

SCHEDULES

SCHEDULE 4

Articles 19, 20 and 31

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

In relating this Schedule to the streets, rights of way and access plans and the de-trunking and stopping up plans, the provisions described in this Schedule are shown on those plans in the following manner—

- (a) Existing highways are to be stopped up, as described in column (2) of Parts 1 and 2 of this Schedule, are shown—
 - (i) in respect of carriageway highways, by thick black diagonal hatching on the de-trunking and stopping up plans (as shown in the key on those plans) over the extent of the area to be stopped up; and
 - (ii) in respect of public rights of way by a black dashed line on the streets, rights of way and access plans, with the letter “X” in the intervals (as shown in the key on those plans),

which are described in column (3) of Parts 1 and 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), as are specified in column (4) of Part 2 and column (2) of Part 3 of this Schedule, are shown by—
 - (i) red cross-hatching (for motorways and trunk roads),
 - (ii) blue cross-hatching (for other classified roads and highways) and
 - (iii) solid blue shading (for footpaths, footways and cycle tracks)(as shown in the key on the streets, 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 ‘footpath’, ‘bridleway’, ‘footway’ or ‘cycle track’ appears beneath its reference letter in column (4) of Part 2 or column (2) of Part 3 of this Schedule.
- (c) Private means of access to be stopped up, as described in column (2) of Parts 4 and 6 of this Schedule, are shown by solid black shading (as shown in the key on the streets, rights of way and access plans) over the extent of stopping up described in column (3) of Parts 4 and 6 of this Schedule, and are given a reference label (a lower case letter in a circle).
- (d) New private means of access to be submitted for a private means of access to be stopped up (or which are otherwise to be provided), as are included in column (4) of Part 4 and column (2) of Part 5 of this Schedule, are shown by black line hatching (as shown in the key on the streets, rights of way and access plans) and are given a reference label (a number in a circle).

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PART 1
HIGHWAYS TO BE STOPPED UP FOR WHICH
NO SUBSTITUTE IS 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>
De-trunking and stopping up plan – Sheet Nos. 6 and 7		
Hatfield Peverel CP	Existing A12 southbound on-slip road.	Reference F/d (sheets 6 and 7) Existing A12 southbound on-slip road, for a distance of 134 metres to sheet 7.
De-trunking and stopping up plan – Sheet No. 7		
Hatfield Peverel CP	A12 northbound on-slip road.	Reference G/a Existing A12 northbound on-slip road, for a distance of 78 metres.
De-trunking and stopping up plan – Sheet No. 12		
Kelvedon CP	A12 junction 23 northbound off-slip road.	Reference L/b Existing A12 northbound off-slip road, for a distance of 367 metres.
Kelvedon CP	A12 junction 23 southbound on-slip road.	Reference L/e Existing A12 southbound on-slip road, for a distance of 143 metres.
Kelvedon CP	A12 junction 23 southbound on-slip road.	Reference L/g Existing A12 southbound on-slip road, for a distance of 210 metres.
Streets, rights of way and access plans – Sheet No. 13		
Great Braxted CP	Footpath No. 246_2.	From point m/b to point m/c, a distance of 32 metres.
De-trunking and stopping up plan – Sheet No. 18 (and 19)		
Marks Tey CP	London Road	Reference R/e Existing London Road, for a distance of 63 metres.
Marks Tey CP	Hall Chase Road	Reference R/f For a distance of 77 metres.
Marks Tey CP	Footpath No. 144_18.	From point r/c to r/d for a distance of 150 metres.

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PART 2
HIGHWAYS TO BE STOPPED UP FOR
WHICH A SUBSTITUTE IS 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>
Sheet No. 2 (and 1)	De-trunking and stopping up plans		Streets, rights of way and access plans
Boreham CP	Generals Lane	Reference B/a For a distance of 201metres	Reference B/10 The realigned Beaulieu Park Radial Distributor Road from the northeastern side of the Generals Lane Roundabout, tying into Beaulieu Park radial distributor road, for a distance of 225 metres.
Boreham CP	Existing J19 Southbound on-slip road	Reference B/i For a distance of 128 metres.	Reference B/1 (sheets 1 and 2) The junction 19 southbound on-slip road, from the Generals Farm Roundabout, in a southerly direction for a distance of 474 metres.
Streets, rights of way and access plans – Sheet No. 2			
Boreham CP	Bridleway 213_45	From point b/a to point b/b, a distance of 17 metres.	578 metres of bridleway from point 2/11 to 2/12.
Boreham CP	Bridleway 213_23	From point b/c to point b/d, a distance of 40 metres.	578 metres of bridleway from point 2/11 to 2/12.
Sheet No. 4	De-trunking and stopping up plans		Streets, rights of way and access plans
Hatfield Peverel CP	A12 southbound on-slip road (Junction 20a)	Reference D/a For a distance of 281 metres.	Reference F/5 (sheet 5) The new junction 21 southbound 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
			slip road, from the junction 21 southern roundabout, in a southerly direction for a distance of 410 metres.
Sheet No. 5 (and 6)	De-trunking and stopping up plans		Streets, rights of way and access plans
Hatfield Peverel CP	A12 northbound off-slip road (Junction 20A)	Reference E/a For a distance of 314 metres.	Reference F/4 The new junction 21 northbound off-slip road, from the diverge from the realigned A12 (northbound) to the point where it meets the junction 21 northern roundabout, a distance of 370 metres.
Hatfield Peverel CP	Bury Lane	Reference E/b For a distance of 135 metres (excluding the A12 mainline running under the overbridge).	Reference E/2 The Bury Lane overbridge replacement, in the same location, a distance of 87 metres.
Hatfield Peverel CP	Station Road	Reference E/c For a distance of 106 metres (excluding the A12 mainline running under the overbridge).	Reference E/3 The Station Road overbridge replacement, in the same location, a distance of 106 metres.
Hatfield Peverel CP	Vineyards slip road and Wellington Overbridge	Reference E/d For a distance of 178 metres (excluding the A12 mainline running under the Wellington Road overbridge).	Reference E/4 The new Hatfield Peverel Link Road, including the Wellington Road Overbridge Replacement, from the B1137 and Maldon Road junction,

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(1) Area	(2) Highway to be stopped up	(3) Extent of stopping up	(4) New highway to be substituted/provided
			crossing the new A12 mainline and extending east to join the new J12 northern roundabout, a distance of 895 metres.
Sheet No. 6	De-trunking and stopping up plans		Streets, rights of way and access plans
Hatfield Peverel CP	A12 Hatfield Road (B1389) northbound off-slip road	Reference F/b For a distance of 135 metres.	Reference F/2 The new junction 21 southbound off-slip road, from the diverge from the realigned A12 (southbound) to the point where it meets the junction 21 southern roundabout, a distance of 56 metres.
Hatfield Peverel CP	A12 Hatfield Road (B1389) northbound off-slip road	Reference F/c For a distance of 60 metres.	Reference F/2 The new junction 21 southbound off-slip road, from the diverge from the realigned A12 (southbound) to the point where it meets the junction 21 southern roundabout, a distance of 56 metres.
Hatfield Peverel CP	A12 Southbound on-slip road	Reference F/e For a distance of 29 metres (excluding mainline running over underbridge).	Reference F/5 (sheet 5) The new junction 21 southbound on-slip road, from the junction 21 southern roundabout, in a southerly direction for a distance of 410 metres.
Hatfield Peverel CP	A12 southbound off-slip road (Junction 20B)	Reference F/f For a distance of 325 metres.	Reference F/2 The new junction 21 southbound off-slip

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			road, from the diverge from the realigned A12 (southbound) to the point where it meets the junction 21 southern roundabout, a distance of 56 metres.
Streets, rights of way and access plans – Sheet No. 6 (and 7)			
Hatfield Peverel CP	Footpath 90_02	From point f/a to point f/b, a distance of 19 metres.	66 metres of footpath from point 6/2 to 6/3.
Hatfield Peverel CP	Footpath 90_40	From point f/c to point f/d, a distance of 32 metres.	1,058 metres of cycle track comprised in a highway from point 6/4 to 6/20 (except between point 6/4 and point 6/35 where it constitutes a highway).
Hatfield Peverel CP; Witham CP	Footpath 90_29	From point f/e (inset B) to point g/a (sheet 7), a distance of 125 metres.	125 metres of footpath from point 6/30 to 7/1 (sheet 7).
Sheet No. 7	De-trunking and stopping up plans		Streets, rights of way and access plans
Witham CP	Howbridge Hall Road	Reference G/b For a distance of 23 metres.	Reference G/1 The new Howbridge Hall Road, from a point 357 metres north of the start of the existing Howbridge Hall Road in a westerly direction, for a distance of 39 metres.
Streets, rights of way and access plans – Sheet No. 8			
Witham CP	Footpath 121_95	From point h/c to point h/d, a distance of 112 metres.	579 metres of footpath from point 8/1 to 8/4.
Witham CP	Footpath 121_101	From point h/a to point h/b, a distance of 165 metres.	158 metres of footpath from point 8/2 to 8/3.
Streets, rights of way and access plans – Sheet No. 9 (and 8 and 10)			

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Witham CP	Footpath 121_103	From point i/a to point i/b, a distance of 74 metres.	(a) 1107 metres of footpath from point 8/5 (sheet 8) to 9/1; and (b) 818 metres of cycle track comprised in a highway from point 10/1 (sheet 10) to 10/2 (sheet 10) (except between point 10/1 and point 10/6 where it constitutes a highway).
Sheet No. 10	De-trunking and stopping up plans		Streets, rights of way and access plans
Rivenhall CP	Junction 22 northbound off-slip road	Reference J/a For a distance of 82 metres.	Reference J/5 The new junction 22 northbound off-slip road, from the A12 mainline northbound diverge, in an easterly direction to the new junction 22 northern roundabout, a distance of 492 metres.
Rivenhall CP	Junction 22 northbound on-slip road	Reference J/b For a distance of 259 metres.	Reference J/11 The new junction 22 northbound on-slip road, from the junction 22 northern roundabout, in an easterly direction to merge with the new A12 northbound carriageway, a distance of 444 metres.
Rivenhall CP	A12 northbound	Reference J/c For a distance of 1,040 metres (excluding the Colemans Bridge overbridge	Reference J/4 The new road between the Eastways junction and the junction 22 northern roundabout,

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		running over the A12 mainline).	a distance of 508 metres.
Rivenhall CP	A12 northbound (reference J/3); existing A12 southbound (reference J/4)	Reference J/d For a distance of 960 metres (excluding the Colemans Bridge overbridge running over the A12 mainline).	Reference J/4 The new road between the Eastways junction and the junction 22 northern roundabout, a distance of 508 metres.
Rivenhall CP	Junction 22 southbound on-slip road	Reference J/e For a distance of 90 metres.	Reference J/6 The new junction 22 southbound on-slip road, from the new junction 22 southern roundabout, in a westerly direction to its merge with the new A12 mainline southbound carriageway, a distance of 466 metres.
Rivenhall CP	Junction 22 southbound off-slip road	Reference J/f For a distance of 266 metres.	Reference J/12 The new junction 22 southbound off-slip road, from the A12 mainline southbound diverge, in a westerly direction to the new junction 22 southern roundabout, a distance of 544 metres.
Rivenhall CP	Little Braxted Lane	Reference J/g For a distance of 269 metres.	Reference J/3 The realigned Little Braxted Lane, including access to Colemans Quarry, from the new junction 22 southern roundabout, in a westerly direction

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			for a distance of 544 metres.
Rivenhall CP	Coleman's Bridge	Reference J/h For a distance of 200 metres (excluding the A12 mainline running under Coleman's bridge).	Reference J/8 The new Little Braxted Lane overbridge, connecting the junction 22 northern roundabout and the junction 22 southern roundabout, a distance of 103 metres.
Sheet No. 11 (and 12)	De-trunking and stopping up plans		Streets, rights of way and access plans
Rivenhall CP	A12 northbound	Reference K/a For a distance of 372 metres.	Reference K/4 The existing A12 from the Rivenhall End west roundabout, in a westerly direction, for a distance of 117 metres.
Rivenhall CP	A12 southbound	Reference K/b For a distance of 366 metres.	Reference K/4 The existing A12 from the Rivenhall End west roundabout, in a westerly direction, for a distance of 117 metres.
Rivenhall CP	Oak Road South	Reference K/c For a distance of 48 metres.	Reference K/9 The northern realigned Henry Dixon Road, from the realigned Braxted Road, 109 metres south of the new Rivenhall End west roundabout, in an easterly direction, for a distance of 252 metres.
Rivenhall CP	Henry Dixon Road	Reference K/d	Reference K/6

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		For a distance of 232 metres.	The realigned Braxted Road, from the Rivenhall End west roundabout, in a southerly direction for a distance of 519 metres.
Rivenhall CP	Braxted Road	Reference K/e For a distance of 147 metres.	Reference K/10 The southern realigned Henry Dixon Road, from the realigned Braxted Road, 447 metres south of the new Rivenhall End west roundabout, in a northerly direction, for a distance of 81 metres.
Rivenhall CP; Kelvedon CP	A12 northbound	Reference K/f (sheets 11 and 12) For a distance of 1,298 metres.	Reference K/1 (sheets 11 and 12) The new B1024 Link Road, from the new Rivenhall End east roundabout, in an easterly direction to the B1024 Junction with Essex Fire and Rescue access, a distance of 1,297 metres.
Rivenhall CP; Kelvedon CP	A12 southbound	Reference K/g (sheets 11 and 12) For a distance of 1,295 metres.	Reference K/1 (sheets 11 and 12) The new B1024 Link Road, from the new Rivenhall End east roundabout, in an easterly direction to the B1024 Junction with Essex Fire and Rescue access, a distance of 1,297 metres.
Streets, rights of way and access plans – Sheet No. 11 (and 12)			

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Rivenhall CP; Kelvedon CP	Footpath 105_46	From point k/a to point k/b, a distance of 170 metres.	563 metres of footpath from point 11/23 to 12/1 (sheet 12).
Rivenhall CP	Footpath 105_36	From point k/c to point k/d, a distance of 612 metres.	(a) 92 metres of footpath from point 11/21 to 11/22; and (b) 533 metres of cycle track comprised in a highway from point 11/34, 158 metres west of point k/c, to 12/25 (sheet 12).
Sheet No. 12	De-trunking and stopping up plans		Streets, rights of way and access plans
Kelvedon CP	Sniveller's Lane	Reference L/a For a distance of 157 metres.	Reference L/5 The realigned Sniveller's Lane, from the new B1024 link road, 570 metres east of the Rivenhall End east roundabout, in a northerly direction, for a distance of 52 metres.
Kelvedon CP	Essex Fire and Rescue Service access	Reference L/f For a distance of 27 metres.	Reference L/3 Essex Fire and Rescue Service access, from the B1024 link road in a southerly direction for a distance of 48 metres.
Kelvedon CP	Existing B1024 (London Road)	Reference L/d For a distance of 125 metres.	Reference L/2 The B1024 link road, from the B1024 Junction with Essex Fire and Rescue access, in an easterly direction for a distance of 141 metres
Kelvedon CP	Crane's Lane	Reference L/c	Reference L/1

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(1) Area	(2) Highway to be stopped up	(3) Extent of stopping up	(4) New highway to be substituted/provided
		For a distance of 19 metres.	The realigned Cranes Lane access from the B1024 link road in a northerly direction, for a distance of 21 metres.
Streets, rights of way and access plans – Sheet No. 12 (and 13)			
Kelvedon CP	Footpath 92_30	From point l/a to point m/a (sheet 13), a distance of 435 metres.	437 metres of footpath from point 12/22 to 13/1 (sheet 13).
Sheet No. 13	De-trunking and stopping up plans		Streets, rights of way and access plans
Great Braxted CP; Kelvedon CP	Maldon Road and Highfields Overbridge	Reference M/a For a distance of 183 metres (excluding the A12 mainline running under the Highfields Overbridge).	Reference M/1 The Highfields overbridge replacement and the realigned Maldon Road, for a distance of 318 metres.
Great Braxted CP; Kelvedon CP	Highfields Lane	Reference M/b For a distance of 475 metres.	Reference M/2 The realigned Highfields Lane, at the southern end of the Highfields overbridge replacement, for a distance of 597 metres.
Streets, rights of way and access plans – Sheet No. 13 (and 14)			
Kelvedon CP	Footpath 92_26	From point m/d to point m/e, a distance of 186 metres as shown on sheet 13.	226 metres of footpath from point 13/8 to 13/9.
Kelvedon CP	Footpath 92_15	From point m/f (inset B) to point n/f (sheet 14), a distance of 109 metres.	109 metres of footpath from point 13/11 to 14/13 (sheet 14).
Sheet No. 14 (and 4-13 and 15-19)	De-trunking and stopping up plans		Streets, rights of way and access plans
Messing-Cum-Inworth CP	Kelvedon Road	Reference N/a	Reference N/2

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		For a distance of 215 metres.	The realigned Kelvedon Road, starting at the eastern side of the Inworth roundabout, in an easterly direction for a distance of 90 metres.
Messing-Cum-Inworth CP	Existing Inworth Road	Reference N/b For a distance of 215 metres.	Reference N/11 The realigned south B1023 Kelvedon Road, from the Inworth Roundabout, in a southerly direction for a distance of 304 metres.
Hatfield Peverel CP; Witham CP; Rivenhall CP; Wickham Bishops CP; Great Braxted CP; Messing-Cum-Inworth CP; Feering CP; Marks Tey CP; Copford CP	A12 Northbound	Reference N/c For a distance of 1,355 metres.	Reference D/1 (sheets 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19) The new A12 mainline northbound carriageway, from at a point 36 metres east of Crix Bridge, in an easterly direction to a point 575 metres east of the Prince of Wales roundabout, a distance of 20,792 metres.
Hatfield Peverel CP; Witham CP; Rivenhall CP; Wickham Bishops CP; Great Braxted CP; Messing-Cum-Inworth CP; Feering CP; Marks Tey CP; Copford CP	A12 Southbound	Reference N/d For a distance of 1,262 metres.	Reference D/2 (sheets 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, and 19) The new A12 mainline southbound carriageway, from a point 36 metres east of Crix Bridge, in an easterly direction to a point 1,141 metres east of the Prince of Wales roundabout, a distance of 29,103 metres.

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Streets, rights of way and access plans – Sheet No. 14			
Kelvedon CP	Footpath 92_25	From point n/a to point n/b, a distance of 353 metres.	333 metres of footpath from point 14/2 to 14/3.
Kelvedon CP	Footpath 92_41	From point n/c to point n/d, a distance of 429 metres.	477 metres of footpath from point 14/4 to 14/5.
Kelvedon CP	Footpath 145_7	From point n/d to point n/e, a distance of 143 metres.	477 metres of footpath from point 14/4 to 14/5.
Sheet No. 15 (and 14)	De-trunking and stopping up plans		Streets, rights of way and access plans
Feering CP	Existing A12	Reference O/a For a distance of 35 metres.	Reference O/5 The realigned London Road, starting at the Feering East roundabout, in a westerly direction, for a distance of 354 metres.
Feering CP	Existing A12	Reference O/b For a distance of 505 metres.	Reference O/5 The realigned London Road, starting at the Feering East roundabout, in a westerly direction, for a distance of 354 metres.
Feering CP	New Lane	Reference O/c For a distance of 33 metres.	Reference O/3 The realigned New Lane, from the Feering East roundabout, in a northerly direction, for a distance of 46 metres.
Feering CP	London Road	Reference O/d For a distance of 92 metres.	Reference O/3 The realigned New Lane, from the Feering East roundabout, in a northerly direction,

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			for a distance of 46 metres.
Messing-Cum-Inworth CP	London Road	Reference O/e For a distance of 500 metres (excluding the Nursery Bridge overbridge running over the mainline).	Reference N/10 (sheet 14) The junction 24 southbound off-slip road, from the southbound diverge, in a westerly direction to the new junction 24 southern roundabout, a distance of 403 metres.
Feering CP	London Road	Reference O/f For a distance of 500 metres, as shown on sheet 15 of the de-trunking and stopping up plans.	Reference O/3 The realigned New Lane, from the Feering East roundabout, in a northerly direction, for a distance of 46 metres, as shown on sheet 15 of the streets, rights of way and access plans.
Streets, rights of way and access plans – Sheet No. 15 (and 16)			
Feering CP	Footpath 78_18	From point o/a to point o/b, a distance of 408 metres.	(a) 435 metres of footpath from point 15/1 to 15/2; (b) 825 metres of cycle track comprised in a highway from point 15/5 to 15/16 (except between point 15/15 and point 15/16 where it constitutes a highway); and (c) 139 metres of footpath from point 15/25 to 15/28.
Feering CP; Copford CP	Footpath 78_15	From point o/c to point o/d, a distance of 194 metres.	1,646 metres of footpath from point 15/29 to 16/2 (sheet 16).

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Sheet No. 16	De-trunking and stopping up plans		Streets, rights of way and access plans
Feering CP	A12 northbound	Reference P/a For a distance of 288 metres.	(a)Reference P/2 The existing A12 from the realigned Easthorpe Road roundabout, in a westerly direction for a distance of 67 metres; (b)Reference P/1 Easthorpe Road Roundabout, for a distance of 141 metres; and (c)Reference P/4 The existing A12 from the realigned Easthorpe Road roundabout, in an easterly direction for a distance of 168 metres.
Feering CP	A12 southbound	Reference P/b For a distance of 288 metres.	(a)Reference P/2 The existing A12 from the realigned Easthorpe Road roundabout, in a westerly direction for a distance of 67 metres; (b)Reference P/1 Easthorpe Road Roundabout, for a distance of 141 metres; and Reference P/4

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			The existing A12 from the realigned Easthorpe Road roundabout, in an easterly direction for a distance of 168 metres.
Feering CP; Copford CP	Easthorpe Road	Reference P/c For a distance of 828 metres.	Reference P/3 The realigned Easthorpe Road, starting at the Easthorpe Road roundabout, in a southerly direction, for a distance of 537 metres.
Sheet No. 17	De-trunking and stopping up plans		Streets, rights of way and access plans
Copford CP; Marks Tey CP	Existing A12	Reference Q/a The existing A12 east of Wishingwell Farm, for a distance of 29 metres.	(a)Reference Q/2 The existing A12 from the Wishingwell Farm roundabout, extending in a westerly direction for a distance of 119 metres; (b)Reference Q/1 The new Wishingwell Farm roundabout, for a distance of 135 metres; and (c)Reference Q/5 The existing A12 from the Wishingwell Farm Roundabout, in an easterly direction, for a distance of 161 metres.
Copford CP; Marks Tey CP	Existing A12	Reference Q/b	(a)Reference Q/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>
		For a distance of 329 metres.	<p>The existing A12 from the Wishingwell Farm roundabout, in a westerly direction for a distance of 119 metres;</p> <p>(b)Reference Q/1</p> <p>The new Wishingwell Farm roundabout, for a distance of 135 metres;</p> <p>(c)Reference Q/5</p> <p>The existing A12 from the Wishingwell Farm Roundabout, in an easterly direction, for a distance of 161 metres.</p>
Copford CP; Marks Tey CP	Existing Easthorpe Green Farm Access	Reference Q/c For a distance of 107 metres.	<p>(a)Reference Q/2</p> <p>The existing A12 from the Wishingwell Farm roundabout, in a westerly direction for a distance of 119 metres;</p> <p>(b)Reference Q/1</p> <p>The new Wishingwell Farm roundabout, for a distance of 135 metres; and</p> <p>(c)Reference Q/5</p> <p>The existing A12 from the Wishingwell Farm Roundabout, in an easterly direction, for a distance of 161 metres.</p>

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<i>(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
Sheet No. 18	De-trunking and stopping up plans		Streets, rights of way and access plans
Marks Tey CP	Existing A12	Reference R/a For a distance of 477 metres.	(a)Reference R/4 The existing A12 from the new London Road roundabout in a westerly direction, for a distance of 145 metres; (b)Reference R/6 The London Road Roundabout for a distance of 160 metres; (c)Reference R/8 New London Road, from the London Road roundabout, in an easterly direction to the Old Rectory Junction, a distance of 437 metres.
Marks Tey CP	Existing A12	Reference R/b For a distance of 228 metres.	Reference R/9 The realigned Old London Road, from 158 Old London Road, in an easterly direction for a distance of 295 metres.
Marks Tey CP	Coggeshall Road	Reference R/c For a distance of 114 metres.	Reference R/1 The realigned A120 Coggeshall Road, from the Old Rectory Junction in a westerly direction, for a distance of 119 metres.
Marks Tey CP	A12 Northbound off-slip road	Reference R/d	Reference R/3

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(1) Area	(2) Highway to be stopped up	(3) Extent of stopping up	(4) New highway to be substituted/provided
		For a distance of 173 metres.	The new junction 25 northbound off-slip road, from the northbound diverge, in an easterly direction to the London Road roundabout, a distance of 376 metres.
Marks Tey CP	Existing A12	Reference R/g For a distance of 342 metres.	(a)Reference R/4 The existing A12 from the new London Road roundabout in a westerly direction, for a distance of 145 metres; (b)Reference R/6 The London Road Roundabout for a distance of 160 metres; (c)Reference R/8 New London Road, from the London Road roundabout, in an easterly direction to the Old Rectory Junction, a distance of 437 metres.
Marks Tey CP	London Road and Coggeshall Road roundabout	Reference R/h The whole of the roundabout, for a distance of 173 metres, as shown on sheet 17 of the de-trunking and stopping up plans.	Reference R/11 (sheets 18 and 19) Old Rectory Junction, linking the realigned Old London Road and the realigned A120 Coggeshall Road, for a distance of 41 metres.
Streets, rights of way and access plans – Sheet No. 15			
Marks Tey CP	Footpath 114_19	From point r/a to point r/b for a distance of 169 metres.	424 metres of footpath from point 18/7 to 18/9.

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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>
Sheet No. 19	De-trunking and stopping up plans		Streets, rights of way and access plans
Marks Tey CP	Station Road	Reference S/a For a distance of 65 metres.	Reference S/3 The realigned Station Road, form Old Rectory junction, in a northerly direction, for a distance of 57 metres.
Marks Tey CP	Existing A120	Reference S/b For a distance of 40 metres.	Reference S/4 The realigned A120 road, starting at Old Rectory junction, in a north easterly direction for a distance of 116 metres.
Marks Tey CP	Existing A120	Reference S/c For a distance of 40 metres.	Reference S/4 The realigned A120 road, starting at Old Rectory junction, in a north easterly direction for a distance of 116 metres.

PART 3

NEW HIGHWAYS WHICH ARE OTHERWISE TO BE PROVIDED

(1) <i>Area</i>	(2) <i>New highway to be provided</i>
Streets, rights of way and access plans – Sheet No. 1	
Springfield CP, Boreham CP	Reference A/1 The northbound A12, south of junction 19, from a point 123 metres south of the northbound junction 19 diverge for a distance of 875 metres.
Streets, rights of way and access plans – Sheet No. 2	
Boreham CP	Reference B/1 (sheets 1 and 2)

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(1) Area	(2) New highway to be provided
	The junction 19 southbound on-slip road, from the Generals Farm roundabout, in a southerly direction for a distance of 474 metres.
Boreham CP	Reference B/2 Generals Farm roundabout, including the internal “hamburger” lanes, for a distance of 252 metres.
Boreham CP	Reference B/3 Boreham Bridge crossing the A12 mainline, linking the Generals Lane roundabout and Generals Farm roundabout, for a distance of 176 metres.
Boreham CP	Reference B/4 The realigned A138 road approach to the Generals Lane roundabout, for a distance of 74 metres.
Boreham CP	Reference B/5 The realigned A138, starting at the Generals Lane roundabout, in a south westerly direction for a distance of 126 metres.
Boreham CP	Reference B/6 A new left turn only lane, linking Boreham Bridge to the realigned A130, from a point 81 metres northwest of the Generals Farm roundabout, for a distance of 82 metres.
Boreham CP	Reference B/7 Generals Lane roundabout, 65 metres northwest of the existing junction 19 northern roundabout, for a distance of 192 metres.
Boreham CP	Reference B/8 A new merge-only lane, bypassing the Generals Lane roundabout, from a point 126 metres south west of the Generals Lane roundabout in a northerly direction to where it merges with the A12 northbound carriageway, for a distance of 924 metres.
Boreham CP	Reference B/9 A new merge-only lane, from the north side of Generals Lane to where it merges with the A12 northbound on-slip road, for a distance of 112 metres.
Boreham CP	Reference B/10 The realigned Beaulieu Park Radial Distributor Road from the northeastern side of the Generals Lane Roundabout, tying into Beaulieu Park radial distributor road, for a distance of 225 metres.

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(1) <i>Area</i>	(2) <i>New highway to be provided</i>
Boreham CP	Reference B/11 The upgraded A12 northbound carriageway, from a point 653 metres northeast of the Generals Lane Roundabout, for a distance of 435 metres.
Boreham CP	Reference B/12 A new junction 19 northbound on-slip road for Beaulieu Park Radial Distributor Road traffic joining the A12 northbound carriageway, from the eastern side of the Generals Lane Roundabout for a distance of 273 metres.
Boreham CP	Reference B/13 The junction 19 southbound off-slip road, starting at the Generals Farm Roundabout, in a northerly direction for a distance of 363 metres.
Boreham CP	Reference B/14 The A12 southbound carriageway, starting 270 metres north of the Generals Farm Roundabout, in a northerly direction for a distance of 569 metres.
Boreham CP	Reference B/15 The realigned B1137 Main Road, from the eastern side of the Generals Farm roundabout in an easterly direction for distance of 236 metres.
Boreham CP	Reference B/16 A new left turn only lane from the realigned Beaulieu Park Radial Distributor Road to the new on-slip joining the A12 northbound carriageway and the widened Boreham Bridge, a distance of 245 metres.
Boreham CP	224 metres of cycle track comprised in a highway from point 2/1 to 2/3.
Boreham CP	36 metres of cycle track comprised in a highway from point 2/2 to 2/10.
Boreham CP	136 metres of cycle track comprised in a highway from point 2/4 to 2/5.
Boreham CP	99 metres of cycle track comprised in a highway from point 2/6 to 2/13.
Boreham CP	225 metres of footway from point 2/7 to 2/8.
Boreham CP	15 metres of footway from point 2/9 to 2/10.
Boreham CP	578 metres of bridleway from point 2/11 to 2/12.
Boreham CP	130 metres of cycle track comprised in a highway from point 2/14 to 2/15.
Boreham CP	39 metres of cycle track comprised in a highway from point 2/16 to 2/17.
Boreham CP	63 metres of cycle track comprised in a highway from point 2/18 to 2/19.
Boreham CP	15 metres of footway from point 2/20 to 2/21.

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(1) <i>Area</i>	(2) <i>New highway to be provided</i>
Boreham CP	44 metres of cycle track comprised in a highway from point 2/22 to 2/23.
Boreham CP	6 metres of cycle track comprised in a highway from point 2/24 to 2/25.
Boreham CP	31 metres of cycle track comprised in a highway from point 2/26 to 2/27.
Boreham CP	14 metres of cycle track comprised in a highway from point 2/28 to 2/29.
Boreham CP	17 metres of cycle track comprised in a highway from point 2/30 to 2/31.
Streets, rights of way and access plans – Sheet No. 4 (and 5)	
Hatfield Peverel CP; Witham CP; Rivenhall CP; Wickham Bishops CP; Great Braxted CP; Messing-Cum-Inworth CP; Feering CP; Marks Tey CP; Copford CP	Reference D/1 (sheets 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19) The new A12 mainline northbound carriageway, from a point 575 metres east of Crix Bridge, in an easterly direction to a point 575 metres east of the Prince of Wales roundabout, a distance of 20,792 metres.
Hatfield Peverel CP; Witham CP; Rivenhall CP; Wickham Bishops CP; Great Braxted CP; Messing-Cum-Inworth CP; Feering CP; Marks Tey CP; Copford CP	Reference D/2 The new A12 mainline southbound carriageway, from a point 36 metres east of Crix Bridge in an easterly direction to a point 1,141 metres east of the Prince of Wales roundabout, a distance of 29,103 metres.
Hatfield Peverel CP	365 metres of cycle track comprised in a highway from point 4/1 to 5/1 (sheet 5).
Streets, rights of way and access plans – Sheet No. 5	
Hatfield Peverel CP	Reference E/1 The realigned B1137 Main Road, from the River Ter Bridge, in a westerly direction for a distance of 365 metres.
Hatfield Peverel CP	Reference E/2 The Bury Lane overbridge replacement, in the same location, for a distance of 87 metres, as shown on sheet 5 of the streets, rights of way and access plans.
Hatfield Peverel CP	Reference E/3 The Station Road overbridge replacement, in the same location, for a distance of 106 metres.
Hatfield Peverel CP	Reference E4 The Hatfield Peverel Link Road, including the Wellington Road Overbridge Replacement, from the B1137 and Maldon Road junction, crossing the new A12 mainline and extending east to join the new J12

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(1) Area	(2) New highway to be provided
	northern roundabout, a distance of 895 metres as shown on sheet 6 of the streets, rights of way and access plans.
Hatfield Peverel CP	10 metres of footway from point 5/3 to 5/5.
Hatfield Peverel CP	5 metres of footway from point 5/6 to 5/10.
Hatfield Peverel CP	4 metres of footway from point 5/7 to 5/11.
Hatfield Peverel CP	72 metres of footway from point 5/8 to 5/12.
Hatfield Peverel CP	85 metres of cycle track comprised in a highway from point 5/2 to 5/4 (except between point 10/1 and point 10/6 where it constitutes a highway).
Hatfield Peverel CP	192 metres of cycle track comprised in a highway from point 5/9 to 6/5 (sheet 6).
Hatfield Peverel CP	7 metres of footway from point 5/13 to 5/14.
Hatfield Peverel CP	79 metres of footway from point 5/15 to 5/16.
Streets, rights of way and access plans – Sheet No. 6 (and 7)	
Hatfield Peverel CP	Reference F/2 The junction 21 southbound off-slip road, from the diverge from the realigned A12 (southbound) to the point where it meets the junction 21 southern roundabout, a distance of 56 metres.
Hatfield Peverel CP	Reference F/3 The realigned Kennel access, from the new junction 21 southern roundabout, in an easterly direction for a distance of 646 metres.
Hatfield Peverel CP	Reference F/4 The junction 21 northbound off-slip road, from the diverge from the realigned A12 (northbound) to the point where it meets the junction 21 northern roundabout, a distance of 370 metres.
Hatfield Peverel CP	Reference F/5 The junction 21 southbound on-slip road, from the junction 21 southern roundabout, in a southerly direction for a distance of 410 metres.
Hatfield Peverel CP	Reference F/6 The junction 21 northern roundabout for a distance of 201 metres.
Hatfield Peverel CP	Reference F/7 The Hatfield Road overbridge for a distance of 97 metres.
Hatfield Peverel CP	Reference F/8 The junction 21 southern roundabout for a distance of 170 metres.
Hatfield Peverel CP	Reference F/9

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(1) Area	(2) New highway to be provided
	The junction 21 northbound on-slip road, from the junction 21 northern roundabout in an easterly direction to the point where it merges with the realigned A12 (northbound), a distance of 435 metres.
Hatfield Peverel CP	Reference F/10 The realigned Witham Link Road, starting from the new junction 21 northern roundabout, in an easterly direction for a distance of 499 metres.
Hatfield Peverel CP	Reference F/11 The realigned B1137, from the south side of the Wellington Road overbridge replacement, in an easterly direction for a distance of 31 metres.
Hatfield Peverel CP	25 metres of cycle track comprised in a highway from point 6/1 to 6/16.
Hatfield Peverel CP	66 metres of footpath from point 6/2 to 6/3.
Hatfield Peverel CP	1,058 metres of cycle track comprised in a highway from point 6/4 to 6/20 (except between point 6/4 and point 6/35 where it constitutes a highway).
Hatfield Peverel CP	449 metres of footway from point 6/6 to 6/7.
Hatfield Peverel CP	33 metres of footway from point 6/8 to 6/9.
Hatfield Peverel CP	124 metres of footway from point 6/10 to 6/11.
Hatfield Peverel CP	52 metres of footway from point 6/12 to 6/13.
Hatfield Peverel CP	40 metres of footway from point 6/14 to 6/15.
Hatfield Peverel CP	39 metres of cycle track comprised in a highway from point 6/17 to 6/36.
Witham CP	54 metres of cycle track comprised in a highway from point 6/18 to 6/19.
Hatfield Peverel CP	216 metres of cycle track comprised in a highway from point 6/21 to 6/31.
Hatfield Peverel CP	228 metres of cycle track comprised in a highway from point 6/22 to 6/23.
Hatfield Peverel CP	142 metres of cycle track comprised in a highway from point 6/24 to 6/25.
Hatfield Peverel CP	771 metres of cycle track comprised in a highway from point 6/26 to 6/27 (except between point 6/6 and point 6/7 where it constitutes a highway).
Hatfield Peverel CP	9 metres of footway from point 6/28 to 6/29.
Hatfield Peverel CP; Witham CP	125 metres of footpath from point 6/30 to 7/1 (sheet 7).
Hatfield Peverel CP	5 metres of footway from point 6/32 to 6/33.
Hatfield Peverel CP	164 metres of footway from point 6/34 to 6/35.
Streets, rights of way and access plans – Sheet No. 7	
Witham CP	Reference G/1

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(1) Area	(2) <i>New highway to be provided</i>
	The new Howbridge Hall Road, from a point 357 metres north of the start of the existing Howbridge Hall Road in a westerly direction, for a distance of 39 metres, as shown on sheet 7 of the streets, rights of way and access plans.
Streets, rights of way and access plans – Sheet No. 8	
Witham CP	579 metres of footpath from point 8/1 to 8/4
Witham CP	158 metres of footpath from point 8/2 to 8/3
Streets, rights of way and access plans – Sheet No. 9	
Rivenhall CP	587 metres of footpath from point 9/1 to 10/27 (sheet 10).
Streets, rights of way and access plans – Sheet No. 10	
Witham CP	Reference J/1 The realigned Eastways, from the north side of the Eastways Junction, for a distance of 31 metres.
Rivenhall CP	Reference J/2 The upgraded Eastways Junction, at the same location as the existing junction, for a distance of 35 metres.
Rivenhall CP	Reference J/3 The realigned Little Braxted Lane, including access to Colemans Quarry, from the junction 22 southern roundabout, in a westerly and then southerly direction for a distance of 544 metres.
Rivenhall CP	Reference J/4 The road between the Eastways junction and the junction 22 northern roundabout, a distance of 508 metres.
Rivenhall CP	Reference J/5 The junction 22 northbound off-slip road, from the A12 mainline northbound diverge, in an easterly direction to the new junction 22 northern roundabout, a distance of 492 metres.
Rivenhall CP	Reference J/6 The junction 22 southbound on-slip road, from the junction 22 southern roundabout, in a westerly direction to its merge with the A12 mainline southbound, a distance of 466 metres.
Rivenhall CP	Reference J/7 The junction 22 northern roundabout for a distance of 207 metres.
Rivenhall CP	Reference J/8

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(1) Area	(2) New highway to be provided
	The Little Braxted Lane overbridge, connecting the junction 22 northern roundabout and the junction 22 southern roundabout, a distance of 103 metres.
Witham CP	Reference J/9 The realigned Colchester Road, from the Eastways Junction, in a westerly direction for a distance of 87 metres.
Rivenhall CP	Reference J/10 The junction 22 southern roundabout for a distance of 207 metres.
Rivenhall CP	Reference J/11 The junction 22 northbound on-slip road, from the junction 22 northern roundabout, in an easterly direction to merge with the new A12 northbound carriageway, a distance of 444 metres.
Rivenhall CP	Reference J/12 The junction 22 southbound off-slip road, from the A12 mainline southbound diverge, in a westerly direction to the new junction 22 southern roundabout, a distance of 544 metres.
Rivenhall CP	Reference J/13 The existing A12 , from the new junction 22 northern roundabout, in an easterly direction for a distance of 311 metres.
Rivenhall CP	Reference J/14 The realigned Coleman’s Bridge Trade Park access road, from the Eastways Junction in a southerly direction for a distance of 22 metres.
Witham CP, Rivenhall CP	818 metres of cycle track comprised in a highway from point 10/1 to 10/2 (except between point 10/1 and point 10/6 where it constitutes a highway).
Rivenhall CP	141 metres of cycle track comprised in a highway from point 10/3 to 10/4.
Rivenhall CP	28 metres of cycle track comprised in a highway from point 10/5 to 10/8.
Rivenhall CP	15 metres of cycle track comprised in a highway from point 10/6 to 10/7.
Rivenhall CP	727 metres of cycle track comprised in a highway from point 10/9 to 10/10 (except between point 10/15 and point 10/16 where it constitutes a highway).
Rivenhall CP	199 metres of footway from point 10/11 to 10/12.
Rivenhall CP	19 metres of footway from point 10/13 to 10/14.
Rivenhall CP	262 metres of footway from point 10/15 to 10/16.
Rivenhall CP	103 metres of cycle track comprised in a highway from point 10/17 to 10/24.

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(1) <i>Area</i>	(2) <i>New highway to be provided</i>
Rivenhall CP	5 metres of footway from point 10/18 to 10/19.
Rivenhall CP	130 metres of footway from point 10/20 to 10/21.
Rivenhall CP	17 metres of cycle track comprised in a highway from point 10/22 to 10/23.
Rivenhall CP	6 metres of cycle track comprised in a highway from point 10/25 to 10/26.
Rivenhall CP	11 metres of cycle track constituting a highway from point 10/28 to 10/29.
Rivenhall CP	8 metres of footway from point 10/30 to 10/31.
Streets, rights of way and access plans – Sheet No. 11 (and 12)	
Rivenhall CP; Kelvedon CP	Reference K/1 (sheets 11 and 12) The new B1024 Link Road, from the new Rivenhall End east roundabout, in an easterly direction to the B1024 junction with Essex Fire and Rescue access, a distance of 1,297 metres.
Rivenhall CP	Reference K/2 The new Rivenhall End east roundabout for a distance of 148 metres.
Rivenhall CP	Reference K/3 The existing A12 from the new Rivenhall End east roundabout, in a westerly direction for a distance of 73 metres.
Rivenhall CP	Reference K/4 The existing A12 from the Rivenhall End west roundabout, in a westerly direction for a distance of 117 metres.
Rivenhall CP	Reference K/5 The new Rivenhall End west roundabout for a distance of 119 metres.
Rivenhall CP	Reference K/6 The realigned Braxted Road, from the Rivenhall End west roundabout, in a southerly direction for a distance of 519 metres.
Rivenhall CP	Reference K/7 The southern realigned Rivenhall access, from the existing A12, 123 metres east of the new Rivenhall End west roundabout, in a southerly direction for a distance of 39 metres.
Rivenhall CP	Reference K/8 The realigned Oak Road, from the existing A12, 116 metres east of the new Rivenhall End west roundabout, in a northerly direction for a distance of 16 metres.
Rivenhall CP	Reference K/9

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(1) Area	(2) New highway to be provided
	The northern realigned Henry Dixon Road, from the realigned Braxted Road, 109 metres south of the Rivenhall End west roundabout, in an easterly direction for a distance of 252 metres.
Rivenhall CP	Reference K/10 The southern realigned Henry Dixon Road, from the realigned Braxted Road, 447 metres south of the new Rivenhall End west roundabout, in a northerly direction, for a distance of 81 metres.
Rivenhall CP	Reference K/11 The realigned access road, from the existing Henry Dixon Road south of the A12 mainline, for a distance of 136 metres.
Rivenhall CP	Reference K/12 The existing A12, from the new Rivenhall End west roundabout, in an easterly direction for a distance of 206 metres.
Rivenhall CP	141 metres of cycle track comprised in a highway from point 11/1 to 11/9.
Rivenhall	137 metres of cycle track comprised in a highway from point 11/2 to 11/29
Rivenhall CP	27 metres of cycle track comprised in a highway from point 11/3 to 11/4.
Rivenhall CP	40 metres of cycle track comprised in a highway from point 11/5 to 11/6.
Rivenhall CP	44 metres of cycle track comprised in a highway from point 11/7 to 11/8.
Rivenhall CP	52 metres of footway from point 11/7 to 11/30.
Rivenhall CP	155 metres of cycle track comprised in a highway from point 11/10 to 11/11.
Rivenhall CP	162 metres of footway from point 11/10 to 11/31.
Rivenhall CP	57 metres of cycle track comprised in a highway from point 11/12 to 11/25.
Rivenhall CP	84 metres of footway from point 11/13 to 11/32.
Rivenhall CP	138 metres of footway from point 11/14 to 11/26.
Rivenhall CP	91 metres of footway from point 11/15 to 11/27.
Rivenhall CP	8 metres of cycle track comprised in a highway from point 11/16 to 11/17.
Rivenhall CP	58 metres of footway from point 11/18 to 11/19.
Rivenhall CP	108 metres of cycle track comprised in a highway from point 11/20 to 11/33.
Rivenhall CP	92 metres of footpath from point 11/21 to 11/22.
Rivenhall CP; Kelvedon CP	563 metres of footpath from point 11/23 to 12/1 (sheet 12).
Rivenhall CP	77 metres of cycle track comprised in a highway from point 11/24 to 11/28

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(1) Area	(2) New highway to be provided
Rivenhall CP	533 metres of cycle track comprised in a highway from point 11/34, 158 metres west of point k/c to 12/25, to 12/25 (sheet 12).
Streets, rights of way and access plans – Sheet No. 12 (and 13)	
Kelvedon CP	Reference L/1 The realigned Cranes Lane access from the B1024 link road in a northerly direction, for a distance of 21 metres.
Kelvedon CP	Reference L/2 The B1024 link road, from the B1024 Junction with Essex Fire and Rescue access, in an easterly direction for a distance of 141 metres.
Kelvedon CP	Reference L/3 Essex Fire and Rescue Service access, from the B1024 link road in a southerly direction for a distance of 48 metres.
Kelvedon CP	Reference L/4 Essex Fire and Rescue Access Road, adjacent to the A12 southbound carriageway, for a distance of 720 metres.
Kelvedon CP	Reference L/5 The realigned Sniveller’s Lane, from the new B1024 link road, 570 metres east of the Rivenhall End east roundabout, in a northerly direction, for a distance of 52 metres.
Kelvedon CP	17 metres of footway from point 12/1 to 12/2.
Kelvedon CP	49 metres of footway from point 12/3 to 12/4.
Kelvedon CP	31 metres of footpath from point 12/5 to 12/6.
Kelvedon CP	52 metres of cycle track comprised in a highway from point 12/5 to 12/7.
Kelvedon CP	104 metres of footway from point 12/8 to 12/9.
Kelvedon CP	38 metres of cycle track comprised in a highway from point 12/9 to 12/10.
Kelvedon CP	453 metres of cycle track constituting a highway from point 12/10 to 12/11.
Kelvedon CP	567 metres of footway from point 12/10 to 12/16.
Kelvedon CP	153 metres of footway from point 12/11 to 12/15.
Kelvedon CP	135 metres of cycle track comprised in a highway from point 12/12 to 12/19.
Kelvedon CP	740 metres of cycle track comprised in a highway from point 12/13 to 12/23.
Kelvedon CP	67 metres of cycle track comprised in a highway from point 12/14 to 12/24.

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(1) <i>Area</i>	(2) <i>New highway to be provided</i>
Kelvedon CP	53 metres of footway from point 12/17 to 12/18.
Kelvedon CP	58 metres of cycle track comprised in a highway from point 12/18 to 12/21.
Kelvedon CP	96 metres of footway from point 12/20 to 12/22
Kelvedon CP	437 metres of footpath from point 12/22 to 13/1 (sheet 13).
Streets, rights of way and access plans – Sheet No. 13 (and 14)	
Great Braxted CP; Kelvedon CP	Reference M/1 The Highfields overbridge replacement and the realigned Maldon Road, for a distance of 318 metres.
Great Braxted CP; Kelvedon CP	Reference M/2 The realigned Highfields Lane, at the southern end of the Highfields overbridge replacement, for a distance of 597 metres.
Great Braxted CP	150 metres of cycle track comprised in a highway from point 13/2 to 13/4.
Great Braxted CP; Kelvedon CP	324 metres of cycle track comprised in a highway from point 13/3 to 13/5.
Great Braxted, Kelvedon CP	324 metres of cycle track comprised in a highway from point 13/6 to 13/7
Kelvedon CP	226 metres of footpath from point 13/8 to 13/9.
Kelvedon CP	101 metres of cycle track comprised in a highway from point 13/12 to 13/13.
Kelvedon	109 metres of footpath from point 13/11 to 14/13 (sheet 14).
Kelvedon	689 metres of footpath from point 13/10 to 14/1 (sheet 14)
Streets, rights of way and access plans – Sheet No. 14	
Messing-Cum-Inworth CP	Reference N/1 Not used.
Messing-Cum-Inworth CP	Reference N/2 The realigned Kelvedon Road, starting at the eastern side of the Inworth roundabout, in an easterly direction for a distance of 90 metres.
Kelvedon CP; Messing-Cum-Inworth CP	Reference N/3 (sheet 13 and 14) The new junction 24 northbound off-slip road, from the northbound diverge from the A12 mainline, in an easterly direction to the junction 24 northern roundabout, for a distance of 553 metres.
Kelvedon CP; Messing-Cum-Inworth CP	Reference N/4

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(1) Area	(2) New highway to be provided
	The new junction 24 southbound on-slip road, starting at the junction 24 southern roundabout, in a westerly direction to the point where it merges with the A12 mainline, a distance of 522 metres.
Messing-Cum-Inworth CP	Reference N/5 The new junction 24 northern roundabout for a distance of 254 metres.
Messing-Cum-Inworth CP	Reference N/6 The new junction 24 underbridge, connecting the junction 24 northern roundabout and the junction 24 southern roundabout, a distance of 165 metres.
Messing-Cum-Inworth CP	Reference N/7 The realigned north B1023 Kelvedon Road, from the Inworth roundabout, in a northerly direction for a distance of 80 metres.
Kelvedon CP; Messing-Cum-Inworth CP	Reference N/8 The new junction 24 southern roundabout for a distance of 254 metres.
Messing-Cum-Inworth CP	Reference N/9 The new junction 24 northbound on-slip road, from the junction 24 northern roundabout, in an easterly direction to the point where it merges with the A12 mainline, a distance of 414 metres.
Messing-Cum-Inworth CP	Reference N/10 The junction 24 southbound off-slip road, from the southbound diverge, in a westerly direction to the new junction 24 southern roundabout, a distance of 403 metres.
Messing-Cum-Inworth CP	Reference N/11 The realigned south B1023 Kelvedon Road, from the Inworth roundabout, in a southerly direction for a distance of 304 metres.
Messing-Cum-Inworth CP	Reference N/12 The Inworth roundabout for a distance of 126 metres.
Messing-Cum-Inworth CP	Reference N/13 The new Inworth link, starting at the junction 24 southern roundabout, in an easterly direction for a distance of 474 metres.
Kelvedon CP	333 metres of footpath from point 14/2 to 14/3.
Kelvedon CP	477 metres of footpath from point 14/4 to 14/5.
Messing-Cum-Inworth CP	69 metres of cycle track constituting a highway from point 14/6 to 14/7.

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(1) <i>Area</i>	(2) <i>New highway to be provided</i>
Messing-Cum-Inworth CP	71 metres of cycle track constituting a highway from point 14/8 to 14/9.
Messing-Cum-Inworth CP	25 metres of cycle track constituting a highway from point 14/10 to 14/11.
Streets, rights of way and access plans – Sheet Nos. 14 to 21	
Messing-Cum-Inworth CP Feering CP	771 metres of footpath from point 14/12 to 21/1 (sheet 21)
Streets, rights of way and access plans – Sheet No. 15	
Feering CP	Reference O/1 The existing A12 , from the Feering east roundabout, in an easterly direction for a distance of 126 metres.
Feering CP	Reference O/2 The Feering East roundabout for a distance of 173 metres.
Feering CP	Reference O/3 The realigned New Lane, from the Feering East roundabout, in a northerly direction, for a distance of 46 metres.
Feering CP	Reference O/4 The realigned Prested Hall access road, from the realigned London Road, in a south easterly direction for a distance of 772 metres.
Feering CP	Reference O/5 The realigned London Road, starting at the Feering East roundabout, in a south westerly direction, for a distance of 354 metres.
Feering CP	Reference O/6 A new road providing access to properties north of the A12, from the new Feering east roundabout, in an easterly direction for a distance of 69 metres.
Feering CP	435 metres of footpath from point 15/1 to 15/2.
Feering CP	14 metres of footway from point 15/3 to 15/4.
Feering CP	825 metres of cycle track comprised in a highway from point 15/5 to 15/16 (except between point 15/15 and point 15/16 where it constitutes a highway).
Feering CP	92 metres of footway from point 15/6 to 15/8.
Feering CP	100 metres of cycle track comprised in a highway from point 15/7 to 15/21.

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<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>New highway to be provided</i>
Feering CP	7 metres of cycle track comprised in a highway from point 15/9 to 15/22.
Feering CP	220 metres of footway from point 15/10 to 15/15.
Feering CP	89 metres of footway from point 15/11 to 15/12.
Feering CP	15 metres of footway from point 15/13 to 15/31.
Feering CP	183 metres of cycle track comprised in a highway from point 15/14 to 15/31.
Feering CP	37 metres of cycle track comprised in a highway from point 15/17 to 15/30.
Feering CP	121 metres of footway from point 15/18 to 15/30.
Feering CP	64 metres of cycle track comprised in a highway from point 15/19 to 15/20.
Feering CP	387 metres of cycle track comprised in a highway from point 15/23 to 15/24.
Feering CP	139 metres of footpath from point 15/25 to 15/28.
Feering CP	69 metres of footpath from point 15/26 to 15/27.
Feering CP; Copford CP	1,646 metres of footpath from point 15/29 to 16/2 (sheet 16).
Feering CP	204 metres of footpath from point 15/32 to 15/33
Feering CP	37 metres of cycle track comprised in a highway from point 15/34 to 15/35.
Streets, rights of way and access plans – Sheet No. 16	
Feering CP	Reference P/1 Easthorpe Road roundabout, for a distance of 141 metres.
Feering CP	Reference P/2 The existing A12 from the realigned Easthorpe Road roundabout, in a westerly direction for a distance of 67 metres.
Feering CP; Copford CP	Reference P/3 The realigned Easthorpe Road, starting at the Easthorpe Road roundabout, in a southerly direction, for a distance of 537 metres.
Feering CP; Copford CP	Reference P/4 The existing A12 from the realigned Easthorpe Road roundabout, in an easterly direction for a distance of 168 metres.
Feering CP	Reference P/5

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(1) <i>Area</i>	(2) <i>New highway to be provided</i>
	The realigned New Lane from the new Feering east roundabout, in a northerly direction for a distance of 17 metres.
Copford CP	39 metres of footway from point 16/1 to 16/14.
Copford CP	126 metres of footway from point 16/3 to 16/9.
Copford CP; Feering CP	387 metres of footway from point 16/4 to 16/10.
Feering CP; Copford CP	105 metres of cycle track comprised in a highway from point 16/5 to 16/6.
Feering CP; Copford CP	203 metres of cycle track comprised in a highway from point 16/7 to 16/8.
Feering CP	2 metres of footway from point 16/11 to 16/12.
Streets, rights of way and access plans – Sheet No. 17	
Copford CP; Marks Tey CP	Reference Q/1 The new Wishingwell Farm roundabout, for a distance of 135 metres.
Copford CP; Marks Tey CP	Reference Q/2 The existing A12 from the Wishingwell Farm roundabout, in a westerly direction for a distance of 119 metres.
Copford CP; Marks Tey CP	Reference Q/3 (sheet 17 and 18) The realigned Easthorpe Green access road, from the southern end of the Wishingwell Bridge road, for a distance of 800 metres.
Copford CP; Marks Tey CP	Reference Q/4 The new Wishingwell Bridge road, from the new Wishingwell Farm Roundabout in a southerly direction to the realigned Easthorpe Green access road, a distance of 256 metres, as shown on sheet 17 and 18 of the streets, rights of way and access plans.
Copford CP; Marks Tey CP	Reference Q/5 The existing A12 from the Wishingwell Farm Roundabout, in an easterly direction, for a distance of 161 metres.
Copford CP; Marks Tey CP	617 metres of footway from point 17/1 to 18/1 (sheet 18).
Copford CP; Marks Tey CP	97 metres of footway from point 17/2 to 17/3.
Marks Tey CP	202 metres of cycle track comprised in a highway from point 17/4 to 17/5.
Marks Tey CP	126 metres of cycle track comprised in a highway from point 17/6 to 17/7.
Marks Tey CP	5 metres of footway from point 17/8 to 17/9.

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(1) <i>Area</i>	(2) <i>New highway to be provided</i>
Copford CP	114 metres of footway from point 17/10 to 17/11.
Copford CP; Marks Tey CP	204 metres of footway from point 17/12 to 17/13.
Streets, rights of way and access plans – Sheet No. 18 (and 19)	
Marks Tey CP	Reference R/1 The realigned A12 Coggeshall Road, from the Old Rectory Junction in a westerly direction, for a distance of 119 metres.
Marks Tey CP	Reference R/2 The realigned London Road, from the Hall Chase roundabout in an easterly direction, for a distance of 102 metres.
Marks Tey CP	Reference R/3 The new junction 25 northbound off-slip road, from the northbound diverge, in an easterly direction to the London Road roundabout, a distance of 376 metres.
Marks Tey CP	Reference R/4 The existing A12 from the new London Road roundabout in a westerly direction, for a distance of 145 metres.
Marks Tey CP	Reference R/5 The new Hall Chase Roundabout, a distance of 66 metres.
Marks Tey CP	Reference R/6 The London Road Roundabout for a distance of 160 metres.
Marks Tey CP	Reference R/7 The realigned Old London Road access from the London Road roundabout, in a northerly direction for a distance of 25 metres.
Marks Tey CP	Reference R/8 New London Road, from the London Road roundabout, in an easterly direction to the Old Rectory Junction, a distance of 423 metres.
Marks Tey CP	Reference R/9 The realigned Old London Road, from 158 Old London Road, in an easterly direction for a distance of 295 metres.
Marks Tey CP	Reference R/10

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(1) Area	(2) New highway to be provided
	The junction 25 southbound on-slip road, from the Hall Chase roundabout, in a southerly direction to the point where it merges with the A12, a distance of 438 metres.
Marks Tey CP	Reference R/11 Old Rectory Junction, linking the realigned Old London Road and the realigned A120 Coggeshall Road, for a distance of 154 metres, as shown on sheets 18 and 19 of the streets, rights of way and access plans.
Marks Tey CP	16 metres of footpath from point 18/2 to 18/8.
Copford CP; Marks Tey CP	1,270 metres of cycle track constituting a highway from point 18/3 to 18/13.
Marks Tey CP	430 metres of cycle track comprised in a highway from point 18/4 to 19/8 (sheet 19).
Marks Tey CP	75 metres of cycle track comprised in a highway from point 18/5 to 19/7 (sheet 19).
Marks Tey CP	54 metres of cycle track comprised in a highway from point 18/6 to 18/15.
Marks Tey CP	424 metres of footpath from point 18/7 to 18/9.
Marks Tey CP	15 metres of cycle track comprised in a highway from point 18/10 to 18/11.
Marks Tey CP	135 metres of footway from point 18/12 to 18/17.
Marks Tey CP	6 metres of footway from point 18/14 to 18/19.
Marks Tey CP	93 metres of cycle track constituting a highway from point 18/16 to 18/33
Marks Tey CP	34 metres of cycle track comprised in a highway from point 18/18 to 18/21.
Marks Tey CP	66 metres of footway from point 18/20 to 18/32.
Marks Tey CP	5 metres of footway from point 18/22 to 18/23.
Marks Tey CP	58 metres of footway from point 18/24 to 18/25.
Marks Tey CP	22 metres of cycle track comprised in a highway from point 18/26 to 18/27.
Marks Tey CP	51 metres of footway from point 18/28 to 18/29.
Marks Tey CP	57 metres of footway from point 18/30 to 18/31.
Marks Tey CP	179 metres of cycle track comprised in a highway from point 18/34 to 18/35.
Marks Tey CP	33 metres of cycle track comprised in a highway from point 18/36 to 18/37.
Marks Tey CP	56 metres of footway from point 18/38 to 18/39.
Streets, rights of way and access plans – Sheet No. 19	
Marks Tey CP	Reference S/1

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(1) Area	(2) <i>New highway to be provided</i>
	The junction 25 northbound on-slip road, from a point 82 metres east of Marks Tey Station, in an easterly direction to the point where it merges with the A12, a distance of 470 metres.
Marks Tey CP	Reference S/2 The junction 25 southbound off-slip road, from its diverge from the A12, in an easterly direction to the Prince of Wales roundabout, a distance of 647 metres.
Marks Tey CP	Reference S/3 The realigned Station Road, form Old Rectory junction, in a northerly direction, for a distance of 57 metres.
Marks Tey CP	Reference S/4 The realigned A120 road, starting at Old Rectory junction, in a north easterly direction for a distance of 116 metres, as shown on sheet 19 of the streets, rights of way and access plans.
Marks Tey CP	22 metres of cycle track comprised in a highway from point 19/1 to 19/2.
Marks Tey CP	126 metres of footway from point 19/3 to 19/9.
Marks Tey CP	79 metres of cycle track comprised in a highway from point 19/4 to 19/9.
Marks Tey CP	10 metres of cycle track comprised in a highway from point 19/5 to 19/6.
Streets, rights of way and access plans – Sheet No. 20	
Messing-Cum-Inworth CP	Reference T/1 The widened B1023 Kelvedon Road, from a point 330 metres south of the Inworth Road roundabout, in a southerly direction for a distance of 218 metres.
Messing-Cum-Inworth CP	Reference T/3 The widened B1023 Kelvedon Road, from a point 736 metres south of the Inworth Road roundabout, in a southerly direction for a distance of 201 metres.
Messing-cum-Inworth CP	97 metres of footway from point 20/1 to 20/2.
Messing-cum-Inworth CP	41 metres of footway from point 20/3 to 20/4.

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PART 4

PRIVATE MEANS OF ACCESS TO BE STOPPED UP FOR WHICH A SUBSTITUTE IS TO BE PROVIDED

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Private means of access to be stopped</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>
Streets, Rights of Way and Access Plans – Sheet 5			
Hatfield Peverel CP	Reference 5/a The private means of access to land between the A12 northbound and the junction 20A northbound off-slip road.	For a distance of 9 metres.	Reference 5/F New private means of access to attenuation pond and fields north and south of the existing junction 20A northbound off-slip road, starting at Bury Lane, for a distance of 591 metres.
Streets, Rights of Way and Access Plans – Sheet 6			
Hatfield Peverel CP	Reference 6/f The private means of access to the telecommunications mast from the existing junction 20B northbound on-slip road.	For a distance of 9 metres.	Reference 6/D New private means of access to the telecommunications mast from the south side of the new Hatfield Peverel link road, northeast of the Wellington Road overbridge replacement, for a distance of 55 metres.
Hatfield Peverel CP	Reference 6/a The private means of access to land from the northbound carriageway of the A12.	For a distance of 9 metres	Reference 6/G (inset A) New private means of access to attenuation pond and other land, from the north side of the new Hatfield Peverel link road, 308 metres west of the new junction 21 northern roundabout, for a distance of 98 metres.

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<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Private means of access to be stopped</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>
Hatfield Peverel CP	Reference 6/b The private means of access to land from the northbound carriageway of the A12.	For a distance of 7 metres.	Reference 6/G (inset A) New private means of access to attenuation pond and other land, from the north side of the new Hatfield Peverel link road, 308 metres west of the new junction 21 northern roundabout, for a distance of 98 metres.
Hatfield Peverel CP	Reference 6/e The private means of access to land to the west of Mayfield Cottages from the realigned Witham link road.	For a distance of 2 metres.	Reference 6/K New private means of access to attenuation pond and land to the west of Mayfield Cottages from the realigned Witham link road, 420 metres east of the new junction 21 northern roundabout, for a distance of 57 metres.
Streets, Rights of Way and Access Plans – Sheet 7			
Witham CP	Reference 7/a The private means of access to Dengie Farm from Howbridge Hall Road.	For a distance of 302 metres.	Reference 7/B New private means of access to Dengie Farm from Howbridge Hall Road, for a distance of 815 metres.
Streets, Rights of Way and Access Plans – Sheet 10			
Rivenhall CP	Reference 10/a (partly shown on inset A) The private means of access to land north of the existing A12 northbound carriageway.	For a distance of 3 metres each.	Reference 10/E New private means of access to land north of the existing A12 from northern side of the existing A12, 140 metres east of the new junction 22 northern

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<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Private means of access to be stopped</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>
			roundabout, for a distance of 8 metres.
Rivenhall CP	Reference 10/b The private means of access to land north of the existing A12 from the existing A12 northbound carriageway.	For a distance of 3 metres each.	Reference 10/E New private means of access to land north of the existing A12 from northern side of the existing A12 , 140 metres east of the new junction 22 northern roundabout, for a distance of 8 metres.
Streets, Rights of Way and Access Plans – Sheet 13			
Great Braxted CP	Reference 13/a The private means of access to land north of Highfields Lane.	For a distance of 8 metres.	Reference 13/B New private means of access Lane, 211 metres west of the new Highfields overbridge replacement, for a distance of 23 metres.
Streets, Rights of Way and Access Plans – Sheet 14			
Kelvedon CP, Feering CP	Reference 14/b (Inset A) The private means of access across the existing Ewell Hall Chase Bridge.	For a distance of 258 metres.	Reference 14/M (inset B) New private means of access to attenuation pond north of the A12 mainline and other land, from the existing Ewell Hall Chase, for a distance of 776 metres.
Streets, Rights of Way and Access Plans – Sheet 15			
Feering CP	Reference 15/a (inset A) The private means of access to Threshelfords Farm across the existing Threshelfords Bridge.	For a distance of 219 metre.	Reference 15/A New private means of access to Threshelfords Farm from the realigned Threshelfords access road, for a distance of 449 metres.

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<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Private means of access to be stopped</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>
Feering CP	Reference 15/b The private means of access to Prested Hall from the south side of the B1024.	For a distance of 204 metres, as shown on sheet 15.	Reference 15/D New private means of access to Prested Hall ecological mitigation area and other land south of the A12, from the east side of new Prested Hall Overbridge, for a distance of 328 metres.
Streets, Rights of Way and Access Plans – Sheet 16			
Feering CP	Reference 16/a The Gypsy Lane private means of access from the existing Easthorpe Road.	For a distance of 36 metres.	Reference 16/A (insets A and B) New private means of access to attenuation pond south of the A12 and Gypsy Lane from the realigned Easthorpe Road, for a distance of 637 metres.
Copford CP	Reference 16/b The private means of access to Colchester Model Car Club and other land from the existing Easthorpe Road.	For a distance of 20 metres.	Reference 16/C New private means of access to Colchester Model Car Club and the attenuation pond between the existing A12 and the new A12, 81 metres east of the Easthorpe Road roundabout, for a distance of 113 metres.
Copford CP	Reference 16/b The private means of access to Colchester Model Car Club and other land from the existing Easthorpe Road.	For a distance of 20 metres.	Reference 16/E New private means of access to Colchester Model Car Club and other land from the realigned Easthorpe

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(1) <i>Area</i>	(2) <i>Private means of access to be stopped</i>	(3) <i>Extent of stopping up</i>	(4) <i>New private means of access to be substituted or provided</i>
			Road, for a distance of 27 metres.
Streets, Rights of Way and Access Plans – Sheet 18			
Marks Tey CP	Reference 18/a The Wishingwell Farm private means of access, running under the new A12 mainline.	For a distance of 84 metres.	Reference 17/G (sheets 17 and 18) New private means of access to attenuation pond and land south of the new A12 from the eastern end of the new Wishingwell access road, 398 metres southeast of the new Wishingwell overbridge, for a distance of 164 metres.
Marks Tey CP	Reference 18/b The Hall Chase private means of access.	For a distance of 76 metres.	Reference 18/D New private means of access to Hall Chase from the Hall Chase Roundabout, for a distance of 146 metres.

PART 5

NEW PRIVATE MEANS OF ACCESS WHICH ARE TO BE PROVIDED

(1) <i>Area</i>	(2) <i>New private means of access to be provided</i>
Streets, Rights of Way and Access Plans – Sheet 1 (and 2)	
Springfield CP, Boreham CP	Reference 1/A New private means of access to Cheese House, Chelmsford Car Boot Sale land, attenuation pond and other land, from the south side of Generals Farm roundabout (sheet 2) in a westerly direction for a distance of 1,505 metres.
Boreham CP	Reference 1/B

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(1) Area	(2) New private means of access to be provided
	New private means of access to attenuation pond from reference 1/A, in an easterly direction for a distance of 308 metres.
Boreham CP	Reference 1/C New private means of access linking land to reference 1/B, for a distance of 85 metres.
Streets, Rights of Way and Access Plans – Sheet 2	
Boreham CP	Reference 2/A New private means of access to Boreham House from the south side of Main Road, 120 metres north-east of Generals Farm roundabout, for a distance of 13 metres.
Boreham CP	Reference 2/B New private means of access to Boreham House from the south side of Main Road, 170 metres north-east of Generals Farm roundabout, for a distance of 19 metres.
Boreham CP	Reference 2/C New private means of access to Premier Inn Chelmsford (Boreham) from the north side of Main Road, 230 metres north-east of Generals Farm roundabout, for a distance of 28 metres.
Boreham CP	Reference 2/D New private means of access to land from the south side of Main Road, 250 metres north-east of Generals Farm roundabout, for a distance of 33 metres.
Boreham CP	Reference 2/E (inset A) New private means of access to properties along Paynes Lane and other land from the north side of Main Road, 234 metres north-east of Generals Farm roundabout, for a distance of 244 metres.
Boreham CP	Reference 2/F New private means of access to land north of the B1137 Main Road for a distance of 4 metres.
Boreham CP	Reference 2/G New private means of access to the attenuation pond from the north side of Main Road, 618 metres north-east of Generals Farm Roundabout, for a distance of 97 metres.
Boreham CP	Reference 2/H

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<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>New private means of access to be provided</i>
	New private means of access to land north of Main Road, 712 metres north-east of Generals Farm roundabout, for a distance of 2 metres.
Boreham CP	Reference 2/I Not used.
Boreham CP	Reference 2/J New private means of access to the attenuation pond from the north side of the junction 19 northbound on-slip road, for a distance of 20 metres.
Streets, Rights of Way and Access Plans – Sheet 5	
Hatfield Peverel CP	Reference 5/A New private means of access to land west of Millfield Cottages from the south side of realigned B1137 Main Road, opposite the existing junction 20A southbound on-slip road, for a distance of 6 metres.
Hatfield Peverel CP	Reference 5/B New private means of access to attenuation pond from the south side of the realigned B1137 Main Road, 25 metres east of the existing junction 20A southbound on-slip road, for a distance of 284 metres.
Hatfield Peverel CP	Reference 5/C New private means of access to land northwest of Millfield Cottages from the south side of realigned B1137 Main Road, 138 metres east of the existing junction 20A southbound on-slip road, for a distance of 8 metres.
Hatfield Peverel CP	Reference 5/D New private means of access to Millfield Cottages from the south side of realigned B1137 Main Road, 145 metres east of the existing junction 20A southbound on-slip road, for a distance of 8 metres.
Hatfield Peverel CP	Reference 5/E (inset B) New private means of access to Primrose Cottage, from the east side of Station Road, south of the Station Road bridge, for a distance of 6 metres.
Hatfield Peverel CP	Reference 5/F New private means of access to attenuation pond and fields north and south of the existing junction 20A northbound off-slip road, starting at Bury Lane, for a distance of 591 metres.
Hatfield Peverel CP	Reference 5/G

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(1) Area	(2) <i>New private means of access to be provided</i>
	New private means of access to The Bungalow from the west side of Bury Lane, south of the Bury Lane overbridge replacement, for a distance of 9 metres.
Hatfield Peverel CP	Reference 5/H New private means of access to Moorings from the east side of Bury Lane, south of the Bury Lane overbridge replacement, for a distance of 4 metres.
Hatfield Peverel CP	Reference 5/I (inset B) New private means of access to Kinsby House, from the west side of Station Road, south of the Station Road overbridge replacement, for a distance of 2 metres.
Hatfield Peverel CP	Reference 5/J (inset B) New private means of access to White Gables, from the west side of Station Road, north of the Station Road overbridge replacement, for a distance of 3 metres.
Hatfield Peverel CP	Reference 5/K (inset B) New private means of access to Springfield Lodge, from the east side of Station Road, north of the Station Road overbridge replacement, for a distance of 2 metres.
Hatfield Peverel CP	Reference 5/L (inset B) New private means of access to High Clere, from the west side of Station Road, north of the Station Road overbridge replacement, for a distance of 2 metres.
Hatfield Peverel CP	Reference 5/M (inset B) New private means of access to Crofton, from the east side of Station Road, north of the Station Road overbridge replacement, for a distance of 6 metres.
Streets, Rights of Way and Access Plans – Sheet 6 (and 5)	
Hatfield Peverel CP	Reference 6/A (sheets 5 and 6) New private means of access to Ruslings from the B1137, southwest of the Wellington Road overbridge replacement, for a distance of 2 metres.
Hatfield Peverel CP	Reference 6/B New private means of access to Tudor Lodge from the B1137, south of the Wellington Road overbridge replacement, for a distance of 2 metres.
Hatfield Peverel CP	Reference 6/C

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<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>New private means of access to be provided</i>
	New private means of access to Rock Cottage, the Vineyards and Vineyard Cottage from the north side of the new Hatfield Peverel link road, northeast of the Wellington Road overbridge replacement, for a distance of 8 metres.
Hatfield Peverel CP	Reference 6/D New private means of access to the telecommunications mast from the south side of the new Hatfield Peverel link road, northeast of the Wellington Road overbridge replacement, for a distance of 55 metres.
Hatfield Peverel CP	Reference 6/F New private means of access to attenuation pond and Witham Farm fields north of the new Hatfield Peverel link road, 511 metres west of the new junction 21 northern roundabout, for a distance of 86 metres.
Hatfield Peverel CP	Reference 6/G (partly shown on inset A) New private means of access to attenuation pond, and adjacent land to the west, from the existing junction 20B southbound off-slip road, 139 metres east of the Wellington Road overbridge replacement, for a distance of 533 metres.
Hatfield Peverel CP	Reference 6/H New private means of access to Witham Farm fields, and attenuation pond access, from the north side of the new Hatfield Peverel link road, 308 metres west of the new junction 21 northern roundabout, for a distance of 98 metres.
Hatfield Peverel CP	Reference 6/I New private means of access to attenuation pond between the realigned Witham link road and the new junction 21 northbound on-slip road, 270 metres east of the new junction 21 northern roundabout, for a distance of 56 metres.
Hatfield Peverel CP	Reference 6/J New private means of access to field south of Latneys Kennels from the realigned kennel access, 540 metres east of the new junction 21 southern roundabout, for a distance of 68 metres, as shown on sheet 6.
Hatfield Peverel CP	Reference 6/K New private means of access to attenuation pond and land to the west of Mayfield Cottages from the realigned Witham link road, 420 metres east of the new junction 21 northern roundabout, for a distance of 57 metres.
Witham CP	Reference 6/L

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(1) Area	(2) <i>New private means of access to be provided</i>
	New private means of access to the Bethel Witham and Mayfield Cottages, from the realigned Witham link road, 460 metres east of the new junction 21 northern roundabout, for a distance of 24 metres.
Hatfield Peverel CP	Reference 6/M (inset C) New private means of access to the attenuation pond between the A12 southbound carriageway and the realigned Kennel access road, for a distance of 23 metres.
Hatfield Peverel CP; Witham CP	Reference 6/N (inset C) New private means of access to Latneys Kennels from the south side of the realigned Kennel access road, for a distance of 130 metres.
Hatfield Peverel CP	Reference 6/O (inset C) New private means of access to the attenuation pond from the south side of the realigned kennels access, 540 metres east of the new junction 21 southern roundabout, for a distance of 115 metres.
Hatfield Peverel CP	Reference 6/P New private means of access to provide link between fields southwest of Latneys Kennels, for a distance of 177 metres.
Hatfield Peverel CP	Reference 6/Q New private means of access to the Greyhounds from the B1137, south of the Wellington Road overbridge replacement, for a distance of 2 metres.
Witham CP	Reference 6/R (inset C) New private means of access to ecological mitigation area from reference 6/N, for a distance of 102 metres.
Streets, Rights of Way and Access Plans – Sheet 7 (and 8)	
Hatfield Peverel CP; Witham CP	Reference 7/A New private means of access to the Co-op, Witham, from the B1389 Hatfield Road, for a distance of 77 metres.
Witham CP	Reference 7/B New private means of access to Dengie Farm from Howbridge Hall Road, for a distance of 815 metres.
Witham CP	Reference 7/C (sheets 7 and 8) New private means of access to attenuation pond from the north-east of Howbridge Hall Road, for a distance of 723 metres.
Streets, Rights of Way and Access Plans – Sheet 8	
Witham CP	Reference 8/A (partly shown on inset B)

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(1) Area	(2) <i>New private means of access to be provided</i>
	New private means of access to the attenuation pond from Blue Mills Hill, for a distance of 812 metres.
Witham CP	Reference 8/B (inset B) New private means of access to land south of the A12 southbound carriageway from Blackwater Lane, for a distance of 164 metres.
Witham CP	Reference 8/C (sheets 8 and 9) New private means of access to the Anglian Water land and Witham Town Council land adjacent to the new southbound A12 from Blackwater Lane, for a distance of 392 metres.
Witham CP	Reference 8/D New private means of access to land east of footpath 121_95 from reference 7/C, for a distance of 83 metres.
Witham CP	Reference 8/E New private means of access to land east of footpath 121_95 from reference 7/C, for a distance of 52 metres.
Witham CP	Reference 8/F New private means of access to land east of footpath 121_95 from reference 7/C, for a distance of 29 metres.
Streets, Rights of Way and Access Plans – Sheet 9	
Rivenhall CP	Reference 9/A (inset A) New private means of access to Colemans Fishing Lake, following the existing access track, for a distance of 146 metres.
Witham CP	Reference 9/B New private means of access to northern Witham Town Council land, parallel to the east of the A12 southbound, for a distance of 540 metres.
Rivenhall CP	Reference 9/C (inset A) New private means of access to Colemans Fishing Lake, following the existing access track, for a distance of 27 metres.
Streets, Rights of Way and Access Plans – Sheet 10	
Rivenhall CP	Reference 10/A (partly shown on inset A) New private means of access to attenuation pond from the realigned Little Braxted Lane, for a distance of 286 metres.
Rivenhall CP	Reference 10/B

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(1) Area	(2) New private means of access to be provided
	New private means of access to properties south-east of the realigned Little Braxted Lane, for a distance of 63 metres.
Rivenhall CP	Reference 10/C New private means of access to attenuation pond between the realigned Colchester Road and the new junction 22 northbound off-slip road, 197 metres west of the new junction 22 northern roundabout, for a distance 58 metres.
Rivenhall CP	Reference 10/D New private means of access to Burghey Brook Cottages from the southern side of the existing A12, 158 metres east of the new junction 22 northern roundabout, for a distance of 12 metres.
Rivenhall CP	Reference 10/E New private means of access to land north of the existing A12 from northern side of the existing A12, 140 metres east of the new junction 22 northern roundabout, for a distance of 8 metres.
Witham CP; Rivenhall CP	Reference 10/F New private means of access to Burghey Brook Poultry Farm from the northern side of the existing A12, 173 metres east of the new junction 22 northern roundabout, for a distance of 35 metres.
Rivenhall CP	Reference 10/G New private means of access to the attenuation pond south of the existing A12, 193 metres east of the new junction 22 northern roundabout, for a distance of 327 metres.
Rivenhall CP	Reference 10/H New private means of access to the attenuation pond south of the existing A12, 481 metres east of the new junction 22 northern roundabout, for a distance of 161 metres.
Rivenhall CP	Reference 10/I New private means of access to Burghey Brook Cottages from the southern side of the existing A12, 174 metres east of the new junction 22 northern roundabout, for a distance of 9 metres.
Streets, Rights of Way and Access Plans – Sheet 11	
Rivenhall CP	Reference 11/A New private means of access to attenuation pond south of the existing A12, 56 metres south-west of the new Rivenhall End west roundabout, for a distance of 156 metres.
Rivenhall CP	Reference 11/B

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(1) Area	(2) <i>New private means of access to be provided</i>
	New private means of access to attenuation pond south of the realigned Braxted Road, 430 metres south-east of the new Rivenhall End west roundabout, for a distance of 214 metres.
Rivenhall CP	Reference 11/C New private means of access to attenuation pond west of the realigned access road, for a distance of 75 metres.
Rivenhall CP	Reference 11/D New private means of access to Fair Rest, from the east side of the realigned access road, for a distance of 4 metres.
Rivenhall CP	Reference 11/E New private means of access to the fields north of the existing A12, from the north-west side of the Rivenhall End west roundabout, for a distance of 18 metres.
Rivenhall CP	Reference 11/F New private means of access to property behind the Fox Inn, from the north-west side of the existing A12, 50 metres east of the new Rivenhall End west roundabout, for a distance of 17 metres.
Rivenhall CP	Reference 11/G New private means of access to attenuation pond from the realigned access road adjacent to the A12 southbound carriageway, for a distance of 363 metres.
Rivenhall CP	Reference 11/H New private means of access to the ecological mitigation area between the realigned Henry Dixon Road and the A12 northbound carriageway, for a distance of 10 metres.
Rivenhall CP	Reference 11/I New private means of access to ecological mitigation area north of the A12 northbound carriageway from Henry Dixon Road, for a distance of 17 metres.
Rivenhall CP	Reference 11/J New private means of access to the ecological mitigation area south-east of the existing A12, 27 metres east of the Rivenhall End west roundabout, for a distance of 24 metres.
Rivenhall Kelvedon CP	Reference 11/K (sheet 11 (inset B) and sheet 12)

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(1) Area	(2) <i>New private means of access to be provided</i>
	New private means of access to attenuation pond south-east of the A12 mainline, 462 metres west of the new Essex Fire and Rescue access road, for a distance of 417 metres.
Rivenhall CP	Reference 11/L (inset A) New private means of access to attenuation pond north of the existing A12, from the Rivenhall End east roundabout, for a distance of 123 metres.
Rivenhall CP	Reference 11/M New private means of access to field north-west of the existing A12 northbound carriageway, 100 metres south-west of the Rivenhall End east roundabout, for a distance of 27 metres.
Rivenhall CP	Reference 11/N (partly shown on Inset A) New private means of access to ecological mitigation area north-of the existing A12, from private means of access reference 11/L, for a distance of 123 metres.
Streets, Rights of Way and Access Plans – Sheet 12	
Kelvedon CP	Reference 12/A (inset A) New private means of access to the Essex County Fire and Rescue Services Headquarters, south of the new Essex Fire and Rescue access road, for a distance of 74 metres.
Kelvedon CP	Reference 12/B (inset A) New private means of access to land south of Hole Farm from the new Essex Fire and Rescue access road, for a distance of 20 metres.
Kelvedon CP	Reference 12/C New private means of access to the attenuation pond north of the new B1024 link road, 518 metres east of the Rivenhall End east roundabout, for a distance of 96 metres.
Kelvedon CP	Reference 12/D (inset A) New private means of access to Hole Farm, south of the new Essex Fire and Rescue access road, for a distance of 29 metres.
Kelvedon CP	Reference 12/E (partly shown on inset B) New private means of access to attenuation pond and other land south of the existing junction 23 southbound on-slip road, for a distance of 261 metres.
Kelvedon CP	Reference 12/F

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<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>New private means of access to be provided</i>
	New private means of access to Hole Farm Road, from the new Essex Fire and Rescue access road, for a distance of 138 metres.
Kelvedon CP	Reference 12/G New private means of access to field south-east of Hole Farm, from the new Essex Fire and Rescue access road, for a distance of 16 metres.
Kelvedon CP	Reference 12/H New private means of access from Sniveller’s Lane, in an easterly direction for a distance of 17 metres.
Kelvedon CP	Reference 12/I New private means of access to the attenuation pond from Cranes Lane, in a westerly direction for a distance of 118 metres.
Kelvedon CP	Reference 12/J(inset B) New private means of access to land south of the A12 mainline from reference 12/E, for a distance of 132 metres.
Streets, Rights of Way and Access Plans – Sheet 13 (and 14)	
Great Braxted CP	Reference 13/A New private means of access to the attenuation pond north of the realigned Highfields Lane, 293 metres west of the new Highfields overbridge replacement, for a distance of 144 metres.
Great Braxted CP	Reference 13/B New private means of access to field south of Highfields Lane, 211 metres west of the new Highfields overbridge replacement, for a distance of 23 metres.
Great Braxted CP; Kelvedon CP	Reference 13/C New private means of access to attenuation pond and other land north of the A12 mainline, from the western side of the realigned Maldon Road, 170 metres north of the Highfields overbridge replacement, for a distance of 207 metres.
Kelvedon CP	Reference 13/D New private means of access to attenuation pond north of the A12 mainline, from the eastern side of the realigned Maldon Road, 244 metres north of the s Highfields overbridge replacement, for a distance of 51 metres.
Kelvedon CP	Reference 13/E (inset A)

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(1) Area	(2) <i>New private means of access to be provided</i>
	New private means of access to attenuation pond south of the realigned Highfields Lane, 112 metres east of the new Highfields overbridge replacement, for a distance of 129 metres.
Kelvedon CP	Reference 13/F New private means of access to attenuation pond north of the new A12 mainline from Ewell Hall Chase, for a distance of 92 metres.
Kelvedon CP	Reference 13/G (inset A) New private means of land from the south side of the existing Highfields Lane, crossing reference 13/E for a distance of 218 metres.
Kelvedon CP	Reference 13/H (sheet 13 inset A and sheet 14) New private means of access to the Ewell Road overbridge replacement, from Highfields Lane in a north easterly direction, for a distance of 691 metres.
Streets, Rights of Way and Access Plans – Sheet 14	
Messing-Cum-Inworth CP	Reference 14/A New private means of access to the Laurels from the west side of the B1023 Kelvedon Road, for a distance of 2 metres.
Feering CP; Messing-Cum-Inworth CP	Reference 14/B (inset C) New private means of access to attenuation ponds north of the new A12 mainline, and other land from the B1023 Kelvedon Road, 53 metres north of the widened Park Bridge, for a distance of 947 metres.
Messing-Cum-Inworth CP	Reference 14/C New private means of access to the pond adjacent to Brick Kiln Farm, and properties behind Brick Kiln Farm, from the eastern side of the B1023 Kelvedon Road, 44 metres south of the widened Park Bridge, for a distance of 63 metres.
Messing-Cum-Inworth CP	Reference 14/D New private means of access to the attenuation pond and land north-east of Brick Kiln Farm, from the eastern side of the B1023 Kelvedon Road, 171 metres south of the widened Park Bridge.
Messing-Cum-Inworth CP	Reference 14/E New private means of access to Westacre from the widened B1023 Kelvedon Road, 89 metres south-east of the Inworth roundabout, for a distance of 8 metres.
Messing-Cum-Inworth CP	Reference 14/F

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(1) Area	(2) <i>New private means of access to be provided</i>
	New private means of access to the attenuation pond south of the Inworth roundabout, from the southern side of the new Inworth link, 226 metres east of the junction 24 southern roundabout, for a distance of 209 metres.
Messing-Cum-Inworth CP	Reference 14/G New private means of access to attenuation pond and land on the north-west side of the Inworth roundabout, for a distance of 94 metres.
Messing-Cum-Inworth CP	Reference 14/H New private means of access to Stonefields Farm and Stonefields Farm Shop from the realigned north B1023 Kelvedon Road, 32 metres north-east of the new Inworth roundabout, for a distance of 10 metres.
Messing-Cum-Inworth CP	Reference 14/I New private means of access to attenuation pond north of the Inworth roundabout, from the realigned north Inworth Road, for a distance of 47 metres.
Feering CP	Reference 14/J (sheets 14 and 15 (inset B)) New private means of access to attenuation ponds south of the new A12 mainline from the realigned Prested Hall access road, for a distance of 717 metres.
Messing-Cum-Inworth CP	Reference 14/K New private means of access to Rowan Lodge from the realigned north B1023 Kelvedon Road, 75 metres north of the Inworth roundabout, for a distance of 3 metres.
Messing-Cum-Inworth CP	Reference 14/L New private means of access to Hillside from the realigned north B1023 Kelvedon Road, 69 metres north of the Inworth roundabout, for a distance of 3 metres.
Kelvedon CP	Reference 14/M (inset B) New private means of access to attenuation pond north of the A12 mainline and other land, from the existing Ewell Hall Chase, for a distance of 776 metres.
Kelvedon CP	Reference 14/N (partly shown on inset A) New private means of access to attenuation pond south of the A12 mainline from reference 14/M, for a distance of 115 metres.
Streets, Rights of Way and Access Plans – Sheet 15	
Feering CP	Reference 15/A

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(1) Area	(2) New private means of access to be provided
	New private means of access to Threshelfords Farm from the realigned Threshelfords access road, for a distance of 449 metres.
Feering CP	Reference 15/B New private means of access to attenuation pond between the realigned Threshelfords access road (reference 15/A) and the new A12 northbound carriageway, for a distance of 216 metres.
Feering CP	Reference 15/C New private means of access to land west of Prested Hall from the realigned Prested Hall access road, for a distance of 32 metres.
Feering CP	Reference 15/D New private means of access to Prested Hall ecological mitigation area and other land south of the A12, from the east side of new Prested Hall Overbridge, for a distance of 328 metres.
Feering CP	Reference 15/E New private means of access to attenuation pond between the existing junction 24 and the A12 northbound carriageway, from the realigned Prested Hall access road, for a distance of 137 metres.
Feering CP	Reference 15/F New private means of access to western land between the existing A12 and the realigned London Road, 222 metres west of Feering East roundabout, for a distance of 10 metres.
Feering CP	Reference 15/G New private means of access to land between the A12 and the realigned London Road, for a distance of 9 metres.
Feering CP	Reference 15/H New private means of access to field east of New Lane, from the existing A12 northbound slip road, for a distance of 8 metres.
Feering CP	Reference 15/J New private means of access to attenuation pond between the existing A12 and the new A12 northbound carriageway, 508 metres east of the Feering East roundabout, for a distance of 116 metres.
Feering CP	Reference 15/K New private means of access to Prested Hall Cottages and Heathfield from the eastern side of the Feering east roundabout, for a distance of 98 metres.

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(1) Area	(2) <i>New private means of access to be provided</i>
Feering CP	Reference 15/L New private means of access to attenuation pond from reference 15/D, for a distance of 66 metres.
Feering CP	Reference 15/M New private means of access to the attenuation pond between the Feering East roundabout and the A12 northbound carriageway, from reference 15/E, for a distance of 197 metres.
Streets, Rights of Way and Access Plans – Sheet 16	
Feering CP	Reference 16/A (insets A and B) New private means of access to attenuation pond south of the A12 and Gypsy Lane from the realigned Easthorpe Road, for a distance of 637 metres.
Feering CP	Reference 16/B New private means of access to Little Domsey Cottages from the northern end of Easthorpe Road, for a distance of 3 metres.
Copford CP	Reference 16/C New private means of access to Colchester Model Car Club and the attenuation pond between the existing A12 and the new A12, 81 metres east of the Easthorpe Road roundabout, for a distance of 113 metres.
Copford CP	Reference 16/D (sheet 16 and 17) New private means of access to attenuation pond and land south of the new A12, from the realigned Easthorpe Road, for a distance of 774 metres.
Copford CP	Reference 16/E New private means of access to Colchester Model Car Club from the realigned Easthorpe Road, for a distance of 27 metres.
Feering CP	Reference 16/F New private means of access to ecological mitigation area east of Easthorpe Road, for a distance of 2 metres.
Feering CP	Reference 16/G New private means of access to land west of Easthorpe Road, for a distance of 2 metres.
Feering CP	Reference 16/H

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(1) Area	(2) <i>New private means of access to be provided</i>
	New private means of access to field north of the existing A12 from the western side of Domsey Chase, 27 metres north of the Easthorpe Road roundabout, for a distance of 34 metres.
Feering CP	Reference 16/I New private means of access to field north of the existing A12 from the eastern side of Domsey Chase, 27 metres north of the Easthorpe Road roundabout, for a distance of 23 metres.
Feering CP	Reference 16/J (inset A) New private means of access to Gypsy Lane from the existing Easthorpe Road, for a distance of 33 metres.
Streets, Rights of Way and Access Plans – Sheet 17	
Copford CP	Reference 17/A New private means of access to the attenuation pond south of the A12 mainline from the western end of the realigned Easthorpe Green access road, for a distance of 538 metres.
Copford CP	Reference 17/B New private means of access to the attenuation pond between the existing A12 and the new A12 mainline, west of the Wishingwell overbridge, from the north of the existing Easthorpe Green Farm access road, for a distance of 186 metres.
Copford CP	Reference 17/C New private means of access to the attenuation pond on the southwest side of the realigned Easthorpe Green access road, 223 metres west of Wishing Well Overbridge.
Marks Tey CP	Reference 17/D New private means of access to the attenuation pond between the existing A12 and the new A12 mainline, 179 metres east of the Wishingwell Farm roundabout, for a distance of 58 metres.
Copford CP	Reference 17/E New private means of access to ecological mitigation area between the Existing A12 and the A12 mainline, 1,039 metres west of the Wishingwell Farm roundabout, for a distance of 9 metres.
Marks Tey CP	Reference 17/F New private means of access to field north of the existing A12, 34 metres east of the new Wishingwell Farm roundabout, for a distance of 18 metres.
Marks Tey CP	Reference 17/G (sheets 17 and 18)

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(1) Area	(2) <i>New private means of access to be provided</i>
	New private means of access to attenuation pond and land south of the new A12 from the eastern end of the new Wishingwell access road, 398 metres east of the new Wishingwell overbridge, for a distance of 164 metres.
Streets, Rights of Way and Access Plans – Sheet 18	
Marks Tey CP	Reference 18/A New private means of access to Flyover Nurseries from the realigned A120 Coggeshall Road, 50 metres west of the Old Rectory junction, for a distance of 4 metres.
Marks Tey CP; Copford CP	Reference 18/B (inset A) New private means of access to ecological mitigation areas and other land south of the new A12 and east of Wishingwell Farm, for a distance of 1,043 metres.
Marks Tey CP	Reference 18/C New private means of access to the attenuation ponds between the Existing A12 and the new A12 mainline from the new London Road roundabout, for a distance of 43 metres.
Marks Tey CP	Reference 18/D New private means of access to Hall Chase from the Hall Chase Roundabout, for a distance of 146 metres.
Marks Tey CP	Reference 18/E New private means of access to Marks Tey playground from the realigned Old London Road, 229 metres north of the London Road roundabout, for a distance of 13 metres.
Marks Tey CP	Reference 18/F New private means of access to the attenuation pond east of the realigned Hall Chase Road from the new Hall Chase roundabout, for a distance of 60 metres.
Marks Tey CP	Reference 18/G New private means of access to land between the Existing A12 and the junction 25 northbound off-slip road, 68 metres west of the London Road roundabout, for a distance of 58 metres.
Marks Tey CP	Reference 18/H New private means of access to field between Old London Road and the A120 Coggeshall Road from Old London Road, for a distance of 8 metres.
Marks Tey CP	Reference 18/I

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(1) Area	(2) <i>New private means of access to be provided</i>
	New private means of access to 141 and 139 London Road, 59 metres north of Hall Chase roundabout, for a distance of 2 metres.
Marks Tey CP	Reference 18/J New private means of access to 137 London Road, 66 metres north of Hall Chase roundabout, for a distance of 2 metres.
Marks Tey CP	Reference 18/K New private means of access to 135 London Road, 75 metres north of Hall Chase roundabout, for a distance of 3 metres.
Marks Tey CP	Reference 18/L New private means of access to Flyover Nurseries from the realigned A120 Coggeshall Road, 87 metres west of the Old Rectory junction, for a distance of 3 metres.
Marks Tey CP	Reference 18/M New private means of access to 166 and 164 London Road, 145 metres east of the realigned Old London Road access, for a distance of 2 metres.
Marks Tey CP	Reference 18/N New private means of access to 162 and 160 London Road, for a distance of 3 metres.
Marks Tey CP	Reference 18/O New private means of access to 158 London Road, 180 metres east of the realigned Old London Road access, for a distance of 3 metres.
Marks Tey CP	Reference 18/P New private means of access to land south of the existing A12, for a distance of 12 metres.
Streets, Rights of Way and Access Plans – Sheet 19	
Copford CP	Reference 19/A New private means of access to the attenuation pond and ecological mitigation area from the B1408 London Road, 645 metres east of the Prince of Wales roundabout, for a distance of 356 metres.
Marks Tey CP	Reference 19/B New private means of access to Old Rectory Court, from the realigned Station Road for a distance of 2 metres.
Marks Tey CP	Reference 19/C

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(1) Area	(2) New private means of access to be provided
	New private means of access to Old Rectory Court, from the realigned Station Road for a distance of 4 metres.
Streets, Rights of Way and Access Plans – Sheet 20	
Messing-Cum-Inworth CP	Reference 20/A New private means of access to land east of the widened B1023 Kelvedon Road, for a distance of 19 metres.
Messing-Cum-Inworth CP	Reference 20/B New private means of access to All Saints Church from the west side of the widened B1023 Kelvedon Road, for a distance of 7 metres.
Messing-Cum-Inworth CP	Reference 20/C New private means of access to the attenuation pond and land east of the widened B1023 Kelvedon Road, for a distance of 62 metres.
Messing-Cum-Inworth CP	Reference 20/D New private means of access to land west of the B1023 Kelvedon Road, for a distance of 3 metres.
Messing-Cum-Inworth CP	Reference 20/E New private means of access to land west of the B1023 Kelvedon Road, for a distance of 3 metres.
Messing-Cum-Inworth CP	Reference 20/F New private means of access to land east of the widened B1023 Kelvedon Road, from the widened B1023 Kelvedon Road for a distance of 49 metres.
Messing-Cum-Inworth CP	Reference 20/G New private means of access to land east of the widened B1023 Kelvedon Road, from reference 20/F, for a distance of 54 metres.
Messing-Cum-Inworth CP	Reference 20/H New private means of access to flood compensation area and land east of the widened B1023 Kelvedon Road, from reference 20/F, for a distance of 59 metres.
Messing-Cum-Inworth CP	Reference 20/I New private means of access to land from the B1023 Kelvedon Road, for a distance of 3 metres.
Messing-Cum-Inworth CP	Reference 20/J Not used.

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(1) <i>Area</i>	(2) <i>New private means of access to be provided</i>
Messing-Cum-Inworth CP	Reference 20/K New private means of access to land east of the widened B12023 Kelvedon Road, for a distance of 3 metres.
Messing-cum-Inworth CP	Reference 20/L New private means of access to the attenuation pond for a distance of 53 metres.
Messing-cum-Inworth CP	Reference 20/M New private means of access to the attenuation pond for a distance of 34 metres.
Streets, Rights of Way and Access Plans – Sheet 21	
Feering CP; Messing-Cum-Inworth CP	Reference 21/A (sheets 21 and 14) New private means of access to woodland area north of the new junction 24 from reference 14/B, for a distance of 299 metres.

PART 6

PRIVATE MEANS OF ACCESS TO BE STOPPED UP FOR WHICH NO SUBSTITUTE IS 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>
Streets, Rights of Way and Access Plans – Sheet 6		
Hatfield Peverel CP	Reference 6/c The private means of access to land north of the existing A12 northbound carriageway.	The whole access.
Hatfield Peverel CP	Reference 6/d The private means of access to land north of the existing A12 northbound carriageway.	The whole access.
Streets, Rights of Way and Access Plans – Sheet 9		
Witham CP	Reference 9/a The Barrows Creep Underpass.	The whole length of the underpass.
Streets, Rights of Way and Access Plans – Sheet 10		
Rivenhall CP	Reference 10/c	For a distance of 85 metres.

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

<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 private means of access to Colemans Quarry.	
Streets, Rights of Way and Access Plans – Sheet 11		
Rivenhall CP	Reference 11/a The private means of access to the field north of the existing A12 northbound carriageway.	The whole access.
Streets, Rights of Way and Access Plans – Sheet 12		
Kelvedon CP	Reference 12/a The private means of access to Hare Lodge and Erimyka, north of the existing A12 northbound carriageway.	The whole access.
Kelvedon CP	Reference 12/c The private means of access from Crane’s Lane to fields of the existing A12.	The whole access.
Streets, Rights of Way and Access Plans – Sheet 14		
Messing-Cum-Inworth CP	Reference 14/a The Inworth Subway private means of access.	Whole length of subway.
Messing-Cum-Inworth CP	Reference 14/c The private means of access to property on west side of the B1023 Kelvedon Road.	The whole access.
Messing-Cum-Inworth CP	Reference 14/d The private means of access to the properties behind Brick Kiln Farm.	The whole access.
Messing-Cum-Inworth CP	Reference 14/e The private means of access to the properties behind the Brick Kiln Farm.	The whole access.