<i>The rights of way and access plans– sheet 18</i>			
In the parishes of Swavesey, Boxworth	Reference a	The whole access.	Reference 1

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and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Access to premises from the north of the A14(T), 690 metres north-west of its junction with the Sewage Works access.		To be substituted by a new private means of access in the same location as stopped up access reference a, but repositioned at the highway boundary of the new A14(T).
	Reference b  Access to premises from the north of the A14(T), 682 metres north-west of its junction with the Sewage Works access.	The whole access.	Reference 2  To be substituted by a new private means of access in the same location as stopped up access reference a, but repositioned at the highway boundary of the new A14(T).
	Reference c  Access to field from the north of the A14(T), 400 metres north-west of its junction with the Sewage Works access.	The whole access.	Reference 3  To be substituted by a new private means of access in the same location as stopped up access reference c, but repositioned at the highway boundary of the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) on the north side of the new A14(T).
	Reference d  Access to field from the south of the A14(T), 394 metres north-west of its junction with the Sewage Works access.	The whole access.	Reference 4  To be substituted by a new private means of access along the south side of the improved A14(T), from Robin's Lane.

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	Reference e Access to Sewage Works and access track known as Utton’s Drove from the north side of the A14(T).	A length from its junction with the A14(T) north-eastward for a distance of 17 metres.	Reference 5 To be substituted by a new private means of access in the same location as stopped up access reference e, but repositioned at the highway boundary of the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) on the north side of the new A14(T).
			Reference 6 New private means of access on the north-east side of the new A14(T), from the north-west side of the existing Utton’s Drove access track.
			Reference 7 New private means of access on the north-east side of the new A14(T), from the south-east side of the existing Utton’s Drove access track.
<i>The rights of way and access plans– sheet 19</i>			
In the parishes of Swavesey and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a Access to Clare College Farm from the south western side of the A14(T), 300 metres north-west of its	The whole access.	Reference 4 To be substituted by a new private means of access from the new Robin’s Lane.

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	junction with Robin's Lane.		
	Reference c  Access to field from the west of Robin's Lane, 30 metres south-west of its junction with the A14(T).	The whole access.	Reference 4  To be substituted by a new private means of access from the new Robin's Lane.
	Reference d  Access to field from the east of Robin's Lane, 40 metres south-west of its junction with the A14(T).	The whole access.	Reference 5  To be substituted by a new private means of access from the new Robin's Lane.
			Reference 6  New private means of access on the north-east side of the new A14(T) from the north-east side of the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road).
			Reference 1  New private means of access on the north-east side of the new A14(T) from the south-east side of the existing private means of access to The White House and Hill Farm.
			Reference 2  New private means of access on the

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			north-east side of the new A14(T) from the south-east side of the existing private means of access to The White House and Hill Farm.
<i>The rights of way and access plans– sheet 20</i>			
In the parishes of Lolworth, Longstanton, Bar Hill and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a Access to field from the west of the B1050 Hattons Road, 280 metres north-east of its junction with the A14(T).	The whole access.	Reference 2 To be substituted by a new private means of access from the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) (reference D - sheet 20).
	Reference b Access to Noon Folly Farm from the west of the B1050 Hattons Road, 570 metres north-east of its junction with the A14(T).	A length from its junction with the B1050 Hattons Road, north-westward for a distance of 17 metres.	Reference 3 To be substituted by a new private means of access in the same location as stopped up access Reference b, but repositioned at the highway boundary of the new B1050 Hattons Road.
	Reference c Access to premises from the north of the A14(T), 530 metres south-east of its junction with the B1050 Hattons Road.	The whole access	Reference 5 To be substituted by a new private means of access from the south of the new Local Access Road (Swavesey / Dry Drayton Local Access Road) (Reference D - sheet 20).



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			Reference 1  New private means of access on the north eastern side of the new A14(T) from the south side of the new Local Access Road (Swavesey / Dry Drayton Local Access Road) west of the new B1050 Hattons Road.
			Reference 4  New private means of access on the north-east side of the new A14(T) from the north side of the new Local Access Road (Swavesey / Dry Drayton Local Access Road) east of the new Hattons Road.
			Reference 6  New private means of access on the north-east side of the new A14(T) from the north side of the new Local Access Road (Swavesey / Dry Drayton Local Access Road) east of the new Hattons Road.
<i>The rights of way and access plans– sheet 21</i>			
In the parishes of Dry Drayton and Oakington and Westwick; in	Reference a	A length from its junction with the A14(T), north-	Reference 1

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the district of South Cambridgeshire; in the county of Cambridgeshire.	Access to Slate Hall Farm from the north of the A14(T), 700 metres north-west of Dry Drayton Road overpass.	eastward for a distance of 43 metres.	To be substituted by a new private means of access in the same location as stopped up access Reference a, but repositioned at the highway boundary of the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) on the north side of the new A14(T).
	Reference c  Access to field from the south of Oakington Road, 390 metres south-west of its junction with the A14(T).	A length from its junction with Oakington Road, south-eastward for a distance of 20 metres.	Reference 4  To be substituted by a new private means of access from the new Oakington Road.
	Reference d  Access to Hackers Fruit Farm from the east of Dry Drayton Road, 190 metres from its junction with Oakington Road.	A length from its junction with Dry Drayton Road south-eastward for a distance of 195 metres.	Reference 6  To be substituted by a new private means of access from the new Cambridge Crematorium Access Road (Reference E - sheet 21).
	Reference f  Access to Hackers Fruit Farm from the south of the A14(T), 280 metres south-east of its junction with the A14 northbound slip road at Oakington Road.	The whole access.	Reference 6  To be substituted by a new private means of access from the new Cambridge Crematorium Access Road (reference E - sheet 21).
	Reference g  Access to premises from the south of the A14(T), 340 metres south-east of	The whole access.	Reference 6  To be substituted by a new private means of access from

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	its junction with the A14 northbound slip road at Oakington Road.		the new Cambridge Crematorium Access Road (Reference E - sheet 21).
	Reference h.  Access to Hackers Fruit Farm from the south of the A14(T), 360 metres south-east of its junction with the A14 northbound slip road at Oakington Road.	The whole access.	Reference 6  To be substituted by a new private means of access from the new Cambridge Crematorium Access Road (Reference E - sheet 21).
	Reference i  Access to Cambridge Crematorium from the south of the A14(T), 605 metres south-east of its junction with the A14 northbound slip road at Oakington Road.	The whole access.	Reference 7  To be substituted by a new private means of access from the new Cambridge Crematorium Access Road (Reference E - sheet 21).
			Reference 2  New private means of access on the north-east side of the new A14(T) from the north-east side of the new Local Access Road (Swavesey / Dry Drayton Local Access Road).
			Reference 3  New private means of access on the north-east side of the new A14(T) from the south-west side of the new Local Access Road (Swavesey /

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			Dry Drayton Local Access Road).
			Reference 5  New private means of access on the south-west side of the new A14(T) from the north side of the new Oakington Road roundabout junction.
			Reference 8  New private means of access on the north-east side of the new A14(T) from the new Dry Drayton Road / new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) / new Dry Drayton to Girton Access Track roundabout junction to the A14 bridge overpass at Footpath 99/4 (for continuation of Reference 8 see sheets 22, 23 and 24).
			Reference 9  New private means of access to field on the south side of the new Cambridge Crematorium Access Road (Reference E – sheet 21)
<i>The rights of way and access plans– sheet 22</i>			

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(1) <i>Area</i>	(2) <i>Private Means of Access to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New Private Means of Access to be substituted or provided</i>
In the parishes of Dry Drayton, Girton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference b Access to premises from the south of the A14(T), 385 metres north-west of its junction with The Avenue.	The whole access.	Reference 2 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).
	Reference c Access to premises from the south of the A14(T), 365 metres north-west of its junction with The Avenue.	The whole access.	Reference 2 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).
	Reference d Access to premises from the south of the A14(T), 355 metres north-west of its junction with The Avenue.	The whole access.	Reference 2 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).
	Reference e Access to premises from the south of the A14(T), 335 metres north-west of its junction with The Avenue.	The whole access.	Reference 2 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).
	Reference f	The whole access.	Reference 2

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(1) Area	(2) Private Means of Access to be stopped up	(3) Extent of stopping up	(4) New Private Means of Access to be substituted or provided
	Access to premises from the south of the A14(T), 325 metres north-west of its junction with The Avenue.		To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).
	Reference g Access to Catch Hall from the south of the A14(T), 250 metres north-west of its junction with The Avenue.	The whole access.	Reference 2 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).
	Reference h Access to field from the south side of the A14(T), 375 metres north-west of its junction with The Avenue.	A length from a point 320 metres south-west of the A14(T) south-westward for a distance of 80 metres.	Reference 5 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).
	Reference i Access to field from The Avenue, 270 metres south-west of its junction with the A14(T).	The whole access.	Reference 3 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).
	Reference j Bifurcated access to Grange Farm from the north of the A14(T), 230 metres south-east	A length including its two junctions with the A14(T), northward from the A14(T) for a distance of 60 metres.	Reference 10 To be substituted by a new private means of access from the north-east side of the

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	of its junction with The Avenue.		new Dry Drayton to Girton Access Track.
	Reference k  Access to premises at Grange Farm Cottages from the north of the A14(T), 325 metres south-east of its junction with The Avenue.	The whole access.	Reference 11  To be substituted by a new private means of access from the south-west side of the new Dry Drayton to Girton Access Track.
	Reference l  Access to premises at Grange Farm Cottages from the north of the A14(T), 340 metres south-east of its junction with The Avenue.	The whole access.	Reference 11  To be substituted by a new private means of access from the south-west side of the new Dry Drayton to Girton Access Track.
	Reference m  Access to premises at Grange Farm Cottages from the north of the A14(T), 348 metres south-east of its junction with The Avenue.	The whole access.	Reference 11  To be substituted by a new private means of access from the south-west side of the new Dry Drayton to Girton Access Track.
	Reference n  Access to premises at Grange Farm Cottages from the north of the A14(T), 364 metres south-east of its junction with The Avenue.	The whole access.	Reference 11  To be substituted by a new private means of access from the south-west side of the new Dry Drayton to Girton Access Track.
	Reference o  Access to Elm Grange from the north of the A14(T), 380 metres south-east of its junction with The Avenue.	The whole access.	Reference 11  To be substituted by a new private means of access from the south-west side of the new Dry Drayton to Girton Access Track.

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<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Private Means of Access to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New Private Means of Access to be substituted or provided</i>
	<p>Reference p</p> <p>Access to field from the south of the A14(T), 820 metres north-west of its junction with The Avenue.</p>	<p>The whole access.</p>	<p>Reference 1</p> <p>To be substituted by a new private means of access on the south-west side of the A14(T) from the north eastern side of the new Local Access Road (Dry Drayton to Girton Local Access Road).</p>
			<p>Reference 4</p> <p>New private means of access to a drainage attenuation pond on the south-west side of the A14 (T) from the north-west side of the new private means of access (Reference 2).</p>
			<p>Reference 6</p> <p>New private means of access on the south-west side of the A14 (T) from the south side of the new Local Access Road (Dry Drayton to Girton Local Access Road).</p>
			<p>Reference 7</p> <p>New private means of access on the north-east side of the A14 (T) from the north side of the new Dry Drayton to Girton Access Track.</p>



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			Reference 8 – Refer to sheet 21
			Reference 9  New private means of access on the north-east side of the A14 (T) from the north side of the new Dry Drayton to Girton Access Track.
<i>The rights of way and access plans– sheet 23</i>			
In the parishes of Madingley and Girton; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference b  Access to field from the north-west of the existing Bridleway 154/2 (99/6) track, 355m south-west of its junction with the existing Huntingdon Road.	A length from a point 50 metres north-west of the existing Bridleway 154/2 (99/6) track north-westward for a distance of 200 metres.	References 3 and 4  To be substituted by new private means of access (Reference 4) from the A1307 Huntingdon Road and then new private means of access (Reference 3).
			Reference 1  New private means of access from the north-west side of the new private means of access (Reference 3).
			Reference 2  New private means of access on the north-east side of the M11 from the new A1307 Huntingdon Road.
			Reference 4  New private means of access on the south-west side of the

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(1) Area	(2) Private Means of Access to be stopped up	(3) Extent of stopping up	(4) New Private Means of Access to be substituted or provided
			M11 from the new A1307 Huntingdon Road.
			Reference 5  New private means of access on the north-east side of the M11 from the new A1307 Huntingdon Road.
			Reference 8 – Refer to sheet 21
<i>The rights of way and access plans– sheet 24</i>			
In the parishes of Girton and Impington; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a  Part of access to premises from the south of the A1307 Huntingdon Road, 295 metres north-west of its junction with Orchard Drive.	A length from its junction with the A1307 Huntingdon Road south-westward for a distance of 8 metres.	Reference 1  To be substituted by a new private means of access in the same location as stopped up access reference a, but repositioned at the highway boundary of the new A1307 Huntingdon Road.
	Reference b  Access to premises from the south of the A1307 Huntingdon Road, 240 metres north-west of its junction with Orchard Drive.	A length from its junction with the A1307 Huntingdon Road south-westward for a distance of 8 metres.	Reference 2  To be substituted by a new private means of access in the same location as stopped up access reference b, but repositioned at the highway boundary of the new A1307 Huntingdon Road.
	Reference c  Access to premises from the south of the A1307	Road A length from its junction with the A1307 Huntingdon Road south-	Reference 3  To be substituted by a new private

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	Huntingdon Road, 185 metres north-west of its junction with Orchard Drive.	westward, a distance of 12 metres.	means of access in the same location as stopped up access Reference c, but repositioned at the highway boundary of the new A1307 Huntingdon Road.
			Reference 8 – Refer to sheet 21
<i>The rights of way and access plans– sheet 25</i>			
In the parishes of Impington and Orchard Park; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a Part of access track from the south of the entrance road to the Holiday Inn Cambridge.	A length from a point 180 metres south of its junction with the entrance road to the Holiday Inn Cambridge, southward then eastward for a distance of 200 metres.	Reference 1 To be substituted by a new private means of access on the north side of the A14(T) from the B1049 Cambridge Road North.
			Reference 2 New private means of access on the north side of the new A14(T) from the west side of the existing Lone Tree Avenue.
<i>The rights of way and access plans– sheet 26</i>			
In the parishes of Impington, Milton and Orchard Park; in the district of South Cambridgeshire; in the county of Cambridgeshire.			Reference 1 New private means of access on the north side of the A14 from the existing access road leading to the travellers' encampment adjacent to Mere Way.
<i>The rights of way and access plans– sheet 27</i>			

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None	None		
<i>The rights of way and access plans– sheet 28</i>			
In the parish of Huntingdon; in the district of Huntingdonshire; in the county of Cambridgeshire.			Reference 1  New private means of access on the south-west side of the A14(T) from the north-west side of the new highway (Reference A) to a drainage attenuation pond.
			Reference 2  New private means of access on the south-west side of the A14(T) from the south-east side of the new highway (Reference A) to Views Common.
			Reference 3  New private means of access on the south-west side of the A14(T) from the west side of the new highway (Reference A) to a drainage attenuation pond.
	Reference a  Access from Hinchibrooke Park Road to Cambridgeshire Constabulary HQ.	A length from its junction with Hinchibrooke Park Road southward for a distance of 7 metres.	Reference 4  To be substituted by a new private means of access on the south-west side of the A14(T) from the east side of the new highway (Reference A) to

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			the Cambridgeshire Constabulary HQ.
			Reference 5  New private means of access from the west side of the south end of the new highway (Reference C) to the railway station car park.
	Reference b  Access from B1514 Brampton Road to Huntingdon Railway Station.	A length from its junction with the B1514 Brampton Road south-westward for a distance of 40 metres.	Reference 6  To be substituted by a new private means of access from the south-west side of the de-trunked A14 to the railway station car park.
			Reference 7  New private means of access on the north side of the A14 from the west side of the new highway (Reference D) to Mill Common.

#### PART 4

#### PRIVATE MEANS OF ACCESS TO BE STOPPED UP FOR WHICH NO SUBSTITUTE IS TO BE PROVIDED

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Private Means of Access to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>
<i>The rights of way and access plans– sheet 1</i>		
In the parishes of Alconbury and The	Reference a	The whole access.

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(1) Area	(2) Private Means of Access to be stopped up	(3) Extent of stopping up
Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire.	Access to field from the west of the A1(T), 640 metres south-east of its junction with the B1043.	
	Reference b  Disused access to Huntingdon Research Centre from the west of the A1(T), 765 metres south-east of its junction with the B1043.	The whole access.
<i>The rights of way and access plans– sheet 2</i>		
None	None	
<i>The rights of way and access plans– sheet 3</i>		
None	None	
<i>The rights of way and access plans– sheet 4</i>		
None	None	
<i>The rights of way and access plans– sheet 5</i>		
None	None	
<i>The rights of way and access plans– sheet 6</i>		
None	None	
<i>The rights of way and access plans– sheet 7</i>		
None	None	
<i>The rights of way and access plans– sheet 8</i>		
None	None	
<i>The rights of way and access plans– sheet 9</i>		
None	None	
<i>The rights of way and access plans– sheet 10</i>		
None	None	
<i>The rights of way and access plans– sheet 11</i>		
In the parishes of Godmanchester and Hemingford Abbots; in the district of Huntingdonshire; in the county of Cambridgeshire.	Reference d  Access to field from the north eastern side of the existing A1198 Ermine Street, 470 metres south-east of its junction with Beacon Field Equine Centre.	The whole access.
<i>The rights of way and access plans– sheet 12</i>		

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(1) Area	(2) Private Means of Access to be stopped up	(3) Extent of stopping up
None	None	
<i>The rights of way and access plans– sheet 13</i>		
None	None	
<i>The rights of way and access plans– sheet 14</i>		
None	None	
<i>The rights of way and access plans– sheet 15</i>		
None	None	
<i>The rights of way and access plans– sheet 16</i>		
In the parishes of Fen Drayton and Conington; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a Access to field from the south of the A14(T), 255 metres north-west of its junction with New Barns Lane.	The whole access.
	Reference d Access to field from the south of the A14(T), 460 metres south-east of its junction with New Barns Lane.	The whole access.
	Reference e Access to field from the south of the A14(T), 960 metres south-east of its junction with New Barns Lane.	The whole access.
<i>The rights of way and access plans– sheet 17</i>		
In the parishes of Swavesey, Conington and Boxworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference f Access to field from the north of the A14(T), 280 metres north-west of its junction with Bucking Way Road.	The whole access.
	Reference g Access to the property previously known as the Trinity Foot Public House from Bucking Way Road, 50 metres north of its junction with the A14(T).	The whole access.
	Reference i Access to field from the west of Bucking Way Road 140 metres north of its junction with the A14(T).	The whole access.

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(1) Area	(2) Private Means of Access to be stopped up	(3) Extent of stopping up
<i>The rights of way and access plans– sheet 18</i>		
None	None	
<i>The rights of way and access plans– sheet 19</i>		
In the parishes of Swavesey and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference b Access to Hill Farm Cottages from the north of the A14(T), 230 metres west of its junction with Robin’s Lane.	A length from its junction with the A14(T) north-eastward for a distance of 10 metres.
<i>The rights of way and access plans– sheet 20</i>		
None	None	
<i>The rights of way and access plans– sheet 21</i>		
In the parishes of Dry Drayton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference b Access to field from the north-west of the A14 Southbound Slip Road at Dry Drayton Road, 80 metres north-east of its junction with the A14(T).	The whole access.
<i>The rights of way and access plans– sheet 22</i>		
In the parishes of Dry Drayton, Girton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a Access to field from the north of the A14(T), 630 metres north-west of its junction with The Avenue.	The whole access.
<i>The rights of way and access plans– sheet 23</i>		
In the parishes of Madingley and Girton; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a Access to field from the south of the existing Huntingdon Road, 70m south-east of the centreline of the M11 overpass.	The whole access.
	Reference c Access to field from the south eastern side of the existing Bridleway 154/2 (99/6) track, 200 metres north-east of the Bridleway 154/2 overpass.	A length from a point 145 metres north-east of its south western junction with Bridleway154/2 (99/6) north eastward for a distance of 186 metres.



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(1) <i>Area</i>	(2) <i>Private Means of Access to be stopped up</i>	(3) <i>Extent of stopping up</i>
<i>The rights of way and access plans– sheet 24</i>		
None	None	
<i>The rights of way and access plans– sheet 25</i>		
None	None	
<i>The rights of way and access plans– sheet 26</i>		
None	None	
<i>The rights of way and access plans– sheet 27</i>		
None	None	
<i>The rights of way and access plans– sheet 28</i>		
None	None	

## SCHEDULE 5

Article 23

## LAND IN WHICH ONLY NEW RIGHTS ETC. MAY BE ACQUIRED

(1) <i>Plot Reference Number shown on land plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>
<i>The land plans – sheet 1</i>	
	None
<i>The land plans – sheet 2</i>	
2/1aa, 2/1j, 2/1s, 2/1w and 2/5b	<p>New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the undertaker.</p> <p>New right of access to land (plot 3/14a) with or without vehicles plant and machinery for the benefit of Farmland Reserve UK Limited, Manor Farm, Church End, Woodwalton, Huntingdon, PE28 5YU (and their successors in title).</p> <p>New right of access to land (plots 2/11d, 3/6c and 3/9a) with or without vehicles plant and machinery for the benefit of Angus George Lammie of Church Farm, Tempsford, Sandy, SG19 2AN (and his successors in title).</p>
2/1k and 2/4c	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access

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(1) <i>Plot Reference Number shown on land plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>
	<p>with or without vehicles plant and machinery for the benefit of the undertaker.</p> <p>New right of access to land (plot 3/14a) with or without vehicles plant and machinery for the benefit of Farmland Reserve UK Limited, Manor Farm, Church End, Woodwalton, Huntingdon, PE28 5YU (and their successors in title).</p>
2/11b	<p>New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the undertaker.</p> <p>New right of access to land (plot 3/14a) with or without vehicles plant and machinery for the benefit of Farmland Reserve UK Limited, Manor Farm, Church End, Woodwalton, Huntingdon, PE28 5YU (and their successors in title).</p>
<i>The land plans – sheet 3</i>	
3/1d, 3/6b, 3/7b, and 3/9b	<p>New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the undertaker.</p> <p>New right of access to land (plot 3/14a) with or without vehicles plant and machinery for the benefit of Farmland Reserve UK Limited, Manor Farm, Church End, Woodwalton, Huntingdon, PE28 5YU (and their successors in title).</p>
3/14b and 3/15b	<p>New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the undertaker.</p>
<i>The land plans – sheet 4</i>	
4/6a	<p>New right to construct, use, protect, inspect and maintain a water pipeline and equipment for the benefit of Anglian Water Services Ltd.</p>
<i>The land plans – sheet 5</i>	
5/4b, 5/5b and 5/22b	<p>New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the undertaker.</p>
5/7	<p>New right of access to environmental mitigation land (plot 5/2c) with or without vehicles, plant and machinery for the benefit of the undertaker.</p>

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(1) <i>Plot Reference Number shown on land plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>
5/12a	New right to construct, use, protect, inspect and maintain a water pipeline and equipment for the benefit of Anglian Water Services Ltd.  New right to install, inspect and maintain a new electricity power line and equipment for the benefit of UK Power Networks Holdings Ltd.
<i>The land plans – sheet 6</i>	
	None
<i>The land plans – sheet 7</i>	
	None
<i>The land plans – sheet 8</i>	
8/7d	New right to construct, use, protect, inspect and maintain a water pipeline and equipment for the benefit of Anglian Water Services Ltd.
8/17b, 8/19b, 8/22b, 8/25a, 8/21k and 8/21n	New right to construct and maintain a new track to access the new River Great Ouse viaduct, drainage attenuation pond and outfalls, and environmental mitigation land (plot8/21l) with or without vehicles, plant and machinery for the benefit of the undertaker.
<i>The land plans – sheet 9</i>	
9/2c, 9/2g and 9/4b	New right to construct and maintain a new track to access the new River Great Ouse viaduct and drainage outfalls with or without vehicles plant and machinery for the benefit of the undertaker.
9/10	New right to construct, use and maintain a drainage outfall for the benefit of the undertaker.
9/16b	New right to construct, use and maintain a bridge over the East Coast Mainline Railway for the benefit of the undertaker.
9/6, 9/7, 9/8, 9/9, 9/11, 9/11a, 9/11b, 9/12c and 9/14	New right to construct and maintain a new track to access the River Great Ouse viaduct and drainage attenuation pond with or without vehicles plant and machinery for the benefit of the undertaker.
<i>The land plans – sheet 10</i>	
10/4e	New right to construct a new track and to access with or without vehicles plant and machinery for the benefit of Church Commissioners For England, 27 Great Smith Street, London, SW1P 3AZ (and their successors in title) in respect of Wybosten Farm.
10/7b	New right to construct a new track and to access with or without vehicles plant and machinery for the benefit of Anthony William Carr and David Gordon Carr of Offord Hill Farm, Offord Road,

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(1) <i>Plot Reference Number shown on land plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>
	Godmanchester, Huntingdon, PE29 2LD (and their successors in title) in respect of Offord Hill Farm.
<i>The land plans – sheet 11</i>	
	None
<i>The land plans – sheet 12</i>	
12/11a	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the undertaker.
12/6e, 12/12c	New right to construct a new track and to access with or without vehicles plant and machinery for the benefit of Church Commissioners For England of 27 Great Smith Street, London, SW1P 3AZ (and their successors in title) of Debden Farm.
<i>The land plans – sheet 13</i>	
13/2a	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the undertaker.
<i>The land plans – sheet 14</i>	
	None
<i>The land plans – sheet 15</i>	
15/11d, 15/11e, 15/18b and 15/18d	New right to construct, use, protect, inspect and maintain a new gas pipeline and equipment for the benefit of National Grid Gas Plc.
<i>The land plans – sheet 16</i>	
16/2c, 16/3b, 16/3d and 16/3e	New right to construct, use, protect, inspect and maintain a new gas pipeline and equipment for the benefit of National Grid Gas Plc.
16/17c and 16/19b	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the undertaker.
<i>The land plans – sheet 17</i>	
17/10c	New right to use and maintain a new track and to access with or without vehicles plant and machinery for the benefit of Vanda Farbon of West End Farm, Fenstanton, Huntingdon, Cambridgeshire, PE19 6SZ; Angela Fiona Winter of Springfields Cottage, Hemingford Abbots, Huntingdon, PE28 9AD; and, Melanie Sadler of Oakington Garden Centre, Dry Drayton Road,

<i>(1)</i> <i>Plot Reference Number shown on land plans</i>	<i>(2)</i> <i>Purpose for which rights over land may be acquired</i>
	Oakington, Cambridge, CB24 3BD (and their successors in title) in respect of New Barns Farm, New Barns Lane, Conington.
17/4c and 17/10a	New right to construct, inspect and maintain a new buried water pipeline and equipment for the benefit of Cambridge Water Plc.
17/8b	New right to install, inspect and maintain a new electricity power line and equipment for the benefit of UK Power Networks Holdings Ltd.
<i>The land plans – sheet 18</i>	
18/2a, 18/6c and 18/6d	New right to construct, inspect and maintain a new buried water pipeline and equipment for the benefit of Cambridge Water Plc.
18/2c and 18/2e	New right of access to land with or without vehicles plant and machinery for the benefit of Vanda Farbon of West End Farm, Fenstanton, Huntingdon, Cambridgeshire, PE19 6SZ; Angela Fiona Winter of Springfields Cottage, Hemingford Abbots, Huntingdon, PE28 9AD; and, Melanie Sadler of Oakington Garden Centre, Dry Drayton Road, Oakington, Cambridge, CB24 3BD (and their successors in title) in respect of New Barns Farm, New Barns Lane, Conington.
18/6b	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the undertaker.  New right of access to land with or without vehicles, plant and machinery for the benefit of Samuel Henry Swaine of Friesland Farm, Huntingdon Road, Conington, Cambridge CB23 4NU (and his successors in title) in respect of Friesland Farm.
18/6f	New right to construct, use, protect, inspect and maintain a new buried gas pipeline and equipment for the benefit of National Grid Gas Plc.
<i>The land plans – sheet 19</i>	
	None
<i>The land plans – sheet 20</i>	
20/1d and 20/2a	New right to construct, use, protect, inspect and maintain new buried utilities equipment for the benefit of Cambridge Water Plc and National Grid Gas Plc.
20/15b, 20/22a, and 20/23a	New right to construct, use, protect, inspect and maintain new buried utilities equipment for the benefit of Cambridge Water Plc, National Grid Gas Plc and Anglian Water Services Ltd.

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(1) <i>Plot Reference Number shown on land plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>
20/2h	New right to construct, use, protect, inspect and maintain a new buried gas pipeline and equipment for the benefit of National Grid Gas Plc.
<i>The land plans – sheet 21</i>	
21/4j and 21/9a	New right to construct and maintain a new track to drainage attenuation ponds and to access with or without vehicles plant and machinery for the benefit of the undertaker.  New right of access for the benefit of Cambridge Water Plc and National Grid Gas Plc.
21/4f, 21/4h and 21/10f	New right to construct, use, protect, inspect and maintain a new gas pipeline and equipment for the benefit of National Grid Gas Plc.
<i>The land plans – sheet 22</i>	
22/4b, 22/6a, 22/7a, 22/8a, and 22/12c	New right to construct, use and maintain a new permissive non-motorised user route for the benefit of Cambridgeshire County Council.  New right to construct, inspect and maintain a new buried water pipeline and equipment for the benefit of Cambridge Water Plc.  New right to construct, inspect and maintain new buried foul water pipelines and equipment for the benefit of Anglian Water Services Ltd.  New right to construct, inspect and maintain new buried gas pipeline and equipment for the benefit of National Grid Gas Plc.
22/3c, 22/10a, 22/11a, 22/11c and 22/17b	New right to install, inspect and maintain a new electricity power line and equipment for the benefit of UK Power Networks Holdings Ltd.
22/6c, 22/7b and 22/12b	New right to construct, inspect and maintain new buried gas pipeline and equipment for the benefit of National Grid Gas Plc.
<i>The land plans – sheet 23</i>	
23/15d	New right to construct, inspect and maintain new buried water pipelines and equipment for the benefit of Cambridge Water Plc.
<i>The land plans – sheet 24</i>	
24/1e, 24/3m, 24/9c and 24/10c	New right to use land to access with or without vehicles plant and machinery the new A14 Westbound Link for the benefit of the undertaker.
24/3h	New right to construct, inspect and maintain with or without vehicles plant and machinery new buried drainage outfall pipes

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(1) <i>Plot Reference Number shown on land plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>
	to Beck Brook including outfall control structures and equipment for the benefit of the undertaker.
24/3f and 24/3n	New right to construct, inspect and maintain new buried water pipelines and equipment for the benefit of Cambridge Water Plc.
<i>The land plans – sheet 25</i>	
	None
<i>The land plans – sheet 26</i>	
	None
<i>The land plans – sheet 27</i>	
27/7a	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the undertaker.
27/1g, 27/8, 27/9a, 27/10, 27/17b, and 27/18a	New right to construct and maintain a new track to overhead gantries and to access with or without vehicles plant and machinery for the benefit of the undertaker.
<i>The land plans – sheet 28</i>	
28/2a	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the undertaker.
28/1g, 28/1k, 28/8c, and 28/11a	New right to construct, inspect and maintain new buried foul water pipelines and equipment for the benefit of Anglian Water Services Ltd.
<i>The land plans – sheet 29</i>	
	None
<i>The land plans – sheet 30</i>	
	None
<i>The land plans – sheet 31</i>	
	None
<i>The land plans – sheet 32</i>	
	None
<i>The land plans – sheet 33</i>	
	None
<i>The land plans – sheet 34</i>	

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(1) <i>Plot Reference Number shown on land plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>
34/22	New right to construct, use and maintain a new drainage outfall for the benefit of Cambridgeshire County Council.
34/35a	New right to construct, use and maintain a new drainage outfall and attenuation tank for the benefit of Cambridgeshire County Council.
<i>The land plans – sheet 35</i>	
	None
<i>The land plans – sheet 36</i>	
	None
<i>The land plans – sheet 37</i>	
	None
<i>The land plans – sheet 38</i>	
	None
<i>The land plans – sheet 39</i>	
	None
<i>The land plans – sheet 40</i>	
40/6e and 40/12	New right to construct, use, protect, inspect, access and maintain a new gas pipeline and equipment for the benefit of National Grid Gas Plc.

## SCHEDULE 6

Article 23

MODIFICATION OF COMPENSATION AND COMPULSORY  
PURCHASE ENACTMENTS FOR CREATION OF NEW RIGHTS

*Compensation enactments*

**1.** The enactments for the time being in force with respect to compensation for the compulsory purchase of land apply, with the necessary modifications as respects compensation, in the case of a compulsory acquisition under this Order of a right by the creation of a new right or imposition of a restrictive covenant as they apply as respects compensation on the compulsory purchase of land and interests in land.

**2.—(1)** Without limitation on the scope of paragraph 1, the Land Compensation Act 1973<sup>(4)</sup> has effect subject to the modifications set out in sub-paragraphs (2) and (3).

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(4) 1973 c. 26.



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(2) In section 44(1) (compensation for injurious affection), as it applies to compensation for injurious affection under section 7 (measure of compensation in case of severance) of the 1965 Act as substituted by paragraph 4—

- (a) for “land is acquired or taken” substitute “a right or restrictive covenant over land is purchased from or imposed on”; and
- (b) for “acquired or taken from him” substitute “over which the right is exercisable or the restrictive covenant enforceable”.

(3) For section 58(1)(5) (determination of material detriment where part of house etc. proposed for compulsory acquisition), as it applies to determinations under section 8 (other provisions as to divided land) of the 1965 Act as substituted by paragraph 5, substitute—

“(1) In determining under section 8(1) or 34(2) of the Compulsory Purchase Act 1965, or section 166(2) of the Town and Country Planning Act 1990 whether—

- (a) a right over or restrictive covenant affecting land consisting of a house, building or manufactory can be taken without material detriment or damage to the house, building or manufactory; or
- (b) a right over or restrictive covenant affecting land consisting of a park or garden belonging to a house can be taken without seriously affecting the amenity or convenience of the house,

the Upper Tribunal must take into account not only the effect of the acquisition of the right or the imposition of the restrictive covenant but also the use to be made of the right or restrictive covenant proposed to be acquired or imposed, and, in a case where the right or restrictive covenant is proposed to be acquired or imposed for works or other purposes extending to other land, the effect of the whole of the works and the use to be made of the other land.”

#### *Application of the 1965 Act*

3.—(1) The 1965 Act has effect with the modifications necessary to make it apply to the compulsory acquisition under this Order of a right by the creation of a new right, or to the imposition under this Order of a restrictive covenant, as it applies to the compulsory acquisition under this Order of land, so that, in appropriate contexts, references in that Act to land are read (according to the requirements of the particular context) as referring to, or as including references to—

- (a) the right acquired or to be acquired, or the restrictive covenant imposed or to be imposed; or
- (b) the land over which the right is or is to be exercisable, or the restrictive covenant is or is to be enforceable.

(2) Without limitation on the scope of sub-paragraph (1), Part 1 (compulsory purchase under Acquisition of Land Act of 1946) of the 1965 Act applies in relation to the compulsory acquisition under this Order of a right by the creation of a new right or, in relation to the imposition of a restrictive covenant, with the modifications specified in the following provisions of this Schedule.

4. For section 7 (measure of compensation in case of severance) of the 1965 Act substitute—

“7. In assessing the compensation to be paid by the acquiring authority under this Act, regard must be had not only to the extent (if any) to which the value of the land over which the right is to be acquired or the restrictive covenant is to be imposed is depreciated by the acquisition of the right or the imposition of the covenant but also to the damage (if any) to be sustained by the owner of the land by reason of its severance from other land of the

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(5) Section 58(1) was amended by section 16(3) of, and Schedule 5 to, the Compulsory Purchase (Vesting Declarations) Act 1981 (c. 66), section 4 of, and paragraph 29(1) of Schedule 2 to, the Planning (Consequential Provisions) Act 1990 (c. 11) and S.I. 2009/1307.

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owner, or injuriously affecting that other land by the exercise of the powers conferred by this or the special Act.”.

5. For section 8 (other provisions as to divided land) of the 1965 Act substitute—

“8.—(1) Where in consequence of the service on a person under section 5 of this Act of a notice to treat in respect of a right over land consisting of a house, building or manufactory or of a park or garden belonging to a house (“the relevant land”)—

- (a) a question of disputed compensation in respect of the purchase of the right or the imposition of the restrictive covenant would apart from this section fall to be determined by the Upper Tribunal (“the tribunal”); and
- (b) before the tribunal has determined that question the tribunal is satisfied that the person has an interest in the whole of the relevant land and is able and willing to sell that land and—
  - (i) where that land consists of a house, building or manufactory, that the right cannot be purchased or the restrictive covenant imposed without material detriment to that land; or
  - (ii) where that land consists of such a park or garden, that the right cannot be purchased or the restrictive covenant imposed without seriously affecting the amenity or convenience of the house to which that land belongs,

the A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 2016<sup>(6)</sup> (“the Order”), in relation to that person, ceases to authorise the purchase of the right or imposition of the restrictive covenant and is deemed to authorise the purchase of that person’s interest in the whole of the relevant land including, where the land consists of such a park or garden, the house to which it belongs, and the notice is deemed to have been served in respect of that interest on such date as the tribunal directs.

(2) Any question as to the extent of the land in which the Order is deemed to authorise the purchase of an interest by virtue of subsection (1) of this section is to be determined by the tribunal.

(3) Where in consequence of a determination of the tribunal that it is satisfied as mentioned in subsection (1) of this section the Order is deemed by virtue of that subsection to authorise the purchase of an interest in land, the acquiring authority may, at any time within the period of 6 weeks beginning with the date of the determination, withdraw the notice to treat in consequence of which the determination was made; but nothing in this subsection prejudices any other power of the authority to withdraw the notice.”.

6. The following provisions of the 1965 Act (which state the effect of a deed poll executed in various circumstances where there is no conveyance by persons with interests in the land), that is to say—

- (a) section 9(4) (failure by owners to convey);
- (b) paragraph 10(3) of Schedule 1 (owners under incapacity);
- (c) paragraph 2(3) of Schedule 2 (absent and untraced owners); and
- (d) paragraphs 2(3) and 7(2) of Schedule 4 (common land),

are modified so as to secure that, as against persons with interests in the land which are expressed to be overridden by the deed, the right which is to be compulsorily acquired or the restrictive covenant which is to be imposed is vested absolutely in the acquiring authority.

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(6) [S.I. 2016/547](#).

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7. Section 11(7) (powers of entry) of the 1965 Act is modified so as to secure that, as from the date on which the acquiring authority has served notice to treat in respect of any right it has power, exercisable in equivalent circumstances and subject to equivalent conditions, to enter for the purpose of exercising that right or enforcing that restrictive covenant (which is deemed for this purpose to have been created on the date of service of the notice); and sections 12(8) (penalty for unauthorised entry) and 13(9) (entry on warrant in the event of obstruction) of the 1965 Act are modified correspondingly.

8. Section 20(10) (protection for interests of tenants at will, etc.) of the 1965 Act applies with the modifications necessary to secure that persons with such interests in land as are mentioned in that section are compensated in a manner corresponding to that in which they would be compensated on a compulsory acquisition under this Order of that land, but taking into account only the extent (if any) of such interference with such an interest as is actually caused, or likely to be caused, by the exercise of the right or the enforcement of the restrictive covenant in question.

9. Section 22 (interests omitted from purchase) of the 1965 Act is modified so as to enable the acquiring authority, in circumstances corresponding to those referred to in that section, to continue to be entitled to exercise the right acquired, subject to compliance with that section as respects compensation.

## SCHEDULE 7

Article 30

## LAND OF WHICH TEMPORARY POSSESSION MAY BE TAKEN

(1) <i>Location</i>	(2) <i>Plot Reference Number(s) shown on land plans</i>	(3) <i>Purpose for which temporary possession may be taken</i>	(4) <i>Relevant part of the authorised development</i>
<i>The land plans – sheet 1</i>			
In the administrative area of Huntingdonshire District Council	1/1q, 1/1r, 1/1s, and 1/1t	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
	1/1a, 1/1b, 1/1c, 1/1d, 1/1e, 1/1g, 1/1h, 1/1j, 1/1k, 1/1l, 1/1m, 1/1n, 1/1o, 1/1p, 1/1u, 1/1v, 1/1w and 1/1x	Highway land required for improvement works to the A1(M).	Work No. 1
<i>The land plans – sheet 2</i>			

(7) Section 11 was amended by section 34(1) of, and Schedule 4 to, the Acquisition of Land Act 1981 (c. 67), section 3 of, and part 1 of Schedule 1 to, the Housing (Consequential Provisions) Act 1985 (c. 71), section 14 of, and paragraph 12(1) of Schedule 5 to, the Church of England (Miscellaneous Provisions) Measure 2006 (No. 1) and S.I. 2009/1307.

(8) Section 12 was amended by section 56(2) of, and part 1 of Schedule 9 to, the Courts Act 1971 (c. 23).

(9) Section 13 was amended by sections 62(3), 139(4) to (9) and 146 of, and paragraphs 27 and 28 of Schedule 13 and part 3 of Schedule 23 to, the Tribunals, Courts and Enforcement Act 2007 (c. 15).

(10) Section 20 was amended by paragraph 4 of Schedule 15 to the Planning and Compensation Act 1991 and S.I. 2009/1307.

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<i>(1)</i> <i>Location</i>	<i>(2)</i> <i>Plot Reference Number(s) shown on land plans</i>	<i>(3)</i> <i>Purpose for which temporary possession may be taken</i>	<i>(4)</i> <i>Relevant part of the authorised development</i>
In the administrative area of Huntingdonshire District Council	2/1a, 2/1b, 2/1c, 2/1e and 2/1g	Highway land required for improvement works to the A1(M).	Work No.1
	2/1p and 2/4a	Required to provide working space for the works associated with the construction of a new access track to drainage attenuation facilities.	Work No. 1
	2/9d and 2/11d	Required for the provision of soil storage areas.	Work No. 1
	2/12b	Required to provide working space and temporary access for works associated with the construction of the new Woolley Road and the improvement of A1(T)	Works Nos. 1 and 2
<i>The land plans – sheet 3</i>			
In the administrative area of Huntingdonshire District Council	3/2b	Required to provide working space and temporary access for works associated with the construction of the new Woolley Road and the improvement of A1(T)	Works Nos. 1 and 2
	3/5b	Required for the provision of a temporary access route from Woolley Road to Borrow Pits comprising Works Nos. 4.1 and 4.2.	Works Nos. 4.1 and 4.2
	3/6d	Required for the provision of soil storage areas.	Work No. 1
	3/6e and 3/7d	Required to provide working space and temporary access for works associated with	Work No. 1

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<i>(1)</i> <i>Location</i>	<i>(2)</i> <i>Plot Reference Number(s) shown on land plans</i>	<i>(3)</i> <i>Purpose for which temporary possession may be taken</i>	<i>(4)</i> <i>Relevant part of the authorised development</i>
		the construction of drainage attenuation facilities and flood plain compensation areas on adjacent land.	
	3/5c	Required to provide working space and temporary access for works associated with the construction of a flood plain compensation area.	Work No. 1
<i>The land plans – sheet 4</i>			
In the administrative area of Huntingdonshire District Council	4/1a, 4/1b, 4/1c, 4/1d, 4/1e, 4/1f, 4/1g, 4/1h, 4/1j, 4/1l, 4/1m, 4/1r, 4/1s, 4/1t, 4/3 and 4/4	Highway land required for improvement works to the A14(T).	Work No. 5
	4/2a	Required for the provision of a temporary access route from Woolley Road to Borrow Pits comprising Work Nos. 4.1 and 4.2.	Works Nos. 4.1 and 4.2
<i>The land plans – sheet 5</i>			
In the administrative area of Huntingdonshire District Council	5/1al	Required for all purposes associated with the de-trunking of the existing A14(T) between Huntingdon and Brampton Hut Interchange.	Work No. 5
	5/1w, 5/1ag, 5/5e, 5/33b and 5/34	Required to provide working space and temporary access for works associated with the improvement of A1(T).	Work No. 1
	5/23c	Required to provide working space and temporary access for works associated with	Works Nos. 3 and 5

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		the construction of the new Ellington Junction.	
	5/25b	Required for all purposes associated with the de-trunking of the existing A14(T) between Huntingdon and Brampton Hut Interchange and to provide working space and temporary access for works associated with the construction of the improved A1(T).	Works Nos.1 and 5
	5/2a	Required to provide working space and temporary access for works associated with the construction of a flood plain compensation area.	Work No. 1
	5/23b	Required for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for workers' private vehicles and work vehicles, storage of plant, materials and top soil and the treatment of site-generated waste.	All Works.
	5/38g	Required for the construction of a new private means of access to High Harthay Farm.	Works Nos. 3 and 5
	5/5j and 5/22c	Required to provide working space and temporary access for works associated with the construction of an access track to drainage attenuation	Work No. 1

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<i>(1)</i> <i>Location</i>	<i>(2)</i> <i>Plot Reference Number(s) shown on land plans</i>	<i>(3)</i> <i>Purpose for which temporary possession may be taken</i>	<i>(4)</i> <i>Relevant part of the authorised development</i>
		facilities and flood plain compensation area on adjacent land.	
<i>The land plans – sheet 6</i>			
In the administrative area of Huntingdonshire District Council	6/22a	Required for the construction of a new private means of access to High Harthay Farm.	Works Nos. 3 and 5
	6/16b, 6/18, 6/19, 6/20 and 6/21	Required to provide working space and temporary access for works associated with the construction of a flood plain compensation area on adjacent land.	Works Nos. 1 and 5
<i>The land plans – sheet 7</i>			
In the administrative area of Huntingdonshire District Council	7/6b, 7/6c and 7/8a	Required to provide working space and temporary access for works associated with the construction of a flood plain compensation area on adjacent land.	Works Nos. 1 and 5
	7/1j, 7/4b, 7/7b, 7/7c, 7/7d, 7/11c, 7/11d, and 7/16b	Required for the provision of soil storage areas and to provide working space and temporary access for works associated with the construction of the new A14(T), the improved A1(T), Brampton Interchange and the new Grafham Road.	Works Nos. 1, 5, 6 and 7
	7/10, 7/11f, 7/12, 7/13a, 7/13d, 7/20 and 7/21	Required for the improvement of Grafham Road and the byway known as Mere Lane.	Works Nos. 1 and 6

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(1) <i>Location</i>	(2) <i>Plot Reference Number(s) shown on land plans</i>	(3) <i>Purpose for which temporary possession may be taken</i>	(4) <i>Relevant part of the authorised development</i>
	7/13c	Required to provide working space and temporary access for works associated with the construction of a flood plain compensation area on adjacent land.	Works Nos. 1 and 7
	7/9b and 7/9c	Required for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for workers' private vehicles and work vehicles, storage of plant, materials and top soil and the treatment of site-generated waste.	All Works.
<i>The land plans – sheet 8</i>			
In the administrative area of Huntingdonshire District Council	8/1d, 8/1e, 8/1f, 8/2, 8/3a and 8/6	Required for the improvement of the byway known as Mere Lane.	Work No. 1
	8/5b and 8/5c	Required for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for workers' private vehicles and work vehicles, storage of plant, materials and top soil and the treatment of site-generated waste.	All Works.
	8/1n, 8/5d and 8/7b	Required for the provision of soil storage areas.	Works Nos. 5, 7, 8, 9 and 10
	8/7c	Required to provide working space and temporary access for	Work No.10



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		works associated with the improvement of Brampton Road.	
	8/17b, 8/19b, 8/22b and 8/25a	Required for the provision of a temporary access route from Brampton Road to a soil storage area.	Work No. 5
	8/21e and 8/21m	Required for the provision of soil storage areas and to provide working space and temporary access for works associated with the construction of the new A14(T).	Work No. 5
	8/21c and 8/21b	Required to provide working space and temporary access for works associated with the improvement of a private means of access to Lodge Farm.	Works No. 5
	8/21h	Required to provide working space and temporary access for works associated with the improvement of an access track on adjacent land and for works associated with the construction of flood compensation areas on adjacent land.	Works Nos. 5 and 10
	8/21j and 8/31b	Required to provide working space and temporary access for works associated with the construction of flood compensation areas on adjacent land.	Works Nos. 5 and 10
	8/32a and 8/32b	Required to provide working space and	Work No. 5

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(1) <i>Location</i>	(2) <i>Plot Reference Number(s) shown on land plans</i>	(3) <i>Purpose for which temporary possession may be taken</i>	(4) <i>Relevant part of the authorised development</i>
		temporary access for works associated with the provision of environmental mitigation.	
<i>The land plans – sheet 9</i>			
In the administrative area of Huntingdonshire District Council	9/2a	Required to provide working space and temporary access for works associated with the construction of the new River Great Ouse viaduct.	Work No. 5
	9/2d	Required to provide working space and temporary access for works associated with the improvement of an access track on adjacent land and for works associated with the construction of flood plain compensation areas on adjacent land.	Works Nos. 5 and 10
<i>The land plans – sheet 10</i>			
In the administrative area of Huntingdonshire District Council	10/2a, 10/4c and 10/4f	Required for the provision of soil storage areas and working space and temporary access for the provision of new private means of access.	Works Nos. 5 and 11
	10/7c	Required for the provision of an accommodation track for Wybosten Farm.	Work No. 5
	10/9	Required to provide working space and temporary access for the diversion of utility equipment on adjacent land.	Work No. 53
<i>The land plans – sheet 11</i>			

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<i>(1)</i> <i>Location</i>	<i>(2)</i> <i>Plot Reference Number(s) shown on land plans</i>	<i>(3)</i> <i>Purpose for which temporary possession may be taken</i>	<i>(4)</i> <i>Relevant part of the authorised development</i>
In the administrative area of Huntingdonshire District Council	11/2b, 11/8d and 11/9	Required for the provision of soil storage areas.	Works Nos. 5, 12 and 13
	11/6b and 11/8a	Required for the provision of soil storage areas and to provide working space and temporary access for works associated with the provision of ecological mitigation.	Works Nos. 5, 12 and 13
<i>The land plans – sheet 12</i>			
In the administrative area of Huntingdonshire District Council	12/2a, 12/2c, 12/6b and 12/6c	Required for the provision of soil storage areas.	Works Nos. 5 and 13
	12/5b, 12/8b, and 12/10b	Required for the provision of soil storage areas and for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for workers' private vehicles and work vehicles, storage of plant, materials and top soil and the treatment of site-generated waste.	Works Nos. 5 and 13
	12/11c and 12/13b	Required for the construction of a new private means of access and accommodation track.	Work No. 13
	12/12a	Required for the construction of a new private means of access and to provide working space and temporary access for works associated with the construction of the new Ermine Street Junction.	Work No. 13

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<i>(1)</i> <i>Location</i>	<i>(2)</i> <i>Plot Reference Number(s) shown on land plans</i>	<i>(3)</i> <i>Purpose for which temporary possession may be taken</i>	<i>(4)</i> <i>Relevant part of the authorised development</i>
<i>The land plans – sheet 13</i>			
In the administrative area of Huntingdonshire District Council	13/3b	Required for the provision of soil storage areas.	Works Nos. 5 and 14
	13/7	Required to provide working space and temporary access for works associated with the improvement of Mere Way.	Work No.14
<i>The land plans – sheet 14</i>			
In the administrative area of Huntingdonshire District Council	14/2b	Required to provide working space and temporary access for works associated with the construction of a flood plain compensation area on adjacent land.	Works Nos. 5 and 15
<i>The land plans – sheet 15</i>			
In the administrative area of Huntingdonshire District Council	15/1a, 15/1b, 15/18a and 15/18e	Required to provide working space and temporary access for works associated with the stopping up of Conington Road and the construction of the new Conington Road.	Work No. 17
	15/11c	Required to provide working space and temporary access for works associated with the provision of ecological mitigation.	Works Nos. 5 and 16
	15/9b, 15/11b and 15/16b	Required for the provision accommodation tracks.	Works Nos. 5 and 16
	15/19a	Required to provide working space and temporary access for works associated with	Work No.17

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		the provision of new private means of access.	
<i>The land plans – sheet 16</i>			
In the administrative areas of Huntingdonshire District Council and South Cambridgeshire District Council	16/1a, 16/1b, 16/1c, 16/1d and 16/1g	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
	16/8a, 16/8b, 16/12b, 16/12c and 16/14c	Required for the works associated with the stopping up of Footpaths 87/6, 87/14 and 53/1.	Work No. 5
	16/3c, 16/5b and 16/7b	Required for the construction of a new private means of access and accommodation track.	Work No. 17
	16/3f	Required for working space and temporary access for the diversion of utility equipment.	Work No. 63
	16/9b and 16/12d	Required for the construction of a new private means of access.	Work No. 17
	16/21a, 16/21b and 16/22	Required to provide working space and temporary access for works associated with the stopping up of Footpath 53/2.	Work No. 5
<i>The land plans – sheet 17</i>			
In the administrative area of South Cambridgeshire District Council	17/1a, 17/1b, 17/1e and 17/1f.	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
In the administrative	17/4d, 17/6.	Required to provide an ecological mitigation area.	Work No. 5

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area of South Cambridgeshire District Council			
<i>The land plans – sheet 18</i>			
In the administrative area of South Cambridgeshire District Council	18/6e	Required for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for workers' private vehicles and work vehicles, storage of plant, materials and top soil and the treatment of site-generated waste.	All Works.
<i>The land plans – sheet 19</i>			
In the administrative area of South Cambridgeshire Council	19/10b, 19/11 and 19/12b	Required to enable the strengthening of Boxworth Road to provide access to Borrow Pit comprising Work No. 4.12 and associated soil storage areas.	Work No. 4.12
<i>The land plans – sheet 20</i>			
In the administrative area of South Cambridgeshire District Council	20/2d, 20/3 and 20/4a	Required to enable the strengthening of Boxworth Road to provide access to Borrow Pit 4.12 and associated soil storage areas.	Work No. 4.12
	20/5	Required to enable the strengthening of Boxworth Road to provide access to Borrow Pit Work No. 4.12 and associated soil storage areas, and for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for	All Works.

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<i>(1)</i> <i>Location</i>	<i>(2)</i> <i>Plot Reference Number(s) shown on land plans</i>	<i>(3)</i> <i>Purpose for which temporary possession may be taken</i>	<i>(4)</i> <i>Relevant part of the authorised development</i>
		workers' private vehicles and work vehicles, storage of plant, materials and top soil and the treatment of site-generated waste.	
	20/2b and 20/6b	Required for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for workers' private vehicles and work vehicles, storage of plant, materials and top soil and the treatment of site-generated waste.	All Works.
	20/13e and 20/13d	Required to provide working space and temporary access for the diversion of utility equipment on adjacent land.	Work Nos. 5, 71, 81 and 82
	20/16b, 20/16c, 20/18a, 20/18b, 20/21b and 20/21c	Required to provide working space and temporary access for the works associated with the construction of the new footway, cycle track and equestrian track associated with the new Local Access Road.	Work No. 22
	20/25d	Required to provide working space and temporary access for works associated with the construction of flood compensation areas on adjacent land.	Work No. 5
<i>The land plans – sheet 21</i>			
In the administrative	21/2b and 21/5a	Required to provide working space for works	Work No. 72

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area of South Cambridgeshire District Council		in connection with the diversion of pipes associated with the Sewage Works.	
	21/8b	Required for the provision of soil storage areas.	Work No. 5
	21/10b	Required for the provision of soil storage areas.	Works No. 5 and 23
<i>The land plans – sheet 22</i>			
	22/17e, 22/27d and 22/28c	Required to provide working space and temporary access for works associated with the construction of flood plain compensation areas on adjacent land.	Works Nos. 5 and 22
	22/17d	Required for the provision of soil storage areas.	Works Nos. 5, 22 and 24
	22/17f, 22/27b, and 22/28b	Required for the construction of a new private means of access.	Work Nos. 5
	22/28d	Required to provide working space for works associated with the new Local Access Road.	Work No.22
<i>The land plans – sheet 23</i>			
In the administrative area of South Cambridgeshire District Council	23/2b	Required for working space for the works associated with the protection of existing utilities.	Works Nos. 5
	23/10b	Required for the provision of soil storage areas.	Works Nos. 5, 25, and 26
	23/8b, 23/8c and 23/13a	Required to enable the construction of a new	Work No. 27



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<i>(1)</i> <i>Location</i>	<i>(2)</i> <i>Plot Reference Number(s) shown on land plans</i>	<i>(3)</i> <i>Purpose for which temporary possession may be taken</i>	<i>(4)</i> <i>Relevant part of the authorised development</i>
		private means of access to Hackers Fruit Farm.	
	23/6b	Required to provide working space for the works associated with the construction of the new Cambridge Crematorium Access Road and new Local Access Road between Oakington Road and Huntingdon Road.	Work No. 27
	23/14b	Required to enable the construction of a new private means of access to Cambridge Crematorium.	Work No. 27
	23/20b	Required for working space for the works associated with the protection of existing utilities.	Work No. 26
<i>The land plans – sheet 24</i>			
In the administrative area of South Cambridgeshire District Council	24/3b and 24/3c	Required for working space for the works associated with the protection of existing utilities.	Work No. 27
	24/3d, 24/3j and 24/3k	Required to provide working space for the works associated with the construction of the new Local Access Road between Oakington Road and Huntingdon Road.	Work No. 27
	24/3g and 24/9a	Required for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for workers' private vehicles	All Works.

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(1) <i>Location</i>	(2) <i>Plot Reference Number(s) shown on land plans</i>	(3) <i>Purpose for which temporary possession may be taken</i>	(4) <i>Relevant part of the authorised development</i>
		and work vehicles, storage of plant, materials and top soil and the treatment of site-generated waste, and to provide working space for works associated with the construction of a new Local Access Road between Oakington Road and Huntingdon Road and the construction of drainage attenuation facilities.	
	24/7a	Required for working space for the works associated with the protection of existing utilities.	Work No. 26
	24/10a	Required for the provision of soil storage areas.	Works No. 27 and 29
	24/10e	Required for the works associated with the stopping up of Footpath 99/7.	Work No. 27
<i>The land plans – sheet 25</i>			
In the administrative area of South Cambridgeshire District Council	25/2a	Required for the provision of soil storage areas.	Works No. 27 and 29
	25/7b	Required for working space for the works associated with the protection of existing of utilities.	Work No. 26
<i>The land plans – sheet 26</i>			
In the administrative area of South Cambridgeshire District Council	26/2a	Required for working space for the works associated with the protection of existing utilities.	Work No. 26

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	26/32b, 26/34a, 26/35, 26/36 and 26/37a	Required for the provision of soil storage areas and for working space for the works associated with the diversion of utilities.	Works Nos. 33 and 84
	26/40b	Required to provide working space for the works associated with the improvement of Histon Junction and the diversion of utilities.	Works Nos. 33 and 86
<i>The land plans – sheet 27</i>			
In the administrative area of South Cambridgeshire District Council	27/17a and 27/18b	Required to provide working space and temporary access for the works associated with the provision of new private means of access.	Work No. 33
<i>The land plans – sheet 28</i>			
In the administrative area of South Cambridgeshire District Council	28/2c and 28/7a	Required to provide working space and temporary access for the works associated with the improvement of the A14(T) Cambridge Northern Bypass and associated environmental mitigation.	Work No. 33
	28/1h and 28/8b	Required to provide working space and temporary access for the works associated with the improvement of the A14(T) Cambridge Northern Bypass including associated environmental mitigation and the diversion of utilities.	Works Nos. 33 and 87

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(1) <i>Location</i>	(2) <i>Plot Reference Number(s) shown on land plans</i>	(3) <i>Purpose for which temporary possession may be taken</i>	(4) <i>Relevant part of the authorised development</i>
<i>The land plans – sheet 29</i>			
None			
<i>The land plans – sheet 30</i>			
In the administrative area of Huntingdonshire District Council	30/1a, 30/1d, 30/1e, 30/1f and 30/1g	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
<i>The land plans – sheet 31</i>			
In the administrative area of Huntingdonshire District Council	31/1a, 31/1b, 31/1c, 31/1d, and 31/1e.	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
<i>The land plans – sheet 32</i>			
In the administrative area of Huntingdonshire District Council	32/1a, 32/1b, 32/1c, 32/1d, 32/1e, 32/1f, 32/1g, 32/1h, 32/1j, 32/1k, 32/1l, 32/1m, 32/1n, 32/1o, 32/1p, 32/1q, 32/1r, 32/1s, 32/1t, 32/1u, 32/1v, 32/2 and 32/3, 32/4	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton, and between Huntingdon and Brampton Hut Interchange.	Work No. 5
<i>The land plans – sheet 33</i>			
In the administrative area of Huntingdonshire District Council	33/1b, 33/1e, 33/1f, 33/1g, 33/1h, 33/1j, 33/1k, 33/1l, 33/1m, 33/1n, 33/2, 33/3, 33/4, 33/5a, 33/5b, 33/6 and 33/7	Required for all purposes associated with the de-trunking of the existing A14(T) between Huntingdon and Brampton Hut Interchange.	Work No. 5
<i>The land plans – sheet 34</i>			
In the administrative area of Huntingdonshire District Council	34/1a, 34/1b, 34/1c, 34/1d, 34/1g, 34/1ah, 34/1aj and 34/1ak	Required for all purposes associated with the de-trunking of the existing A14(T) between	Work No. 5

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<i>(1)</i> <i>Location</i>	<i>(2)</i> <i>Plot Reference Number(s) shown on land plans</i>	<i>(3)</i> <i>Purpose for which temporary possession may be taken</i>	<i>(4)</i> <i>Relevant part of the authorised development</i>
		Alconbury and Fen Drayton.	
	34/1k, 34/1l, 34/1n, 34/1o, 34/1p, 34/4b, 34/4c, 34/25b, 34/31b and 34/32b	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton, the stopping up of the A14(T) in Huntingdon and to provide working space and temporary access for works in connection with the demolition of the Huntingdon A14 viaduct.	Works Nos. 5, 35 and 36
	34/49b, 34/55, 34/51b and 34/51c	Required to provide working space and temporary access for works associated with the construction of the new Mill Common Link Road and the improvement of the existing Mill Common Road.	Works Nos. 36 and 37
	34/5b	Required to provide working space and temporary access for works associated with the construction of the new Views Common Link Road.	Work No. 34
	34/5c, 34/10 and 34/11a	Required to provide working space for works associated with the construction of new private means of access to Cambridgeshire Constabulary HQ from the new Views Common Link Road.	Work No. 34
	34/6b, 34/12 and 34/13	Highway land required for improvement works	Works Nos. 34 and 35

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		to the Brampton Road to Hinchingsbrooke Park Road Link.	
	34/34c	Required to provide working space for the isolation of a gas main associated with the construction of the new Views Common Link.	Work No. 36
	34/23 and 34/25f	Required to provide working space and temporary access for works associated with the improvement of B1514 Brampton Road.	Work No. 35
<i>The land plans – sheets 35</i>			
In the administrative area of Huntingdonshire District Council	35/1a, 35/1b, 35/1c, 35/1d, 35/1e, 35/1f, 35/1g, 35/1h, 35/1j, 35/1k, 35/1l, 35/1m, 35/1n, 35/1o, 35/1p, 35/1q, 35/1r, 35/1s, 35/1t, 35/1u, 35/1v, 35/1w, 35/1x, 35/1y, 35/1z, 35/2, 35/3 35/4 and 35/5	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
<i>The land plans – sheet 36</i>			
In the administrative area of Huntingdonshire District Council	36/1a, 36/1b, 36/1c, 36/1d, 36/1e, 36/1f, 36/1g, 36/1h, 36/1j, 36/1l, 36/1m 36/1n and 36/1o,	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
<i>The land plans – sheet 37</i>			
In the administrative area of Huntingdonshire District Council	37/1a, 37/1b, 37/1c, 37/1d, 37/1e, 37/1f, 37/1g, 37/1h, 37/1j, 37/1k, 37/1l, 37/1m, 37/1n and 37/2	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
<i>The land plans – sheet 38</i>			

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<i>(1)</i> <i>Location</i>	<i>(2)</i> <i>Plot Reference Number(s) shown on land plans</i>	<i>(3)</i> <i>Purpose for which temporary possession may be taken</i>	<i>(4)</i> <i>Relevant part of the authorised development</i>
In the administrative area of Huntingdonshire District Council	38/1a, 38/1b, 38/1c, 38/1d, 38/1e, 38/1f, 38/1g, 38/1h, 38/1j, 38/1k, 38/1l, 38/1m, 38/1n, 38/1o and 38/2	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
<i>The land plans – sheet 39</i>			
In the administrative area of Huntingdonshire District Council	39/1a, 39/1b, 39/1c, 39/1d, 39/1e, 39/1g, 39/1h, 39/1j, 39/1k, 39/1l, 39/1m, 39/1n, 39/1o, 39/1p, 39/1q, 39/1r and 39/2	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No.5
<i>The land plans – sheet 40</i>			
In the administrative areas of Huntingdonshire District Council and South Cambridgeshire District Council	40/1a, 40/1b, 40/1c, 40/1e, 40/1f, 40/1g, 40/1h, 40/1j, 40/1k, 40/1l, 40/1m, 40/1n, 40/1o, 40/1p, 40/1q, 40/1s, 40/1t, 40/1u, 40/2, 40/3 and 40/4	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No.5
	40/8, 40/12, 40/9a, 40/10b, 40/11b and 40/11c	Required for the works associated with the stopping up of Footpath 87/6 and 87/14.	Work No. 17
	40/6d	Required for the construction of an accommodation track.	Work No.17
	40/6f	Required for working space and temporary access for the diversion of utility equipment.	Work No.63

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## SCHEDULE 8

Article 37

## TREES SUBJECT TO TREE PRESERVATION ORDERS

(1) <i>Type of tree</i>	(2) <i>Work to be carried out</i>	(3) <i>Relevant part of the authorised development</i>
Trees subject to the South Cambridgeshire District Council, Lolworth (Trees specified by referencing to an area, the several trees including elms, limes, horse chestnut, sycamores, Sequoiadendron, ash, oak etc. within the Area A1, map reference C/11/17/66/1,) Tree Preservation Order Number 14/67.	Felling small part of area, north west corner	Work No. 23
Trees subject to the South Cambridgeshire District Council, Lolworth (Woodlands, Mixed hardwoods consisting of mainly elm, ash, horse chestnut and oak at Lolworth, map reference C/11/17/661, plot reference W1) Tree Preservation Order Number 14/67.	Felling part of woodland, northern section	Work No. 5
Trees subject to the South Cambridgeshire District Council, Dry Drayton (Trees specified by referencing to an area, the several elms, elm saplings, ash and thorn within the Area A21, map reference C/11/17/23/3) Tree Preservation Order Number 15/66.	Felling small part of area, northern section	Work No. 5
Trees subject to the South Cambridgeshire District Council, Dry Drayton (Trees specified individually, elm, map reference C/11/17/23/3, plot reference T48) Tree Preservation Order Number 15/66.	Felling	Work No. 5
Trees subject to the South Cambridgeshire District Council, The Avenue (Trees specified individually, oak, map reference C/11/17/33/24, plot reference T8) Tree Preservation Order Number 28/03.	Felling	Work No. 27
Trees subject to the South Cambridgeshire District Council, The Avenue (Trees specified individually, oak, map reference C/11/17/33/24, plot reference T10) Tree Preservation Order Number 28/03.	Felling	Work No. 29
Trees subject to the South Cambridgeshire District Council, The Avenue (Trees specified individually, oak, map reference C/11/17/33/24, plot reference T12) Tree Preservation Order Number 28/03.	Felling	Work No. 27



<i>(1)</i> <i>Type of tree</i>	<i>(2)</i> <i>Work to be carried out</i>	<i>(3)</i> <i>Relevant part of the authorised development</i>
Trees subject to the South Cambridgeshire District Council, The Avenue (Groups of trees, group consisting of 2 oak, map reference C/11/17/33/24, plot reference G4) Tree Preservation Order Number 28/03.	Felling of part	Work No. 27
Trees subject to the South Cambridgeshire District Council, The Avenue (Groups of trees, group consisting of 2 oak, map reference C/11/17/33/24, plot reference G5) Tree Preservation Order Number 28/03.	Felling of part	Work No. 27
Trees subject to the South Cambridgeshire District Council, The Avenue (Groups of trees, group consisting of 2 oak, map reference C/11/17/33/24, plot reference G6) Tree Preservation Order Number 28/03.	Felling	Work No. 27
Trees subject to the South Cambridgeshire District Council, Girton (Trees specified by referencing to an area, consisting mainly of lime, horse chestnut, pine, maple, yew and ash within the Area A2, map reference C/11/17/33/20) Tree Preservation Order Number 24/03.	Felling part of area, southern section	Work No. 30
Trees subject to the Huntingdonshire District Council, Brampton Hut Service Area (Trees specified by referencing to a woodland, within the woodland W1) Tree Preservation Order Number L/TPO/335.	Lopping of trees in north western corner	Work No. 3
Trees subject to the Huntingdonshire District Council, Brampton Road, Buckden (Trees specified individually, oak, plot reference T1) Tree Preservation Order Number L/TPO/082.	Felling	Work No. 10
Trees subject to the Huntingdonshire District Council, Ermine Street Godmanchester (Trees specified by referencing to an area, within the Area A1) Tree Preservation Order Number L/TPO/260.	Felling	Work Nos. 5 & 13
Trees subject to the Huntingdonshire District Council, Hinchingsbrooke Park, Huntingdon (Trees specified individually, oak, plot reference T3) Tree Preservation Order Number 003/59.	Felling	Work No. 34
Trees subject to the Huntingdonshire District Council, Hinchingsbrooke Park,	Felling	Work No. 34

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<i>(1)</i> <i>Type of tree</i>	<i>(2)</i> <i>Work to be carried out</i>	<i>(3)</i> <i>Relevant part of the authorised development</i>
Huntingdon (Woodland, plot reference W1) Tree Preservation Order Number 003/59.		
Trees subject to the Huntingdonshire District Council, Hinchingsbrooke Park, Huntingdon (Groups of trees, group consisting of 20 ash, 1 oak, 5 false acacia, 15 hawthorn, 1 birch, 5 hornbeam, 1 maple, 3 cherry, plot reference G7) Tree Preservation Order Number 003/59.	Felling	Work No. 34

## SCHEDULE 9

Article 40

## PROTECTIVE PROVISIONS

## PART 1

FOR THE PROTECTION OF ELECTRICITY,  
GAS, WATER AND SEWERAGE UNDERTAKERS

1. For the protection of the statutory undertakers referred to in this Part of this Schedule the following provisions have effect, unless otherwise agreed in writing between the undertaker and the statutory undertaker concerned.

2. In this Part of this Schedule—

“alternative apparatus” means alternative apparatus adequate to enable the statutory undertaker in question to fulfil its statutory functions in a manner no less efficient than previously;

“apparatus” means—

- (a) in the case of an electricity undertaker, electric lines or electrical plant (as defined in the Electricity Act 1989(11)), belonging to or maintained by that undertaker;
- (b) in the case of a gas undertaker, any mains, pipes or other apparatus belonging to or maintained by a gas transporter within the meaning of Part 1 of the Gas Act 1986(12) for the purposes of gas supply;
- (c) in the case of a water undertaker, mains, pipes or other apparatus belonging to or maintained by that undertaker for the purposes of water supply; and
- (d) in the case of a sewerage undertaker—
  - (i) any drain or works vested in the undertaker under the Water Industry Act 1991(13); and

(11) 1989 c. 29. The definition of “electrical plant” (in section 64) was amended by paragraphs 24 and 38(1) and (3) of Schedule 6 to the Utilities Act 2000 (c. 27).

(12) 1986 c. 44. A new section 7 was substituted by section 5 of the Gas Act 1995 (c. 45), and was further amended by sections 3(2) and 76 of, and paragraphs 1 and 4 of Schedule 6, and Schedule 8, to, the Utilities Act 2000 (c. 27), sections 149(1) and (5) and 197(9) of, and part 1 of Schedule 23 to, the Energy Act 2004 (c. 20) and S.I. 2011/2704.

(13) 1991 c. 56.

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- (ii) any sewer which is so vested or is the subject of a notice of intention to adopt given under section 102(4) of that Act or an agreement to adopt made under section 104 of that Act<sup>(14)</sup>,

and includes a sludge main, disposal main (within the meaning of section 219 of that Act) or sewer outfall and any manholes, ventilating shafts, pumps or other accessories forming part of any such sewer, drain or works,

and includes any structure in which apparatus is or is to be lodged or which gives or will give access to apparatus;

“functions” includes powers and duties;

“in”, in a context referring to apparatus or alternative apparatus in land, includes a reference to apparatus or alternative apparatus under, over or upon land;

“plan” includes all designs, drawings, specifications, method statements, soil reports, programmes, calculations, risk assessments and other documents that are reasonably necessary properly and sufficiently to describe the works to be executed;

“statutory undertaker” means—

- (a) any licence holder within the meaning of Part 1 of the Electricity Act 1989;
- (b) a gas transporter within the meaning of Part 1 of the Gas Act 1986;
- (c) a water undertaker within the meaning of the Water Industry Act 1991; and
- (d) a sewerage undertaker within the meaning of Part 1 of the Water Industry Act 1991,

for the area of the authorised development, and in relation to any apparatus, means the undertaker to whom it belongs or by whom it is maintained.

#### *On street apparatus*

3. This Part of this Schedule does not apply to apparatus in respect of which the relations between the undertaker and the statutory undertaker are regulated by the provisions of Part 3 of the 1991 Act.

#### *Apparatus in stopped up streets*

4.—(1) Where any street is stopped up under article 13 (permanent stopping up of streets), any statutory undertaker whose apparatus is in the street has the same powers and rights in respect of that apparatus as it enjoyed immediately before the stopping up and the undertaker must grant to the statutory undertaker legal easements reasonably satisfactory to the statutory undertaker in respect of such apparatus and access to it, but nothing in this paragraph affects any right of the undertaker or of the statutory undertaker to require the removal of that apparatus under paragraph 7 or the power of the undertaker to carry out works under paragraph 9.

(2) Regardless of the temporary stopping up or diversion of any highway under the powers conferred by article 14 (temporary stopping up of streets and restriction of use of streets), a statutory undertaker is at liberty at all times to take all necessary access across any such stopped up highway and to execute and do all such works and things in, upon or under any such highway as may be reasonably necessary or desirable to enable it to maintain any apparatus which at the time of the stopping up or diversion was in that highway.

#### *Protective works to buildings*

5. The undertaker, in the case of the powers conferred by article 18 (protective work to buildings), must exercise those powers so as not to obstruct or render less convenient the access to any apparatus.

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<sup>(14)</sup> Section 102(4) was amended by section 96(1)(c) of the Water Act 2003. Section 104 was amended by sections 96(4) and 101(2) of, and part 3 of Schedule 9 to, the Water Act 2003 and section 42(3) of the Flood and Water Management Act 2010 (c. 29).

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#### *Acquisition of land*

6. Regardless of any provision in this Order or anything shown on the land plans, the undertaker must not acquire any apparatus otherwise than by agreement.

#### *Removal of apparatus*

7.—(1) If, in the exercise of the powers conferred by this Order, the undertaker acquires any interest in any land in which any apparatus is placed or over which access to any apparatus is enjoyed or requires that the statutory undertaker's apparatus is relocated or diverted, that apparatus must not be removed under this Part of this Schedule, and any right of a statutory undertaker to maintain that apparatus in that land and to gain access to it must not be extinguished, until alternative apparatus has been constructed and is in operation, and access to it has been provided, to the reasonable satisfaction of the statutory undertaker in question in accordance with sub-paragraphs (2) to (6).

(2) If, for the purpose of executing any works in, on or under any land purchased, held, appropriated or used under this Order, the undertaker requires the removal of any apparatus placed in that land, the undertaker must give to the statutory undertaker in question 56 days' written notice of that requirement, together with a plan of the work proposed, and of the proposed position of the alternative apparatus to be provided or constructed and in that case (or if in consequence of the exercise of any of the powers conferred by this Order an undertaker reasonably needs to remove any of its apparatus) the undertaker must, subject to sub-paragraph (3), afford to the statutory undertaker the necessary facilities and rights for the construction of alternative apparatus in other land of the undertaker and subsequently for the maintenance of that apparatus.

(3) If alternative apparatus or any part of such apparatus is to be constructed elsewhere than in other land of the undertaker, or the undertaker is unable to afford such facilities and rights as are mentioned in sub-paragraph (2) in the land in which the alternative apparatus or part of such apparatus is to be constructed the statutory undertaker must, on receipt of a written notice to that effect from the undertaker, as soon as reasonably possible use its best endeavours to obtain the necessary facilities and rights in the land in which the alternative apparatus is to be constructed.

(4) Any alternative apparatus to be constructed in land of the undertaker under this Part of this Schedule must be constructed in such manner and in such line or situation as may be agreed between the statutory undertaker in question and the undertaker or in default of agreement settled by arbitration in accordance with article 43 (arbitration).

(5) The statutory undertaker in question must, after the alternative apparatus to be provided or constructed has been agreed or settled by arbitration in accordance with article 43, and after the grant to the statutory undertaker of any such facilities and rights as are referred to in sub-paragraphs (2) or (3), proceed without unnecessary delay to construct and bring into operation the alternative apparatus and subsequently to remove any apparatus required by the undertaker to be removed under the provisions of this Part of this Schedule.

(6) Regardless of anything in sub-paragraph (5), if the undertaker gives notice in writing to the statutory undertaker in question that the undertaker intends to execute any work, or part of any work in connection with the construction or removal of apparatus in any land of the undertaker, that work, instead of being executed by the statutory undertaker, must be executed by the undertaker without unnecessary delay under the superintendence, if given, and to the reasonable satisfaction of the statutory undertaker.

#### *Facilities and rights for alternative apparatus*

8.—(1) Where, in accordance with the provisions of this Part of this Schedule, the undertaker affords to a statutory undertaker facilities and rights for the construction and maintenance in land of the undertaker of alternative apparatus in substitution for apparatus to be removed, those facilities and rights are to be granted upon such terms and conditions as may be agreed between the undertaker

and the statutory undertaker in question or in default of agreement settled by arbitration in accordance with article 43 (arbitration).

(2) In settling those terms and conditions in respect of alternative apparatus the arbitrator must—

- (a) give effect to all reasonable requirements of the undertaker for ensuring the safety and efficient operation of the authorised development and for securing any subsequent alterations or adaptations of the alternative apparatus which may be required to prevent interference with any proposed works of the undertaker or the traffic on the highway; and
- (b) so far as it may be reasonable and practicable to do so in the circumstances of the particular case, give effect to the terms and conditions, if any, applicable to the apparatus for which the alternative apparatus is to be substituted.

(3) If the facilities and rights to be afforded by the undertaker in respect of any alternative apparatus, and the terms and conditions subject to which those facilities and rights are to be granted, are in the opinion of the arbitrator less favourable on the whole to the statutory undertaker in question than the facilities and rights enjoyed by it in respect of the apparatus to be removed and the terms and conditions to which those facilities and rights are subject, the arbitrator must make such provision for the payment of compensation by the undertaker to that statutory undertaker as appears to the arbitrator to be reasonable having regard to all the circumstances of the particular case.

#### *Retained apparatus*

**9.—**(1) Not less than 28 days before starting the execution of any works in, on or under any land purchased, held, appropriated or used under this Order that are near to, or will or may affect, any apparatus the removal of which has not been required by the undertaker under paragraph 7(2), the undertaker must submit to the statutory undertaker in question a plan of the works to be executed.

(2) Those works must be executed only in accordance with the plan submitted under sub-paragraph (1) and in accordance with such reasonable requirements as may be made in accordance with sub-paragraph (3) by the statutory undertaker for the alteration or otherwise for the protection of the apparatus, or for securing access to it, and the statutory undertaker is entitled to watch and inspect the execution of those works.

(3) Any requirements made by a statutory undertaker under sub-paragraph (2) must be made within a period of 21 days beginning with the date on which a plan under sub-paragraph (1) is submitted to it.

(4) If a statutory undertaker in accordance with sub-paragraph (3) and in consequence of the works proposed by the undertaker, reasonably requires the removal of any apparatus and gives written notice to the undertaker of that requirement, paragraphs 1 to 3 and 6 to 8 apply as if the removal of the apparatus had been required by the undertaker under paragraph 7(2).

(5) Nothing in this paragraph precludes the undertaker from submitting at any time or from time to time, but in no case less than 28 days before commencing the execution of any works, a new plan instead of the plan previously submitted, and having done so the provisions of this paragraph apply to and in respect of the new plan.

(6) The undertaker is not required to comply with sub-paragraph (1) in a case of emergency but in that case must give to the statutory undertaker in question notice as soon as is reasonably practicable and a plan of those works as soon as reasonably practicable subsequently and must comply with sub-paragraph (3) in so far as is reasonably practicable in the circumstances.

#### *Expenses and costs*

**10.—**(1) Subject to the following provisions of this paragraph, the undertaker must repay to a statutory undertaker all expenses reasonably incurred by that statutory undertaker in, or in connection with, the inspection, removal, alteration or protection of any apparatus or the construction of any new apparatus which may be required in consequence of the execution of any such works as are referred to

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in paragraph 7(2), including any costs reasonably incurred in connection with the acquisition of rights under paragraph 7(3), and in watching and inspecting the execution of works under paragraph 9(2) and in making reasonable requirements under paragraph 9(3).

(2) The value of any apparatus removed under the provisions of this Part of this Schedule must be deducted from any sum payable under sub-paragraph (1), that value being calculated after removal.

(3) If in accordance with the provisions of this Part of this Schedule—

- (a) apparatus of better type, of greater capacity or of greater dimensions is placed in substitution for existing apparatus of worse type, of smaller capacity or of smaller dimensions; or
- (b) apparatus (whether existing apparatus or apparatus substituted for existing apparatus) is placed at a depth greater than the depth at which the existing apparatus was situated,

and the placing of apparatus of that type or capacity or of those dimensions or the placing of apparatus at that depth, as the case may be, is not agreed by the undertaker or, in default of agreement, is not determined by arbitration in accordance with article 43 (arbitration) to be necessary, then, if such placing involves cost in the construction of works under this Part of this Schedule exceeding that which would have been involved if the apparatus placed had been of the existing type, capacity or dimensions, or at the existing depth, as the case may be, the amount which apart from this sub-paragraph would be payable to the statutory undertaker in question by virtue of sub-paragraph (1) is to be reduced by the amount of that excess.

(4) For the purposes of sub-paragraph (3)—

- (a) an extension of apparatus to a length greater than the length of existing apparatus is not to be treated as a placing of apparatus of greater dimensions than those of the existing apparatus; and
- (b) where the provision of a joint in a pipe or cable is agreed, or is determined to be necessary, the consequential provision of a jointing chamber or of a manhole is to be treated as if it also had been agreed or had been so determined.

(5) An amount which apart from this sub-paragraph would be payable to a statutory undertaker in respect of works by virtue of sub-paragraph (1), if the works include the placing of apparatus provided in substitution for apparatus placed more than 7 years and 6 months earlier so as to confer on the statutory undertaker any financial benefit by deferment of the time for renewal of the apparatus in the ordinary course, is to be reduced by the amount which represents that benefit.

**11.—**(1) Subject to sub-paragraphs (2) and (3), if by reason or in consequence of the construction of the authorised development or any such works referred to in paragraphs 5, 7(2), or 9(1), or by reason of any subsidence resulting from such development or works, any damage is caused to any apparatus or alternative apparatus (other than apparatus the repair of which is not reasonably necessary in view of its intended removal for the purposes of those works) or property of a statutory undertaker, or there is any interruption in any service provided or of any access to any apparatus, or in the supply of any goods, by any statutory undertaker, the undertaker must—

- (a) bear and pay the cost reasonably incurred by that statutory undertaker in making good such damage or restoring the supply; and
- (b) make reasonable compensation to that statutory undertaker for any other expenses, loss, damages, penalty or costs incurred by the undertaker,

by reason or in consequence of any such damage or interruption.

(2) The fact that any act or thing may have been done by a statutory undertaker on behalf of the undertaker or in accordance with a plan approved by a statutory undertaker or in accordance with any requirement of a statutory undertaker or under its supervision does not, subject to sub-paragraph (3), excuse the undertaker from liability under the provisions of sub-paragraph (1).

(3) Nothing in sub-paragraph (1) imposes any liability on the undertaker with respect to any damage or interruption to the extent that it is attributable to the act, neglect or default of a statutory undertaker, its officers, servants, contractors or agents.

(4) A statutory undertaker must give the undertaker reasonable notice of any such claim or demand and no settlement or compromise is to be made without the consent of the undertaker who, if withholding such consent, has the sole conduct of any settlement or compromise or of any proceedings necessary to resist the claim or demand.

### *Cooperation*

12. Where in consequence of the proposed construction of any of the authorised development, the undertaker or a statutory undertaker requires the removal of apparatus under paragraph 7(2) or a statutory undertaker makes requirements for the protection or alteration of apparatus under paragraph 9, the undertaker must use best endeavours to co-ordinate the execution of the works in the interests of safety and the efficient and economic execution of the authorised development and taking into account the need to ensure the safe and efficient operation of the statutory undertaker's undertaking and each statutory undertaker must use its best endeavours to co-operate with the undertaker for that purpose.

13. Nothing in this Part of this Schedule affects the provisions of any enactment or agreement regulating the relations between the undertaker and a statutory undertaker in respect of any apparatus laid or erected in land belonging to the undertaker on the date on which this Order is made.

## PART 2

### FOR THE PROTECTION OF OPERATORS OF ELECTRONIC COMMUNICATIONS CODE NETWORKS

14. For the protection of any operator, the following provisions have effect, unless otherwise agreed in writing between the undertaker and the operator.

15. In this Part of this Schedule—

“the 2003 Act” means the Communications Act 2003(15);

“conduit system” has the same meaning as in the electronic communications code and references to providing a conduit system are to be construed in accordance with paragraph 1(3A)(16) of that code;

“electronic communications apparatus” has the same meaning as in the electronic communications code;

“the electronic communications code” has the same meaning as in Chapter 1 of Part 2 of the 2003 Act(17);

“electronic communications code network” means—

- (a) so much of an electronic communications network or conduit system provided by an electronic communications code operator as is not excluded from the application of the electronic communications code by a direction under section 106 of the 2003 Act; and
- (b) an electronic communications network which the undertaker is providing or proposing to provide;

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(15) 2003 c. 21.

(16) Paragraph 1(3A) was inserted by section 106(2) of, and paragraphs 1 and 4 of Schedule 3 to, the Communications Act 2003.

(17) See section 106.

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“electronic communications code operator” means a person in whose case the electronic communications code is applied by a direction under section 106 of the 2003 Act; and

“operator” means the operator of an electronic communications code network.

**16.** The exercise of the powers conferred by article 32 (statutory undertakers) is subject to paragraph 23 of Schedule 2 (undertaker’s works) to the Telecommunication Act 1984**(18)**.

**17.—**(1) Subject to sub-paragraphs (2) to (4), if as the result of the authorised development or its construction, or of any subsidence resulting from any of those works—

(a) any damage is caused to any electronic communications apparatus belonging to an operator (other than apparatus the repair of which is not reasonably necessary in view of its intended removal for the purposes of those works), or other property of an operator; or

(b) there is any interruption in the supply of the service provided by an operator,

the undertaker must bear and pay the cost reasonably incurred by the operator in making good such damage or restoring the supply and make reasonable compensation to that operator for any other expenses, loss, damages, penalty or costs incurred by it, by reason, or in consequence of, any such damage or interruption.

(2) Nothing in sub-paragraph (1) imposes any liability on the undertaker with respect to any damage or interruption to the extent that it is attributable to the act, neglect or default of an operator, its officers, servants, contractors or agents.

(3) The operator must give the undertaker reasonable notice of any such claim or demand and no settlement or compromise of the claim or demand is to be made without the consent of the undertaker who, if withholding such consent, has the sole conduct of any settlement or compromise or of any proceedings necessary to resist the claim or demand.

(4) Any difference arising between the undertaker and the operator under this Part of this Schedule must be referred to and settled by arbitration under article 43 (arbitration).

**18.** This Part of this Schedule does not apply to—

(a) any apparatus in respect of which the relations between the undertaker and an operator are regulated by the provisions of Part 3 of the 1991 Act; or

(b) any damages, or any interruptions, caused by electro-magnetic interference arising from the construction or use of the authorised development.

## PART 3

### FOR THE PROTECTION OF THE ENVIRONMENT AGENCY

**19.** The following provisions of this Part of this Schedule apply for the protection of the Agency unless otherwise agreed in writing between the undertaker and the Agency.

**20.** In this Part of this Schedule—

“access route” means an access route used by the Agency prior to the commencement of construction of a specified work for accessing a drainage work;

“the Agency” means the Environment Agency;

“construction” includes execution, placing, altering, replacing, relaying and removal and “construct” and “constructed” are to be construed accordingly;

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**(18)** 1984 c. 12. Paragraph 23 was amended by section 190 of, and paragraph 68 of Schedule 25 and part 1 of Schedule 27 to, the Water Act 1989 (c. 15), section 112(4) of, and Schedule 18 to, the Electricity Act 1989 (c. 29) and section 106(2) of, and paragraphs 1, 5(d) and 8 of Schedule 3 to, the Communications Act 2003.



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“drainage work” means any watercourse forming part of a main river as defined in the Water Resources Act 1991 and includes any land which provides or is expected to provide flood storage capacity for any such watercourse and any bank, wall, embankment or other structure, or any appliance, constructed or used for land drainage or flood defence and any ancillary works constructed as a consequence of works carried out for drainage purposes;

“fishery” means any waters containing fish and fish in such waters and the spawn, habitat or food of such fish;

“maintenance” has the same meaning as in article 2(1) (interpretation);

“plans” includes sections, drawings, specifications and method statements;

“specified work” means so much of any work or operation authorised by this Order as is in, on, under, over or within 9 metres of a drainage work or is otherwise likely to—

- (a) affect any drainage work or the volumetric rate of flow of water in or flowing to or from any drainage work;
- (b) affect the flow, purity or quality of water in any watercourse or other surface waters or ground water;
- (c) cause obstruction to the free passage of fish or damage to any fishery; or
- (d) affect the conservation, distribution or use of water resources; and

“watercourse” includes all rivers, streams, ditches, drains, cuts, culverts, dykes, sluices, sewers and passages through which water flows except a public sewer.

**21.**—(1) Before beginning to construct any specified work, the undertaker must submit to the Agency plans of the specified work and such further particulars available to it as the Agency may within 28 days of the receipt of the plans reasonably require.

(2) Plans of a specified work submitted under sub-paragraph (1) relating to that part of Work No. 5 comprising the crossing of the river Great Ouse may not show a reduction of the width of the navigable channel to less than 12 metres or a reduction of the navigable headroom (measured from the normal water retention level of 10.05 metres AOD) to less than 3 metres unless the Agency has given its prior written approval in principle to such a reduction following a request made by the undertaker, such approval not to be unreasonably withheld or delayed.

(3) Any such specified work must not be constructed except in accordance with such plans as may be approved in writing by the Agency, or determined under paragraph 30.

(4) Any approval of the Agency required under this paragraph—

- (a) must not be unreasonably withheld or delayed;
- (b) is deemed to have been given if it is neither given nor refused within 8 weeks of the submission of the plans or receipt of further particulars if such particulars have been required by the Agency for approval and, in the case of a refusal, accompanied by a statement of the grounds of refusal; and
- (c) may be given subject to such reasonable requirements as the Agency may make for the protection of any drainage work, fishery or water resources, for the prevention of flooding or pollution or in the discharge of its environmental duties including those under the Environment Act 1995(19), the Natural Environment and Rural Communities Act 2006(20) and the Water Environment (Water Framework Directive)(England and Wales) Regulations 2003(21).

(5) Any requirement made by the Agency under sub-paragraph (4)(c) may include—

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(19) 1995 c. 25.

(20) 2006 c. 16.

(21) S.I. 2003/3242.

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- (a) a requirement for the undertaker to carry out monitoring during the implementation of any de-watering scheme approved by the Agency under this paragraph and to supply data arising from that monitoring to the Agency; and
- (b) a requirement for the undertaker not to prevent or materially restrict the Agency's use of any access route during construction of the specified work or, where that is not possible owing to the nature of the work, a requirement for the undertaker to provide for use by the Agency during construction of the specified work a reasonably suitable alternative to the access route.

(6) The Agency must use its reasonable endeavours to respond to the submission of any plans before the expiration of the period mentioned in sub-paragraph (4)(b).

**22.** Without limitation on the scope of paragraph 21, but subject always to the provisions of that paragraph as to reasonableness, the requirements which the Agency may make under that paragraph include conditions requiring the undertaker at its own expense to construct such protective works, whether temporary or permanent, before or during the construction of the specified works (including the provision of flood banks, walls or embankments or other new works and the strengthening, repair or renewal of existing banks, walls or embankments) as are reasonably necessary—

- (a) to safeguard any drainage work against damage; or
- (b) to secure that its efficiency for flood defence purposes is not impaired and that the risk of flooding is not otherwise increased, by reason of any specified work.

**23.—(1)** Subject to sub-paragraph (2), any specified work, and all protective works required by the Agency under paragraph 22 must be constructed—

- (a) without unnecessary or unreasonable delay;
- (b) in accordance with the plans approved or deemed to have been approved or settled under this Part of this Schedule; and
- (c) to the reasonable satisfaction of the Agency,

and an officer of the Agency is entitled to watch and inspect the construction of such works.

(2) The undertaker must give to the Agency not less than 14 days' notice in writing of its intention to commence construction of any specified work and notice in writing of its completion not later than 7 days after the date on which it is completed.

(3) If the Agency reasonably requires, the undertaker must construct all or part of the protective works so that they are in place prior to the construction of any specified work.

(4) If any part of a specified work or any protective work required by the Agency is constructed otherwise than in accordance with the requirements of this Part of this Schedule, the Agency may by notice in writing require the undertaker at the undertaker's own expense to comply with the requirements of this Part of this Schedule or (if undertaker so elects and the Agency in writing consents), such consent not to be unreasonably withheld or delayed) to remove, alter or pull down the work and, where removal is required, to restore the site to its former condition to such extent and within such limits as the Agency reasonably requires.

(5) Subject to sub-paragraph (6) and paragraph 26 if, within a reasonable period, being not less than 28 days from the date when a notice under sub-paragraph (4) is served upon the undertaker, it has failed to begin taking steps to comply with the requirements of the notice and subsequently to make reasonably expeditious progress towards their implementation, the Agency may execute the works specified in the notice and any expenditure incurred by it in so doing is recoverable from the undertaker.

(6) In the event of any dispute as to whether sub-paragraph (4) is properly applicable to any work in respect of which notice has been served under that sub-paragraph, or as to the reasonableness of

any requirement of such a notice, the Agency must not except in an emergency exercise the powers conferred by sub-paragraph (5) until the dispute has been finally determined.

**24.**—(1) Subject to sub-paragraph (5), the undertaker must from the commencement of the construction of a specified work until the date falling 12 months from the date of completion of such specified work (“the maintenance period”), maintain in good repair and condition and free from obstruction any drainage work which is situated within the limits of deviation and on land held by the undertaker for the purposes of or in connection with the specified work, whether or not the drainage work is constructed under the powers conferred by this Order or is already in existence; and upon the expiry of the maintenance period, the drainage work must be maintained by the highway authority of the highway to which the specified work relates.

(2) If any such drainage work which the undertaker is liable to maintain is not maintained to the reasonable satisfaction of the Agency, the Agency may by notice in writing require the person liable for maintenance to repair and restore the work, or any part of such work, or (if the person liable for maintenance so elects and the Agency in writing consents, such consent not to be unreasonably withheld or delayed), to remove the work and restore the site to its former condition, to such extent and within such limits as the Agency reasonably requires.

(3) Subject to paragraph 26, if, within a reasonable period being not less than 28 days beginning with the date on which a notice in respect of any drainage work is served under sub-paragraph (2) on the person liable for maintenance of the specified work, that person has failed to begin taking steps to comply with the reasonable requirements of the notice and has not subsequently made reasonably expeditious progress towards their implementation, the Agency may do what is necessary for such compliance and may recover any expenditure reasonably incurred by it in so doing from the undertaker.

(4) In the event of any dispute as to the reasonableness of any requirement of a notice served under sub-paragraph (2), the Agency must not except in a case of emergency exercise the powers conferred by sub-paragraph (3) until the dispute has been finally determined.

(5) This paragraph does not apply to—

- (a) drainage works which are vested in the Agency, or which the Agency or another person is liable to maintain and is not proscribed by the powers of this Order from doing so; and
- (b) any obstruction of a drainage work for the purpose of a work or operation authorised by this Order and carried out in accordance with the provisions of this Part of this Schedule.

**25.** Subject to paragraph 26, if by reason of the construction of any specified work or of the failure of any such work the efficiency of any drainage work for flood defence purposes is impaired, or that drainage work is otherwise damaged, such impairment or damage must be made good by the undertaker to the reasonable satisfaction of the Agency and if the undertaker fails to do so, the Agency may make good the same and recover from the undertaker the expense reasonably incurred by it in so doing.

**26.** Except in an emergency nothing in paragraphs 23(5), 24(3) and 25 authorises the Agency to execute works on or affecting an adopted highway without the prior consent in writing of the undertaker or Cambridgeshire County Council, whichever is the highways authority for the adopted highway in question, such consent not to be unreasonably withheld or delayed.

**27.** The undertaker must indemnify the Agency in respect of all costs, charges and expenses which the Agency may reasonably incur or have to pay or which it may sustain—

- (a) in the examination or approval of plans under this Part of this Schedule;
- (b) in the inspection of the construction of the specified works or any protective works required by the Agency under this Part of this Schedule; and

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- (c) the carrying out of any surveys or tests which are reasonably required in connection with the specified works.

**28.**—(1) Without affecting the other provisions of this Part of this Schedule, the undertaker must indemnify the Agency from all claims, demands, proceedings, costs, damages, expenses or loss, which may be made or taken against, recovered from, or incurred by, the Agency by reason of—

- (a) any damage to any drainage work so as to impair its efficiency for the purposes of flood defence;
- (b) any raising or lowering of the water table in land adjoining the authorised development or any sewers, drains and watercourses;
- (c) any flooding or increased flooding of any such lands; or
- (d) inadequate water quality in any water in any watercourse or other surface waters or in any groundwater,

which is caused by the construction of any of the specified works or any act or omission of the undertaker, its contractors, agents or employees whilst engaged upon the work.

(2) The Agency must give to the undertaker reasonable notice of any such claim or demand and no settlement or compromise may be made without the agreement of the undertaker which agreement must not be unreasonably withheld or delayed.

**29.** The fact that any work or thing has been executed or done by the undertaker in accordance with a plan approved or deemed to be approved by the Agency, or to its satisfaction, or in accordance with any directions or award of an arbitrator, does not relieve the undertaker from any liability under the provisions of this Part of this Schedule.

**30.** Any dispute arising between the undertaker and the Agency under this Part of this Schedule is to be determined by arbitration.

## PART 4

### FOR THE PROTECTION OF CAMBRIDGESHIRE COUNTY COUNCIL IN RESPECT OF ORDINARY WATERCOURSES

**31.** The following provisions of this Part of this Schedule apply for the protection of Cambridgeshire County Council unless otherwise agreed between the undertaker and Cambridgeshire County Council.

**32.** In this Part of this Schedule—

“construction” includes execution, placing, altering, replacing, relaying and removal and “construct” and “constructed” are to be construed accordingly;

“drainage work” means an ordinary watercourse and includes any land which is expected to provide flood storage capacity for an ordinary watercourse and any bank, wall, embankment or other structure, or any appliance, constructed or used for land drainage or flood defence in connection with an ordinary watercourse;

“key watercourse” means any of the following ordinary watercourses—

<i>Ordinary watercourse to be regarded as a key watercourse</i>	<i>Ordnance Survey coordinates of Ordinary watercourse to be regarded as a key watercourse</i>
OWC1	So much of the OWC1 watercourse as runs between points 521823, 268245 and 521853, 268440

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<i>Ordinary watercourse to be regarded as a key watercourse</i>	<i>Ordnance Survey coordinates of Ordinary watercourse to be regarded as a key watercourse</i>
OWC2	So much of the OWC2 watercourse as runs between points 522034, 268223 and 522083, 268400
OWC3	So much of the OWC3 watercourse as runs between points 523173, 268195 and 523156, 268160
	So much of the OWC3 watercourse as runs between points 522376, 267895 and 522295, 267882
	So much of the OWC3 watercourse as runs between points 522563, 268269 and 522310, 267885
HDC1	So much of the HDC1 watercourse as runs between points 524839, 267732 and 524869, 267958
HDC2	So much of the HDC2 watercourse as runs between points 526421, 267747 and 526441, 267795
	So much of the HDC2 watercourse as runs between points 527286, 267834 and 528717, 267789
	So much of the HDC2 watercourse as runs between points 528754, 267800 and 528784, 267806
	So much of the HDC2 watercourse as runs between points 528817, 267812 and 529001, 267780
	So much of the HDC2 watercourse as runs between points 529136, 267788 and 529526, 267749
HDC3	So much of the HDC3 watercourse as runs between points 530233, 267221 and 530794, 267996
OWC 4 / HDC4	So much of the OWC 4 / HDC4 watercourse as runs between points 530867, 267917 and 530878, 267894
	So much of the OWC 4 / HDC4 watercourse as runs between points 531485, 267508 and 531533, 267479
SCDC Award Drain 233 / Oxholme Drain	So much of the SCDC Award Drain 233 / Oxholme Drain watercourse as runs between points 532513, 266823 and 533067, 267506
SCDC Award Drain 231	So much of the SCDC Award Drain 231 watercourse as runs between points 533091, 266751 and 533089, 266778
	So much of the SCDC Award Drain 231 watercourse as runs between points 533090, 266887 and 533466, 267276
OWC 5	The OWC 5 watercourse, running between points 533446, 267249 and 534468, 266572.
OWC 6	The OWC 6 watercourse, running between points 534453, 266520 and 535070, 266111

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<i>Ordinary watercourse to be regarded as a key watercourse</i>	<i>Ordnance Survey coordinates of Ordinary watercourse to be regarded as a key watercourse</i>
SCDC Award Drain 190	So much of the SCDC Award Drain 190 watercourse as runs between points 534801, 266355 and 534832, 266434
OWC 7	The OWC 7 watercourse, running between points 535318, 266022 and 534794, 266356
SCDC Award Drain 193	So much of the SCDC Award Drain 193 watercourse as runs between points 535750, 265690 and 535826, 265780
OWC 8	The OWC 8 watercourse, running between points 535807, 265549 and 537001, 264810
Utton's Drove Drain / SCDC Award Drain 194	So much of the Utton's Drove Drain / SCDC Award Drain 194 watercourse as runs between points 536441, 265028 and 536709, 265207
SCDC Award Drain 308	So much of the SCDC Award Drain 308 watercourse as runs between points 537364, 264658 and 537361, 264697
OWC 9	The OWC 9 watercourse, running between points 537097, 264733 and 537553, 264417
OWC 10	The OWC 10 watercourse, running between points 537000, 264899 and 538032, 264203
SCDC Award Drain 387	So much of the SCDC Award Drain 387 watercourse as runs between points 537612, 264523 and 537604, 264512
Longstanton Brook / SCDC Award Drain 188	So much of the Longstanton Brook / SCDC Award Drain 188 watercourse as runs between points 537955, 264159 and 538212, 264368
SCDC Award Drain 271	So much of the SCDC Award Drain 271 watercourse as runs between points 538431, 263920 and 538606, 264349
Oakington Brook	So much of the Oakington Brook watercourse as runs between points 538713, 263666 and 538757, 263702
OWC 11 / SCDC Award Drain 396	So much of the OWC 11 / SCDC Award Drain 396 watercourse as runs between points 539258, 263192 and 539412, 263341
OWC 12	The OWC 12 watercourse, running between points 540680, 262232 and 539733, 263041
SCDC Award Drain 170	So much of the SCDC Award Drain 170 watercourse as runs between points 539734, 262983 and 539987, 263165
SCDC Award Drain 357 (Beck Brook)	So much of the SCDC Award Drain 357 (Beck Brook) watercourse as runs between points 540136, 261997 and 540515, 262167

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<i>Ordinary watercourse to be regarded as a key watercourse</i>	<i>Ordnance Survey coordinates of Ordinary watercourse to be regarded as a key watercourse</i>
	So much of the SCDC Award Drain 357 (Beck Brook) watercourse as runs between points 540611, 262186 and 540647, 262195
SCDC Award Drain 244	So much of the SCDC Award Drain 244 watercourse as runs between points 540667, 261502 and 540780, 261746
	So much of the SCDC Award Drain 244 watercourse as runs between points 540796, 261835 and 540798, 261846
	So much of the SCDC Award Drain 244 watercourse as runs between points 540821, 261989 and 540824, 262007
OWC 13 / SCDC Award Drain 358	So much of the OWC 13 / SCDC Award Drain 358 watercourse as runs between points 540767, 260740 and 541352, 261447
SCDC Award Drain 245 / (Wash Pitt Brook)	So much of the SCDC Award Drain 245 / (Wash Pitt Brook) watercourse as runs between points 541730, 261186 and 541579, 261527

and in each case includes any land or area which is being used or is expected to be used to provide temporary or permanent flood storage capacity or relief for the watercourse and any bank, wall, embankment or other structure, or any appliance constructed or used for land drainage or flood defence in connection with the watercourse;

“ordinary watercourse” has the same meaning as given in section 72 (interpretation) of the Land Drainage Act 1991(22);

“plans” includes sections, drawings, specifications and method statements; and

“specified work” means any of the following works carried out in relation to any ordinary watercourse—

- (a) erecting any mill dam, weir or other similar obstruction to the flow of the watercourse, or raising or otherwise altering any such obstruction;
- (b) erecting a culvert in the watercourse; or
- (c) altering a culvert in a manner that would be likely to affect the flow of the watercourse.

#### *Key watercourses*

**33.**—(1) Before beginning to construct any specified work in relation to a key watercourse, the undertaker must submit to Cambridgeshire County Council plans of the work, and such further particulars available to the undertaker as Cambridgeshire County Council may within 28 days of the submission of the plans reasonably require.

(2) Any such specified work in relation to a key watercourse must not be constructed except in accordance with such plans as may be approved in writing by Cambridgeshire County Council, or determined under paragraph 41.

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(22) 1991 c. 59.

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- (3) Any approval of Cambridgeshire County Council required under this paragraph—
- (a) must not be unreasonably withheld or delayed;
  - (b) is to be deemed to have been given if it is neither given nor refused within 2 months of the submission of the plans for approval or where further particulars are submitted under sub-paragraph (1), within 2 months of the submission of those particulars; and
  - (c) may be given subject to such reasonable requirements or conditions as Cambridgeshire County Council may make for the protection of any key watercourse or for the prevention of flooding.

**34.** The requirements or conditions which Cambridgeshire County Council may make under paragraph 33 include conditions requiring the undertaker at its own expense to construct such protective works (including any new works as well as alterations to existing works) as are reasonably necessary—

- (a) to safeguard any key watercourse against damage, or
- (b) to secure that the efficiency of any key watercourse for flood defence purposes is not impaired and that the risk of flooding is not otherwise increased,

by reason of the specified work in relation to a key watercourse.

**35.—(1)** Any specified work in relation to a key watercourse, and all protective works required by Cambridgeshire County Council under paragraph 33 must be constructed to the reasonable satisfaction of Cambridgeshire County Council and an officer of Cambridgeshire County Council is entitled on giving such notice as may be reasonable in the circumstances, to inspect and watch the construction of such works.

(2) The undertaker must give to Cambridgeshire County Council not less than 14 days' notice of its intention to commence construction of any specified work in relation to a key watercourse and the undertaker must give to Cambridgeshire County Council notice of completion of a specified work in relation to a key watercourse not later than 7 days after the date on which it is brought into use.

(3) If any part of the works comprising a structure in, over or under a key watercourse is constructed otherwise than in accordance with the requirements of this Part of this Schedule, Cambridgeshire County Council may by notice require the undertaker at its own expense to comply with the requirements of this Part of this Schedule or (if the undertaker so elects and Cambridgeshire County Council in writing consents, such consent not to be unreasonably withheld) to remove, alter or pull down the work and, where removal is required, to restore the site to its former condition to such extent and within such limits as Cambridgeshire County Council reasonably requires.

(4) Subject to sub-paragraph (5) if within a reasonable period, being not less than 28 days from the date when a notice under sub-paragraph (3) is served upon the undertaker, it has failed to begin taking steps to comply with the requirements of the notice and subsequently to make reasonably expeditious progress towards their implementation, Cambridgeshire County Council may execute the works specified in the notice and any expenditure reasonably incurred by it in so doing is to be recoverable from the undertaker.

(5) In the event of any dispute as to whether sub-paragraph (3) is properly applicable to any work in respect of which notice has been served under that sub-paragraph, or as to the reasonableness of any requirement of such a notice, Cambridgeshire County Council must not, except in an emergency, exercise the powers conferred by sub-paragraph (4) until the dispute has been finally determined.

#### *General*

**36.—(1)** From the commencement of the construction of any specified work until the date falling 12 months from the date of completion of the specified work (“the maintenance period”),



the undertaker must maintain in good repair and condition and free from obstruction the drainage work which is situated within the limits of deviation for that specified work and on land held by the undertaker for the purposes or in connection with the specified work, whether the drainage work is constructed under this Order or is already in existence. Upon the expiry of the maintenance period, the drainage work must be maintained by the highway authority for the highway to which the specified work relates.

(2) If any such drainage work is not maintained to the reasonable satisfaction of Cambridgeshire County Council, it may by notice require the person liable for maintenance of the drainage work to maintain the drainage work, or any part of it, to such extent as Cambridgeshire County Council reasonably requires.

(3) If, within a reasonable period being not less than 28 days beginning with the date on which a notice in respect of any drainage work is served under sub-paragraph (2) on the person liable for maintenance, that person has failed to begin taking steps to comply with the reasonable requirements of the notice and has not subsequently made reasonably expeditious progress towards their implementation, Cambridgeshire County Council may do what is necessary for such compliance and may recover any expenditure reasonably incurred by it in so doing from the person liable for maintenance.

(4) In the event of any dispute as to the reasonableness of any requirement of a notice served under sub-paragraph (2) Cambridgeshire County Council must not except in a case of emergency exercise the powers of sub-paragraph (3) until the dispute has been finally determined.

**37.** If by reason of the construction of any specified work or of the failure of any such work the efficiency of any ordinary watercourse for flood defence purposes is impaired, or that watercourse is otherwise damaged, so as to require remedial action, such impairment or damage must be made good by the undertaker to the reasonable satisfaction of Cambridgeshire County Council and if the undertaker fails to do so, Cambridgeshire County Council may make good the same and recover from the undertaker the expense reasonably incurred by it in doing so.

**38.—**(1) The undertaker must indemnify Cambridgeshire County Council in respect of all costs, charges and expenses which it may reasonably incur or which it may sustain—

- (a) in the examination or approval of plans under this Part of this Schedule; and
- (b) in the inspection of the construction of a specified work in respect of a key watercourse or any protective works required by Cambridgeshire County Council under this Part of this Schedule.

(2) The maximum amount payable to Cambridgeshire County Council under sub-paragraph (1)(a) or (b) is to be the same as would have been payable to Cambridgeshire County Council in accordance with the scale of charges for pre-application advice and land drainage consent applications published on Cambridgeshire County Council's website from time to time.

**39.—**(1) Without prejudice to the other provisions of this Part of this Schedule, the undertaker must indemnify Cambridgeshire County Council from all claims, demands, proceedings or damages, which may be made or taken against, or recovered from Cambridgeshire County Council by reason of—

- (a) any damage to any ordinary watercourse so as to impair its efficiency for flood defence purposes,
- (b) any raising or lowering of the water table in land adjoining the works authorised by this Order or adjoining any sewers, drains and watercourses, or
- (c) any flooding or increased flooding of any such lands,

which is caused by, or results from, the construction of any specified work or any act or omission of the undertaker, its contractors, agents or employees whilst engaged upon the work.

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(2) Cambridgeshire County Council must give to the undertaker reasonable notice of any such claim or demand and no settlement or compromise of any such claim or demand is to be made without the consent of the undertaker which, if it withholds such consent, is to have the sole conduct of any settlement or compromise or of any proceedings necessary to resist the claim or demand.

40. The fact that any work or thing has been executed or done in accordance with a plan approved or deemed to have been approved by Cambridgeshire County Council, or to its satisfaction, does not (in the absence of negligence on the part of Cambridgeshire County Council, its officers, contractors or agents) relieve the undertaker from any liability under the provisions of this Part of this Schedule.

41. Any dispute arising between the undertaker and Cambridgeshire County Council under this Part of this Schedule is to be determined by arbitration.

## PART 5

### FOR THE PROTECTION OF NATIONAL GRID

#### Application

42. For the protection of National Grid as referred to in this Part of this Schedule the following provisions have effect, unless otherwise agreed in writing between the undertaker and National Grid.

#### Interpretation

43. In this Part of this Schedule—

“alternative apparatus” means appropriate alternative apparatus to the satisfaction of National Grid to enable National Grid to fulfil its statutory functions in a manner no less efficient than previously;

“apparatus” means mains, pipes or other apparatus belonging to or maintained by National Grid for the purposes of gas supply;

“authorised development” has the same meaning as in article 2 (interpretation) and (unless otherwise specified) for the purposes of this Part of this Schedule includes the use and maintenance of the authorised development;

“functions” includes powers and duties;

“in” in a context referring to apparatus or alternative apparatus in land includes a reference to apparatus or alternative apparatus under, over, across, along or upon such land;

“maintain” and “maintenance” includes the ability and right to do any of the following in relation to any apparatus or alternative apparatus of National Grid including construct, use, repair, alter, inspect, renew or remove the apparatus;

“National Grid” means National Grid Gas PLC (Company No. 200600) whose registered office is at 1-3 Strand, London, WC2N 5EH;

“plan” or “plans” include all designs, drawings, specifications, method statements, soil reports, programmes, calculations, risk assessments and other documents that are reasonably necessary properly and sufficiently to describe and assess the works to be executed; and

“specified work” means so much of any of the authorised development that will or may be situated within 15 metres (measured in any direction) of, or which may affect, any apparatus.

44. This Part of this Schedule does not apply to apparatus in respect of which the relations between the undertaker and National Grid are regulated by the provisions of Part 3 of the 1991 Act.

### **Apparatus of National Grid in streets subject to temporary stopping up or restriction**

45. Regardless of the temporary prohibition or restriction under the powers of article 14 (temporary stopping up and restriction of use of streets), National Grid is at liberty at all times to take all necessary access across any such street and to execute and do all such works and things in, upon or under any such street as may be reasonably necessary or desirable to enable it to maintain any apparatus which at the time of the prohibition or restriction was in that street.

### **Acquisition of land**

46.—(1) Regardless of any provision in this Order or anything shown on the land plans or contained in the book of reference the undertaker must not acquire any land interest or apparatus or override any easement or other interest of National Grid otherwise than by agreement (such agreement not to be unreasonably withheld).

(2) The undertaker and National Grid agree that where there is any inconsistency or duplication between the provisions set out in this Part of this Schedule relating to the relocation or removal of apparatus (including but not limited to the payment of costs and expenses relating to such relocation or removal of apparatus) and the provisions of any existing easement, rights, agreements and licences granted, used, enjoyed or exercised by National Grid as of right or other use in relation to the apparatus then the provisions in this Schedule prevail.

### **Removal of apparatus**

47.—(1) If, in the exercise of the agreement reached in accordance with paragraph 46 or in any other authorised manner, the undertaker acquires any interest in any land in which any apparatus is placed, that apparatus must not be removed under this Part of this Schedule and any right of National Grid to maintain that apparatus in that land must not be extinguished until alternative apparatus has been constructed, and is in operation to the reasonable satisfaction of National Grid in accordance with sub-paragraphs (2) to (5).

(2) If, for the purpose of executing any works comprised in the authorised development in, on, under or over any land purchased, held, appropriated or used under this Order, the undertaker requires the removal of any apparatus placed in that land, it must give to National Grid 56 days' advance written notice of that requirement, together with a plan of the work proposed, and of the proposed position of the alternative apparatus to be provided or constructed and in that case (or if in consequence of the exercise of any of the powers conferred by this Order National Grid reasonably needs to remove any of its apparatus) the undertaker must, subject to sub-paragraph (3), afford to National Grid to their satisfaction (taking into account paragraph 48(1)) the necessary facilities and rights for—

- (a) the construction of alternative apparatus in other land of the undertaker; and
- (b) subsequently for the maintenance of that apparatus.

(3) If alternative apparatus or any part of such apparatus is to be constructed elsewhere than in other land of the undertaker, or the undertaker is unable to afford such facilities and rights as are mentioned in sub-paragraph (2), in the land in which the alternative apparatus or part of such apparatus is to be constructed, National Grid must, on receipt of a written notice to that effect from the undertaker, take such steps as are reasonable in the circumstances in an endeavour to obtain the necessary facilities and rights in the land in which the alternative apparatus is to be constructed save that this obligation does not extend to the requirement for National Grid to use its compulsory purchase powers to this end unless it elects to do so.

(4) Any alternative apparatus to be constructed in land of the undertaker under this Part of this Schedule must be constructed in such manner and in such line or situation as may be agreed between National Grid and the undertaker.

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(5) National Grid must, after the alternative apparatus to be provided or constructed has been agreed, and subject to the grant to National Grid of any such facilities and rights as are referred to in sub-paragraph (2) or (3), proceed without unnecessary delay to construct and bring into operation the alternative apparatus and subsequently to remove any apparatus required by the undertaker to be removed under the provisions of this Part of this Schedule.

### **Facilities and rights for alternative apparatus**

**48.**—(1) Where, in accordance with the provisions of this Part of this Schedule, the undertaker affords to National Grid facilities and rights for the construction and maintenance in land of the undertaker of alternative apparatus in substitution for apparatus to be removed, those facilities and rights are to be granted upon such terms and conditions as may be agreed between the undertaker and National Grid and must be no less favourable on the whole to National Grid than the facilities and rights enjoyed by it in respect of the apparatus to be removed unless agreed by National Grid.

(2) If the facilities and rights to be afforded by the undertaker and agreed with National Grid under paragraph (1) in respect of any alternative apparatus, and the terms and conditions subject to which those facilities and rights are to be granted, are less favourable on the whole to National Grid than the facilities and rights enjoyed by it in respect of the apparatus to be removed and the terms and conditions to which those facilities and rights are subject in the matter must be referred to arbitration and, the arbitrator must make such provision for the payment of compensation by the undertaker to National Grid as appears to the arbitrator to be reasonable having regard to all the circumstances of the particular case.

(3) In respect of the appointment of an arbitrator under sub-paragraph (2), article 43 (arbitration) applies.

### **Retained apparatus: protection of National Grid as Gas Undertaker**

**49.**—(1) Not less than 56 days before the commencement of any authorised development authorised by this Order that involves activities or works specified in National Grid’s “Specification for safe working in the vicinity of National Grid, High pressure Gas pipelines and associated installation requirements for third parties T/SP/SSW22” that are within the proximities described in that document to any apparatus the removal of which has not been required by the undertaker under paragraph 47(2) or otherwise, the undertaker must submit to National Grid a plan.

(2) In relation to specified work, or any works that (wherever situated) impose any load directly upon any apparatus, the plan to be submitted to National Grid under sub-paragraph (1) must show—

- (a) the exact position of the works;
- (b) the level at which these are proposed to be constructed or renewed;
- (c) the manner of their construction or renewal including details of excavation, positioning of plant etc.;
- (d) the position of all apparatus;
- (e) by way of detailed drawings, every alteration proposed to be made to or close to any such apparatus;
- (f) intended maintenance regimes; and
- (g) details of any ground monitoring scheme (if required in accordance with National Grid’s “Specification for safe working in the vicinity of National Grid, High pressure Gas pipelines and associated installation requirements for third parties T/SP/SSW22”).

(3) The undertaker must not commence any works to which sub-paragraph (2) applies until National Grid has given written approval of the plan so submitted.

(4) Any approval of National Grid required under sub-paragraph (3)—

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(a) may be given subject to reasonable conditions for any purpose mentioned in sub-paragraph (5) or (7);

(b) must not be unreasonably withheld.

(5) In relation to a work to which sub-paragraphs (1) and (2) applies, National Grid may require such modifications to be made to the plans as may be reasonably necessary for the purpose of securing its system against interference or risk of damage or for the purpose of providing or securing proper and convenient means of access to any apparatus.

(6) Works executed under sub-paragraphs (1) or (2) must be executed only in accordance with the plan, submitted under sub-paragraph (1) or as relevant sub-paragraph (2), as amended from time to time by agreement between the undertaker and National Grid and in accordance with such reasonable requirements as may be made in accordance with sub-paragraphs (4), (5), (7) or (8) by National Grid for the alteration or otherwise for the protection of the apparatus, or for securing access to it, and National Grid is entitled to watch and inspect the execution of those works.

(7) Where National Grid requires protective works to be carried out either by themselves or by the undertaker (whether of a temporary or permanent nature) such protective works must be carried out to National Grid's satisfaction prior to the commencement of any authorised development (or any relevant part of it) and National Grid must give 56 days' notice of such works from the date of submission of a plan in line with sub-paragraph (1) or (2) (except in an emergency).

(8) If National Grid in accordance with sub-paragraph (5) or (7) and in consequence of the works proposed by the undertaker, reasonably requires the removal of any apparatus and gives written notice to the undertaker of that requirement, paragraphs 42 to 44 and 47 to 48 apply as if the removal of the apparatus had been required by the undertaker under paragraph 47(2).

(9) Nothing in this paragraph precludes the undertaker from submitting at any time or from time to time, but in no case less than 56 days before commencing the execution of any works, a new plan, instead of the plan previously submitted, and having done so the provisions of this paragraph apply to and in respect of the new plan.

(10) The undertaker is not required to comply with sub-paragraph (1) where it needs to carry out emergency works as defined in the 1991 Act but in that case it must give to National Grid notice as soon as is reasonably practicable and a plan of those works and must—

(a) comply with sub-paragraph (5), (6) and (7) in so far as is reasonably practicable in the circumstances; and

(b) comply with sub-paragraph (11) at all times.

(11) At all times when carrying out any works authorised under the Order comply with National Grid's policies for safe working in proximity to gas apparatus "Specification for safe working in the vicinity of National Grid, High pressure Gas pipelines and associated installation requirements for third parties T/SP/SSW22" and the Health and Safety Executive's "HS(~G)47 Avoiding Danger from underground services".

## **Expenses**

**50.**—(1) Subject to the following provisions of this paragraph, the undertaker must pay to National Grid on demand all charges, costs and expenses reasonably anticipated or incurred by National Grid in, or in connection with, the inspection, removal, relaying or replacing, alteration or protection of any apparatus or the construction of any new apparatus which may be required in consequence of the execution of any such works as are referred to in this Part of this Schedule including without limitation—

(a) any costs reasonably incurred or compensation properly paid in connection with the acquisition of rights or the exercise of statutory powers for such apparatus including without limitation in the event that National Grid elects to use compulsory purchase

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powers to acquire any necessary rights under paragraph 47(3) all costs incurred as a result of such action;

- (b) in connection with the cost of the carrying out of any diversion work or the provision of any alternative apparatus;
- (c) the cutting off of any apparatus from any other apparatus or the making safe of redundant apparatus;
- (d) the approval of plans;
- (e) the carrying out of protective works, plus a capitalised sum to cover the cost of maintaining and renewing permanent protective works;
- (f) the survey of any land, apparatus or works, the inspection and monitoring of works or the installation or removal of any temporary works reasonably necessary in consequence of the execution of any such works referred to in this Part of this Schedule.

(2) There must be deducted from any sum payable under sub-paragraph (1) the value of any apparatus removed under the provisions of this Part of this Schedule and which is not re-used as part of the alternative apparatus, that value being calculated after removal.

(3) If in accordance with the provisions of this Part of this Schedule—

- (a) apparatus of better type, of greater capacity or of greater dimensions is placed in substitution for existing apparatus of worse type, of smaller capacity or of smaller dimensions; or
- (b) apparatus (whether existing apparatus or apparatus substituted for existing apparatus) is placed at a depth greater than the depth at which the existing apparatus was situated,

and the placing of apparatus of that type or capacity or of those dimensions or the placing of apparatus at that depth, as the case may be, is not agreed by the undertaker or in default of agreement settled by arbitration in accordance with article 43 (arbitration) to be necessary, then, if such placing involves cost in the construction of works under this Part of this Schedule exceeding that which would have been involved if the apparatus placed had been of the existing type, capacity or dimensions, or at the existing depth, as the case may be, the amount which apart from this sub-paragraph would be payable to National Grid by virtue of sub-paragraph (1) is to be reduced by the amount of that excess except where it is not possible in the circumstances to obtain the existing type of operations, capacity, dimensions or place at the existing depth in which case full costs are to be borne by the undertaker.

(4) For the purposes of sub-paragraph (3)—

- (a) an extension of apparatus to a length greater than the length of existing apparatus must not be treated as a placing of apparatus of greater dimensions than those of the existing apparatus; and
- (b) where the provision of a joint in a pipe or cable is agreed, or is determined to be necessary, the consequential provision of a jointing chamber or of a manhole must be treated as if it also had been agreed or had been so determined.

(5) An amount which apart from this sub-paragraph would be payable to National Grid in respect of works by virtue of sub-paragraph (1), if the works include the placing of apparatus provided in substitution for apparatus placed more than 7 years and 6 months earlier so as to confer on National Grid any financial benefit by deferment of the time for renewal of the apparatus in the ordinary course, must be reduced by the amount which represents that benefit.

## **Indemnity**

**51.**—(1) Subject to sub-paragraphs (2) and (3), if by reason or in consequence of the construction of any works authorised by this Part of this Schedule or in consequence of the construction, use, maintenance or failure of any of the authorised development by or on behalf of the undertaker or

in consequence of any act or default of the undertaker (or any person employed or authorised by him) in the course of carrying out such works (including without limitation works carried out by the undertaker under this Part of this Schedule or any subsidence resulting from any of these works), any material damage is caused to any apparatus or alternative apparatus (other than apparatus the repair of which is not reasonably necessary in view of its intended removal for the purposes of those works) or property of National Grid, or there is any interruption in any service provided, or in the supply of any goods, by National Grid, or National Grid becomes liable to pay any amount to any third party, the undertaker must—

- (a) bear and pay on demand the cost reasonably incurred by National Grid in making good such damage or restoring the supply; and
- (b) indemnify National Grid for any other expenses, loss, demands, proceedings, damages, claims, penalty or costs incurred by or recovered from National Grid, by reason or in consequence of any such damage or interruption or National Grid becoming liable to any third party as aforesaid.

(2) The fact that any act or thing may have been done by National Grid on behalf of the undertaker or in accordance with a plan approved by National Grid or in accordance with any requirement of National Grid as a consequence of the authorised development or under its supervision does not (unless sub-paragraph (3) applies) excuse the undertaker from liability under the provisions of sub-paragraph (1) unless National Grid fails to carry out and execute the works properly with due care and attention and in a skilful and professional manner or in a manner that does not materially accord with the approved plan or as otherwise agreed between the undertaker and National Grid.

(3) Nothing in sub-paragraph (1) imposes any liability on the undertaker in respect of any damage or interruption to the extent that it is attributable to the neglect or default of National Grid, its officers, servants, contractors or agents.

(4) National Grid must give the undertaker reasonable notice of any such claim or demand and no settlement or compromise is to be made without first consulting the undertaker and considering their representations.

(5) National Grid must use its reasonable endeavours to mitigate in whole or in part and to minimise any costs, expenses, loss, demands, and penalties to which the indemnity under this paragraph applies. If reasonably requested to do so by the undertaker, National Grid must provide an explanation of how the claim has been minimised. The undertaker is only liable under this paragraph for costs and expenses properly incurred by National Grid.

### **Co-operation**

**52.** National Grid and the undertaker must each use their best endeavours to co-ordinate with the other party on the timing and method of execution of any works carried out under the Order or this Part of this Schedule in the interests of safety and the efficient and economic execution of the authorised development and taking into account the need to ensure the safe and efficient operation of the other party's operations.

### **Access**

**53.** If in consequence of the agreement reached in accordance with paragraph 46(1) or the powers granted under this Order the access to any apparatus is materially obstructed, the undertaker must provide such alternative means of access to such apparatus as will enable National Grid to maintain or use the apparatus no less effectively than was possible before such obstruction.

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## Arbitration

54. Any difference or dispute arising between the undertaker and National Grid under this Part of this Schedule, unless otherwise agreed in writing between the undertaker and National Grid, must be determined by arbitration in accordance with article 43 (arbitration).

## PART 6

### FOR THE PROTECTION OF RAILWAY INTERESTS

55. The following provisions of this Part of this Schedule have effect, unless otherwise agreed in writing between the undertaker and Network Rail and, in the case of paragraph 69, any other person on whom rights or obligations are conferred by that paragraph.

56. In this Part of this Schedule—

“construction” includes execution, placing, alteration and reconstruction and “construct” and “constructed” have corresponding meanings;

“the engineer” means an engineer appointed by Network Rail for the purposes of this Order;

“network licence” means the network licence, as the same is amended from time to time, granted to Network Rail Infrastructure Limited by the Secretary of State in exercise of his powers under section 8 of the Railways Act 1993<sup>(23)</sup>;

“Network Rail” means Network Rail Infrastructure Limited (company number 02904587, whose registered office is at 1 Eversholt Street, London, NW1 2DN) and any associated company of Network Rail Infrastructure Limited which holds property for railway purposes, and for the purpose of this definition “associated company” means any company which is (within the meaning of section 1159 of the Companies Act 2006<sup>(24)</sup>) the holding company of Network Rail Infrastructure Limited, a subsidiary of Network Rail Infrastructure Limited or another subsidiary of the holding company of Network Rail Infrastructure Limited;

“plans” includes sections, designs, design data, software, drawings, specifications, soil reports, calculations, descriptions (including descriptions of methods of construction), staging proposals, programmes and details of the extent, timing and duration of any proposed occupation of railway property;

“protective works” means any works specified by the engineer under paragraph 59(4);

“railway operational procedures” means procedures specified under any access agreement (as defined in the Railways Act 1993) or station lease;

“railway property” means any railway belonging to Network Rail and—

- (a) any station, land, works, apparatus and equipment belonging to Network Rail or connected with any such railway; and
- (b) any easement or other property interest held or used by Network Rail for or connected with the purposes of such railway or works, apparatus or equipment; and

“specified work” means so much of any of the authorised development as is or is to be situated upon, across, under, over or within 15 metres of, or may in any way adversely affect, railway property.

57.—(1) Where under this Part of this Schedule Network Rail is required to give its consent or approval in respect of any matter, that consent or approval is subject to the condition that

<sup>(23)</sup> 1993 c. 43.

<sup>(24)</sup> 2006 c. 46.



Network Rail complies with any relevant railway operational procedures and any obligations under its network licence or under statute.

(2) In so far as any specified work or the acquisition or use of railway property or rights over railway property is or may be subject to railway operational procedures, Network Rail must—

- (a) co-operate with the undertaker with a view to avoiding undue delay and securing conformity as between any plans approved by the engineer and requirements emanating from those procedures; and
- (b) use its reasonable endeavours to avoid any conflict arising between the application of those procedures and the proper implementation of the authorised development under this Order.

**58.**—(1) The undertaker must not exercise the powers conferred by articles 13 (permanent stopping up of streets and private means of access), 14 (temporary stopping up and restriction of use of streets), 15 (access to works), 17 (discharge of water), 18 (protective works to buildings), 19 (authority to survey and investigate land), 20 (compulsory acquisition of land), 23 (compulsory acquisition of rights), 24 (public rights of way), 25 (private rights over land), 27 (acquisition of subsoil or airspace only), 28 (acquisition of part of certain properties), 29 (rights under or over streets), 30 (temporary use of land for carrying out the authorised development), 31 (temporary use of land for maintaining the authorised development), 32 (statutory undertakers), 36 (felling or lopping of trees and removal of hedgerows) and 37 (trees subject to tree preservation orders) or the powers conferred by section 11(3) (powers of entry) of the 1965 Act or the 1981 Act as applied by this Order in respect of any railway property unless the exercise of such powers is with the consent of Network Rail.

(2) The undertaker must not in the exercise of the powers conferred by this Order prevent pedestrian or vehicular access to any railway property, unless preventing such access is with the consent of Network Rail.

(3) The undertaker must not exercise the powers conferred by sections 271 (extinguishment of rights of statutory undertakers: preliminary notices) or 272 (extinguishment of rights of telecommunications code system operators: preliminary notices) of the 1990 Act or article 32 (statutory undertakers), in relation to any right of access of Network Rail to railway property, but such right of access may be diverted with the consent of Network Rail.

(4) The undertaker must not under the powers of this Order acquire or use or acquire new rights over any railway property except with the consent of Network Rail.

(5) Where Network Rail is asked to give its consent under this paragraph, such consent must not be unreasonably withheld but may be given subject to reasonable conditions.

**59.**—(1) The undertaker must before commencing construction of any specified work supply to Network Rail proper and sufficient plans of that work for the reasonable approval of the engineer and the specified work must not be commenced except in accordance with such plans as have been approved in writing by the engineer or settled by arbitration.

(2) The approval of the engineer under sub-paragraph (1) must not be unreasonably withheld, and if by the end of the period of 28 days beginning with the date on which such plans have been supplied to Network Rail the engineer has not intimated disapproval of those plans and the grounds of disapproval the undertaker may serve upon the engineer written notice requiring the engineer to intimate approval or disapproval within a further period of 28 days beginning with the date upon which the engineer receives written notice from the undertaker. If by the expiry of the further 28 days the engineer has not intimated approval or disapproval, the engineer is to be deemed to have approved the plans as submitted.

(3) If by the end of the period of 28 days beginning with the date on which written notice was served upon the engineer under sub-paragraph (2), Network Rail gives notice to the undertaker that Network Rail desires itself to construct any part of a specified work which in the opinion of

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the engineer will or may affect the stability of railway property or the safe operation of traffic on the railways of Network Rail then, if the undertaker desires such part of the specified work to be constructed, Network Rail must construct it without unnecessary delay on behalf of and to the reasonable satisfaction of the undertaker in accordance with the plans approved or deemed to be approved or settled under this paragraph, and under the supervision (where appropriate and if given) of the undertaker.

(4) When signifying his approval of the plans the engineer may specify any protective works (whether temporary or permanent) which in the engineer's opinion should be carried out before the commencement of the construction of a specified work to ensure the safety or stability of railway property or the continuation of safe and efficient operation of the railways of Network Rail or the services of operators using those railways (including any relocation de-commissioning and removal of works, apparatus and equipment necessitated by a specified work and the comfort and safety of passengers who may be affected by the specified works), and such protective works as may be reasonably necessary for those purposes must be constructed by Network Rail or by the undertaker, if Network Rail so desires, and such protective works must be carried out at the expense of the undertaker in either case without unnecessary delay and the undertaker must not commence the construction of the specified works until the engineer has notified the undertaker that the protective works have been completed to his reasonable satisfaction.

**60.—(1)** Any specified work and any protective works to be constructed by virtue of paragraph 59(4) must, when commenced, be constructed—

- (a) without unnecessary delay in accordance with the plans approved or deemed to have been approved or settled under paragraph 59;
- (b) under the supervision (where appropriate and if given) and to the reasonable satisfaction of the engineer;
- (c) in such manner as to cause as little damage as is possible to railway property; and
- (d) so far as is reasonably practicable, so as not to interfere with or obstruct the free, uninterrupted and safe use of any railway of Network Rail or the traffic on it and the use by passengers of railway property.

(2) If any damage to railway property or any such interference or obstruction is caused by the carrying out of, or in consequence of the construction of a specified work or a protective work, the undertaker must, regardless of any such approval, make good such damage and must pay to Network Rail all reasonable expenses to which Network Rail may be put and compensation for any loss which it may sustain by reason of any such damage, interference or obstruction.

(3) Nothing in this Part of this Schedule imposes any liability on the undertaker with respect to any damage, costs, expenses or loss attributable to the negligence of Network Rail or its servants, contractors or agents or any liability on Network Rail with respect of any damage, costs, expenses or loss attributable to the negligence of the undertaker or its servants, contractors or agents.

**61.** The undertaker must—

- (a) at all times afford reasonable facilities to the engineer for access to a specified work or a protective work during its construction; and
- (b) supply the engineer with all such information as the engineer may reasonably require with regard to a specified work or a protective work or the method of constructing it.

**62.** Network Rail must at all times afford reasonable facilities to the undertaker and its agents for access to any works carried out by Network Rail under this Part of this Schedule during their construction and must supply the undertaker with such information as it may reasonably require with regard to such works or the method of constructing them.

**63.—**(1) If any permanent or temporary alterations or additions to railway property, are reasonably necessary in consequence of the construction of a specified work or a protective work, or during a period of 24 months after the completion of that work in order to ensure the safety of railway property or the continued safe operation of the railway of Network Rail, such alterations and additions may be carried out by Network Rail and if Network Rail gives to the undertaker reasonable notice of its intention to carry out such alterations or additions (which must be specified in the notice), the undertaker must pay to Network Rail the reasonable cost of those alterations or additions including, in respect of any such alterations and additions as are to be permanent, a capitalised sum representing the increase of the costs which may be expected to be reasonably incurred by Network Rail in maintaining, working and, when necessary, renewing any such alterations or additions.

(2) If during the construction of a specified work or a protective work by the undertaker, Network Rail gives notice to the undertaker that Network Rail desires itself to construct that part of the specified work or the protective work which in the opinion of the engineer is endangering the stability of railway property or the safe operation of traffic on the railways of Network Rail then, if the undertaker decides that part of the specified work or the protective work is to be constructed, Network Rail must assume construction of that part of the specified work or the protective work and the undertaker must, regardless of any such approval of a specified work or a protective work under paragraph 59(3), pay to Network Rail all reasonable expenses to which Network Rail may be put and compensation for any loss which it may suffer by reason of the execution by Network Rail of that specified work or protective work.

(3) The engineer must, in respect of the capitalised sums referred to in this paragraph and paragraph 64(a) provide such details of the formula by which those sums have been calculated as the undertaker may reasonably require.

(4) If the cost of maintaining, working or renewing railway property is reduced in consequence of any such alterations or additions a capitalised sum representing such saving must be set off against any sum payable by the undertaker to Network Rail under this paragraph.

**64.** The undertaker must repay to Network Rail all reasonable fees, costs, charges and expenses reasonably incurred by Network Rail—

- (a) in constructing any part of a specified work on behalf of the undertaker as provided by paragraph 59(3) or in constructing any protective works under the provisions of paragraph 59(4) including, in respect of any permanent protective works, a capitalised sum representing the cost of maintaining and renewing those works;
- (b) in respect of the approval by the engineer of plans submitted by the undertaker and the supervision by the engineer of the construction of a specified work or a protective work;
- (c) in respect of the employment or procurement of the services of any inspectors, signallers, watchkeepers and other persons whom it is reasonably necessary to appoint for inspecting, signalling, watching and lighting railway property and for preventing, so far as may be reasonably practicable, interference, obstruction, danger or accident arising from the construction or failure of a specified work or a protective work;
- (d) in respect of any special traffic working resulting from any speed restrictions which may in the opinion of the engineer, require to be imposed by reason or in consequence of the construction or failure of a specified work or a protective work or from the substitution of diversion of services which may be reasonably necessary for the same reason; and
- (e) in respect of any additional temporary lighting of railway property in the vicinity of the specified works, being lighting made reasonably necessary by reason or in consequence of the construction or failure of a specified work or a protective work.

**65.—**(1) In this paragraph—

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“EMI” means, subject to sub-paragraph (2), electromagnetic interference with Network Rail apparatus generated by the operation of the authorised development where such interference is of a level which adversely affects the safe operation of Network Rail’s apparatus; and

“Network Rail’s apparatus” means any lines, circuits, wires, apparatus or equipment (whether or not modified or installed as part of the authorised development) which are owned or used by Network Rail for the purpose of transmitting or receiving electrical energy or of radio, telegraphic, telephonic, electric, electronic or other like means of signalling or other communications.

(2) This paragraph applies to EMI only to the extent that such EMI is not attributable to any change to Network Rail’s apparatus carried out after approval of plans under paragraph 59(1) for the relevant part of the authorised development giving rise to EMI (unless the undertaker has been given notice in writing before the approval of those plans of the intention to make such change).

(3) Subject to sub-paragraph (5), the undertaker must in the design and construction of the authorised development take all measures necessary to prevent EMI and must establish with Network Rail (both parties acting reasonably) appropriate arrangements to verify their effectiveness.

(4) In order to facilitate the undertaker’s compliance with sub-paragraph (3)—

- (a) the undertaker must consult with Network Rail as early as reasonably practicable to identify all Network Rail’s apparatus which may be at risk of EMI, and thereafter must continue to consult with Network Rail (both before and after formal submission of plans under paragraph 59(1)) in order to identify all potential causes of EMI and the measures required to eliminate them;
- (b) Network Rail must make available to the undertaker all information in the possession of Network Rail reasonably requested by the undertaker in respect of Network Rail’s apparatus identified under sub-paragraph (a); and
- (c) Network Rail must allow the undertaker reasonable facilities for the inspection of Network Rail’s apparatus identified under sub-paragraph (a).

(5) In any case where it is established that EMI can only reasonably be prevented by modifications to Network Rail’s apparatus, Network Rail must not withhold its consent unreasonably to modifications of Network Rail’s apparatus, but the means of prevention and the method of their execution must be selected in the reasonable discretion of Network Rail, and in relation to such modifications paragraph 59(1) have effect subject to this sub-paragraph.

(6) If at any time prior to the completion of the authorised development and regardless of any measures adopted under sub-paragraph (3), the testing or commissioning of the authorised development causes EMI then the undertaker must immediately upon receipt of notification by Network Rail of such EMI either in writing or communicated orally (such oral communication to be confirmed in writing as soon as reasonably practicable after it has been issued) cease to use (or procure the cessation of use of) the undertaker’s apparatus causing such EMI until all measures necessary have been taken to remedy such EMI by way of modification to the source of such EMI or (in the circumstances, and subject to the consent, specified in sub-paragraph (5)) to Network Rail’s apparatus.

(7) In the event of EMI having occurred—

- (a) the undertaker must afford reasonable facilities to Network Rail for access to the undertaker’s apparatus in the investigation of such EMI;
- (b) Network Rail must afford reasonable facilities to the undertaker for access to Network Rail’s apparatus in the investigation of such EMI; and
- (c) Network Rail must make available to the undertaker any additional material information in its possession reasonably requested by the undertaker in respect of Network Rail’s apparatus or such EMI.

(8) Where Network Rail approves modifications to Network Rail's apparatus under sub-paragraphs (5) or (6)—

- (a) Network Rail must allow the undertaker reasonable facilities for the inspection of the relevant part of Network Rail's apparatus; and
- (b) any modifications to Network Rail's apparatus approved under those sub-paragraphs must be carried out and completed by the undertaker in accordance with paragraph 60.

(9) To the extent that it would not otherwise do so, the indemnity in paragraph 69(1) applies to the costs and expenses reasonably incurred or losses suffered by Network Rail through the implementation of the provisions of this paragraph (including costs incurred in connection with the consideration of proposals, approval of plans, supervision and inspection of works and facilitating access to Network Rail's apparatus) or in consequence of any EMI to which sub-paragraph (6) applies.

(10) For the purpose of paragraph 64(a) any modifications to Network Rail's apparatus under this paragraph are deemed to be protective works referred to in that paragraph.

(11) In relation to any dispute arising under this paragraph the reference in article 43 (arbitration) to the Institution of Civil Engineers is to be read as a reference to the Institution of Engineering and Technology.

**66.** If at any time after the completion of a specified work or a protective work, not being a work vested in Network Rail, Network Rail gives notice to the undertaker informing it that the state of maintenance of any part of the specified work or the protective work appears to be such as adversely affects the operation of railway property, the undertaker must, on receipt of such notice, take such steps as may be reasonably necessary to put that specified work or that protective work in such state of maintenance as not adversely to affect railway property.

**67.** The undertaker must not provide any illumination or illuminated sign or signal on or in connection with a specified work or a protective work in the vicinity of any railway belonging to Network Rail unless it has first consulted Network Rail and it must comply with Network Rail's reasonable requirements for preventing confusion between such illumination or illuminated sign or signal and any railway signal or other light used for controlling, directing or securing the safety of traffic on the railway.

**68.** Any additional expenses which Network Rail may reasonably incur in altering, reconstructing or maintaining railway property under any powers existing at the making of this Order by reason of the existence of a specified work or a protective work must, provided that 56 days' previous notice of the commencement of such alteration, reconstruction or maintenance has been given to the undertaker, be repaid by the undertaker to Network Rail.

**69.—(1)** The undertaker must pay to Network Rail all reasonable costs, charges, damages and expenses not otherwise provided for in this Part of this Schedule which may be occasioned to or reasonably incurred by Network Rail—

- (a) by reason of the construction or maintenance of a specified work or a protective work or the failure of it; or
- (b) by reason of any act or omission of the undertaker or of any person in its employ or of its contractors or others whilst engaged upon a specified work or a protective work,

and the undertaker must indemnify and keep indemnified Network Rail from and against all claims and demands arising out of or in connection with a specified work or a protective work or any such failure, act or omission: and the fact that any act or thing may have been done by Network Rail on behalf of the undertaker or in accordance with plans approved by the engineer or in accordance with any requirement of the engineer or under his supervision will not (if it was done without negligence on the part of Network Rail or of any person in its employ or of its contractors or agents) excuse the undertaker from any liability under the provisions of this sub-paragraph.

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(2) Network Rail must give the undertaker reasonable notice of any such claim or demand and no settlement or compromise of such a claim or demand is to be made without the prior consent of the undertaker.

(3) The sums payable by the undertaker under sub-paragraph (1) may include a sum equivalent to the relevant costs.

(4) Subject to the terms of any agreement between Network Rail and a train operator regarding the timing or method of payment of the relevant costs in respect of that train operator, Network Rail must promptly pay to each train operator the amount of any sums which Network Rail receives under sub-paragraph (3) which relates to the relevant costs of that train operator.

(5) The obligation under sub-paragraph (3) to pay Network Rail the relevant costs will, in the event of default, be enforceable directly by any train operator concerned to the extent that such sums would be payable to that operator under sub-paragraph (4).

(6) In this paragraph—

“the relevant costs” means the costs, direct losses and expenses (including loss of revenue) reasonably incurred by each train operator as a consequence of any restriction of the use of Network Rail’s railway network as a result of the construction, maintenance or failure of a specified work or a protective work or any such act or omission as mentioned in sub-paragraph (1); and

“train operator” means any person who is authorised to act as the operator of a train by a licence under section 8 of the Railways Act 1993.

**70.** Network Rail must, on receipt of a request from the undertaker, from time to time provide the undertaker free of charge with written estimates of the costs, charges, expenses and other liabilities for which the undertaker is or will become liable under this Schedule (including the amount of the relevant costs mentioned in paragraph 69) and with such information as may reasonably enable the undertaker to assess the reasonableness of any such estimate or claim made or to be made under this Part of this Schedule (including any claim relating to those relevant costs).

**71.** In the assessment of any sums payable to Network Rail under this Part of this Schedule there must not be taken into account any increase in the sums claimed that is attributable to any action taken by or any agreement entered into by Network Rail if that action or agreement was not reasonably necessary and was taken or entered into with a view to obtaining the payment of those sums by the undertaker under this Part of this Schedule or increasing the sums so payable.

**72.** The undertaker and Network Rail may, subject in the case of Network Rail to compliance with the terms of its network licence, enter into, and carry into effect, agreements for the transfer to the undertaker of—

- (a) any railway property shown on the works plans and the land plans and described in the book of reference;
- (b) any lands, works or other property held in connection with any such railway property; and
- (c) any rights and obligations (whether or not statutory) of Network Rail relating to any railway property or any lands, works or other property referred to in this paragraph.

**73.** Nothing in this Order, or in any enactment incorporated with or applied by this Order, prejudices or affects the operation of Part 1 of the Railways Act 1993.

**74.** The undertaker must give written notice to Network Rail if any application is proposed to be made by the undertaker for the Secretary of State’s consent, under article 9 (consent to transfer benefit of Order) and any such notice must be given no later than 28 days before any such application is made and must describe or give (as appropriate)—

- (a) the nature of the application to be made;
- (b) the extent of the geographical area to which the application relates; and

- (c) the name and address of the person acting for the Secretary of State to whom the application is to be made.

75. The undertaker must no later than 28 days from the date that the documents submitted to and certified by the Secretary of State in accordance with article 41 (certification of plans) are certified by the Secretary of State, provide a set of those documents to Network Rail in the form of a computer disc with read only memory.

## PART 7

### FOR THE PROTECTION OF ANGLIAN WATER

76. For the protection of Anglian Water Services Limited, the following provisions shall, unless otherwise agreed in writing between the undertaker and Anglian Water Services Limited, have effect.

77. In this Part of this Schedule—

“Anglian Water” means Anglian Water Services Limited, company number 02366656, whose registered office is at Lancaster House, Lancaster Way, Ermine Business Park, Huntingdon, Cambridgeshire PE29 6YJ;

“apparatus” means any works, mains, pipes or other apparatus belonging to or maintained by Anglian Water for the purposes of water supply and sewerage and—

- (a) any drain or works vested in Anglian Water under the Water Industry Act 1991<sup>(25)</sup>; and
- (b) any sewer which is so vested or is the subject of a notice of intention to adopt given under section 102(4) of the Water Industry Act 1991 or an agreement to adopt made under section 104 of that Act<sup>(26)</sup>,

and includes a sludge main, disposal main or sewer outfall and any manholes, ventilating shafts, pumps or other accessories forming part of any sewer, drain, or works (within the meaning of section 219 of that Act) and any structure in which apparatus is or is to be lodged or which gives or will give access to apparatus;

“alternative apparatus” means alternative apparatus adequate to enable Anglian Water to fulfil its statutory functions in not less efficient a manner than previously;

“functions” includes powers and duties;

“in” in a context referring to apparatus or alternative apparatus in land includes a reference to apparatus or alternative apparatus under, over or upon land;

“plan” includes sections, drawings, specifications and method statements; and

“the standard protection strips” means strips of land falling the following distances to either side of the medial line of any relevant pipe or apparatus—

- (a) 2.25 metres where the diameter of the pipe is less than 150 millimetres;
- (b) 3 metres where the diameter of the pipe is between 150 and 450 millimetres;
- (c) 4.5 metres where the diameter of the pipe is between 450 and 750 millimetres; and
- (d) 6 metres where the diameter of the pipe exceeds 750 millimetres.

78. The undertaker must not interfere with, build over or near to any apparatus within the Order land or execute the placing, installation, bedding, packing, removal, connection or disconnection of any apparatus, or execute any filling around the apparatus (where the apparatus is laid in a trench) within the standard protection strips unless otherwise agreed in writing with Anglian Water,

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<sup>(25)</sup> 1991 c. 56.

<sup>(26)</sup> Section 102(4) was amended by section 96(1)(c) of the Water Act 2003. Section 104 was amended by sections 96(4) and 101(2) of, and part 3 of Schedule 9 to, the Water Act 2003 and section 42(3) of the Flood and Water Management Act 2010 (c. 29).

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such agreement not to be unreasonably withheld or delayed, and such provision being brought to the attention of any agent or contractor responsible for carrying out any part of the authorised development on behalf of the undertaker.

**79.** The alteration, extension, removal or re-location of any apparatus shall not be implemented until—

- (a) any requirement for any permits under the Environmental Permitting Regulations 2010(27) or other legislation and any other associated consents are obtained, and any approval or agreement required from Anglian Water on alternative outfall locations as a result of such re-location are approved, such approvals from Anglian Water not to be unreasonably withheld or delayed; and
- (b) the undertaker has made the appropriate application under sections 106 (right to communicate with public sewers), 112 (requirement that proposed drain or sewer be constructed so as to form part of a general system) or 185 (duty to move pipes, etc.) of the Water Industry Act 1991 as may be required by those provisions and has provided a plan and section of the works proposed to Anglian Water and Anglian Water has given the necessary consent or approval under those provisions, such agreement not to be unreasonably withheld or delayed,

and such works are to be executed only in accordance with the plan, section and description submitted and in accordance with such reasonable requirements as may be made by Anglian Water for the alteration or otherwise for the protection of the apparatus, or for securing access to it.

**80.** In the situation, where in exercise of the powers conferred by the Order, the undertaker acquires any interest in any land in which any apparatus is placed and such apparatus is to be relocated, extended, removed or altered in any way, no alteration or extension shall take place until Anglian Water has established to its reasonable satisfaction contingency arrangements in order to conduct its functions for the duration of the works to relocate, extend, remove or alter the apparatus.

**81.** Regardless of any provision in this Order or anything shown on any plan, the undertaker must not acquire any apparatus otherwise than by agreement, and before extinguishing any existing rights for Anglian Water to use, keep, inspect, renew and maintain its apparatus in the Order land, the undertaker must, with the agreement of Anglian Water, create a new right to use, keep, inspect, renew and maintain the apparatus that is reasonably convenient for Anglian Water, such agreement not to be unreasonably withheld or delayed.

**82.** If in consequence of the exercise of the powers conferred by the Order the access to any apparatus is materially obstructed the undertaker shall provide such alternative means of access to such apparatus as will enable Anglian Water to maintain or use the apparatus no less effectively than was possible before such obstruction.

**83.** If in consequence of the exercise of the powers conferred by the Order, previously unmapped sewers, lateral drains or other apparatus are identified by the undertaker, notification of the location of such assets will immediately be given to Anglian Water and afforded the same protection as other Anglian Water assets.

**84.** If for any reason or in consequence of the construction of any of the works referred to in paragraphs 78 to 80 any damage is caused to any apparatus (other than apparatus the repair of which is not reasonably necessary in view of its intended removal for the purposes of those works) or property of Anglian Water, or there is any interruption in any service provided, or in the supply of any goods, by Anglian Water, the undertaker must—

- (a) bear and pay the cost reasonably incurred by Anglian Water in making good any damage or restoring the supply; and



(b) make reasonable compensation to Anglian Water for any other expenses, loss, damages, penalty or costs incurred by Anglian Water,  
by reason or in consequence of any such damage or interruption.

85. Any dispute arising between the undertaker and Anglian Water under this Part of this Schedule must be referred to and settled by arbitration under article 43 (arbitration).

## PART 8

### FOR THE PROTECTION OF CLH PIPELINE SYSTEM (CLH-PS) LTD

#### Application

86. For the protection of CLH the following provisions, unless otherwise agreed in writing at any time between the undertaker and CLH, have effect.

#### Interpretation

87. In this Part of this Schedule—

“alternative apparatus” means alternative apparatus adequate to enable CLH to fulfil its functions as a pipe-line operator in a manner no less efficient than previously;

“apparatus” means the pipe-line and storage system owned or maintained by CLH and includes any structure in which apparatus is or is to be lodged or which gives or will give access to apparatus;

“CLH” means CLH Pipeline System (CLH-PS) Ltd and any successor in title;

“functions” includes powers and duties;

“in” in a context referring to apparatus or alternative apparatus in land, includes a reference to apparatus or alternative apparatus under, over or upon land;

“pipe-line” means the whole or any part of a pipe-line belonging to or maintained by CLH and includes any ancillary works and apparatus; all protective wrappings, valves, sleeves and slabs, cathodic protection units, together with ancillary cables and markers; and such legal interest and benefit of property rights and covenants as are vested in CLH in respect of those items;

“plan” includes all designs, drawings, specifications, method statements, soil reports, programmes, calculations, risk assessments and other documents that are reasonably necessary properly and sufficiently to describe the works to be executed;

“specified work” means any work which will or may be situated on, over, under or within 15 metres measured in any direction of any apparatus, or (wherever situated) impose any load directly upon any apparatus or involve embankment works within 15 metres of any apparatus; and

“working day” means any day other than a Saturday, Sunday or English bank or public holiday.

#### Acquisition of apparatus

88. Irrespective of any provision in this Order or anything shown on the land plans—

(a) the undertaker must not acquire any apparatus or obstruct or render less convenient the access to any apparatus, otherwise than by agreement with CLH; and

(b) any right of CLH to maintain, repair, renew, adjust, alter or inspect any apparatus must not be extinguished by the undertaker until any necessary alternative apparatus has been constructed and is in operation to the reasonable satisfaction of CLH.

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### **Removal of apparatus and rights for alternative apparatus**

**89.**—(1) If, in the exercise of the powers conferred by this Order, the undertaker acquires any interest in any land in which any apparatus is placed or over which access to any apparatus is enjoyed or requires that any apparatus is relocated or diverted, that apparatus must not be removed by the undertaker and any right of CLH to maintain and use that apparatus in that land and to gain access to it must not be extinguished until alternative apparatus has been constructed and is in operation, and access to it has been provided, to the reasonable satisfaction of CLH.

(2) If, for the purpose of executing any works in, on or under any land purchased, held, appropriated or used under this Order, the undertaker requires the removal of any apparatus placed in that land, it must give CLH 28 days' written notice of that requirement, together with a plan of the work proposed, and of the proposed position of the alternative apparatus to be provided or constructed and in that case (or if in consequence of the exercise of any of the powers conferred by this Order CLH reasonably needs to remove any apparatus) the undertaker must, subject to sub-paragraph (3), afford to CLH the necessary facilities and rights for the construction of alternative apparatus in other land of the undertaker and subsequently for the maintenance of that apparatus.

(3) If alternative apparatus or any part of such apparatus is to be constructed elsewhere than in other land of the undertaker, or the undertaker is unable to afford such facilities and rights as are mentioned in sub-paragraph (2) in the land in which the alternative apparatus or part of such apparatus is to be constructed, the undertaker must afford to and, if necessary, acquire for the benefit of CLH the necessary facilities and rights (equivalent to those currently enjoyed by CLH) for the construction, maintenance and use of the alternative apparatus and access to it.

(4) Any alternative apparatus to be constructed in land of the undertaker under this part of this Schedule must be constructed in such manner and in such line or situation as may be agreed between CLH and the undertaker or in default of agreement settled by arbitration in accordance with article 43 (arbitration).

(5) CLH must, after the alternative apparatus to be provided or constructed has been agreed or settled in accordance with article 43, and after the grant to CLH of any such facilities and rights as are referred to in sub-paragraphs (2) and (3), proceed as soon as reasonably practicable using all reasonable endeavours to construct and bring into operation the alternative apparatus and subsequently to remove any apparatus required by the undertaker to be removed under the provisions of this Schedule.

(6) Irrespective of sub-paragraph (5), if the undertaker gives notice in writing to CLH that it desires itself to execute any work, or part of any work in connection with the construction, removal or decommissioning of apparatus in the land of the undertaker or the construction of alternative apparatus, that work, instead of being executed by CLH, must be executed by the undertaker without unnecessary delay under the superintendence, if required, and to the reasonable satisfaction of CLH.

(7) Nothing in sub-paragraph (6) authorises the undertaker to execute the placing, installation, bedding, packing, removal, connection or disconnection of any apparatus, or execute any filling around the apparatus (where the apparatus is laid in a trench) within 3000 millimetres of the apparatus without CLH's consent.

### **Facilities and rights for alternative apparatus**

**90.**—(1) Where, in accordance with the provisions of this Part of this Schedule, the undertaker affords to CLH facilities and rights for the construction and maintenance in land of the undertaker of alternative apparatus in substitution for apparatus to be removed, those facilities and rights are to be granted upon such terms and conditions as may be agreed between the undertaker and CLH or in default of agreement settled by arbitration in accordance with article 43 (arbitration).

(2) In settling those terms and conditions in respect of alternative apparatus the arbitrator must—

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- (a) give effect to all reasonable requirements of the undertaker for ensuring the safety and efficient operation of the authorised development and for securing any subsequent alterations or adaptations of the alternative apparatus which may be required to prevent interference with any proposed works of the undertaker or the traffic on the highway; and
- (b) so far as it may be reasonable and practicable to do so in the circumstances of the particular case, give effect to the terms and conditions, if any, applicable to the apparatus for which the alternative apparatus is to be substituted.

(3) If the facilities and rights to be afforded by the undertaker in respect of any alternative apparatus, and the terms and conditions subject to which those facilities and rights are to be granted, are in the opinion of the arbitrator less favourable on the whole to CLH than the facilities and rights enjoyed by it in respect of the apparatus to be removed and the terms and conditions to which those facilities and rights are subject, the arbitrator must make such provision for the payment of compensation by the undertaker to CLH as appears to the arbitrator to be reasonable having regard to all the circumstances of the particular case.

### **Retained apparatus: protection**

**91.**—(1) Unless a shorter period is otherwise agreed in writing between the undertaker and CLH, not less than 28 days before commencing any specified work in relation to apparatus the removal of which has not been required by the undertaker under sub-paragraph 89(2), the undertaker must submit to CLH a plan of the works to be executed.

(2) The specified work must be executed only in accordance with the plan submitted under sub-paragraph (1) and approved by CLH, and in accordance with such reasonable requirements as may be made in accordance with sub-paragraph (3) by CLH for the alteration or otherwise for the protection of the apparatus, or for securing access to it; and CLH is entitled to watch and inspect the execution of the specified work.

(3) Any requirements made by CLH under sub-paragraph (2) must be made within a period of 14 days (unless a shorter period is otherwise agreed in writing between the undertaker and CLH) beginning with the date on which a plan under sub-paragraph (1) is submitted to it.

(4) If CLH in accordance with sub-paragraph (2) and in consequence of the works proposed by the undertaker, reasonably requires the removal of any apparatus and gives written notice to the undertaker of that requirement, this Part of this Schedule applies as if the removal of the apparatus had been required by the undertaker under sub-paragraph 89(2).

(5) Nothing in this paragraph precludes the undertaker from submitting at any time or from time to time but (unless otherwise agreed in writing between the undertaker and CLH) in no case less than 28 days before commencing any specified work, a new plan, instead of the plan previously submitted, and having done so the provisions of this paragraph apply to and in respect of the new plan.

(6) The undertaker is not required to comply with sub-paragraph (1) in a case of emergency but in that case it must give to CLH notice of the works it intends to carry out to remedy the emergency together with a plan as soon as is reasonably practicable and must comply with sub-paragraph (2) in so far as is reasonably practicable in the circumstances.

(7) In relation to any specified work, the plan to be submitted to CLH under sub-paragraph (1) must include a material statement describing—

- (a) the exact position of the work;
- (b) the level at which the work is to be constructed or renewed;
- (c) the manner of its construction or renewal;
- (d) the position of any apparatus; and
- (e) by way of detailed drawings, every alteration proposed to be made to the apparatus.

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### **Cathodic protection testing**

**92.** Where in the reasonable opinion of the undertaker—

- (a) the authorised development might interfere with the existing cathodic protection forming part of a pipe-line; or
- (b) a pipe-line might interfere with the proposed or existing cathodic protection forming part of the authorised development,

CLH and the undertaker must co-operate in undertaking the tests which the undertaker considers reasonably necessary for ascertaining the nature and extent of such interference and measures for providing or preserving cathodic protection.

### **Expenses**

**93.**—(1) Subject to the following provisions of this paragraph, the undertaker must pay to CLH the reasonable costs and expenses incurred by CLH in, or in connection with—

- (a) the inspection, removal, alteration or protection of any apparatus; or
- (b) the construction of any new apparatus; or
- (c) the watching and inspecting the execution of any specified work; or
- (d) imposing reasonable requirements for the protection or alteration of apparatus,

which may reasonably be required in consequence of the execution of any such works as are required under this Schedule.

(2) The scrap value of any apparatus removed under the provisions of this Part of Schedule is to be deducted from any sum payable under sub-paragraph (1), that value being calculated after removal.

(3) If in accordance with the provisions of this Part of this Schedule—

- (a) apparatus of better type, of greater capacity or of greater dimensions is placed in substitution for existing apparatus of worse type, of smaller capacity or of smaller dimensions (except where this has been solely due to using the nearest currently available type); or
- (b) apparatus (whether existing apparatus or apparatus substituted for existing apparatus) is placed at a depth greater than the depth at which the existing apparatus was situated,

and the placing of apparatus of that type or capacity or of those dimensions or the placing of apparatus at that depth, as the case may be, is not agreed by the undertaker or, in default of agreement, is not determined by arbitration in accordance with article 43 (arbitration) to be necessary, then, if such placing involves cost in the construction of works under this Part of this Schedule exceeding that which would have been involved if the apparatus placed had been of the existing type, capacity or dimensions, or at the existing depth, as the case may be, the amount which apart from this sub-paragraph would be payable to CLH by virtue of sub-paragraph (1) is reduced by the amount of that excess.

(4) For the purposes of sub-paragraph (3)—

- (a) an extension of apparatus to a length greater than the length of existing apparatus must not be treated as a placing of apparatus of greater dimensions than those of the existing apparatus; and
- (b) where the provision of a joint in a pipe or cable is agreed, or is determined to be necessary, the consequential provision of a jointing chamber or of a manhole must be treated as if it also had been agreed or had been so determined.

(5) An amount which apart from this sub-paragraph would be payable to CLH in respect of works by virtue of sub-paragraph (1), if the works include the placing of apparatus provided in substitution

for apparatus placed more than 7 years and 6 months earlier so as to confer on CLH any financial benefit by deferment of the time for renewal of the apparatus in the ordinary course, is to be reduced by the amount which represents that benefit.

### **Damage to property and other losses**

**94.**—(1) Subject to the following provisions of this paragraph, the undertaker must—

- (a) indemnify CLH for all loss, damage, liability, costs and expenses reasonably suffered or incurred by CLH for which CLH is legally liable as a result of legally sustainable claims brought against CLH by any third party solely arising out of the carrying out of any relevant works and any protective building works;
- (b) bear on demand the cost reasonably incurred by CLH in making good any damage to any apparatus (other than apparatus the repair of which is not reasonably necessary in view of its intended removal or abandonment) arising from or caused by the carrying out of any relevant works or protective building work; and
- (c) bear and pay the cost reasonably incurred by CLH in stopping, suspending and restoring the supply through its pipe-line and make reasonable compensation to CLH for any other expenses, losses, damages, penalty or costs incurred by CLH by reason or in consequence of any such damage or interruption provided that the same arises in consequence of the carrying out of any relevant works and any protective building works.

(2) The fact that any act or thing may have been done by CLH on behalf of the undertaker or in accordance with a plan approved by CLH or in accordance with any requirement of CLH or under its supervision does not, subject to sub-paragraph (3), excuse the undertaker from liability under the provisions of sub-paragraph (1).

(3) Irrespective of anything to the contrary elsewhere in this Part of this Schedule—

- (a) the undertaker and CLH must at all times take reasonable steps to prevent and mitigate any loss, damage, liability, claim, cost or expense (whether indemnified or not) which either suffers as a result of the other's negligence or breach of this Part of this Schedule; and
- (b) neither the undertaker nor CLH are liable for any loss, damage, liability, claim, cost or expense suffered or incurred by the other to the extent that the same are incurred as a result of or in connection with the sole, partial or complete breach of this Part of this Schedule or negligence arising out of an act, omission, default or works of the other, its officers, servants, contractors or agents.

(4) CLH must give to the undertaker reasonable notice of any claim or demand to which this paragraph 94 applies. The undertaker may at its own expense conduct all negotiations for the settlement of the same and any litigation that may arise therefrom. CLH must not compromise or settle any such claim or make any admission which might be prejudicial to the claim. CLH must, at the request of the undertaker, afford all reasonable assistance for the purpose of contesting any such claim or action, and is entitled to be repaid all reasonable expenses incurred in so doing.

(5) In this paragraph—

“protective building works” means the exercise by the undertaker of the powers conferred by article 18 (protective works to buildings); and

“relevant works” means such of the authorised development as—

- (a) does, will or is likely to affect any apparatus; or
- (b) involves a physical connection or attachment to any apparatus.

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### Co-operation and reasonableness

**95.**—(1) Where in consequence of the proposed construction of any of the authorised development, the undertaker requires the removal of apparatus under this Part of this Schedule or CLH makes requirements for the protection or alteration of apparatus under this Part of this Schedule, the undertaker must use its best endeavours to co-ordinate the execution of the works in the interests of safety and the efficient and economic execution of the authorised development and taking into account the need to ensure the safe and efficient operation of CLH’s undertaking and CLH must use its best endeavours to co-operate with the undertaker for that purpose.

(2) The undertaker and CLH must act reasonably in respect of any given term of this Part of this Schedule and, in particular, (without prejudice to generality) where any consent or expression of satisfaction is required by this Part of this Schedule it must not be unreasonably withheld or delayed.

### Miscellaneous

**96.** Nothing in this Part of this Schedule affects the provisions of any enactment or agreement regulating the relations between the undertaker and CLH in respect of any apparatus laid or erected in land belonging to the undertaker on the date on which this Order is made provided that the terms of the relevant enactment or agreement are not inconsistent with the provisions of this Order, including this Part of this Schedule. In the case of any inconsistency, the provisions of this Order, including this Part of this Schedule, prevail.

## SCHEDULE 10

Article 41

### DOCUMENTS TO BE CERTIFIED

<i>(1)</i> <i>Document</i>	<i>(2)</i> <i>Description</i>
the book of reference	the book of reference contained in document reference HE/A14/EX/260
the borrow pit restoration and aftercare strategy	the borrow pit restoration and aftercare strategy contained in document reference HE/A14/EX/207
the classification of roads plans	sheets 1-2 contained in document reference 2.12
the code of construction practice	the code of construction practice contained in document reference HE/A14/EX/244
the crown land plans	sheets 8, 13, 29 and 30 contained in document reference HE/A14/EX/220
the de-trunking plans	sheets 1-15 contained in document reference HE/A14/EX/219
the engineering section drawings	sheets 1-59 contained in document reference HE/A14/EX/221
the environmental statement	the environmental statement contained in document reference 6.1 (subject to the substitutions set out below)

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<i>(1)</i> <i>Document</i>	<i>(2)</i> <i>Description</i>
	<p>the figures accompanying the environmental statement contained in document reference 6.2 (subject to the substitutions set out below)</p> <p>the appendices accompanying the environmental statement contained in document reference 6.3 (subject to the substitutions set out below)</p> <p>the statement of statutory nuisances contained in document reference 6.4</p> <p>the errata report contained in document HE/A14/EX/10 (so far as it substitutes and supplements the documents referred to above in this description of the environmental statement)</p> <p>the non-technical summary of the environmental statement contained in document reference HE/A14/EX/242 (which substitutes chapter 0 of the environmental statement contained in document reference 6.1)</p> <p>the revised Assessment of Implications of European Sites matrices contained in document reference HE/A14/EX/132 (which substitute the matrices contained in appendix 11.12 in document reference 6.3)</p> <p>the technical annex to the soil management strategy (ES Appendix 12.2) contained in document reference HE/A14/EX/125</p> <p>the landscape and visual responses in section 3 and appendix 4 of the response to Buckden Marina Residents' Association contained in document reference HE-A14-EX-143</p> <p>the borrow pit restoration and aftercare strategy contained in document reference HE/A14/EX/207</p> <p>the code of construction practice contained in document reference HE/A14/EX/244 (which substitutes the code of construction practice in appendix 20.2 contained in document reference 6.3)</p> <p>the updated noise tables contained in document reference HE/A14/EX/197 (which substitute</p>

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(1) <i>Document</i>	(2) <i>Description</i>
	<p>the noise tables in chapter 14 contained in document reference 6.1)</p> <p>the revised chapter 17 of the environmental statement contained in document reference HE/A14/EX/235 (which substitutes chapter 17 of the environmental statement contained in document reference 6.1)</p> <p>the revised chapter 19 of the environmental statement contained in document reference HE/A14/EX/240 (which substitutes chapter 19 of the environmental statement contained in document reference 6.1)</p> <p>the revised outline environmental design plans contained in document reference HE/A14/EX/225 (which substitute the outline environmental design plans in figure 3.2 contained in document reference 6.2)</p> <p>the revised outline environmental design illustrative cross sections contained in document reference HE/A14/EX/04 (which substitute the outline environmental design illustrative cross sections in figure 3.3 contained in document reference 6.2) but with relevant sheets substituted for those contained in document reference HE-A14-EX-230</p> <p>the revised structures schedule contained in document reference HE/A14/EX/07 (which substitutes appendix 3.1 contained in document reference 6.3)</p> <p>the flood risk assessment HE-A14-EX-262 (which substitutes the flood risk assessment in appendix 17.1 contained in document reference 6.3)</p> <p>the revised register of environmental actions and commitments contained in document reference HE/A14/EX/203 (which substitutes the register of environmental actions and commitments in appendix 20.1 contained in document reference 6.3)</p>
the flood risk assessment	the flood risk assessment contained in document reference HE/A14/EX/262



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<i>(1)</i> <i>Document</i>	<i>(2)</i> <i>Description</i>
the general arrangement drawings	sheets 1-24 and Huntingdon Town 1 and Huntingdon Town 2, plus Legend and Key Plan, contained in document reference HE/A14/EX/215
the land plans	sheets 1-40 contained in document reference HE/A14/EX/216
the rights of way and access plans	sheets 1-28 contained in document reference HE/A14/EX/218
the special category land plans	sheets 1-2 contained in document reference HE/A14/EX/224
the traffic regulation measures: clearways and weight limit plans	sheets 1-36 contained in document reference HE/A14/EX/223
the traffic regulation measures: speed limits & prohibitions plans	sheets 1-29 contained in document reference HE/A14/EX/222
the variation of special road status plan	sheet 1 of 1 contained in document reference 2.6
the works plans	sheets 1-29 contained in document reference HE/A14/EX/217