

SCHEDULES

SCHEDULE 4

Article 10

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

PART 1

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

| <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> |
|--|---|--|---|
| The rights of way and access plans – sheet 1 | | | |
| In the administrative area of East Suffolk Council | | | Reference A A length of new highway from a point on Peto Way 25 metres west of its junction with Rotterdam Road in a generally south westerly direction for a distance of 25 metres. |
| The rights of way and access plans – sheets 1 and 2 | | | |
| In the administrative area of East Suffolk Council | | | Reference B A length of new highway from a point on Peto Way 140 metres west of its junction with Rotterdam Road in a generally southerly direction for a distance of 432 metres. |
| The rights of way and access plans – sheet 2 | | | |

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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> |
|--|---|--|--|
| In the administrative area of East Suffolk Council | | | <p>Reference C</p> <p>A length of new highway from a point on Waveney Drive 95 metres east of its junction with Waveney Crescent west, in a generally northerly direction for a distance of 236 metres and then in a generally easterly direction towards Riverside Road, for a distance of 117 metres.</p> |
| | | | <p>Reference D</p> <p>A length of new highway from a point on Riverside Road 37 metres east of its junction with the entrance to Riverside, in a generally southerly direction to Canning Road, for a distance of 90 metres.</p> |
| | | | <p>Reference E</p> <p>A length of new highway from a point on Riverside Road 62 metres east of the entrance to Riverside in a generally northerly direction for a distance of 40 metres, with one spur extending 32m east at a point 9 metres north of Riverside Road, and a turning head extending east at its northern extent.</p> |

PART 2

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>Highway to be stopped up</i> | (3) <i>Extent of stopping up</i> | (4) <i>New private means of access to be substituted/provided</i> |
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| The rights of way and access plans – sheet 1 | | | |
| In the administrative area of East Suffolk Council | | | Reference 1 A new private means of access from the Network Rail works compound area in the south to land occupied by the East Suffolk railway line in the north, to facilitate access for maintenance of the new bridge. |
| | | | Reference 1a A new private means of access from the improved Denmark Road, located 90m south east of the existing Rotterdam Road roundabout, allowing access across the proposed landscaped area to land occupied by the East Suffolk Railway. |
| | | | Reference 1b A new private means of access from the landscaped area, located 50m south of private means of access Reference 1a, allowing access to land occupied by the East Suffolk Railway. |

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|---|---|--|---|
| | | | <p>Reference 2</p> <p>A new private means of access from the Associated British Ports' quayside in the south to the Network Rail works compound area in the north, to facilitate access for maintenance of the new bridge.</p> |
| The rights of way and access plans – sheet 2 | | | |
| <p>In the administrative area of East Suffolk Council</p> | <p>Reference b</p> <p>Access to land (owned by East Suffolk Council) on the north side of the existing Riverside Road, 5 metres east of its junction with the existing access to premises known as Riverside (occupied by East Suffolk Council and Suffolk County Council).</p> | <p>A length from its junction with the existing Riverside Road northwards, for a distance of 3 metres.</p> | <p>Reference 3</p> <p>To be substituted by a new private means of access from the new highway (Reference C) and located 27 metres west of the existing access to Riverside, to be granted for the benefit of the land affected by the stopping up of private means of access reference b.</p> |
| | | | <p>Reference 4</p> <p>A new private means of access from the new highway (Reference E) commencing 72 metres east and 43 metres north of the existing entrance to Riverside, providing access to the new bridge control tower.</p> |
| | | | <p>Reference 4a</p> <p>A new private means of access from the new highway (Reference E), located 34 metres</p> |

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| | | | to the north of the existing access from Riverside Road, providing access to premises to the north-east of Riverside Road occupied by Nexen. |
| | Reference d Access to premises (occupied by UK Power Networks Ltd). | A length from its junction with the existing Riverside Road in a northerly direction for a distance of 3 metres. | Reference 4 To be substituted by a new private means of access from the improved Riverside Road to premises (occupied by UK Power Networks Ltd) located 62 metres east of the existing entrance to Riverside, providing access to a relocated substation, to be granted for the benefit of the land affected by the stopping up of private means of access reference d. |
| | Reference e Access to premises (occupied by Mobile Broadband Network Limited) on the west side of the existing Riverside Road, 5 metres west of its junction with the existing access to Riverside. | A length from its junction with the existing Riverside Road westwards, for a distance of 58 metres. | Reference 5 To be substituted by a new private means of access from the new highway (Reference C) located 57 metres west of the existing entrance to Riverside, to be granted for the benefit of the land affected by the stopping up of private means of access reference e. |
| | Reference g Access to premises (occupied by East | A length from its junction with the existing Riverside | Reference 6 To be substituted by a new private means of |

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| | Suffolk Council) on the south side of the existing Riverside Road, 47 metres east of its junction with the existing access to Riverside. | Road southwards, for a distance of 3 metres. | access from the new highway (Reference D) located 26 metres south of the existing Riverside Road, to be granted for the benefit of the land affected by the stopping up of private means of access reference g. |
| | | | Reference 7 A new private means of access from the improved Riverside Road 25 metres north of Canning Road, to facilitate access for maintenance of the new bridge southern approach and adjacent utilities. |
| | | | Reference 8 A new private means of access from the north side of the proposed turning head at the end of the improved Canning Road to the west of its existing junction with Riverside Road, to facilitate access for maintenance of the new bridge southern approach and adjacent utilities. |
| | | | Reference 9 A new private means of access from the south side of the improved Canning Road to the west of its existing junction |

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|---------------------------|---|---|--|
| | | | with Riverside Road to facilitate access for maintenance of the new bridge southern approach and adjacent utilities. |
| | | | Reference 10 A new private means of access from the north side of the existing MotorLings access road on the east of its junction with Riverside Road, to facilitate access for maintenance of the new bridge southern approach and adjacent utilities. |
| | | | Reference 11 A new private means of access from the south side of the existing MotorLings access road on the east of its junction with Riverside Road, to facilitate access for maintenance of the new bridge southern approach and adjacent utilities. |
| | Reference h Access to premises known as Riverside (occupied by East Suffolk Council and Suffolk County Council) on the west side of the existing Canning Road, 82 metres west of its junction with the | A length from its junction with the existing Canning Road north-westwards, for a distance of 10 metres. | Reference 12 To be substituted by a new private means of access from the improved Canning Road, to be granted for the benefit of the land affected by the stopping up of private means of access reference h. |

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|---------------------------|---|---|--|
| | existing Riverside Road. | | |
| | | | <p>Reference 13</p> <p>A new private means of access located on the west side of the improved Riverside Road, on land 60 metres to the south of the improved Canning Road and enabling access to land occupied by the Riverside Business Centre, to facilitate maintenance of the new bridge southern approach and adjacent utilities.</p> |
| | | | <p>Reference 14</p> <p>A new private means of access from the improved Waveney Drive, located 45 metres west of the existing Tom Crisp Way roundabout, to facilitate access for maintenance of the new bridge southern approach and adjacent utilities.</p> |
| | <p>Reference i</p> <p>Access to premises at Lings Wharf, (occupied by Motorlings and others) on the east side of the existing Riverside Road, 139 metres north of its junction with the existing Waveney Drive.</p> | <p>A length from its junction with the existing Riverside Road eastwards, for a distance of 8 metres.</p> | <p>Reference 15</p> <p>To be substituted by a new private means of access from the improved Waveney drive located 45 metres to the west of the Tom Crisp Way roundabout, providing access to premises on the north</p> |

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|---------------------------|---|--|--|
| | | | side of Waveney Drive, occupied by MotorLings, to be granted for the benefit of the land affected by the stopping up of private means of access reference i. |
| | Reference j Access to premises at Lings Wharf, (occupied by Motorlings and others) on the east side of the existing Riverside Road, 68 metres north of its junction with the existing Waveney Drive. | A length from its junction with the existing Riverside Road eastwards, for a distance of 6 metres. | Reference 15 To be substituted by a new private means of access from the improved Waveney drive located 45 metres to the west of the Tom Crisp Way roundabout, providing access to premises on the north side of Waveney Drive, occupied by MotorLings, to be granted for the benefit of the land affected by the stopping up of private means of access reference j. |
| | | | Reference 16 A new private means of access from the eastern side of the land owned and occupied by MotorLings, to land directly north of the Tom Crisp Way roundabout, to enable egress from the MotorLings site to the roundabout. |
| | | | Reference 17 A new private means of access to premises known as No.1b |

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|---------------------------|---|--|---|
| | | | Durban Road from Durban Road at a point 25 metres south of the existing junction of Waveney Drive with Durban Road for a distance of 8 metres, to be granted for the benefit of No.1b Durban Road. |
| | Reference n Access to the existing garages on the south side of Durban Road 19 metres south of the junction of Durban Road with Waveney Drive. | A length from its junction with the existing Durban Road in a south-easterly direction for a distance of 5 metres. | Reference 18 To be substituted by a new private means of access providing pedestrian access from the new bridge southern roundabout, to be granted for the benefit of the land affected by the stopping up of private means of access reference n. |
| | Reference o Access to the premises known as Bellablue Beauty Clinic. | A length from its junction with the existing Waveney Drive in a southerly direction for a distance of 9 metres. | Reference 19 To be substituted by a new private means of access providing pedestrian access from the new bridge southern roundabout, to be granted for the benefit of the land affected by the stopping up of private means of access reference o. |
| | Reference p Access to No. 34 Waveney Drive. | A length from its junction with the existing Waveney Drive in a southerly direction for a distance of 2 metres. | Reference 20 To be substituted by a new private means of access providing pedestrian access from the westerly approach to the new bridge |

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| | | | southern roundabout, to be granted for the benefit of the land affected by the stopping up of private means of access reference p. |
| | Reference q Access to No. 32 Waveney Drive. | A length from its junction with the existing Waveney Drive in a southerly direction for a distance of 2 metres. | Reference 21 To be substituted by a new private means of access providing pedestrian access from the westerly approach to the new bridge southern roundabout, to be granted for the benefit of the land affected by the stopping up of private means of access reference q. |
| | Reference r Access to Lings Wharf, (occupied by Motorlings and others) 29 metres west of the Tom Crisp Way Roundabout. | A length from its junction with the existing Waveney Drive in a northerly direction for a distance of 2 metres. | Reference 15 To be substituted by a new private means of access from the improved Waveney drive located 45 metres to the west of the Tom Crisp Way roundabout, providing access to premises on the north side of Waveney Drive, occupied by MotorLings, to be granted for the benefit of the land affected by the stopping up of private means of access reference r. |

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PART 3
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> |
|---|--|---|
| The rights of way and access plans – sheet 1 | | |
| In the administrative area of East Suffolk Council. | Reference a Access to land (owned by Suffolk County Council) | A length from its junction with the existing junction of Peto Way/Denmark Road with Rotterdam Road in a southerly direction for a distance of 8 metres. |
| The rights of way and access plans – sheet 2 | | |
| In the administrative area of East Suffolk Council. | Reference c Access to land (occupied by East Suffolk Council) on the north side of Riverside Road 27 metres east of the access to Riverside. | A length from its junction with the existing Riverside Road in a westerly direction for a distance of 3 metres. |
| | Reference f Access to land (occupied by East Suffolk Council) on the west side of Riverside Road 5 metres west of the access to Riverside. | A length from its junction with the existing Riverside Road in a westerly direction for a distance of 2 metres. |
| | Reference k Access to No. 42 Waveney Drive on the south side of Waveney Drive 42 metres west of the junction of Waveney Drive with Riverside Road. | A length from its junction with the existing Durban Road in a north-westerly direction for a distance of 3 metres. |
| | Reference l Access to No. 42 Waveney Drive on the north side of Durban Road 44 metres south-west of the junction of Waveney Drive with Durban Road. | A length from its junction with the existing Riverside Road in a westerly direction for a distance of 3 metres. |
| | Reference m | A length from its junction with the existing Durban Road in a |

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|---------------------------|---|--|
| | Access to No. 42 Waveney Drive on the north side of Durban Road 54 metres south-west of the junction of Waveney Drive with Durban Road. | westerly direction for a distance of 3 metres. |