Submissions Received After the Close of the Examination

TR010018 - A14 Cambridge to Huntingdon

Last Updated: 10/05/2016
Date of Report: 11/02/2016
Date of Decision: 11/05/2016

<table>
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<tr>
<th>Number</th>
<th>Name</th>
<th>Date</th>
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<tr>
<td>1</td>
<td>John Busby</td>
<td>24 December 2015</td>
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<td>2</td>
<td>Heidi Allen MP</td>
<td>24 December 2015</td>
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<td>3</td>
<td>Mr Timms</td>
<td>26 January 2016</td>
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<td>4</td>
<td>Girton Parish Council</td>
<td>9 February 2016</td>
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<tr>
<th>Number</th>
<th>Name</th>
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<tbody>
<tr>
<td>1</td>
<td>Bridget Timms</td>
<td>12 February 2016</td>
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<td>2</td>
<td>Bridget Timms</td>
<td>15 February 2016</td>
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<td>3</td>
<td>Robert Miller</td>
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<td>4</td>
<td>Highways England</td>
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<td>Highways England</td>
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<td>Highways England</td>
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<td>Bond Dickinson on behalf of Network Rail</td>
<td>9 May 2016</td>
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<td>9</td>
<td>Highways England</td>
<td>10 May 2016</td>
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</table>
Submissions made before the date of the Report

1. John Busby

From: John Busby
Sent: 24 December 2015 12:14
To: A14 Cambridge to Huntingdon
Subject: Fw: Building on the Northstowe flood plain

> To: Frances Fernandez
> From: John Busby

You will note from the following correspondence that I have been trying to get the flood defences reviewed for the Northstowe new town, which has started by the construction of the primary school. This is of a piled construction and has a steel frame so that the piles could be extended to lift the building out of harm.

The last flood there also covered the A14 at Bar Hill, which is why I am forwarding the emails to you good self with your role in flood prevention.

You will note that the local newspaper, national press, local MP, BBC Look East, ABI, Keir Construction, Defra, and EA have all declined to intervene.

After the constant rain in Cumbria, it may be appropriate to review flood protection in the country overall, but with the building of a new town on a flood plain it can't be a bad idea.

Kind regards
John Busby
Address &c below.

From: John Busby
Sent: 08 December 2015 08:52
To: newsdesk@cambridge-news.co.uk
Cc: look.east@bbc.co.uk; nikki.odonnell@bbc.co.uk; miles.costello@thetimes.co.uk
Subject: Fw: Building on the Northstowe flood plain

> To: Newsdesk Cambridge News
> From: John Busby

The delay in house building at Northstowe give the opportunity to review the flood defences planned for the new town in the light of the events in Cumbria.

It is now absolutely vital to build to adequate standards from the start.

Please re-consider your attitude to this development.

John Busby

My articles: http://www.after-oil.co.uk/articles.htm
Subject: Fw: Building on the Northstowe flood plain

>To: Miles Costello The Times
>From: John Busby

Look East reports householders' distress when they are flooded, but as you see the producer stated:

"In principle we wouldn’t join you in stopping something happening, we don’t campaign in that way."

Of course, I was not trying to stop the new town, but to get it properly flood protected, but it is in the wrong place! See the local reporting in the Cambridge News

Kind regards
John Busby

From: John Busby
Sent: 25 August 2015 19:20
To: Nikki O'Donnell
Subject: RE: Building on the Northstowe flood plain

>To: Nikki
>From: John

What I am trying to do is to avoid the situations that people find themselves in, having experienced a flood, they often find it impossible to get further insurance, or it is too expensive. It also makes it impossible to sell their houses.

The new build has started with the new school. It will be piled and will have a steel frame. So all the builder has to do is cut off the top of the pile casings above a potential flood level. This would result in very little additional expenditure and could save the lives of the children and certainly prevent the loss of work, furniture, computers, &c

Houses could be arranged so that the services and living quarters are at first floor level, with the bedrooms and bathrooms at second floor level. The space underneath can be for garages, workshops &c. If the toilets and sinks are at a 1st floor they are not subject to sewage overflowing through the bowls and sinks.

I have studied the flood prevention plans and it is so evident that they may not work. I can explain why to your team. So the design of the houses and other buildings is crucial.

The local people are fed up with the constant flooding - do read the reports of the recent floods over the A14 and the area. I gave you the links.

You have just reported on the misery of flooding in another place after it happened - it seems strange that you won't cover an initiative to stop it happening to others.
So although, I think the new town is in the wrong place, most are, I am surely justified in getting adjustments to the design of the houses, &c to keep everyone safe?

I have now tried Defra, EA, ABI, the local MP, Look East, Cambridge News to at least get some sense to prevail. I also tried with Andrew Sinclair way back in 2007.

Please have another think. The school building has started so any modifications will be needed just now.

Kind regards
John

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From: nikki.odonnell@bbc.co.uk
To: johnbusby
Subject: RE: Building on the Northstowe flood plain
Date: Tue, 25 Aug 2015 16:57:50 +0000

Dear Mr Busby –

Thanks for getting in touch. I’ll pass your thoughts onto our Cambridge news team. In principle we wouldn’t join you in stopping something happening, we don’t campaign in that way. But if there’s an appropriate moment to return to the subject of Northstowe we will bear your thoughts in mind.

Nikki

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From: John Busby
Sent: 10 August 2015 18:45
To: Nikki O'Donnell
Cc: Today Programme; PM; NewsNight-INTERNET
Subject: Building on the Northstowe flood plain

I can’t understand why Look East will show a flooded house this evening, but will not join me in stopping it happening on a huge scale at Northstowe.

Defra and EA have declined to intervene and the ABI says it can't stop insurers insuring flood risk houses before they are flooded. I heard nothing from the local MP.

I tried Cambridge News as below.

Somehow we have to build houses, anywhere no matter how unsuitable! A school s needed and its tough if it gets flooded and the children drown!
Why not be a bit pre-emptive instead of reporting disasters afterwards?

John Busby

From: johnbusby
To: newsdesk@cambridge-news.co.uk
Subject: Building on the Northstowe flood plain
Date: Wed, 5 Aug 2015 20:57:45 +0100

Here is some of the correspondence about Northstowe.

I also asked EA to intervene, but like Defra it declined. I don't think my letter to the Minister, Liz Truss, got to her as the mandarins always shelter their bosses from external ideas.

ABI can't quite get round to refusing insurance to potential flood victims before they are victims and once bitten it then refuses further insurance!

Kier Construction didn't take up my idea of lifting the school out of danger. I hope no children get drowned.

Look East Inside out never responded my request to cover the story.

John Busby

From: johnbusby
To: info@abi.org.uk; malcolm.tarling@abi.org.uk
Subject: Northstowe flood plain building
Date: Mon, 3 Aug 2015 08:50:04 +0100

As you will see from the emails and links below I have been trying to get media cover on this coming catastrophe.

I think the desperation to get more housing built has set any concerns aside.

The school is to be of a steel-frame construction on piles. It would cost just a marginal amount to lift it out of danger. Clearly the authorities don't want to set a precedent for proper flood precautions.

If the insurance industry as a body refused to insure properties to be built on a floodplain in
advance of them being built it would safeguard its future business.

I think it would be appropriate for ABI to intervene before the school is built and set the agenda for future projects.

Kind regards
John Busby

PS Some time ago we discussed the deployment of loss adjusters on previous flood problems to get compensation from the planning agencies responsible for approval of builds without flood protection. JB

From: johnbusby@domain.com
To: heidi.allen.mp@parliament.uk
Subject: Northstowe flood plain
Date: Sun, 2 Aug 2015 14:05:29 +0100

Subject: New town on flood plain

I append some of the emails I have exchanged in my attempts to stop Northstowe new town being built on a flood plain without suitable preventative measures. Defra and EA have declined to intervene and so far BBC Inside Out and Look East have not told me why they cannot cover it.

I wrote to the contractor Keir for the school asking it to extend the pile foundations to lift the steel framed building out of danger for the children. No response so far.

As you see from the report attached, the idea is that a number of drains will allow flood waters to go to the waterpark, but if this is allowed to provide an amenity lake or pond it will be simply inundated.

You will see from the media reports that your constituents are desperate to stop this "madness" as one described it.

It may be that you are my last port of call to intervene to prevent this coming disaster.

Kind regards
John Busby
Address &c below

> To: Matthew Green Kier Construction
> From: John Busby
Subject: Northstowe Primary School

I hope it's not too late to leave the piles cut off to a metre or so above ground, with the steel framed buildings then lifted out of danger.

I tried to get Inside Out interested last January but Look East probably thought it a too "hot potato".

Kind regards

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From: johnbusby
To: defra.helpline@defra.gsi.gov.uk
CC: look.east@bbc.co.uk
Subject: Northstowe flood plain
Date: Sat, 18 Jul 2015 08:08:49 +0100
> To: Elizabeth Truss MP, Secretary of State for Environment, Food and Rural Affairs
> From: John Busby

Minister

Please use your best endeavours to avoid a looming catastrophe North West of Cambridge, where without suitable precautions, a start appears to be made on a new town on an area subject to flooding.

I tried to get this covered by Inside Out East, but I don't remember the problem being covered. If the new town is to go ahead there needs to be new designs of buildings to cope with the potential for flooding.

The idea that a pond and dyke without adequate, massive pumping is of use in prevention is inept. It seems that in the drive to build more houses, logic has been set aside.

Kind regards
John Busby
Address & c below

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From: johnbusby
To: look.east@bbc.co.uk
CC: andrew.sinclair@bbc.co.uk; david.whiteley@bbc.co.uk; stephanie.crowther@bbc.co.uk
Subject: Northstowe flood plain
Date: Fri, 17 Jul 2015 19:52:10 +0100
> To: Look East
> From: John Busby
I am horrified to note from Look East this evening that the foundations are being laid for a primary school at Northstowe before the matter of the flooding risk has been examined by Inside Out. I first took this up with Andrew Sinclair in December 2007 and January this year with David Whiteley for Inside Out.

The flood prevention measures in the paper I sent to Andrew Sinclair are clearly useless.

The school will either have a protective bank around it or put up on legs as will all the buildings in Northstowe. The evidence I sent to Stephanie Crowther of Inside out is incontrovertible. See below.

Please urgently take up this inappropriate location for a school before it is too late to remedy.

Kind regards
John Busby

My articles: [http://www.after-oil.co.uk/articles.htm](http://www.after-oil.co.uk/articles.htm)

> To: Stephanie Crowther 20 January 2015
> From: John Busby

Here’s some supporting evidence and pictures to help you make the case.

Kind regards John


"Mr Weston, 58, suffered flooding in his council-owned bungalow in 2001 and has had preventative measures fitted since then, but the water levels were so high that it got in anyway. His Fiesta was written off, and the repair bill for the house will run to several thousands pounds."
And Mr Weston said he feared construction of more homes in the area would only make thing worse. He said: “It’s mad. There’s water where Northstowe will be and it will only get worse when we build there.”"

Read more: [http://www.cambridge-news.co.uk/Householders-criticise-efforts-prevent-flooding-Oakington-Environment-Agency-meeting/story-22821288-detail/story.html#ixzz3POHz5iUK](http://www.cambridge-news.co.uk/Householders-criticise-efforts-prevent-flooding-Oakington-Environment-Agency-meeting/story-22821288-detail/story.html#ixzz3POHz5iUK)

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From: stephanie.crowther@bbc.co.uk
To: johnbusby
Subject: RE: Northstowe flood risk
Date: Tue, 20 Jan 2015 15:29:59 +0000

Dear John,

Many thanks for the email and for your interest in the programme. I will bring up your story at our next ideas meeting and if we feel it is something we can pursue someone will be back in touch with you.

With very best wishes,
Stephanie Crowther, Inside Out, Norwich.

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From: johnbusby
To: andrew.sinclair@bbc.co.uk
Subject: Northstowe flood plain
Date: Fri, 21 Dec 2007 14:39:04 +0000

> To: Andrew Sinclair
> From: John Busby

Subject: Northstowe

The report describing the flood prevention meaures is attached above.

See Section 4.3 page 59 (real page number)

I believe the "settlement" was taken off the flood risk map so that the new town could be built!

It would be worth talking to the residents of Oakington who I believe were flooded a few years ago.

John Busby
Dear Frances,

The current plans to upgrade the A14 present an opportunity to incorporate measures to decrease flood risk to some villages along the route of the road. In line with the NPPF paragraph 100 which recommends the adoption of 'opportunities offered by new development to reduce the causes and impacts of flooding', local communities in my constituency are eager for Highways England to provide a lasting legacy from the scheme by going beyond minimum legal requirements.

Within the draft Development Consent Order (DCO), the Environment Agency has secured obligations for Highways England not to increase flood risk to the village of Girton and the Flood Risk Assessment (FRA) confirms that commitment. However, the Environment Agency firmly believes that there is the potential for flood risk betterment and are keen to work with Highways England to deliver improved flood mitigation measures as part of this development.

Flooding in the village of Girton has only been recorded since 1978 following work on the M11/A14. Local residents are therefore understandably concerned about the current proposal given the proximity of the village to the A14, M11 and planned new interchange. It is disappointing that residents in Girton will not benefit from the carriageway improvements and even more disappointing that concerns raised during the many rounds of consultation do not appear to have been suitably addressed.

The Environment Agency clearly believes the A14 scheme offers an opportunity to implement improved flood mitigation measures and I agree with them. Highways England however continues to resist going beyond minimum requirements. Following the devastation caused by the recent flooding in Cumbria it would seem be short sighted to dismiss further exploration of flood risk 'legacy' provisions of the scheme during the detailed design phase.

Therefore, in line with paragraph 5.115 of the National Policy Statement for National Networks (2014) which also advises that during road developments, opportunities should be taken to lower flood risk, I respectfully urge the inspector to encourage all government agencies to work together on behalf of communities along the route of the A14 to incorporate improved flood risk mitigation into this project.

Yours sincerely,

Heidi Allen MP

153 St Neots Road, Hardwick, Cambridge CB23 7QJ
Constituency Tel: 01954 212 707   London Tel: 0207 219 5091   heidi.allen.mp@parliament.uk
Ref 10030523. We would like to have more information about the CS that is planned to be next our property, as the impact on us will be huge with 24/7 activity taking place next to our B&B and self-catering business in this tranquil location. Sincerely Mr Timms

Sent from my iPad
Dear Mr Coombes,

I am writing on behalf of Girton Parish Council, of which I am Chairman, in the hope that you are able to bring our concerns to the attention of those writing the report on the Planning Enquiry into the major A14 upgrade.

We became aware earlier last year that the our Council was apparently not registered with the A14 consultation process as an “interested party” despite having been involved with various consultations on the subject dating back to 2009. In June 2015 we made a written representation to the Planning Inspectorate and this was responded to by Highways England, (HE). We then discovered online, that a HE document, (reference HE/A14/EX/46), dated 17th June, sent to the Planning Inspectorate, includes “Statements of Common Ground” with interested parties to the A14 Improvement Scheme. We were shocked to discover that although many Parish Councils are listed as having been consulted, Girton was not. While we have responded to every round of consultation on this development we would seem to have been left out completely in this stage of the process. Given the proximity to the village of the A14, the M11 and the interchange between these roads we obviously have a great number of concerns about this development.

I wrote to HE on August 11th, requesting that this be rectified forthwith and a meeting was arranged for September 14th with Arup Consultants and HE staff to begin the development of an SOCG. Several painful weeks of negotiation followed until after much delay a statement of what would more accurately be called “uncommon ground” was eventually submitted to the Planning Enquiry on November 6th, as a work in progress. During this process I was assured by Arup that the delay would not matter and that it would be best to get the document completed before submission. I had urged that the document be submitted at the earliest point in order that our major concerns would be registered as being unsatisfied. The submitted document is attached.

On November 16th I was surprised to receive an email from Arup stating:

“As you will be aware, we have come to the end of the DCO Examination period for the A14 scheme. From today, the Integrated Delivery Team (IDT) will take forward discussions with yourselves. Your main points of contact for stakeholder engagement are Joseph Fataar (Joseph.Fataar@ch2m.com) and Roger Wilson (roger.wilson@i4intrinsic.com). Roger and Joseph have been briefed and have records of our engagement and the Statement of Common Ground. Mike Evans will work with you and the new team to ensure continuity.”

We certainly were not aware of any such change and it has left us with the distinct feeling that we have been strung along to no good effect. Indeed the development of the SOCG seems to have been designed to keep our objections away from the enquiry. We have heard nothing from either individual in the meantime.

Our concerns which date back to 2009, remain:

Noise pollution monitoring and mitigation.
Air pollution monitoring and mitigation.
Flood risk mitigation.
Accessibility of the revised road system to residents of Girton.
Avoidance of the creation of ‘rat-runs’ through the village.

Indeed we are yet to be convinced that there is good reason to create a trans European Expressway through our village with a new local road running alongside it. We have long advocated speed control measures to allow safe use of the A14 by local traffic. The fact that the provision of a new local road requires several new raised road sections which will inevitably lead to high noise transmission to all parts of the village has been ignored and is not even to be mitigated by use of the highest grade of low-noise road surface. We have repeatedly asked for improved air quality measurement at more locations in the village and have requested that the plans for ensuring that flood risk is not increased be reviewed in order to actually reduce flood risk to the village. Both these have been denied.

The SOCG document includes our PC response to the start of the process in 2009, (Appendix D). It is remarkable how little has changed in the meantime. I wrote to our MP who has looked into the matter of flooding mitigation but latterly has informed me that she feels it is too late to pursue the other matters. I nevertheless feel that they should be brought to your attention.

We have now gone from a position of being ignored to one where our input is deemed to be too late for inclusion in the planners considerations. This cannot be a fair outcome of a real consultation/enquiry process and we request that you take steps to remedy the matter forthwith. The effects of this major development on the lives of our village residents cannot be allowed to be constantly overlooked.

Yours Sincerely,

Haydn Williams
Chairman, Girton PC

Dr Haydn Williams,

cc: John Rowland, Highways England
A14 Cambridge to Huntingdon improvement scheme

Statement of Common Ground between Highways England and Girton Parish Council

Reference Date: 6 November 2015
Reference: HE/A14/EX/233/PC16  Version: Examination deadline 14
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1 Introduction

1.1 Purpose of document

1.1.1 A Statement of Common Ground (SoCG) is a written statement prepared jointly by the applicant for a Development Consent Order (DCO) and another party. It sets out matters of agreement between both parties, as well as matters where there is not an agreement and matters which are under discussion.

1.1.2 The aim of SoCGs is to provide a clear record of the issues discussed and the stage each issue is at during the discussion. The SoCG can be used as evidence of these discussions in representations to the Planning Inspectorate as part of their examination of the DCO application.

1.2 This Statement of Common Ground

1.2.1 Annex G of the Rule 6 letter (17 April 2015) refers to SoCGs and recommends that Highways England agrees SoCGs with various parties, including Parish Councils.

1.2.2 This SoCG has been jointly prepared by Highways England, as the Applicant, and Girton Parish Council. It refers to the application for the proposed A14 Cambridge to Huntingdon improvement scheme which was submitted to the Planning Inspectorate on 31 December 2014.

1.2.3 The proposed scheme extends for a distance of 21 miles, from the existing A14 at Ellington to the Cambridge Northern Bypass at Milton. It includes a new bypass to the south of Huntingdon, carriageway widening on the existing A14 between Swavesey and Girton, and improvements to the Cambridge Northern Bypass. It also includes junction improvements, the widening of a section of the A1 trunk road between Brampton and Alconbury, and approximately 7 miles of new local access roads. In addition, it includes the de-trunking (i.e. returning to local road status) of the existing A14 trunk road between the Ellington and Swavesey junctions, and the removal of the existing road viaduct over the East Coast Mainline railway at Huntingdon.
1.3 Structure of the Statement of Common Ground

1.3.1 This SoCG is structured in the following way:

Section 1 Introduction to this SoCG.
Section 2 Record of engagement undertaken pre and post–submission of the DCO application. This includes meetings, emails and letters related to the discussions, including a summary of each.
Section 3 Table recording matters that have been discussed between Highways England and Girton Parish Council, in line with the principal issues set out in Annex C of the Rule 6 letter, including comments from Girton Parish on whether the matters are agreed, not agreed or still under discussion.
Section 4 Signatures of the parties to indicate a true and accurate record of the discussions.

Appendix A Written representation submitted to the Planning Inspectorate by Girton Parish Council.
Appendix B Possible future layout at Girton Interchange.
Appendix C Very low noise surfacing mitigation measures.
Appendix D 2009 Girton Parish Council objection to A14.
2 Record of engagement undertaken

2.1.1 The table below records the engagement undertaken between Highways England and Girton Parish Council.

<table>
<thead>
<tr>
<th>Date</th>
<th>Type of engagement</th>
<th>Summary of discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 2009</td>
<td>Consultation response</td>
<td>Please refer to Appendix D for the response from Girton Parish Council, which summarises the Parish Council’s key issues.</td>
</tr>
<tr>
<td>3 June 2010</td>
<td>Pre-application non-statutory comms</td>
<td>Request from Girton Parish Council for noise measurements taken at the Wellbrook site in Girton.</td>
</tr>
<tr>
<td>30 August 2013</td>
<td>Pre-application non-statutory comms</td>
<td>Correspondence between Highways England and Girton Parish Council regarding traffic count information.</td>
</tr>
<tr>
<td>6 January 2014</td>
<td>Pre-application consultation response</td>
<td>Girton Parish Council response to M1 60mph consultation stating that 50mph would cut pollution by roughly half and would prevent bunching caused by slow overtaking by HGVs. The response also includes a statement that they are campaigning for a 50mph speed limit on part of the A14.</td>
</tr>
<tr>
<td>2 April 2014</td>
<td>Pre-application non-statutory comms</td>
<td>Un-minuted informal meeting between Girton Parish Clerk and Chairman and Jacobs to discuss changes to the scheme since the public consultation and gain feedback from the Hilton exhibition.</td>
</tr>
<tr>
<td>15 June 2015</td>
<td>Written representation</td>
<td>Written representation submitted to the Planning Inspectorate. Refer to Appendix A.</td>
</tr>
<tr>
<td>14 September 2015</td>
<td>Statement of Common Ground meeting</td>
<td>The aim of the meeting was to discuss the concerns raised regarding the proposed scheme. The meeting was attended by Girton Parish Council members and representatives from Highways England. Please refer to section 3 below for a summary of the issues raised.</td>
</tr>
</tbody>
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2.1.2 It is agreed that this is an accurate record of the meetings and formal correspondence between Highways England and Girton Parish Council.

2.1.3 There is ongoing discussion between the parties.

2.1.4 The Parish Council’s written representation formed the basis for the discussion at the SoCG meeting. A copy of the Parish Council’s written representation can be found at Appendix A.

2.1.5 It is agreed that any matters not specifically referred to in sections 2 and 3 of this SoCG are not of material interest or relevance to Girton Parish Council, and therefore have not been the subject of any discussions between the parties.
3 Matters discussed

3.1.1 The table below sets out the matters discussed between Highways England and Girton Parish Council. It outlines Highways England responses to stakeholder issues raised and whether the stakeholder agrees with this Highways England response. The matters are addressed in line with principal issues identified in Annex C of the Rule 6 letter.

3.1.2 Please note the table below has been revised in order to show the sequence of exchanges: first, beginning with the stakeholder issue; second, the Highways England response to this issue; and, lastly, the stakeholder’s response to the Highways England response. Additional Highways England responses to the 5th column (stakeholder response to HE response) are located within the 4th column (HE response column).

<table>
<thead>
<tr>
<th>Ref</th>
<th>Principal Issue</th>
<th>Stakeholder Issue</th>
<th>Highways England (HE) Response</th>
<th>Stakeholder response to HE response</th>
<th>Agreed/ Not agreed/ Under discussion</th>
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<tbody>
<tr>
<td>1</td>
<td>Air Quality and Emissions</td>
<td>What air quality monitoring will take place around Girton?</td>
<td>16/10/15 1a. The local authorities (South Cambridgeshire District Council and City of Cambridge) already carry out monitoring at a large number of locations around the A14 and also in Girton. Through the LAQM review and assessment process the local authorities have identified locations which are sensitive to air quality impacts. In addition to the local monitoring on the bridge over the A14 in Girton scheme specific monitoring was undertaken which identified that current concentrations of NO₂ are well below the UK objectives for annual mean levels. 04/11/15</td>
<td>30/10/15 1a. There appears to be very limited air quality monitoring in Girton compared to other villages nearby and in North Cambridge. This should be increased. Air Quality modelling is based on meteorological data from a weather station 36km away. How reliable can this be?</td>
<td>Not agreed.</td>
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<td>5/11/15 Response to be provided</td>
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<td>30/10/15 1b. Table 8.4 of the ES reports problems in data recording in</td>
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<td>Ref</td>
<td>Principal Issue</td>
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<td>main pollutants of concern from vehicle emissions, which are fine particulate matter (PM$_{10}$) and NOx and NO$_2$. (Chapter 8, Environmental Statement (ES) (document reference 6.1)). Air quality concentrations have been modelled at the most sensitive locations within Girton. No significant impacts have been predicted as a result of the scheme. No exceedances of the UK objectives for NO$<em>2$ or PM$</em>{10}$ have been predicted to occur in Girton as a result of the scheme. Due to the low risk of an exceedance of the UK objectives, Highways England do not consider there to be a need for further monitoring to be undertaken in Girton.</td>
<td>the AQMA (Bar Hill to Milton): “Concentrations of PM$<em>{10}$ have been examined and due to poor data capture it has not been possible to determine the exact concentrations of PM$</em>{10}$ within the AQMA.” We feel that more extensive air quality monitoring of the village is essential and that a plan be in place to address the issue if safe limits are ever exceeded in the future.</td>
<td>30/10/15</td>
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<td>16/10/15 1c. A PM2.5 assessment has not been included in the ES as monitoring indicates that across the UK and particularly within the area surrounding the scheme, the limit values introduced for PM2.5 in the EU Directive are met and therefore PM$_{2.5}$ was not identified as a pollutant of concern.</td>
<td>30/10/15</td>
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<td>04/11/15 Highways England consider that the VW issue does not have any material effect on the results of any recent A14 air quality assessment undertaken for Highways England. Please refer to Section 2.8 of Highways England’s comments on deadline 10 submissions (HE/A14/EX/172)¹.</td>
<td>5/11/15 Response to be provided</td>
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<td>16/10/15</td>
<td>1d. The assessment of PM$<em>{2.5}$ is not required as part of the DMRB methodology. A review of PM$</em>{2.5}$ monitoring data from the Defra run Automatic Urban and Rural Network stations across the UK indicates no exceedances of the PM$<em>{2.5}$ pollutant threshold. As such, no exceedances of PM$</em>{2.5}$ threshold would occur in this area and consequently no baseline assessment for PM$_{2.5}$ was undertaken. The air quality impacts for the scheme have been properly assessed in accordance with relevant guidance and national policy. Regarding the AQMA at Histon Junction, with the scheme in place in 2020, there are not predicted to be any exceedances of the air quality objectives within the AQMA. Refer to the local authority for information/data regarding air quality that was set out in the draft local plan.</td>
<td>1d. Specific references to sources of relevant information have been requested but not yet seen. The draft local plan indicated that air quality around the Histon Junction was poor. What became of that data? We have repeated this question without a reply to date. This cannot be agreed until we have seen the data.</td>
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<td>30/10/15</td>
<td>2a. This information was provided as justification for the need for a local road. This upgrade as proposed is turning a road which passes through our village into a trans-European Expressway with increased noise and pollution levels with no benefits to the local community in that it cannot be easily accessed. We have maintained that regulating the speed of traffic on the A14 to allow safe use by local traffic and to minimise congestion would be a more economical and less costly and less polluting solution. Acceptance that road freight must inevitably increase to this level</td>
<td>Not agreed.</td>
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2 | Transportati on and traffic | What is the predicted volume of HGV traffic in ten years? | 16/10/15 | 2a. In 2035 the assessment has identified that close to 25,000 HGVs per day will use this section of the A14 Girton to Bar Hill. | 2a. This information was provided as justification for the need for a local road. This upgrade as proposed is turning a road which passes through our village into a trans-European Expressway with increased noise and pollution levels with no benefits to the local community in that it cannot be easily accessed. We have maintained that regulating the speed of traffic on the A14 to allow safe use by local traffic and to minimise congestion would be a more economical and less costly and less polluting solution. Acceptance that road freight must inevitably increase to this level | Not agreed. |
Ref | Principal Issue | Stakeholder Issue | Highways England (HE) Response | Stakeholder response to HE response | Agreed/ Not agreed/ Under discussion
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 | | | conditions dictate those may be necessary to assist with incident or congestion/delay management. | is environmentally questionable. We maintain that a 50 mph speed limit through the length from Bar Hill to Milton is highly desirable. Additionally variable speed control facilities are planned and should be used. | |
3 | Transportatio on and traffic | What is the local traffic impact? Does the modelling take account of Northstowe? | 16/10/15 The improvement and increased resilience on the A14 will reduce the issue of rat-running. It should be noted that account has been taken of specific developments in the traffic model where they were assessed as near certain or more than likely, as agreed with local planning authorities. Major development within 5km was considered in relation to other non-traffic related cumulative effects as reported in Chapter 18 of the Environmental Statement (document reference 6.1). | |
 | | | 16/10/15 3a. Additional sensitivity testing in relation to a high development scenario has been carried out. This allows for the full build out of development at Northstowe to 10,000 homes. Highways England’s response to the ExA’s Second Written Questions: Questions 2.12.7 provides information on the effect Phase 3 of the Northstowe development would have on traffic forecasts between Swavesey and Girton (reference HE/A14/EX/89). Highways England’s response to Question 2.12.2 (reference HE/A14/EX/89) also provides information on traffic flows along The Avenue and surrounding area. | |
 | | | 04/11/15 30/10/15 3a. Page 20 states, (our emphasis): “The results indicate that all junctions operate within theoretical capacity (Degree of Saturation (DoS) of less than 100%) with the Phase 3 Northstowe development. A number of junctions are forecast to operate above design capacity (DoS of greater than 85%), indicating that short term queuing and delays may occur at times during the peak hours. It should be noted that the DS++ test includes the Southern Access Road (East) between Northstowe (Phase 3) and Dry Drayton Road at Oakington. This would be provided as part of the Northstowe Phase 3 development.” This suggests that rat running will be an issue caused by traffic seeking to avoid these queues. We maintain that more concrete measures to
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<td>While the Bar Hill junction has been designed to allow for the full build out of Northstowe, it is not Highways England’s responsibility to address other impacts of potential future development in this location. The introduction of mitigation measures to address the impacts of the Northstowe Phase 3 development, including measures to deter inappropriate use of local roads, would be a matter for the developer to address in consultation with the local highway and planning authorities.</td>
<td>prevent rat running through Girton are needed. <strong>05/11/15</strong> The response that the impacts of the Northstowe development must be met by the developers at that time ignores the option to plan for those impacts in the current upgrade. This is a very blinkered approach and contradicts the assertion that account has been taken of developments within 5km of the area.</td>
<td>Not agreed.</td>
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<td>4</td>
<td><strong>Transportation and traffic</strong></td>
<td>Why does the scheme reduce to two lanes?</td>
<td><strong>16/10/15</strong> 4a. The mainline A14 widening works would end at the Milton eastbound diverge slip road (where the third lane would continue onto the slip road as a ‘lane drop’ arrangement) and the Milton westbound merge slip road (the third lane would continue from the slip road to the mainline as a ‘lane gain’ arrangement. From this point, the mainline would continue to the east with two lanes in each direction, as existing. In doing so the scheme would enhance capacity at Milton junction by improving the west facing slip roads, adding an extra left turn lane to the A10 north and adding an extra lane over the east bridge on the circulatory. This would improve capacity however it would remain a busy junction. <strong>04/11/15</strong> Highways England’s traffic forecasts indicate that the A14 to the east of the Milton junction would be operating at capacity in the PM peak.</td>
<td><strong>30/10/15</strong> 4a. We feel that reducing to 2 lanes at Milton will lead to tail backs to Milton at busy periods and have yet to be persuaded otherwise.</td>
<td>Not agreed.</td>
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<td>5</td>
<td>Design and engineering</td>
<td>There are connections missing from the Girton interchange that should be considered as part of the A14 improvement scheme.</td>
<td>16/10/15 Whilst it is not proposed as part of the scheme to provide connections at Girton Interchange between the A428 and the A14 or M11, the scheme does not preclude the provision of works to accommodate these movements. Provision for these additional movements has been considered during the development of the scheme.</td>
<td>30/10/15 5a. Cambridge City Deal proposals attempt to address this question and require careful consideration. The consequent effects on Girton must be taken into account in any future decisions.</td>
<td>Not agreed.</td>
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<td>16/10/15 5a. Highways England’s response to question 1.5.9 and 1.5.10 of the First Written Questions (Report 5, Design and Engineering Standards) provides an explanation for why these movements are not provided (HE/A14/EX/32&lt;sup&gt;2&lt;/sup&gt;; PINS reference REP2-006).</td>
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| 6   | Noise and vibration | Has there been a noise assessment around the village? Have barriers and mitigation measures been considered? Can mitigation measures be implemented early to address current noise issues? | • A428 eastbound and A14 westbound;  
• A428 eastbound and M11 southbound (via the new local access road); and  
• M11 northbound and A428 westbound. | 16/10/15  
6a. An assessment of the noise impacts around the village has been carried out and is detailed in Chapter 14 of the Environmental Statement (reference APP-345), Appendix 14.6 and Figure 14.7 of the ES (APP-710 and APP-416). | 30/10/15  
30/10/15  
6a. These show noise impacts around the village but not in the village itself. Noise from the raised sections of the road is significant throughout the village and the impact of the scheme on this is not assessed. | Not agreed. |
|     |                |                  | 04/11/15  
A full daytime and night-time noise assessment has been carried out at every dwelling within Girton. These noise assessment results - which take account of the further mitigation committed to as part of the DCO process - are presented in document ref REP13-019. The locations at which assessments have been carried out are shown geographically on Figure 14.7 of the ES for wayfinding purposes. The scheme noise levels presented in REP13-019 are lower than those presented in the ES due to two reasons:  
· the provision of very low noise surfacing on the Cambridge Northern Bypass past Girton  
· An extension to the noise barrier proposed in the ES along the southern side of the Cambridge Northern Bypass to the east of Girton Road.  
The assessment has taken full account of the vertical heights of the proposed scheme roads – including all | 05/11/15  
We find this statement very difficult to believe and need time to investigate fully the nature of this assessment before we can comment further. |
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<td>elevated sections at the proposed reworked Girton interchange. Even taking this into account, no increase in noise level is predicted at the receptors in Girton facing towards the Girton Interchange – for example, assessment location ref 881 and 8032 representing dwellings on Duck End and St Vincent's Close respectively.</td>
<td>before we can comment further.</td>
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<td>16/10/15 6b. In light of the on-going development of the package of mitigation measures, Highways England confirms that it will incorporate the following additional mitigation within the scheme that would reduce noise impacts at Orchard Primary School, Neighbourhood Play/Recreation Area, Cambridge Regional College and all receptors at Orchard Park, Histon and Girton:  • 2km of vLNS on A14 at Girton  • 3km of vLNS on A14 at Orchard Park</td>
<td>30/10/15 6b. We would like to see all road surfaces have the lowest noise finish along all the length that affects Girton. HE has provided details of their justification for current plans. We have asked for vLNS throughout the section from Bar Hill to Milton. That this appears to be denied on grounds of cost is unacceptable to us. Procedures must be in place to monitor the sound reducing performance of the new surfaces with time and rectify any shortcomings as soon as they occur. Proposals for mitigation of noise from the raised road sections near the village are needed.</td>
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<td>04/11/15 Very low noise surfacing has been provided where a good sustainability case exists. This is more likely to occur around large collections of population as the benefits would apply to large numbers of dwellings. Very low noise surfacing has now been confirmed for both the main body of Girton and for Bar Hill (see updated figure in Appendix C of this document [included below]). The justification for these decisions is set out in REP10-040 and the detailed noise assessment results are set out in REP13-019. Please also refer to Appendix C for a map of the</td>
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<td>before we can comment further.</td>
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<td>05/11/15 We need further time to examine this issue but feel the noise from raised sections of the roads has not been properly assessed or mitigated.</td>
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<td>very low noise surfacing proposed around Girton. 04/11/15</td>
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<td>6c.</td>
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<td><strong>Document ref REP10-037</strong> sets out that post-completion monitoring of the very low noise surfacing would be carried out, and “if monitoring were to indicate a potential deficiency or question whether vLNS had been laid as opposed to other low noise surfacing, the road surface noise performance could be confirmed with in-situ measurements.”</td>
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<td>The same document also sets out the complaints procedure for the project and details what actions the Council (Local Authority) could take if a member of the public complained to them about noise from the scheme. This would apply if, for example, it was alleged that the mitigation provided in the completed scheme is not in compliance with the noise and vibration mitigation scheme approved under the DCO, or that, if different from the ES (as updated by the DCO), results in worse environmental effects than reported in the ES (as updated by the DCO). In this case Highways England would undertake an investigation and report the findings to the complainant and the relevant local planning authority. 16/10/15</td>
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<td>6d.</td>
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<td><strong>Document ref REP10-037</strong> sets out that post-completion monitoring of the very low noise surfacing would be carried out, and “if monitoring were to indicate a potential deficiency or question whether vLNS had been laid as opposed to other low noise surfacing, the road surface noise performance could be confirmed with in-situ measurements.”</td>
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<td>30/10/15</td>
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<td><strong>This document is incomprehensible to the lay person even with an attempted explanation from Highways</strong></td>
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<td>noise barriers and road surfacing.</td>
<td>England. It does not appear to take any account of noise from raised sections of the road which is inevitably going to increase as new flyovers are built to accommodate the Local road junctions.</td>
<td>Under discussion.</td>
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<td>7</td>
<td>Landscape and visual effects</td>
<td>The rural feel of the village is important, the aesthetics of the barriers is an important issue.</td>
<td>16/10/15 7a. The specification of the material for the barriers will be assessed as part of detailed design.</td>
<td>30/10/15 7a. We wish to see some innovative thinking using latest barrier designs/materials and implementation of the improved barriers along the new lanes of the Northern Bypass as soon as possible. Now that this widening programme is complete we see no reason that this section of the problem should not be addressed immediately rather than at some unspecified point in the future.</td>
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<td>8</td>
<td>Design and engineering</td>
<td>The location of gantries adjacent to the bridge on the A14 is opposed locally.</td>
<td>16/10/15 8a. There is little flexibility in the design and locations of gantries and message signs as they need to be located in accordance with standard guidance to ensure that they meet functional and safety standards. 04/11/15 The gantry currently exists, having been built as part of the pinch point scheme and therefore its incorporation in to the A14 is the most cost effective solution for signing the further A14 improvement scheme. It is not considered that the gantry is particularly ‘hideous’, nor that aesthetics would be improved either by attaching the signs directly to the existing Girton Road bridge, nor by moving it a small distance further from the bridge. Mounting the signs directly on the current existing bridge may not be possible as the</td>
<td>30/10/15 8a. We need hard evidence for this statement. The gantry adjacent to the Girton bridge is hideous and should be incorporated into the bridge. It is only a relatively few yards from the bridge, so we do not accept that the signs cannot be moved this very small distance. 05/11/15 We do not feel these arguments are persuasive. The gantry was constructed without warning and has attracted universal opposition from the community. Really? We would like to see evidence of this. The bridge carries road traffic without</td>
<td>Not agreed.</td>
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<td>structure would not be designed for such imposed loads. The structural upgrades required to allow the signs to be mounted would be complex work which would interfere with traffic flows on both the Girton road and the A14 underneath. Additionally there may be security issues if the signs (particularly the proposed variable message signs) were directly accessible from the bridge.</td>
<td>weight limit.</td>
<td>Again, really?</td>
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<td>9</td>
<td>Transportati on and traffic</td>
<td>NMU provision along the cycle track from Girton college to Bar Hill is welcomed.</td>
<td>16/10/15 9a. We note your comment and note that this is a matter for Cambridgeshire County Council.</td>
<td>30/10/15 9a. While not part of the current scheme all efforts should be made to dovetail the cycleway with a through route to the Thorntons, Darwin Green and beyond.</td>
<td>Not agreed.</td>
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<td>10</td>
<td>Water issues</td>
<td>Attenuation ponds could be enlarged to mitigate against local flooding and ensure a dual function for the balancing ponds and solution.</td>
<td>16/10/15 10a. The size of the ponds is designed to fit with the water run-off from the road, rather than to capture water from the local water courses. 04/11/15 While it may be desirable to address pre-existing flooding issues, in accordance with the NPS the scheme is only required to provide mitigation for its own impacts. Outside the DCO Highways England has commenced a feasibility study to investigate opportunities to alleviate pre-existing flooding issues.</td>
<td>30/10/15 10a. The flood risk to Girton from The Washpit and Beck Brook appears to have been underestimated. Designing the attenuation ponds to only cope with the increased run-off from the new road is not acceptable. Houses in Dodford Lane first flooded in 1978, shortly after the previous upgrading of the M11/(then) A604, (now)A14 junction and the installation of new, enlarged, box culverts to the two brooks. Was this a coincidence or an unforeseen consequence of the road improvements? The new upgrade presents a one off opportunity to rectify this and reduce the flood risk downstream. 05/11/15 Our contention that the flooding issue was exacerbated by the original construction of the M11/A14 interchange still holds true.</td>
<td>Not agreed.</td>
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4 Agreement on this SoCG

This Statement of Common Ground has been jointly prepared and agreed by:

Name: 

Signature: 

Position: 

On behalf of: Highways England

Date: 

Name: Haydn Williams

Signature: 

On behalf of: Girton Parish Council

Date: 
Appendix A: Written representation

5.1 The Examining Authority's (ExA's) first written questions and requests

5.1.1 Response from Girton Parish Council - June 2015

Girton parish Council only became aware of this consultation stage through an individual member who had registered as an Interested Party in his own right. For some reason we do not appear to be so registered. This oversight may have arisen through a confusion of communications arising because our Chairman up to May 2015 is also a District Councillor and several previous communications on this issue may have been taken as coming from him as a District Councillor rather than as representing Girton Parish Council. We request that this situation be rectified as Girton is significantly affected by the A14 developments and we wish our opinion to be heard. Our detailed responses to the questions are shown below and in particular we would draw attention to our request for a detailed evaluation of the effects of the development on traffic movements through Girton and a thorough justification of the proposed new local road over alternatives that have been suggested such as camera controlled variable speed limits throughout the Bar Hill to Milton section of the A14.

Question 1.1 Air Quality and Emissions

While Parish Councils are only listed against certain of the questions which we have addressed individually below, we feel that all the questions in this section are relevant to Girton residents.

Q1.1.5 Please explain when, how and where air quality would be monitored or why no monitoring is proposed with particular reference to NOx, NO2, CO, PM10 and PM2.5. We would like to have this answered by the applicant.

Q1.1.8 Please explain how the assessment of air quality has taken into account the proximity of the proposed road scheme to sensitive receptors including housing and schools and the mitigation measures proposed during the operational phase in such locations? Where and how would these measures be secured? We would like to have this answered by the applicant.

Q1.1.10 Table 8.12 of the ES concludes that during the operational phase the overall scheme would have no significant impacts on air quality. Can the applicant explain further how it has reached its conclusion of no significant air quality impacts?? We would like to have this answered by the applicant.

Q1.1.14 Have the results of the air quality assessment been agreed with Interested Parties and if so, by whom and if not, why not? We would be interested to see these results.

Q1.5 Design and Engineering Standards
Q1.5.8 To what extent have the non-motorised user provisions suggested by the Cambridgeshire Local Access Forum in its relevant representation (130) been incorporated in the scheme and how has the extent of those incorporated been determined?

Q1.5.9 How would the future provision of connections to cater for the missing movements at Girton interchange, between the A428 and the A14 and M11, be accommodated within the scheme?

Q1.5.10 To what extent have the non-motorised user provisions suggested by the Cambridgeshire Local Access Forum in its relevant representation (130) been incorporated in the scheme and how has the extent of those incorporated been determined?

Q1.5.16 The Applicants letter (12 May 2015) suggests that amended layouts at some junctions would be required as a result of the Traffic Modelling Update Report. Will revised highway layout drawings be submitted to the examination? If so, when? If not, why not?

Answers to these questions would also be of interest to Girton PC

Q1.7 Economic and Social Effects

Q1.7.8 Table 16.14 of the ES summarises the effect of the proposed scheme on community severance. To what extent have local authorities and Parish Councils been involved in such an assessment and are they in agreement with the applicant over the effects of the proposal? If not, why not? We are not aware of such assessments and would welcome them.

Q1.8.3 The ES indicates that the urbanisation of the landscape character through the interaction of noise, lighting and visual intrusion from new infrastructure would be a major cumulative effect. Para 18.72 indicates that mitigation to reduce the cumulative effect on landscape character could not be identified and the mitigation for each effect would not fully mitigate the overall impacts. Has the mitigation of cumulative impacts been discussed with local authorities and Parish councils and if so what was the outcome. If this has not been discussed, why not? We are not aware of such discussions and would welcome them.

Q1.10 Noise and Vibration

These are all of relevance to Girton so we would be interested in the responses. In particular:

Q1.10.13 The construction and operational effects of noise on commercial and residential properties in the vicinity of the Cambridge Northern Bypass has been assessed as significantly adverse without mitigation. Have the proposed mitigation measures and their effectiveness been discussed with IPs and if so, what was the outcome? If no discussions have taken place, why not?

Q1.10.15 What noise mitigation measures are proposed and where at the re-configured Girton interchange? Would these include acoustic fencing? If not, why not? Are of great interest to Girton residents

Q1.12 Transportation and Traffic
Q1.12.19 Please provide in tabular format and by reference to relevant plans, the proposed measures which seek to address the needs of non-motorised users including equestrians, cyclists and pedestrians as part of the proposed scheme. Please identify clearly which measures are aimed at reducing community severance, correcting historic problems; enabling cyclists to use junctions easily and safely and improving accessibility for disabled people.

This also is of great interest to Girton residents.

Additionally there does not seem to be any consideration of the effect of the scheme on traffic movements through Girton Village. We would like to see the results of such a study.

Furthermore it is not apparent to us that a detailed justification has been provided for the proposed local road over alternative solutions. Specifically has sufficient consideration been given to alternatives such as camera controlled variable speed limits throughout the Bar Hill to M11/Milton A14 junction? This alternative would allow safer use of the road by local traffic.

We are not convinced that the local road solution with its spaghetti junction arrangement near Girton Corner provides a safe means of merging traffic from several roads. For example entering Cambridge along the Huntingdon road will require merging with higher speed traffic coming off the A14 presenting a potentially hazardous situation. It is likely that the new proposals will result in the need for reduced speed limits anyway, so the argument that such limits result in unjustifiable economic losses does not hold water.

Variable speed limits have been introduced safely in a number of motorways in the UK to improve traffic flow and safety and are a proven solution to congestion. This argument was put to the Highways agency as long ago as June 2010 but did not receive a well reasoned response.

Q1.13 Water Issues

Q1.13.2 Has the historic flooding in Girton, particularly from Washpit and Beck Brooks, been taken into account in the design of the scheme through the suggested floodplain compensation in the Environmental Statement and how? If not, why not? Historic data presented is not up to date and takes no account of flooding in Girton since 2001.

Q1.13.3 Although there are ‘few properties within the scheme’s zone of influence’ on Washpit and Beck Brooks, why are these watercourses given a low importance of attributes in terms of flood risk based on the guidance given in HD45/09. Flood risk from Washpit and Becks Brooks has been under stated, there are 12-15 properties that flood regularly and 80 in the Environment Agencies flood warning area.

Q1.13.13 How would highway attenuation ponds discharge during a flood event that inundated Flood Zone 3? (Document 6.3 Appendix 17.01 Para 5.3.1) Girton residents would like to see these ponds designed so that the flood risk downstream is reduced rather than maintained at the current level or even increased.
6 Appendix B: Possible future layout at Girton Interchange

6.1.1 The possible future layout at Girton Interchange to provide additional vehicular movements (future works indicated in pink).

6.1.2 A fully free flow solution (in which traffic can flow freely from one carriageway to another via a dedicated interchange link, as opposed to having to negotiate a junction) for the missing connections may also be physically possible, but would involve the construction of a large number of bridges over live carriageways and would therefore be significantly more expensive to construct than the layout suggested above.
Appendix C: Girton Very Low Noise Surfacing
8 Appendix D: Girton Parish Council 2009 objection to A14 scheme
Girton Parish Council wishes to object to the Draft Orders for the A14 on a number of grounds outlined below.

1. Noise Pollution
The proposals as they stand make wholly inadequate and unacceptable provisions for reducing and minimising the impact of additional noise pollution that the changes to the A14 will bring. The lives of Girton’s residents have already been blighted for many years by the current noise levels from the A14, particularly from the elevated section between the Girton interchange and Bar Hill. Measurements already taken in Girton suggest that impact is unacceptably high and we are seeking more data here (unfortunately we do not have the finances for a proper and full noise survey)\(^1\). Our discussions with the Highways Agency and Atkins about our concerns over increased noise pollution have been very disappointing, and indicate to us that the very bare minimum in terms of noise abatement and reduction measures will be undertaken. The attitude seems to be that the residents of Girton will have to ‘learn to live with the noise, or move’.

The modelling presented in the Environmental Statement only extends 600m beyond the edge of the roadway, and no attempt is made to assess the noise impact further afield. Yet high and intrusive noise already reaches the village from the Girton Interchange to Bar Hill and the Girton to Histon stretches of the A14, both of which are well over 600m from the village. This problem will intensify considerably given that the proposal includes an elevated interchange which will generate noise that extends over much greater distances. Further, we have been informed by Atkins that no attempts had been made to model shaped noise barriers, such as are now common on the Continent where they have been found to be very effective, “because it wasn’t in the Design Manual”\(^2\). We have researched numerous examples of major road construction or widening in a number of European and other countries, and in almost all of these the measures taken to minimise the environmental impact of noise pollution, and hence the negative impact on the quality of life of local inhabitants, seem to aim for a far greater degree of abatement than appears to be the case in the A14 proposals. We would also draw attention to the new and stringent protocols that are under discussion with the European Commission. Further, we have consulted with expert noise barrier engineers (Sound Barrier Solutions Ltd) about the quality and extent of the barriers included in the proposals, and they confirm that these will be wholly inadequate. We request that proper assessment of the kinds of noise-abatement so successful on the Continent is undertaken, and the results applied here before the scheme proceeds\(^3\).

We would also request that consideration be given to placing speed restrictions on the stretch of road between Bar Hill and Histon, or Milton, in order to reduce noise levels. In addition to the use of ‘quiet’ tarmac, there is copious evidence from road tests and from road schemes across many countries (from the Netherlands to Singapore to the United States) that, contrary to what the Highways Agency argued to us, large-scale plantings of evergreen tree barriers also reduce noise (and air) pollution (as well as greening the landscape)\(^4\).

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\(^1\)We have presented measurements to WS Atkins of levels in excess of 90dB(A); as a result of which Atkins have agreed to undertake further testing of their own, though not at locations beyond their 600m self-imposed boundary.

\(^2\)The Design Manual is ‘advice’, often rather out of date, not a Statutory Instrument.

\(^3\)The TRF has done work on other designs of barrier than the simple vertical plane barrier (see for instance Watts and Morgan (2003), ‘Evaluating the effectiveness of novel noise barrier designs’, Proceedings of Euronoise 2003, Naples, Italy, Paper No. 060-IP, available from the TRF website) but does not appear to have evaluated the latest Continental research.

\(^4\)See, for example, Huddart, L. (1990) The use of vegetation for traffic noise screening. Crowthorne, Berkshire:
We cannot over-emphasise the depth of residents’ concern about the noise problem associated with the A14 proposal. The problem is particularly acute for Girton because the village is bisected by the A14, and is very close to where the huge elevated interchange will be built. A recent questionnaire of Girton residents, (with over 1000 responses), undertaken in relation to a local village plan, revealed that the likely noise impact of the proposed A14 works is by far the single most important concern of local residents (some 80% ranked this issue their main worry and oppose the scheme in its present form, as the tables below indicate).  

“Q22: How would you regard the A14 Improvement Scheme as a whole, if the following conditions applied?

<table>
<thead>
<tr>
<th>Condition</th>
<th>Strongly support scheme</th>
<th>Support scheme</th>
<th>Neutral or no opinion</th>
<th>Oppose scheme</th>
<th>Strongly oppose scheme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise increase</td>
<td>1.8</td>
<td>39.7</td>
<td>1.2</td>
<td>42.3</td>
<td>26.6</td>
</tr>
<tr>
<td>Noise decrease</td>
<td>7.6</td>
<td>46.8</td>
<td>4.3</td>
<td>42.4</td>
<td>25.2</td>
</tr>
<tr>
<td>Air pollution increase</td>
<td>9.4</td>
<td>10.4</td>
<td>8.8</td>
<td>11.3</td>
<td>37.1</td>
</tr>
<tr>
<td>Air pollution decrease</td>
<td>34.8</td>
<td>1.9</td>
<td>36.7</td>
<td>2.8</td>
<td>6.8</td>
</tr>
<tr>
<td>Cutting covered over</td>
<td>46.3</td>
<td>1.2</td>
<td>49.0</td>
<td>2.8</td>
<td>4.2</td>
</tr>
</tbody>
</table>

Summary:
In the hypothetical absence of change in noise, air pollution or cutting, more than a third of respondents supported the A14 improvement scheme, while fewer than a quarter opposed it. In the event that noise increased, more than four fifths opposed the scheme, while fewer than one in ten supported it. In the event that air pollution increased, more than four fifths opposed the scheme, while only roughly one in twenty supported it. In the event that either noise or air pollution decreased, more than four fifths supported the scheme. If the cutting was covered over, roughly half supported the scheme.

In the absence of other change, support for the scheme was strongest in areas A, B, H and I. Support for a tunnel was highest in area E (and among those aged ten and under, based on a small sample). In the event that noise increased, opposition was strongest in area E (more than 10% higher than areas F and G); opposition was weakest among the 85-and-over group. In the event that pollution increased, opposition to the scheme declined with age.”


These data are taken from http://www.grantavista.org.uk/girton/ which presents the (as yet preliminary) results from the Girton Village Plan. 1036 responses were received and the data are currently being analysed; note that not all respondents answered all questions.

The areas into which the village was divided for convenience of analysis are as follows (number of returns in parentheses):
(A) Dodford Lane, Fairway and roads off (67)
(B) Cambridge Road west of church, High Street North, Oakington Road and roads off (except Dodford Ln) (86)
(C) Woodlands Park, High Street South, Duck End and roads off (126)
(D) Church Lane, Hicks Lane and roads off (except Duck End) (65)
(E) Cambridge Road south of church, Girton Road north of A14 and roads off (except Hicks Ln, Pepys Way, Weavers Field) (160)
(F) Pepys Way, St Vincent’s Close, Weavers Field and roads off (95)
(G) Wellbrook Way and roads off (62)
(H) Girton Road south of A14, Thornton Road NW of Thornton Way junction, St Margaret’s Road and roads off (except Wellbrook Way) (169)
(I) Huntingdon Road, Thornton Road SW of Thornton Way junction, Thornton Way and roads off (except Girton Road and Thornton Road NW) (199),
“Q23: Are you concerned by the current state of the following in Girton? [the list includes 'Air pollution' and 'A14 traffic noise' as below]

<table>
<thead>
<tr>
<th></th>
<th>Air pollution</th>
<th>A14 traffic noise</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very concerned / a high priority</td>
<td>29.3</td>
<td>33.2</td>
</tr>
<tr>
<td>Concerned / a medium priority</td>
<td>30.8</td>
<td>33.2</td>
</tr>
<tr>
<td>Slightly concerned / a low priority</td>
<td>24.9</td>
<td>23.0</td>
</tr>
<tr>
<td>Not concerned / not a priority</td>
<td>13.1</td>
<td>9.2</td>
</tr>
<tr>
<td>No opinion</td>
<td>2.0</td>
<td>1.4</td>
</tr>
</tbody>
</table>

Summary:
Roughly a third of respondents were very concerned about air pollution and A14 traffic noise. ... Concern over air pollution was strongest in area F, with more than two fifths very concerned. Concern over A14 noise was again strongest in area E (more than 10% higher than areas F and G)."

The current provisions for noise reduction and minimisation in the A14 proposals are grossly inadequate as a response to our community; and we request that proper assessment of the kinds of state of the art noise-abatement measures being used and proving successful on the Continent be investigated and applied here. Unless such large-scale environmental measures are included we cannot support the proposals, and indeed would argue strenuously that an alternative route for the enlarged A14 be investigated, one that will not so drastically reduce the quality of life of so many households in our village, and indeed in the other villages that straddle the road.

2. Atmospheric Pollution
Despite current EU concerns the UK does not in general measure the prevalence of PM$_{2.5}$ particulates, and the modelling done for the present and future state of the A14 must be highly suspect. Even PM$_{10}$ is not measured at Girton despite the fact that the A14 bisects our village and Girton is in an AQMA.

We wish to see a proper PM$_{2.5}$ survey undertaken in conjunction with the NO$_x$ station situated at Weavers Field, Girton, and the data therefrom included in the future modelling, and we wish the strictest limits to be placed on pollution through Girton for the health of our villagers.

The tables at 10.15 and 10.16 indicate that the results of the scheme will be a rise in levels of both PM$_{10}$ and NO$_2$ at Girton. In the light of all the other disadvantages of this scheme to be suffered by the village we believe this to be unacceptable.

Highways authority figures indicate$^7$ that whereas congestion is a significant cause of increased PM$_{10}$ emissions, so is speed. This graph reinforces the sense of imposing a 50mph limit through the village of Girton (and beyond). We note with disappointment that the effect of speed limits was not modelled.

On Villagers' concerns over atmospheric pollution, see the summaries of the Village Plan cited above.

3. Congestion
In economics there is a law, Say’s law, to the effect that ‘supply creates its own demand’. As many other motorway enlargements (eg M25) have show, enlargement typically leads to an expansion of traffic over and above that predicted $^8$. We object that this is not adequately taken into account in the projections on which the project is based.

The possible effects on A14 traffic volumes of moving freight to rail should also be modelled before any decisions are taken to proceed with this scheme. A significant amount of EU finance has already been obtained to facilitate the movement of containers from Felixstowe by rail and

$^7$ http://www.highways.gov.uk/knowledge/6068.htm

$^8$ The New Civil Engineer reports (25 June 2009) ‘CBT research suggests 75% of road projects completed last year went over-budget, with the overall budget 54% over. The overall deficit could be as high as £3.9bn. In addition, completed roads were found to be more congested than expected. Of 20 new bypasses examined, 60% had more traffic on both old and new roads than predicted. 40% had 25% more traffic on the old route’ (www.nce.co.uk/highways-agency-39bn-over-budget/5204008.article).
if this is successful it will remove a significant amount of the A14 traffic. Modelling is needed to assess whether this might be adequate, perhaps with comparatively\(^9\) small extra funding, to render the A14 upgrade unnecessary. The upgrade of the A14 should certainly not precede the upgrade of the Felixstowe-Nuneaton rail link.

4. Ecology

Both Say’s Law and the simple fact that the proposed road is longer than the current A14 mean that the result will be an increase in carbon emissions which conflicts with stated Government goals to reduce emissions by at least 14%pa. The modelling must show, if the scheme is to go ahead, not just a reduction against the ‘Do Minimum’ scenario but an absolute reduction in line with Government targets\(^10\). Tackling climate change is supposedly an official DfT goal for a sustainable transport system: it must be demonstrated that this project meets the goal if it is to proceed.

This is not merely a local concern but one which affects the project as a whole. 7.4.59 claims to support Government policy with respect to Stern and Eddington\(^11\). It is clear that for the people of Girton Village it is a travesty to suggest that there is a positive contribution to the ‘safety, security and health’ or ‘quality of life’ goals. And in the wake of Copenhagen 2009 the fifth goal is surely of over-riding importance.

5. Other relevant factors

At a time of record levels of national debt, it is surely inappropriate to proceed before we know the impact of a number of other current issues:

- the impact of the Guided Bus which should start running next year;
- the effect on traffic levels of the changing economy (traffic levels had begun to fall even before the crisis);
- the plans to move more freight from the East Coast ports on to the rail network.

There are a host of other (low cost) measures which could also be tried before resorting to what will be a huge outlay on the ‘upgrade’ of A14, and an ‘upgrade’ that will only attract yet more traffic. The Government should be looking at measures to reduce road traffic levels, not encourage more.

And if despite these concerns it is determined that this upgrade is required, then every possible mitigation measure should be fully explored. Some, such as speed limits, would be simple and cheap to implement (and as the M25 indicates, can also reduce congestion and thus actually increase throughput) and would greatly reduce both noise and atmospheric pollution. Others, such as afforestation, are highly desirable in their own right\(^12\).

6. Conclusion

Girton Parish Council objects to the Orders in their present form, and requests that the issues outlined above be re-assessed before the Orders are approved.

This response was approved by Girton Parish Council at an Extraordinary Meeting held on 21 December 2009.

(Douglas de Lacey, Chairman, Girton Parish Council)

\(^9\)Compared to the total costs of the A14 scheme.

\(^10\)UK Low Carbon Transition Plan, DECC 2009.

\(^11\)‘7.4.59 ... Since 2004, Government policy on transport has taken on board the Stern Review and the Eddington study, leading to the adoption of five broad goals. The Scheme would contribute positively to four of these goals ...’

\(^12\)We acknowledge reluctance to introduce more non-native species, given that needle-leaved, evergreen species are significantly more effective than broad-leaved, deciduous species as a sink for particulates, but feel on balance their beneficial effect would outweigh this concern.
Submissions made after the date of the Report

1. Bridget Timms

-----Original Message-----
From: Bridget Timms [mailto:...........................]
Sent: 12 February 2016 17:29
To: A14 Cambridge to Huntingdon
Subject: Re: Compound store

Dear Richard,
Ref.10030523. Our objection to the CS immediately adjacent to our house and the SSC 50mtrs opposite was outside the timescale because we were not consulted about it by Highways England. However verbal objections were recorded at forum meetings at Dry Drayton and Girton College to HW. ENG, representatives. The impact on our B&B and self-catering business will be compromised by noise light dust and devaluation. Are you aware that our Water and Electricity Services come from Catch Hall Farm and need to be protected when constructing the local access road. We assume you have surveyed the same and please send a copy. Regards Bridget Timms

Sent from my iPad
2. Bridget Timms

From: Richard White
Sent: 15 February 2016 09:14
To: A14 Cambridge to Huntingdon
Subject: FW: Registration for project A14 Cambridge to Huntingdon Improvement Scheme with the Planning Inspectorate

From: bridget timms [mailto:bridget.timms@ferrovialconstruction.com](mailto:bridget.timms@ferrovialconstruction.com)
Sent: 13 February 2016 17:07
To: Richard White
Subject: Re: Registration for project A14 Cambridge to Huntingdon Improvement Scheme with the Planning Inspectorate

Dear Richard,

You will see from this email that we registered our protest about the CS and SSC on the 27 Feb. 2015 well within the timescale for the Secretary of State consideration. We have 2 registration numbers and you will see our email at the end of this communication. Please register my complaint with the S of State and let him know of this oversight on your part. I await your reply, thank you. Bridget Timms.

On Friday, 27 February 2015, Planning Inspectorate Projects <donotreply@infrastructure.independent.gov.uk> wrote:
Planning Act 2008: Receipt of Representations

Thank you for submitting your representation on the application for development consent by Highways Agency for A14 Cambridge to Huntingdon Improvement Scheme.

Your registration identification number is 10030514.

The next step is that Highways Agency must certify to the Secretary of State it has complied with its notification obligations. After this the Secretary of State will appoint the Examining Inspector(s) responsible for examining the application ('the Examining Authority'). The Examining Authority will then carry out an initial assessment of the principal issues arising on the application by 2 April 2015, which is 21 days after the last day for submitting representations.

Once that initial assessment of issues has been done we will write to you again. That letter will provide the name(s) of the Examining Inspector(s) appointed to be the Examining Authority and confirm (where relevant) your status as an interested party, unless exceptionally your representation has failed to comply with mandatory legal requirements. In the event that you are given Interested Party status, I can assure you that your representation will be considered by the Examining Authority. All Interested Parties will also be invited to attend the Preliminary Meeting and will have an opportunity to make representations about the procedure for the examination.

Please also note that the representations received will be published on the project page of the Planning Inspectorate's website as soon as practicable after the applicant has certified that it has complied with its notification obligations.
If you did not make this registration then please ignore or delete this email or call the Planning Inspectorate helpline on 0303 444 5000 for more information.

Yours sincerely

Planning Inspectorate

Temple Quay House

Temple Quay

Bristol

BS1 6PN

Telephone: 0303 444 5000

Email: A14CambridgetoHuntingdon@pins.gsi.gov.uk

Website: www.planningportal.gov.uk/infrastructure

Summary of your details:

B Timms
Beck Brook Farm, The Avenue, Madingley
Cambridge
Cambs
CB23 8AD
uk
bridget.timms@gmail.com
01954211620

Contact by email
Interest in land: yes
I would be entitled to make a relevant compensation claim if the development consent order were to be made and fully implemented.
Speak at a compulsory acquisition hearing? no
Submit a written representation at a later stage? no
Attend the preliminary meeting? no
Speak at an open-floor hearing? no
Speak at an issue specific hearing? yes
Your representation:
Our farm in Girton west of the A14 on The Avenue Madingley will be affected by the presence of the proposed compound site (PCS) next to our boundary and the proposed soil storage site(PSSA) in close proximity. The heavy haulage and the noise this will create will have obvious effects during the years of construction so I wish to register as an interested
party. The construction of the Girton A14 will bring transport much closer to the Farm together with new local roads planned.

This email was scanned by the Government Secure Intranet anti-virus service supplied by Vodafone in partnership with Symantec. (CCTM Certificate Number 2009/09/0052.) In case of problems, please call your organisations IT Helpdesk. Communications via the GSi may be automatically logged, monitored and/or recorded for legal purposes.
Dear Sir,

I live close to Huntingdon Railway Station and to the proposed spur road to the coming off from the detrunked A14. A neighbour opposite i.e. the house adjacent to the current A14 just south of the has recently fenced off a plot c.25 metres x c.18 with fence posts and barbed wire to the rear of his property and installed a pond. Apart from this land belonging to the best of my knowledge to the British Rail Property Board, part of the area concerned seems to be in the path of the proposed access road to the station.

It seems to me that there is an attempt to "gardenise" this area with the hope of influencing the route of the new road by pushing it nearer to Mill Common Road (if the road was routed around the barbed wire fence) as well as increasing considerably the size of his garden.

I would be most grateful if you could reassure me that the Highways Authority will not be influenced by this, and that the access road to the station will follow it's proposed path.

Yours sincerely,
Robert Miller

This email was scanned by the Government Secure Intranet anti-virus service supplied by Vodafone in partnership with Symantec. (CCTM Certificate Number 2009/09/0052.) In case of problems, please call your organisation's IT Helpdesk.
Communications via the GSi may be automatically logged, monitored and/or recorded for legal purposes.
Robert,

To see.

Best regards

Sally

SALLY KEITH
Senior Lawyer

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ
Web: http://www.highways.gov.uk telephone 0300-470-1275 Blackberry 07889-300-703
PART 8
FOR THE PROTECTION OF CLH PIPELINE SYSTEM (CLH-PS) LTD

Application

86. For the protection of CLH the following provisions, unless otherwise agreed in writing at any time between the undertaker and CLH, have effect.

Interpretation

87. In this Schedule—

“alternative apparatus” means alternative apparatus adequate to enable CLH to fulfil its functions as a pipe-line operator in a manner no less efficient than previously;

“apparatus” means the pipe-line and storage system owned or maintained by CLH and includes any structure in which apparatus is or is to be lodged or which gives or will give access to apparatus;

“CLH” means CLH Pipeline System (CLH-PS) Ltd and any successor in title;

“functions” includes powers and duties;

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

“pipe-line” means the whole or any part of a pipe-line belonging to or maintained by CLH and includes any ancillary works and apparatus; all protective wrappings, valves, sleeves and slabs, cathodic protection units, together with ancillary cables and markers; and such legal interest and benefit of property rights and covenants as are vested in CLH in respect of those items;

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

“specified work” means any work which will or may be situated on, over, under or within 15 metres measured in any direction of any apparatus, or (wherever situated) impose any load directly upon any apparatus or involve embankment works within 15 metres of any apparatus; and

“working day” means any day other than a saturday, sunday or English bank or public holiday.

Acquisition of apparatus

88. Irrespective of any provision in this Order or anything shown on the land plans—

(a) the undertaker must not acquire any apparatus or obstruct or render less convenient the access to any apparatus, otherwise than by agreement with CLH; and

(b) any right of CLH to maintain, repair, renew, adjust, alter or inspect any apparatus must not be extinguished by the undertaker until any necessary alternative apparatus has been constructed and is in operation to the reasonable satisfaction of CLH.

Removal of apparatus and rights for alternative apparatus

89.—(1) If, in the exercise of the powers conferred by this Order, the undertaker acquires any interest in any land in which any apparatus is placed or over which access to any apparatus is enjoyed or requires that any apparatus is relocated or diverted, that apparatus must not be removed by the undertaker and any right of CLH to maintain and use that apparatus in that land and to gain access to it must not be extinguished until alternative apparatus has been constructed and is in operation, and access to it has been provided, to the reasonable satisfaction of CLH.
(2) If, for the purpose of executing any works in, on or under any land purchased, held, appropriated or used under this Order, the undertaker requires the removal of any apparatus placed in that land, it must give CLH 28 days’ written notice of that requirement, together with a plan of the work proposed, and of the proposed position of the alternative apparatus to be provided or constructed and in that case (or if in consequence of the exercise of any of the powers conferred by this Order CLH reasonably needs to remove any apparatus) the undertaker must, subject to sub-paragraph (3), afford to CLH the necessary facilities and rights for the construction of alternative apparatus in other land of the undertaker and subsequently for the maintenance of that apparatus.

(3) If alternative apparatus or any part of such apparatus is to be constructed elsewhere than in other land of the undertaker, or the undertaker is unable to afford such facilities and rights as are mentioned in sub-paragraph (2) in the land in which the alternative apparatus or part of such apparatus is to be constructed, the undertaker must afford to and, if necessary, acquire for the benefit of CLH the necessary facilities and rights (equivalent to those currently enjoyed by CLH) for the construction, maintenance and use of the alternative apparatus and access to it.

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

(5) CLH must, after the alternative apparatus to be provided or constructed has been agreed or settled in accordance with article 43, and after the grant to CLH of any such facilities and rights as are referred to in sub-paragraphs (2) and (3), proceed as soon as reasonably practicable using all reasonable endeavours to construct and bring into operation the alternative apparatus and subsequently to remove any apparatus required by the undertaker to be removed under the provisions of this Schedule.

(6) Irrespective of sub-paragraph (5), if the undertaker gives notice in writing to CLH that it desires itself to execute any work, or part of any work in connection with the construction, removal or decommissioning of apparatus in the land of the undertaker or the construction of alternative apparatus, that work, instead of being executed by CLH, must be executed by the undertaker without unnecessary delay under the superintendence, if required, and to the reasonable satisfaction of CLH.

(7) Nothing in sub-paragraph (6) authorises the undertaker to execute the placing, installation, bedding, packing, removal, connection or disconnection of any apparatus, or execute any filling around the apparatus (where the apparatus is laid in a trench) within 3000 millimetres of the apparatus without CLH’s consent.

Facilities and rights for alternative apparatus

90.—(1) Where, in accordance with the provisions of this part of this Schedule, the undertaker affords to CLH facilities and rights for the construction and maintenance in land of the undertaker of alternative apparatus in substitution for apparatus to be removed, those facilities and rights are to be granted upon such terms and conditions as may be agreed between the undertaker and CLH or in default of agreement settled by arbitration in accordance with article 43 (arbitration).

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

(a) give effect to all reasonable requirements of the undertaker for ensuring the safety and efficient operation of the authorised development and for securing any subsequent alterations or adaptations of the alternative apparatus which may be required to prevent interference with any proposed works of the undertaker or the traffic on the highway; and

(b) so far as it may be reasonable and practicable to do so in the circumstances of the particular case, give effect to the terms and conditions, if any, applicable to the apparatus for which the alternative apparatus is to be substituted.

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

Retained apparatus: protection

91. — (1) Unless a shorter period is otherwise agreed in writing between the undertaker and CLH, not less than 28 days before commencing any specified work in relation to apparatus the removal of which has not been required by the undertaker under sub-paragraph 89(2), the undertaker must submit to CLH a plan of the works to be executed.

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

(3) Any requirements made by CLH under sub-paragraph (2) must be made within a period of 14 days (unless a shorter period is otherwise agreed in writing between the undertaker and CLH) beginning with the date on which a plan under sub-paragraph (1) is submitted to it.

(4) If CLH in accordance with sub-paragraph (2) and in consequence of the works proposed by the undertaker, reasonably requires the removal of any apparatus and gives written notice to the undertaker of that requirement, this Part of this Schedule applies as if the removal of the apparatus had been required by the undertaker under sub-paragraph 89(2).

(5) Nothing in this paragraph precludes the undertaker from submitting at any time or from time to time but (unless otherwise agreed in writing between the undertaker and CLH) in no case less than 28 days before commencing any specified work, a new plan, instead of the plan previously submitted, and having done so the provisions of this paragraph 91 apply to and in respect of the new plan.

(6) The undertaker is not required to comply with sub-paragraph (1) in a case of emergency but in that case it must give to CLH notice of the works it intends to carry out to remedy the emergency together with a plan as soon as is reasonably practicable and must comply with sub-paragraph (2) in so far as is reasonably practicable in the circumstances.

(7) In relation to any specified work, the plan to be submitted to CLH under sub-paragraph (1) must include a material statement describing—

(a) the exact position of the work;
(b) the level at which the work is to be constructed or renewed;
(c) the manner of its construction or renewal;
(d) the position of any apparatus; and
(e) by way of detailed drawings, every alteration proposed to be made to the apparatus.

Cathodic protection testing

92. Where in the reasonable opinion of the undertaker—

(a) the authorised development might interfere with the existing cathodic protection forming part of a pipe-line; or
(b) a pipe-line might interfere with the proposed or existing cathodic protection forming part of the authorised development,

CLH and the undertaker must co-operate in undertaking the tests which the undertaker considers reasonably necessary for ascertaining the nature and extent of such interference and measures for providing or preserving cathodic protection.
Expenses

93.—(1) Subject to the following provisions of this paragraph, the undertaker must pay to CLH the reasonable costs and expenses incurred by CLH in, or in connection with—

(a) the inspection, removal, alteration or protection of any apparatus; or
(b) the construction of any new apparatus; or
(c) the watching and inspecting the execution of any specified work; or
(d) imposing reasonable requirements for the protection or alteration of apparatus,

which may reasonably be required in consequence of the execution of any such works as are required under this Schedule.

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

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

(a) apparatus of better type, of greater capacity or of greater dimensions is placed in substitution for existing apparatus of worse type, of smaller capacity or of smaller dimensions (except where this has been solely due to using the nearest currently available type); or
(b) apparatus (whether existing apparatus or apparatus substituted for existing apparatus) is placed at a depth greater than the depth at which the existing apparatus was situated,

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

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

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

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

Damage to property and other losses

94.—(1) Subject to the following provisions of this paragraph, the undertaker must—

(a) indemnify CLH for all loss, damage, liability, costs and expenses reasonably suffered or incurred by CLH for which CLH is legally liable as a result of legally sustainable claims brought against CLH by any third party solely arising out of the carrying out of any relevant works and any protective building works;
(b) bear on demand the cost reasonably incurred by CLH in making good any damage to any apparatus (other than apparatus the repair of which is not reasonably necessary in view of its intended removal or abandonment) arising from or caused by the carrying out of any relevant works or protective building work; and
(c) bear and pay the cost reasonably incurred by CLH in stopping, suspending and restoring the supply though its pipe-line and make reasonable compensation to CLH for any other expenses, losses, damages, penalty or costs incurred by CLH by reason or in consequence of any such damage or interruption provided that the same arises in consequence of the carrying out of any relevant works and any protective building works.

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

(3) Irrespective of anything to the contrary elsewhere in this Part of this Schedule—

(a) the undertaker and CLH must at all times take reasonable steps to prevent and mitigate any loss, damage, liability, claim, cost or expense (whether indemnified or not) which either suffers as a result of the other’s negligence or breach of this Part of this Schedule; and

(b) neither the undertaker nor CLH are liable for any loss, damage, liability, claim, cost or expense suffered or incurred by the other to the extent that the same are incurred as a result of or in connection with the sole, partial or complete breach of this Schedule or negligence arising out of an act, omission, default or works of the other, its officers, servants, contractors or agents.

(4) CLH must give to the undertaker reasonable notice of any claim or demand to which this paragraph 94 applies. The undertaker may at its own expense conduct all negotiations for the settlement of the same and any litigation that may arise therefrom. CLH must not compromise or settle any such claim or make any admission which might be prejudicial thereto. CLH must, at the request of the undertaker, afford all reasonable assistance for the purpose of contesting any such claim or action, and is entitled to be repaid all reasonable expenses incurred in so doing.

(5) In this paragraph—

“protective building works” means the exercise by the undertaker of the powers conferred by article 18 (protective works to buildings) of the Order; and

“relevant works” means such of the authorised development as—

(a) does, will or is likely to affect any apparatus; or

(b) involves a physical connection or attachment to any apparatus.

Co-operation and reasonableness

95.—(1) Where in consequence of the proposed construction of any of the authorised development, the undertaker requires the removal of apparatus under this Part of this Schedule or CLH makes requirements for the protection or alteration of apparatus under this Part of this Schedule, the undertaker must use its best endeavours to co-ordinate the execution of the works in the interests of safety and the efficient and economic execution of the authorised development and taking into account the need to ensure the safe and efficient operation of CLH’s undertaking and CLH must use its best endeavours to co-operate with the undertaker for that purpose.

(2) The undertaker and CLH must act reasonably in respect of any given term of this Part of this Schedule and, in particular, (without prejudice to generality) where any consent or expression of satisfaction is required by this Part of this Schedule it must not be unreasonably withheld or delayed.

Miscellaneous

96. Nothing in this Part of this Schedule affects the provisions of any enactment or agreement regulating the relations between the undertaker and CLH in respect of any apparatus laid or erected in land belonging to the undertaker on the date on which this Order is made provided that the terms of the relevant enactment or agreement are not inconsistent with the provisions of this Order, including this Part of this Schedule. In the case of any inconsistency, the provisions of this Order, including this Part of this Schedule, prevail.
5. Highways England

From: KEITH, SALLY
Sent: 29 April 2016 09:46
To: Robert Fox
Cc: Nicholas Livesey
Subject: FW: A14 DCO - Revised Schedules

Robert,

To see.

Nick in the interests of expediency (with the knowledge that Martin and Robert are away) would you we able to pass on the attached last minute amendments to the DCO to the lawyer who is advising on the decision on the A14 – thanks!).

Best

Sally

SALLY KEITH
Senior Lawyer

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ
Web: http://www.highways.gov.uk telephone 0300-470-1275 Blackberry 07889-300-703

From: OWEN Robbie
Sent: 28 April 2016 22:51
To: KEITH, SALLY
Cc: SLATER Heidi; FOX Matthew; WILSON George; MCCREATH Gordon
Subject: A14 DCO - Revised Schedules

Sally,

As promised, please find attached a mark-up of Schedule 1 to the DCO highlighting the changes we think are necessary as a result of our reconsideration of the use of the terms ‘cycleway’, ‘footway’ and others (in line with the rationale set out in my previous email). I also attach a marked-up of Schedule 4 to show the necessary changes to that, together with article 2 of the DCO to highlight the additional definitions required for our approach.

Just to flag, where we have used the term “cycle track”, we have sought to make clear that in each instance there is a right of way on foot too (as the Highways Act 1980 provides that a cycle track can provide for cycle access with or without a right of way on foot).

We would be happy to liaise with the Department directly on these points if it would be easier.

Regards,

Robbie

Robbie Owen
Partner and Parliamentary Agent
Head of Infrastructure Planning and Government Affairs
for Pinsent Masons LLP
Winner of Legal Business ‘Law Firm of the Year’ award 2016

Legal 500 UK 2015 Firm of the Year: Real Estate

‘Ranked no.1 Planning Law Firm 2014, 2015 and 2016 - Planning Magazine’
2.—(1) In this Order—

“the 1961 Act” means the Land Compensation Act 1961(a);
“the 1965 Act” means the Compulsory Purchase Act 1965(b);
“the 1980 Act” means the Highways Act 1980(c);
“the 1981 Act” means the Compulsory Purchase (Vesting Declarations) Act 1981(d);
“the 1984 Act” means the Road Traffic Regulation Act 1984(e);
“the 1990 Act” means the Town and Country Planning Act 1990(f);
“the 1991 Act” means the New Roads and Street Works Act 1991(g);
“the 2008 Act” means the Planning Act 2008(h);

“address” includes any number or address for the purposes of electronic transmission;
“apparatus” has the same meaning as in Part 3 of the 1991 Act;
“the authorised development” means the development and associated development described in Schedule 1 (authorised development) and any other development authorised by this Order, which is development within the meaning of section 32 (meaning of development) of the 2008 Act;

“the book of reference” means the document of that description set out in Schedule 10 certified by the Secretary of State as the book of reference for the purposes of this Order;

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(a) 1961 c.33. Section 2(2) was amended by section 193 of, and paragraph 5 of Schedule 33 to, the Local Government, Planning and Land Act 1980 (c.65). There are other amendments to the 1980 Act which are not relevant to this Order.

(b) 1965 c.56. Section 3 was amended by section 70 of, and paragraph 3 of Schedule 15 to, the Planning and Compensation Act 1991 (c.34). Section 4 was amended by section 3 of, and Part 1 of Schedule 1 to, the Housing (Consequential Provisions) Act 1985 (c.71). Section 5 was amended by sections 67 and 80 of, and Part 2 of Schedule 18 to, the Planning and Compensation Act 1991 (c.34). Section 11(1) and sections 3, 31 and 32 were amended by section 34(1) of, and Schedule 4 to, the Acquisition of Land Act 1981 (c.67) and by section 14 of, and paragraph 12(1) of Schedule 5 to, the Church of England (Miscellaneous Provisions) Measure 2006 (2006 No.1). Section 12 was amended by section 56(2) of, and Part 1 to Schedule 9 to, the Courts Act 1971 (c.23). Section 13 was amended by section 139 of the Tribunals, Courts and Enforcement Act 2007 (c.15). Section 20 was amended by section 70 of, and paragraph 14 of Schedule 15 to, the Planning and Compensation Act 1991 (c.34). Sections 9, 25 and 29 were amended by the Statute Law (Repeals) Act 1973 (c.39). Section 31 was also amended by section 70 of, and paragraph 19 of Schedule 15 to, the Planning and Compensation Act 1991 (c.34) and by section 14 of, and paragraph 12(2) of Schedule 5 to, the Church of England (Miscellaneous Provisions) Measure 2006 (2006 No.1). There are other amendments to the 1965 Act which are not relevant to this Order.

(c) 1980 c.66. Section 1(1) was amended by section 21(2) of the New Roads and Street Works Act 1991 (c.22); sections 1(2), (3) and (4) were amended by section 8 of, and paragraph (1) of Schedule 4 to, the Local Government Act 1985 (c.51); section 1(2A) was inserted by, and section 1(3) was amended by, section 259 (1), (2) and (3) of the Greater London Authority Act 1999 (c.29); sections 1(3A) and 1(5) were inserted by section 22(1) of, and paragraph 1 of Schedule 7 to, the Local Government (Wales) Act 1994 (c.19). Section 36(2) was amended by section 4(1) of, and paragraphs 47 (a) and (b) of Schedule 2 to, the Housing (Consequential Provisions) Act 1985 (c.71), by S.I. 2006/1177; by section 4 of and paragraph 45(3) of Schedule 2 to, the Planning (Consequential Provisions) Act 1990 (c.11), by section 64(1) (2) and (3) of the Transport and Works Act 1992 (c.42) and by section 57 of, and paragraph 5 of Part 1 of Schedule 6 to, the Countryside and Rights of Way Act 2000 (c.37); section 36(3A) was inserted by section 64(4) of the Transport and Works Act 1992 and was amended by S.I. 2006/1177; section 36(6) was amended by section 8 of, and paragraph 7 of Schedule 4 to, the Local Government Act 1985 (c.51); and section 36(7) was inserted by section 22(1) of, and paragraph 4 of Schedule 7 to, the Local Government (Wales) Act 1994 (c.19). Section 329 was amended by section 112(4) of, and Schedule 18 to, the Electricity Act 1989 (c.29) and by section 190(3) of, and Part 1 of Schedule 27 to, the Water Act 1989 (c.15). There are other amendments to the 1980 Act which are not relevant to this Order.

(d) 1981 c.66. Sections 2(3), 6(2) and 11(6) were amended by section 4 of, and paragraph 52 of Schedule 2 to, the Planning (Consequential Provisions) Act 1990 (c.11). Section 15 was amended by sections 56 and 321(1) of, and Schedules 8 and 16 to, the Housing and Regeneration Act 2008 (c.15). Paragraph 1 of Schedule 2 was amended by section 76 of, and Part 2 of Schedule 9 to, the Housing Act 1988 (c.50); section 161(4) of, and Schedule 19 to, the Leasehold Reform, Housing and Urban Development Act 1993 (c.28); and sections 56 and 321(1) of, and Schedule 8 to, the Housing and Regeneration Act 2008. Paragraph 3 of Schedule 2 was amended by section 76 of, and Schedule 9 to, the Housing Act 1988 and section 56 of, and Schedule 8 to, the Housing and Regeneration Act 2008. Paragraph 2 of Schedule 3 was repealed by section 277 of, and Schedule 9 to, the Inheritance Tax Act 1984 (c.51). There are amendments to the 1981 Act which are not relevant to this Order.

(e) 1984 c.27.

(f) 1990 c.8. Section 206(1) was amended by section 192(8) of, and paragraphs 7 and 11 of Schedule 8 to, the Planning Act 2008 (c.29) (date in force to be appointed see section 241(3), (4)(a) of, the 2008 Act). There are other amendments to the 1990 Act which are not relevant to this Order.

(g) 1991 c.22. Section 48(3A) was inserted by section 124 of the Local Transport Act 2008 (c.26). Sections 79(4), 80(4), and 83(4) were amended by section 40 of, and Schedule 1 to, the Traffic Management Act 2004 (c.18).

(h) 2008 c.29.
“the borrow pits” means the borrow pits shown on the engineering section drawings and the works plans;
“bridleway” has the same meaning as in the 1980 Act;
“building” includes any structure or erection or any part of a building, structure or erection;
“carriageway” has the same meaning as in the 1980 Act;
“the classification of roads plans” means the plans of that description set out in Schedule 10 certified by the Secretary of State as the classification of roads plans for the purposes of this Order;
“commence” means beginning to carry out any material operation (as defined in section 56(4) of the 1990 Act) forming part of the authorised development other than operations consisting of archaeological investigations, non-intrusive investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, erection of any temporary means of enclosure, and the temporary display of site notices or advertisements, and “commencement” is to be construed accordingly;
“construct” includes execution, placing, altering, replacing, relaying and removal and “construction” is to be construed accordingly;
“the Crown land plans” means the plans of that description set out in Schedule 10 certified by the Secretary of State as the Crown land plans for the purposes of this Order;
“cycle track” has the same meaning as in section 329(1) (further provisions as to interpretation) of the 1980 Act(a);
“cycleway” means a way constituting or comprised in a highway, being a way over which the public have the following, but no other, rights of way, that is to say, a right of way on pedal cycles (other than pedal cycles which are motor vehicles within the meaning of the Road Traffic Act 1988) with a right of way on foot and a right of way on horseback or leading a horse;
“the de-trunking plans” means the plans of that description set out in Schedule 10 certified by the Secretary of State as the de-trunking plans for the purposes of this Order;
“electronic transmission” means a communication transmitted—
(a) by means of an electronic communications network; or
(b) by other means but while in electronic form;
“the engineering section drawings” means the documents of that description set out in Schedule 10 certified by the Secretary of State as the engineering section drawings for the purposes of this Order;
“the environmental statement” means the documents of that description set out in Schedule 10 certified by the Secretary of State as the environmental statement for the purposes of this Order;
“equestrian track” means a way constituting or comprised in a highway, being a way over which the public have the following, but no other, rights of way, that is to say on horseback or leading a horse;
“the flood compensation areas” means the flood compensation areas shown on the engineering section drawings and the works plans;
“footpath” and “footway” have the same meaning as in the 1980 Act;
“the general arrangement drawings” means the drawings of that description set out in Schedule 10 certified by the Secretary of State as the general arrangement drawings for the purposes of this Order;
“highway”, “highway authority” and “local highway authority” have the same meaning as in the 1980 Act;

(a) The definition of “cycle track” was amended by section 1 of the Cycle Tracks Act 1984 (c.38) and paragraph 21(2) of Schedule 3 to the Road Traffic (Consequential Provisions) Act 1988 (c.54).
“the land plans” means the plans of that description set out in Schedule 10 certified by the Secretary of State as the land plans for the purposes of this Order;

“the limits of deviation” means the limits of deviation referred to in article Error! Reference source not found. (limits of deviation);

“maintain” and any of its derivatives include inspect, repair, adjust, alter, remove or reconstruct and any derivative of “maintain” is to be construed accordingly;

“NMU” means non-motorised user;

“the Order land” means the land shown on the land plans which is within the limits of land to be acquired or used permanently or temporarily, and described in the book of reference;

“the Order limits” means the limits of deviation shown on the works plans, and the limits of land to be acquired or used permanently or temporarily shown on the land plans, within which the authorised development may be carried out;

“owner”, in relation to land, has the same meaning as in section 7 of the Acquisition of Land Act 1981(a) (interpretation);

“the relevant planning authority” means the local planning authority for the land and matter in question, being Cambridgeshire County Council, Huntingdonshire District Council or South Cambridgeshire District Council;

“the rights of way and access plans” means the plans of that description set out in Schedule 10 certified by the Secretary of State as the rights of way and access plans for the purposes of this Order;

“the Secretary of State” means the Secretary of State for Transport;

“the special category land plans” means the plans of that description set out in Schedule 10 certified by the Secretary of State as the special category land plans for the purposes of this Order;

“special road” means a highway which is a special road in accordance with section 16 of the 1980 Act (general provisions as to special roads) or by virtue of an order granting development consent;

“statutory undertaker” means any statutory undertaker for the purposes of section 127(8) (statutory undertakers’ land) of the 2008 Act;

“street” means a street within the meaning of section 48 of the 1991 Act (streets, street works and undertakers), together with land on the verge of a street or between two carriageways, and includes part of a street;

“street authority”, in relation to a street, has the same meaning as in Part 3 of the 1991 Act;

“traffic authority” has the same meaning as in section 121A of the 1984 Act;

“the traffic regulation measures plans” means the plans of that description set out in Schedule 10 certified by the Secretary of State as the traffic regulation measures plans for the purposes of this Order;

“the tribunal” means the Lands Chamber of the Upper Tribunal;

“trunk road” means a highway which is a trunk road by virtue of—

(a) section 10 or 19(1) of the 1980 Act (provisions as to trunk roads);

(b) an order made or direction given under section 10 of that Act;

(c) an order granting development consent; or

(d) any other enactment;

“the variation of special road status plans” means the plans of that description set out in Schedule 10 certified by the Secretary of State as the variation of special road status plans for the purposes of this Order;

(a) 1981 c.67. 
“watercourse” includes all rivers, streams, ditches, drains, canals, cuts, culverts, dykes, sluices, sewers and passages through which water flows except a public sewer or drain;

“the works plans” means the plans of that description set out in Schedule 10 certified by the Secretary of State as the works plans for the purposes of this Order; and

“the undertaker” means Highways England Company Limited (Company No. 09346363) of Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ.

(2) References in this Order to rights over land include references to rights to do or to place and maintain, anything in, on or under land or in the airspace above its surface and references in this Order to the imposition of restrictive covenants are references to the creation of rights over land which interfere with the interests or rights of another and are for the benefit of land which is acquired under this Order or is otherwise comprised in the Order land.

(3) All distances, directions and lengths referred to in this Order are approximate and distances between points on a work comprised in the authorised development are taken to be measured along that work.

(4) For the purposes of this Order, all areas described in square metres in the book of reference are approximate.

(5) References in this Order to points identified by letters or numbers are to be construed as references to points so lettered or numbered on the rights of way and access plans.

(6) References in this Order to numbered works are references to the works as numbered in Schedule 1 (authorised development).
AUTHORISED DEVELOPMENT

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

The Works are situated as follows—

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

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

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

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

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

(a) the widening (to 3 lane dual carriageway standard) and realignment of the existing carriageway of the A1(T) between its junction with the B1043 at Alconbury and its junction with the new A14 (Work No.5);

(b) the realignment of a length of dual two lane carriageway from its junction with the new A14 (Work No.5) to the existing A1(T) Junction with the B1514 Buckden Road north of Buckden.

(c) the construction of flood compensation area 1 at the location shown on sheet 1 of the works plans, 400 metres south of the Alconbury Junction on the west side of the improved A1 close to Cock Brook;

(d) the construction of drainage attenuation ponds 1 and 2 with associated drainage facilities and landscaping at locations shown on sheet 1 of the works plans with private means of access shown on sheets 1 and 2 of the rights of way and access plans and described in Schedule 4;

(e) works to restructure Matcham’s Bridge over Cock Brook beneath the improved A1 (Work No.1) located 1,200 metres south of Alconbury Junction at the location shown on sheet 1 of the works plans;

(f) the closure of the junction with Woolley Road located on sheet 2 of the works plans and shown on sheet 2 of the rights of way and access plans;

(g) the construction of a route for non-motorised users southwards from Brooklands Lane, south of Alconbury Junction, generally in the west verge of the improved A1 and then following the access track to drainage attenuation pond 1 running between the improved A1 and the Huntingdon Life Sciences site to the new Woolley Road (Work No.2);

(h) the construction of flood compensation area 2 at the location shown on sheet 2 of the works plans, 1,300 metres south of Alconbury Junction on the east side of the improved A1 (Work No.1) close to Cock Brook;
(i) the construction of flood compensation area 3 at the location shown on sheet 2 of the works plans, 1,700 metres south of Alconbury Junction on the east side of the improved A1 (Work No.1) close to Alconbury Brook;

(j) the extinguishment of the existing layby on the A1 northbound carriageway situated between 800 and 1,050 metres south of Alconbury Junction and located on sheet 1 of the works plans, and the extinguishment of the existing layby on the A1 southbound carriageway situated between 1,300 metres and 2,050 metres south of Alconbury Junction located on sheet 2 of the works plans and field access from this layby shown on sheet 2 of the rights of way and access plans;

(k) the re-alignment of Alconbury Brook between 1,900 metres and 2,100 metres south of Alconbury Junction, including the re-location of an existing bailey bridge over the brook at the location shown on sheet 2 of the works plans;

(l) the construction of drainage attenuation ponds 4 and 6 with associated drainage facilities, access and landscaping at the locations shown on sheet 2 of the works plans and sheet 2 of the rights of way and access plans;

(m) the construction of drainage attenuation pond 8 with associated drainage facilities, access and landscaping at the location shown on sheet 4 of the works plans and sheet 3 of the rights of way and access plans;

(n) the construction of a new access track on the east side of the improved A1 (Work No.1) between Alconbury Junction and Brampton Hut Interchange, incorporating a section of the existing layby, proposed to be extinguished, which in addition to serving drainage attenuation ponds 2, 4, 6 and 8 provides private means of access via the re-located bailey bridge from Brampton Hut Interchange to land to the east of Alconbury Brook, as shown on sheets 1, 2 and 3 of the rights of way and access plans and described in Schedule 4;

(o) the construction of flood compensation area 4 at the location shown on sheet 4 of the works plans, 800 metres north of Brampton Hut Interchange on the west side of the new Woolley Road (Work No.2);

(p) alterations to the culvert for Ellington Brook Relief Channel beneath the improved A1 (Work No.1) located 500 metres north of Brampton Hut Interchange located on sheet 4 of the works plans;

(q) the construction of flood compensation area 5 at the location shown on sheet 4 of the works plans, 200 metres north of Brampton Hut Interchange on the east side of the improved A1 (Work No.1);

(r) the provision of works to effect improvements to the slip roads at Brampton Hut Interchange located on sheet 4 of the works plans;

(s) the construction of drainage attenuation ponds 10 and 13 with associated drainage facilities and landscaping at locations shown on sheet 5 of the works plans with private means of access as shown on sheets 5 and 6 of the rights of way and access plans and described in Schedule 4;

(t) the construction of a new culvert for Brampton Brook beneath the improved A1 (Work No.1) located 1,100 metres south of Brampton Hut Interchange, located on sheet 5 of the works plans;

(u) works associated with the diversion of Bridleway 28/19 as shown on the rights of way and access plans sheets 5 and 6 and described in Schedule 4;

(v) the construction of a new bridge to carry the new Graffham Road (Work No. 6) over the improved A1 (Work No.1), the new A14 (Work No.5), the new A14/A1 northbound link (Work No.7) and the new A14/A1 southbound link (Work No.8) situated 100 metres south of the point where the existing Graffham Road crosses the A1(T) and located on sheet 6 of the works plans;

(w) the construction of a new bridge to carry the new A14/A1 northbound link (Work No.7) over the improved A1 (Work No.1) located 600 metres south of the point where the existing Graffham Road crosses the A1(T) and located on sheet 6 of the works plans;
(x) the construction of flood compensation area 10 at the location shown on sheet 6 of the works plans, immediately south of the new Graffham Road (Work No.6) on the east side of the improved A1 (Work No.1);

(y) the construction of flood compensation areas 11 and 12 at the locations shown on sheet 6 of the works plans, between 50 and 400 metres south of the new Graffham Road (Work No.6) on the west side of the improved A1 (Work No.1);

(z) the improvement of Mere Lane (Byway 28/1 and 32/11) for use by construction traffic during of scheme construction on its length between Graffham Road and the B1514 Buckden Road, as located on sheets 6 and 7 of the works plans;

(aa) the construction of new sign and signal gantries over the improved A1 (Work No.1); and

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

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

(a) the construction of drainage attenuation ponds 3, 5 and 7 with associated drainage facilities and landscaping at locations shown on sheets 2 and 4 of the works plans with private means of access as shown on sheets 1, 2 and 3 of the rights of way and access plans and described in Schedule 4;

(b) the construction of a new culvert for Ellington Brook Relief Channel beneath the new Woolley Road located 500 metres north of Brampton Hut Interchange;

(c) the construction of a new bridge carrying the new Woolley Road (Work No.2) over Ellington Brook located 600 metres west of Brampton Hut Interchange, located on sheet 4 of the works plans;

(d) the construction of a new footway, cycleway and equestrian track running from the southern corner of the Huntingdon Life Sciences site along the easterly verge of the new Woolley Road southwards and then westwards to the junction with the new bridleway referred to in paragraph (e) below;

(e) all located on sheet 4 of the works plans, the works associated with the provision of a new bridleway between a point on the new Woolley Road (Work No.2) 200 metres west of the A1(T), generally southward across a new bridge over Ellington Brook to the existing A14 100 metres west of Brampton Hut Interchange. The route continues as a footway, cycleway and equestrian track (within the highway boundary) eastwards along the A14 north verge to Brampton Hut Interchange where crossing facilities are provided to access Brampton Hut Service Area;

(f) shown on sheet 3 of the rights of way and access plans and described in Schedule 4, the construction of a private means of access running 600 metres generally westwards, and in part alongside Ellington Brook, beginning at a point on the new Woolley Road (Work No.2) 200 metres north-east of the new Ellington Junction (part of Work No.3); and

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

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

(a) the construction of a new Ellington Junction comprising a pair of roundabouts in a dumbbell arrangement across the new A14 (Work No.5);

(b) the construction of new private means of access from the new Ellington Junction to lands on its south-west side as shown on sheet 3 of the rights of way and access plans and described in Schedule 4; and

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

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

(a) Work No. 4.1 - shown on sheet 3 of the works plans, the borrow pit is located on the north side of the A14 and situated between 1 kilometre and 1.3 kilometres west of Brampton Hut Interchange;

(b) Work No. 4.2 - shown on sheet 3 of the works plans, the borrow pit is located on the north side of the A14 adjacent to Work No. 4.1 and situated between 1 kilometre and 1.3 kilometres west of Brampton Hut Interchange;

(c) Work No. 4.3 - shown on sheet 5 of the works plans, the borrow pit is located on the west side of the improved A1 (Work No.1) and situated between 400 metres and 900 metres south of Brampton Hut Interchange. The work includes the construction of flood compensation area 7 within the allocated area;

(d) Work No. 4.4 - shown on sheet 5 of the works plans, the borrow pit is located on the west side of the improved A1 (Work No.1) and situated between 900 metres and 1,100 metres south of Brampton Hut Interchange. The work includes the construction of flood compensation area 8 within the allocated area;

(e) Work Nos. 4.5 and 4.6 - shown on sheets 5 and 6 of the works plans, the borrow pits are located on the west side of the existing A1 and situated between 1,100 metres and 1,750 metres south of Brampton Hut Interchange;

(f) Work No. 4.7 - shown on sheet 6 of the works plans, the borrow pit is located on the east side of the existing A1 and situated between Graffham Road and Buckden Road. The work includes the construction of flood compensation area 10 within the allocated area;

(g) Work No. 4.8 - shown on sheet 7 of the works plans, the borrow pit is located 150 metres to the northern side of the existing Buckden Road and 150 metres south of Sokemans Way;

(h) Work No. 4.9 - NOT USED

(i) Work Nos. 4.10 and 4.11 - shown on sheets 13 and 14 of the works plans, the borrow pits are located between Potton Road and Hilton Road to the north of the new A14 (Work No.5) and to the east and south of West Brook;

(j) Work No. 4.12 - shown on sheet 18 of the works plans, the borrow pit is located to the north-west of the existing Boxworth Road and 1,100 metres to the south-west of the existing A14;

(k) The improvement of existing Boxworth Road for use by construction traffic on its length between the access point to the borrow pit and the Cambridge Services roundabout, as shown on sheets 18 and 19 of the works plans; and

(l) Work Nos. 4.13, 4.14 and 4.15 - shown on sheets 22 and 23 of the works plans, the three borrow pits are in a group located to the north-east of the existing A14 and 200 metres to the south-east of Dry Drayton Road.
Work No.5 - shown on sheets 3 to 17 and 19 to 23 of the works plans being the construction of a new all-purpose dual carriageway (‘the new A14’) and improvements to sections of the existing A14, totalling 26.7 kilometres in length between a point 1,150 metres west of the A1(T)/A14 Brampton Hut Interchange and the junction of the improved A14 with the M11 Motorway at Girton Interchange, to include—

(a) the construction of drainage attenuation pond 9 with associated drainage facilities and landscaping located on sheet 4 of the works plans and construction of a private means of access from the new Ellington Junction as shown on sheet 3 of the rights of way and access plans and described in Schedule 4;

(b) the construction of drainage attenuation ponds 11 and 12 with associated drainage facilities, access and landscaping at locations shown on sheet 5 of the works plans and construction of a private means of access from Park Road / Grafham Road as shown on sheets 5 and 6 of the rights of way and access plans and described in Schedule 4;

(c) the construction of drainage attenuation pond 14 with associated drainage facilities and landscaping located on sheet 6 of the works plans and construction of a private means of access from Park Road / Grafham Road as shown on sheet 6 of the rights of way and access plans and described in Schedule 4;

(d) the construction of drainage attenuation pond 15 with associated drainage facilities and landscaping located on sheet 8 of the works plans and construction of a private means of access from Brampton Road including improvement of the existing track passing Lodge Farm if required, as shown on sheets 7 and 8 of the rights of way and access plans and described in Schedule 4;

(e) the construction of drainage attenuation ponds 16 and 17 with associated drainage facilities and landscaping at the locations shown on sheet 8 of the works plans and construction of private means of access from Offord Road, as shown on sheet 8 and 9 of the rights of way and access plans and described in Schedule 4;

(f) the construction of drainage attenuation pond 18 with associated drainage facilities and landscaping located on sheet 12 of the works plans and construction of a private means of access from Ermine Street as shown on sheets 11 and 12 of the rights of way and access plans and described in Schedule 4;

(g) the construction of drainage attenuation pond 19 with associated drainage facilities and landscaping located on sheet 13 of the works plans and construction of a private means of access from Potton Road as shown on sheet 13 of the rights of way and access plans and described in Schedule 4;

(h) the construction of drainage attenuation ponds 20 and 21 with associated drainage facilities and landscaping located on sheet 14 of the works plans and construction of private means of access from Hilton Road as shown on sheet 14 of the rights of way and access plans and described in Schedule 4;

(i) the construction of drainage attenuation ponds 22 and 23 with associated drainage facilities and landscaping located on sheet 15 of the works plans and construction of a private means of access from the new Conington Road as shown on sheets 14 and 15 of the rights of way and access plans and described in Schedule 4;

(j) the construction of drainage attenuation pond 24 with associated drainage facilities and landscaping located on sheet 15 of the works plans and construction of a private means of access from New Barns Lane as shown on sheet 15 of the rights of way and access plans and described in Schedule 4;

(k) the construction of drainage attenuation pond 25 with associated drainage facilities and landscaping located on sheet 16 of the works plans and construction of a private means of access from New Barns Lane as shown on sheet 16 of the rights of way and access plans and described in Schedule 4;

(l) the construction of drainage attenuation pond 26 with associated drainage facilities and landscaping located on sheet 17 of the works plans and construction of a private means of
access from the new Swavesey Junction (Work No.20) as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;

(m) the construction of drainage attenuation pond 27 with associated drainage facilities and landscaping located on sheet 17 of the works plans and construction of a private means of access from the new A14/Swavesey Junction Link Road (Work No.19) as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;

(n) the construction of drainage attenuation pond 30 with associated drainage facilities and landscaping located on sheet 17 of the works plans and construction of a private means of access from the new Cambridge Services Link Road (Work No.21) as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;

(o) the construction of drainage attenuation pond 31 with associated drainage facilities and landscaping located on sheet 17 of the works plans and construction of a private means of access from the Local Access Road (Work No.22) as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;

(p) the construction of drainage attenuation ponds 33 and 35 with associated drainage facilities and landscaping located on sheet 19 of the works plans and construction of a private means of access from Robin’s Lane as shown on sheets 18 and 19 of the rights of way and access plans and described in Schedule 4;

(q) the construction of drainage attenuation pond 38 with associated drainage facilities and landscaping located on sheet 20 of the works plans and construction of a private means of access from the new Robin’s Lane (Work No.23) as shown on sheet 19 of the rights of way and access plans and described in Schedule 4;

(r) the construction of drainage attenuation ponds 44 and 46 with associated drainage facilities and landscaping located on sheet 22 of the works plans and construction of a private means of access from the Local Access Road (Work No.22) as shown on sheet 21 of the rights of way and access plans and described in Schedule 4;

(s) the construction of drainage attenuation ponds 49 and 50 with associated drainage facilities and landscaping located on sheet 23 of the works plans and construction of a private means of access from the new Dry Drayton to Girton Local Access Road (Work No.27) as shown on sheet 22 of the rights of way and access plans and described in Schedule 4;

(t) the construction of drainage attenuation pond 51 with associated drainage facilities and landscaping located on sheet 23 of the works plans and construction of a private means of access from the new Dry Drayton to Girton Access Track (Work No.26), as shown on sheet 23 of the rights of way and access plans and described in Schedule 4;

(u) the construction for the new A14 (Work No.5), of an eastbound exit slip and westbound entry slip and, for emergency and maintenance access only, an eastbound entry slip road and a westbound exit slip road at the new Ellington Junction (Work No.3) located on sheet 4 of the works plans;

(v) the construction of flood compensation area 6 at the location shown on sheet 5 of the works plans, 600 metres south-west of Brampton Hut Interchange on the south-west side of the new A14 (Work No.5);

(w) the construction of a new bridge located 500 metres south of Brampton Hut Interchange to carry the new A14 (Work No.5) and a new footway, cycleway and equestrian track over the improved A1 (Work No.1), located on sheet 5 of the works plans;

(x) the construction of a new culvert for Brampton Brook beneath the new A14 (Work No.5) situated 1,100 metres south of Brampton Hut Interchange, located on sheet 5 of the works plans;

(y) works associated with a new section of bridleway from the bridge carrying the new A14 (Work No.5) and a footway, cycleway and equestrian track over the improved A1 (Work No.1) to Park Road on the east side of the new A14 (Work No.5) as shown on the rights of way and access plans sheets 5 and 6 and described in Schedule 4;
(z) works associated with a new section of bridleway from the bridge carrying the new A14 (Work No.5) and a footway, cycleway and equestrian track over the improved A1 (Work No.1) to the new Grafham Road (Work No.6) on the west side of the improved A1 (Work No.1) as shown on the rights of way and access plans sheets 5 and 6 and described in Schedule 4;

(aa) the construction of flood compensation area 9 at the location shown on sheets 5 and 6 of the works plans, north of the new Grafham Road (Work No.6) on the east side of the new A14 (Work No.5);

(bb) the construction of a new bridge located 450 metres south of the crossing of Park Road over the A1 to carry the new A14/A1 southbound link (Work No.8) over the new A14 (Work No.5), located on sheet 6 of the works plans;

(cc) the construction of a new bridge to carry the new A14 (Work No.5) over the new B1514 Buckden Road (Work No.9), located on sheet 7 of the works plans;

(dd) the construction of a new westbound exit slip road from the new A14 (Work No.5) leading to the new Brampton Road (Work No.10) for emergency/maintenance use only, located on sheet 7 of the works plans;

(ee) the construction of a new westbound entry slip road to the new A14 (Work No.5) for emergency/maintenance use only, situated immediately to the north of pond 15 and leading from the new private means of access, as shown on the rights of way and access plans sheets 7 and 8, that would run alongside the north of the new A14 between the new B1514 Buckden Road (Work No.9) and Buckden Gravel Pits, located on sheet 8 of the works plans. This access would be routed through an underpass beneath the new A14 and immediately west of the new viaduct for the River Great Ouse to access the southern side of the new A14;

(ff) the construction of flood compensation areas 13 and 14 at the locations shown on sheet 8 of the works plans, immediately north-west of Buckden Gravel Pits and between Mill Road and the new A14 (Work No.5);

(gg) the construction of a new west and east viaduct to carry the new A14 (Work No.5) over Buckden Gravel Pits and the River Great Ouse, located on sheet 8 of the works plans;

(hh) the construction of a new track for maintenance access running between Offord Road and the new A14 (Work No.5) along the west side of the East Coast Mainline Railway, located on sheet 8 of the rights of way and access plans and described in Schedule 4;

(ii) the construction of flood compensation area 15 at the location shown on sheet 8 of the Works Plans, immediately west of the East Coast Mainline Railway to the north of the new A14 (Work No.5);

(jj) the construction of a new bridge to carry the new A14 (Work No.5) over the East Coast Mainline Railway, as located on sheet 8 of the works plans;

(kk) the construction of a new bridge to carry the re-aligned B1043 Offord Road (Work No.11) over the new A14 (Work No.5) situated 40 metres to the west of the existing B1043 Offord Road, as shown on sheet 9 of the works plans;

(ll) the construction of a new accommodation bridge and approach ramps to support access over the new A14 (Work No.5) located 1,050 metres east of the B1043 Offord Road as shown on sheet 9 of the rights of way and access plans and described in Schedule 4;

(mm) the construction of a new bridge to carry the re-aligned Silver Street and Pathfinder Long Distance Walk (Work No.12) over the new A14 (Work No.5) situated 50 metres to the east of the existing Silver Street/Pathfinder Long Distance Walk, located on sheet 10 of the works plans;

(nn) the construction of a new culvert to carry the new A14 (Work No.5) over an un-named watercourse situated 210 metres east of Silver Street, located on sheet 10 of the works plans;
(oo) the construction of a new culvert to carry the new A14 (Work No.5) over an un-named watercourse situated 570 metres east of Silver Street, located on sheet 10 of the works plans;

(pp) the construction of an eastbound exit slip and a westbound entry slip for the new A14 (Work No.5) at the new A1198 Ermine Street Junction (Work No.13), located on sheet 11 of the works plans;

(qq) the construction of an eastbound entry slip road and a westbound exit slip road for the new A14 (Work No.5) at the new A1198 Ermine Street Junction (Work No.13) for emergency and maintenance access only, located on sheet 11 of the works plans;

(rr) works associated with re-alignment of Bridleway 121/10 onto the south side of the new A14 (Work No.5) between 1 kilometre and 1.5 kilometres east of the A1198 Ermine Street as shown on the rights of way and access plans sheet 12 and described in Schedule 4;

(ss) the construction of a new culvert to carry the new A14 (Work No.5) over the Huntingdonshire D.C. Award Drain situated 700 metres west of Mere Way, located on sheet 12 of the works plans;

(tt) the construction of a new bridge to carry the Mere Way improvement (Work No.14) over the new A14 (Work No.5), as located on sheet 12 of the works plans and on sheet 12 of the rights of way and access plans;

(uu) the construction of a new culvert to carry the new A14 (Work No.5) over the Huntingdonshire D.C. Award Drain situated 340 metres east of Mere Way, located on sheet 12 of the works plans;

(vv) the construction of a new culvert to carry the new A14 (Work No.5) over an un-named watercourse situated 500 metres west of Potton Road, located on sheet 13 of the works plans;

(ww) the construction of flood compensation area 16 at the location shown on sheet 13 of the works plans, immediately west of the new Potton Road (Work No.15) to the north of the new A14 (Work No.5);

(xx) the construction of a new bridge to carry the new B1040 Potton Road (Work No.15) over the new A14 (Work No.5) situated 80 metres east of the existing B1040 Potton Road, as located on sheet 13 of the works plans;

(yy) the construction of a new bridge to carry the new A14 (Work No.5) over the re-aligned West Brook (Work No.15) situated 100 metres east of the existing West Brook, located on sheet 13 of the works plans;

(zz) the construction of a new bridge to carry the new Hilton Road (Work No.16) over the new A14 (Work No.5) situated 90 metres east of the existing Hilton Road as shown on sheet 14 of the works plans;

(aaa) the construction of flood compensation area 17 at the location shown on sheet 14 of the works plans, centred 100 metres east of the new Hilton Road (Work No.16), to the north of the new A14 (Work No.5);

(bbb) the construction of a new culvert to carry the new A14 (Work No.5) over an un-named watercourse situated 120 metres west of the new Conington Road (Work No.17), located on sheet 14 of the works plans;

(ccc) the construction of a new culvert to carry the new A14 (Work No.5) over the Oxholme Drain, located 450 metres west of the new New Barns Lane (Work No.18), located on sheet 15 of the works plans;

(ddd) the construction of a new bridge to carry the new Conington Road (Work No.17) over the new A14 (Work No.5) situated 120 metres east of the existing Conington Road as shown on sheet 15 of the works plans;

(eee) the construction of eastbound exit and entry slip roads and westbound exit and entry slip roads at the new Conington Road (Work No.17) for emergency and
maintenance access only for the new A14 (Work No.5), located on sheet 15 of the works plans;

(fff) the construction of a new bridge to carry the new New Barns Lane (Work No.18) over the new A14 (Work No.5) situated at the existing New Barns Lane as shown on sheet 16 of the works plans;

(ggg) the construction of a new culvert situated 50 metres to the south-east side of New Barns Lane to carry the new A14 (Work No.5) over Covells Drain, located on sheet 16 of the works plans;

(hhh) the construction of a new culvert for an un-named watercourse diverted beneath the new A14 (Work No.5) and situated 120 metres south-east of the access to Friesland Farm, located on sheet 17 of the works plans;

(iii) the construction of eastbound exit and entry slip roads and westbound exit and entry slip roads at the new Swavesey Junction (Work No.20), located on sheets 17 and 19 of the works plans;

(jjj) the construction of a new bridge over the new A14 (Work No.5) to carry the main carriageway for the new Swavesey Junction (Work No.20) and demolition of the existing junction bridge over the A14, located on sheet 17 of the works plans;

(kkk) the construction of a new link to accommodate pedestrians and cyclists between the new Local Access Road (Work No.22) and Boxworth Road carried by bridges over the new A14 (Work No.5), new Local Access Road (Work No.22) and new Cambridge Services Link Road (Work No.21), located on sheet 19 of the works plans;

(lll) extensions to the culvert for Swavesey Drain beneath the new A14 (Work No.5) situated 100 metres south-east of the existing Bucking Way Road/A14 junction, located on sheet 19 of the works plans;

(mmm) the construction of a westbound off-slip road from the new A14 (Work No.5) to Cambridge Services and Boxworth Road at the existing roundabout at Swavesey Junction, located on sheet 19 of the works plans;

(nn) extensions to the culvert for Utton’s Drove Drain beneath the new A14 (Work No.5) situated south of the sewage works, located on sheet 19 of the works plans;

(ooo) the construction of flood compensation area 21 at the location shown on sheet 19 of the works plans, to the south of the new A14 (Work No.5) opposite the sewage works;

(ppp) the construction of a new bridge over the new A14 (Work No.5) to carry the main carriageway for the new Robin’s Lane (Work No.23), located on sheet 20 of the works plans;

(qqq) extensions to the culvert for an un-named watercourse beneath the new A14 (Work No.5) situated 500 metres south-east of Hill Farm Cottages, located on sheet 20 of the works plans.

(rrr) the construction of eastbound exit and entry slip roads and westbound exit and entry slip roads off the new A14 (Work No.5) to the new Bar Hill Junction (Work No.24) with associated landscaping as shown on sheet 21 of the works plans;

(sss) the construction of a new access road off the westbound entry slip road to the new A14 (Work No.5) at the new Bar Hill Junction (Work No.24) with an entrance and exit for the existing Service Area, and egress onto the westbound carriageway of the new A14 (Work No.5), located on sheet 21 of the works plans;

(ddd) works associated with the construction of a new non-motorised user route along the south side of the new A14 (Work No.5) between the Service Area and Saxon Way continuing on the southern side of the existing roundabout at Crafts Way, located on sheet 21 of the works plans;

(uuu) the construction of two new bridges over the new A14 (Work No.5) to carry the main carriageway for the new Bar Hill Junction roundabout (Work No.24) and demolition of the existing junction bridge over the A14, located on sheet 21 of the works plans;
(vvv) extensions to a culvert for Longstanton Brook beneath the new A14 (Work No.5), situated 200 metres west of the new westernmost Bar Hill junction bridge, located on sheet 21 of the works plans;

(www) the construction of a new link to accommodate pedestrians, cyclists and equestrians between a point 120 metres south-east of B1050 Hattons Road on the new Local Access Road (Work No.22) and a point on Crafts Way at the junction with Saxon Way, carried by bridges over the new A14 and the Bar Hill Junction slip roads (Work No.5) 550 metres in length, located on sheet 21 of the works plans;

(xxx) alterations to a culvert for Oakington Brook beneath the new A14 (Work No.5) situated 700 metres south-east of the B1050 Hattons Road junction with the A14, located on sheet 21 of the works plans;

(yyy) alterations to a culvert for an un-named watercourse that flows into Oakington Brook beneath the new A14 (Work No.5) situated 320 metres north-west of the junction with Oakington Road, located on sheet 22 of the works plans;

(zzz) the construction of flood compensation area 28 at the location shown on sheet 23 of the works plans, to the south of the new A14 (Work No.5) and west of Catch Hall;

(aaaa) the construction of sign and signal gantries over the new A14 (Work No.5) as required;

(bbbb) the construction of emergency laybys for the new A14 (Work No.5) as required; and

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

Work No.6 - shown on sheet 6 of the works plans and being the construction of the new Grafham Road single carriageway highway, 1305 metres in length, from a point 925 metres south-west of the bridge carrying Grafham Road over the A1(T) to a point 380 metres north-east of that bridge, to include—

(a) the construction of a new private means of access from Grafham Road (Work No.6) to land and to drainage attenuation pond 14 as shown on sheet 6 of the rights of way and access plans and described in Schedule 4;

(b) the construction of a footway, cycleway and equestrian track along the northernmost verge of the new Grafham Road carriageway within the highway boundary;

(c) the construction of an access from the new Grafham Road (Work No.6) to a retained length of the existing Grafham Road with an entrance to fishing lakes east of the new A14 (Work No.5);

(d) the construction of new passing places for vehicles within the verge of the existing Grafham Road between its junction with the improved Mere Lane (Byway 28/1 and 32/11) eastwards to the point where it joins the new Grafham Road (Work No.6);

(e) the construction of a new private means of access between the existing Grafham Road and Mere Lane as shown on sheet 6 of the rights of way and access plans and described in Schedule 4; and

(f) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, safety barrier works, fencing works, protected species facilities, landscaping works and such other works as are associated with the construction of the authorised development.

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

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

(a) the construction of a new eastbound entry slip road to the new A1/A14 southbound link (Work No.8) from the new B1514 Buckden Road (Work No.9) for emergency/maintenance use only; and

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

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

(a) the construction of a new private means of access to the new A1/A14 southbound link (Work No.8) from the new B1514 Buckden Road (Work No.9) for emergency and maintenance access as shown on the rights of way and access plans sheet 7 and described in Schedule 4;

(b) the construction of new private means of access from the new B1514 Buckden Road (Work No.9) for Station Farm and fields to the north of the A14 as shown on the rights of way and access plans sheets 6 and 7 and described in Schedule 4;

(c) the construction of a new roundabout junction with new Brampton Road (Work No.10) as located on sheet 7 of the works plans;

(d) the construction of a footway, cycleway and equestrian track within the highway boundary along the northernmost verge of the new B1514 Buckden Road (Work No.9) carriageway, on the west of the new roundabout junction with the new Brampton Road, switching to the southernmost verge on the east of the new junction as located on sheet 7 of the works plans; and

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

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

(a) improvements to the existing private means of access to land and premises between the new Brampton Road (Work No.10) and generally south-eastwards past Lodge Farm as
shown on the rights of way and access plans sheets 7 and 8 and as described in Schedule 4;

(b) the construction of new roads giving access to and from the westbound carriageway of the new A14 (Work No.5) for emergency and maintenance use, shared with new private means of accesses to premises as shown on the rights of way and access plans sheets 7 and 8 and described in Schedule 4;

(c) the construction of a cycle track with a right of way on foot footway and cycleway within the highway boundary along the easternmost verge of the new Brampton Road (Work No.10) carriageway; and

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

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

(a) the construction of new private means of access to land as shown on sheets 8 and 9 of the rights of way and access plans and described in Schedule 4;

(b) the construction of a footway, cycleway and equestrian track within the highway boundary along the easternmost verge of the new B1043 Offord Road (Work No.11) carriageway; and

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

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

(a) the construction of new private means of access to land as shown on sheet 10 of the rights of way and access plans and described in Schedule 4;

(b) the construction of a footway, cycleway and equestrian track within the highway boundary along the westernmost verge of the new Silver Street (Work No.12) carriageway; and

(c) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, safety barrier works, fencing works, landscaping works, works associated with the provision of ecological mitigation and such other works as are associated with the construction of the authorised development.

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

(a) the construction of a junction with the new A14 (Work No.5) with roundabouts in a dumbbell arrangement;

(b) the construction of new roads giving access to the new A14 (Work No.5) east of Ermine Street for emergency and maintenance purposes as shown on sheet 11 of the rights of way and access plans and described in Schedule 4;
the construction of new private means of access to land and premises as shown on sheet 11 of the rights of way and access plans and described in Schedule 4;

d) the construction of a footway, cycleway and equestrian track within the highway boundary along the easternmost verge of the new A1198 Ermine Street (Work No.13) carriageway; and

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

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

(a) the construction of a new culvert to carry the Mere Way improvement (Work No.14) over the Huntingdonshire D.C. Award Drain, on the south side of the new A14 (Work No.5); and

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

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

(a) the construction of new private means of access to land as shown on sheet 13 of the rights of way and access plans and described in Schedule 4;

(b) the construction of a footway, cycleway and equestrian track within the highway boundary along the westernmost verge of the new B1040 Potton Road (Work No.15) carriageway;

(c) the construction of a new culvert to carry the new B1040 Potton Road (Work No.15) over the Huntingdonshire D.C. Award Drain;

(d) the re-alignment of West Brook on the easternmost side of the new B1040 Potton Road (Work No.15) including the connection of the Huntingdonshire D.C. Award Drain; and

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

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

(a) the construction of new private means of access to land and premises as shown on sheet 14 of the rights of way and access plans and described in Schedule 4;

(b) the construction of a footway, cycleway and equestrian track within the highway boundary along the westernmost verge of the new Hilton Road (Work No.16) carriageway; and

(c) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, safety barrier works, fencing works, landscaping works, works associated with the provision of ecological
mitigation and such other works as are associated with the construction of the authorised development.

**Work No.17** - shown on sheet 15 of the works plans and being the construction of the new Conington Road single carriageway highway, 800 metres in length, from a point on the Access Road linking the A14 with Conington Road 210 metres south-east of the junction of the Access Road and Conington Road, generally southward over the new A14 (Work No.5) to a point on Conington Road 500 metres north-west of its junction with New Barns Lane, to include—

(a) the construction of new private means of access to land as shown on sheet 15 of the rights of way and access plans and described in Schedule 4;

(b) the construction of a footway, cycleway and equestrian track within the highway boundary along the easternmost verge of the new Conington Road (Work No.17) carriageway linking at its southern limit to the new footpath Reference B, as shown on sheet 15 of the rights of way and access plans and described in Schedule 4;

(c) the construction of new private means of access for emergency use and maintenance of the new A14 (Work No.5) as shown on sheet 15 of the rights of way and access plans; and

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

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

(a) the construction of new private means of access to land as shown on sheet 16 of the rights of way and access plans and described in Schedule 4;

(b) the construction of a footway, cycleway and equestrian track within the highway boundary along the westernmost verge of the new New Barns Lane (Work No.18) carriageway; and

(c) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, safety barrier works, fencing works, protected species facilities, (as required), landscaping works and such other works as are associated with the construction of the authorised development.

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

(a) the construction of drainage attenuation pond 28 with associated drainage facilities and landscaping at the location shown on sheet 17 of the works plans and construction of a private means of access from the new A14/Swavesey Junction Link Road (Work No.19) as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;

(b) the construction of new private means of access to land as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;

(c) the construction of a new culvert for an un-named watercourse beneath the new A14/Swavesey Junction Link Road (Work No.19) located 150 metres east of the access to Friesland Farm from the A14;

(d) the construction of a footway, cycleway, cycle track with a right of way on foot and a separate equestrian track within the highway boundary along the northernmost verge of the new A14/Swavesey Junction Link Road (Work No.19); and
the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

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

(a) the construction of a cycle track with a right of way on footpath, cycleway and a separate equestrian track within the highway boundary along the northernmost side of the new A14/Bucking Way Road joining those provided along the northernmost verge of the new A14/Swavesey Junction Link Road (Work No.19) and the new Local Access Road (also Work No.22);

(b) the construction of a new Swavesey Junction comprising of a pair of roundabouts in a dumbbell arrangement across the new A14 (Work No.5);

(c) the construction of a new private means of access to land from Swavesey Junction as shown on sheet 17 of the rights of way and access plans and described in Schedule 4; and

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

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

(a) the construction of drainage attenuation pond 29 with associated drainage facilities and landscaping at the location shown on sheet 17 of the works plans and construction of a private means of access from the new Cambridge Services Link Road (Work No.21) as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;

(b) the construction of a new private means of access to land as shown on sheet 17 of the rights of way and access plans and described in Schedule 4;

(c) the construction of a new culvert for Swavesey Drain beneath the new Cambridge Services Link Road (Work No.21) located 120 metres north-west of the existing roundabout adjacent to Cambridge Services as located on sheet 19 of the works plans;

(d) the construction of a cycle track with a right of way on footpath, cycleway and cycleway around the southern and western sides of the existing roundabout within the highway boundary, between Cambridge Services and the new route for pedestrians and cyclists over the new A14 (Work No.5) as shown on sheet 19 of the works plans; and

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

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

(a) the construction of drainage attenuation pond 32 with associated drainage facilities and landscaping located on sheet 17 of the works plans and construction of a private means of
access from the Local Access Road as shown on sheet 17 of the rights of way and access plans;

(b) the construction of drainage attenuation ponds 34 and 36 with associated drainage facilities and landscaping located on sheet 19 of the works plans and construction of private means of access from the new Local Access Road (Work No.22) as shown on sheet 18 of the rights of way and access plans;

(c) the construction of drainage attenuation pond 39 with associated drainage facilities and landscaping located on sheet 20 of the works plans and construction of a private means of access from the new Local Access Road (Work No.22) as shown on sheet 19 of the rights of way and access plans;

(d) the construction of drainage attenuation ponds 40, 41, 42 and 43 with associated drainage facilities and landscaping located on sheet 21 of the works plans and construction of private means of access from the new Local Access Road (Work No.22) as shown on sheet 20 of the rights of way and access plans;

(e) the construction of drainage attenuation pond 45 with associated drainage facilities and landscaping located on sheet 22 of the works plans and construction of a private means of access from the new Local Access Road (Work No.22) as shown on sheet 21 of the rights of way and access plans;

(f) the construction of a new roundabout at the junction with Bucking Way Road (Work No.20) and Anderson Road;

(g) the construction of new private means of access to land and premises as shown on sheets 18, 19, 20 and 21 the rights of way and access plans and described in Schedule 4;

(h) the construction of a cycle track with a right of way on footway, cycleway and a separate equestrian track along the easternmost verge of the new Local Access Road (Work No.22);

(i) the construction of access to a new route to accommodate pedestrians and cyclists across the new A14 (Work No.5) from the new Local Access Road (Work No.22) to Boxworth Road located on sheet 17 of the works plans;

(j) the construction of two bus laybys, one serving each traffic direction, within 200 metres of the new junction of Anderson Road and Bucking Way Road located on sheet 17 of the works plans;

(k) the construction of a new culvert for Swavesey Drain beneath the new Local Access Road (Work No.22) situated 100 metres south-east of the existing Bucking Way Road/A14 junction located on sheet 19 of the works plans;

(l) the construction of a new junction with Robin’s Lane (Work No.23) situated 150 metres north-west of the existing Robin’s Lane junction with the A14 with a crossing for the footway, cycleway and equestrian track provided at Robin’s Lane, located on sheet 20 of the works plans;

(m) the construction of the new bridge to carry Robin’s Lane over the new Local Access Road and over the A14 (Work No.5), located on sheet 20 of the works plans;

(n) the construction of a new junction with the new B1050 Hattons Road link road (Work No.24) with a controlled crossing of the link road, located on sheet 21 of the works plans;

(o) the construction of a new bridge to carry the new B1050 Hatton’s Road link (Work No.24) over the new Local Access Road (Work No.22), located on sheet 21 of the works plans;

(p) the construction of a controlled crossing of the new Local Access Road (Work No.22) to provide pedestrian, cyclist and equestrian access across the new A14 (Work No.5) to Saxon Way, located on sheet 21 of the works plans;

(q) the construction of a new culvert for Longstanton Brook beneath the new Local Access Road (Work No.22) situated 220 metres north-west of B1050 Hattons Road, located on sheet 21 of the works plans;
(r) the construction of a new culvert for Oakington Brook beneath the new Local Access Road (Work No.22) situated 700 metres south-east of B1050 Hattons Road, located on sheet 21 of the works plans;

(s) the construction of a new culvert for an un-named watercourse beneath the new Local Access Road (Work No.22) situated 320 metres north-west of Dry Drayton Road, located on sheet 22 of the works plans; and

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

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

(a) the construction of new private means of access to land and premises as shown on sheet 19 of the rights of way and access plans and described in Schedule 4;

(b) the construction of a footway, cycleway and equestrian track along the westernmost verge of the new Robin’s Lane;

(c) the construction of drainage attenuation pond 37 with associated drainage facilities and landscaping, and construction of a private means of access as shown on sheet 19 of the rights of way and access plans; and

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

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

(a) the construction of a single carriageway link road between the new B1050 Hattons Road (Work No.24) and the new Local Access Road (Work No.22), including a footway, cycleway and equestrian track along the easternmost verge within the highway boundary;

(b) the construction of a footway, cycleway and equestrian track along the easternmost verge of the new B1050 Hattons Road (Work No.24) from the access to Hazlewell Court to the link road between the new B1050 Hattons Road (Work No.24) and the new Local Access Road (Work No.22);

(c) the construction of new private means of access to land and premises as shown on sheet 20 of the rights of way and access plans and described in Schedule 4; and

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

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

(a) the construction of drainage attenuation pond 47 with associated drainage facilities and landscaping and construction of a private means of access from Oakington Road as shown on sheet 21 of the rights of way and access plans;

(b) the re-use of an existing section of Dry Drayton Road including the interchange bridge over the existing A14;

(c) the construction of a cycle track with a right of way on footpath, cycleway and a separate equestrian track within the highway boundary along the westernmost verge of the new Dry Drayton Road (Work No.25) between the new junctions with the new Local Access Road (Work No.22) to Swavesey and the new Local Access Road (Work No.27) to Girton, together with such alterations to the existing interchange bridge as are necessary to accommodate this work; and

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

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

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

(b) the construction of a new culvert for Beck Brook beneath the new Dry Drayton to Girton Access Track (Work No.26) situated 250 metres west of Grange Farm, located on sheet 23 of the works plans;

(c) the construction of flood compensation area 30 at the location shown on sheet 24 of the works plans, to the south of the new Dry Drayton to Girton Access Track (Work No.26) and 150 metres south-east of Washpit Brook;

(d) works necessary to retain the existing Washpit Brook culvert masonry arch and precast extension, located on sheet 24 of the works plans;

(e) the construction of a new cycle track with a right of way on foot between the northern side of the Girton Grange Accommodation Bridge generally eastwards for 70 metres then northwards for 30 metres following the route of Footpath 99/4, then along an existing path for 70 metres to the south-western termination of Weavers Field; and

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

Work No.27 - shown on sheets 22, 23 and 24 of the works plans and being the construction of the new Dry Drayton to Girton Local Access Road single carriageway highway, from a new junction at a point on Oakington Road 400 metres south-west of the crossing of Oakington Road with the A14, generally south-eastward to a new roundabout junction with the new Huntingdon Road (Work No.30) at Girton Interchange, a total distance of 1990 metres, to include—

(a) the construction of drainage attenuation ponds 48 and 49 with associated drainage facilities and landscaping located on sheet 23 of the works plans and construction of a private means of access from the new Dry Drayton to Girton Local Access Road (Work No.27) as shown on sheet 22 of the rights of way and access plans;
(b) the construction of new private means of access to land and premises including Cambridge Crematorium, together with a new single carriageway highway as shown on sheets 21 and 22 of the rights of way and access plans and described in Schedule 4;

(c) the construction of new bus laybys situated 300 metres and 450 metres south-east of the new junction at Oakington Road, located on sheet 22 of the works plans;

(d) the construction of a cycle track with a right of way on footway, cycleway and a separate equestrian track within the highway boundary along the south-westernmost verge of the new Dry Drayton to Girton Local Access Road (Work No.27);

(e) the construction of new private means of access to land and premises including improvement of the existing farm track to Catch Hall as shown on sheet 22 of the rights of way and access plans and described in Schedule 4;

(f) the construction of a new junction with The Avenue situated 350 metres north-west of the new Huntingdon Road junction at Girton Interchange, located on sheet 23 of the works plans;

(g) the construction of a new culvert for Beck Brook beneath the new Dry Drayton to Girton Local Access Road (Work No.27) situated 750 metres north-west of the new Huntingdon Road (Work No.30) junction at Girton Interchange, located on sheet 23 of the works plans; and

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

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

(a) the construction of drainage attenuation pond 52 with associated drainage facilities and landscaping located on sheet 23 of the works plans and construction of a private means of access from the new Dry Drayton to Girton Access Track (Work No.26), as shown on sheet 22 of the rights of way and access plans and described in Schedule 4;

(b) the construction of drainage attenuation pond 57 with associated drainage facilities and landscaping located on sheet 24 of the works plans and construction of a private means of access from the new Dry Drayton to Girton Access Track (Work No.26), as shown on sheet 23 of the rights of way and access plans and described in Schedule 4;

(c) the construction of drainage attenuation pond 54 with associated drainage facilities and landscaping located on sheet 23 of the works plans and construction of a private means of access from the new A1307 Huntingdon Road (Work No.30), as shown on sheet 23 of the rights of way and access plans and described in Schedule 4; and

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

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

(a) the construction of drainage attenuation ponds 53 and 55 with associated drainage facilities and landscaping located on sheet 24 of the works plans and construction of a private means of access from the new A1307 Huntingdon Road (Work No.30), as shown on sheet 23 of the rights of way and access plans and described in Schedule 4;

(b) extensions to the culvert for Beck Brook beneath the new A14 Westbound Link (Work No.29) situated 700 metres south-east of Cambridge Crematorium, located on sheet 23 of the works plans;

(c) the construction of a new bridge to carry the new A14 Westbound Link (Work No.29) over the new Huntingdon Road (Work No.30), located on sheet 24 of the works plans;

(d) the closure of the junction of the A14 Westbound Link with The Avenue except for maintenance use for the new A14 (Work No. 5) as located on sheet 23 of the works plans and as shown on sheet 22 of the rights of way and access plans and described in Schedule 4;

(e) the construction of a new culvert for an un-named watercourse beneath the new A14 Westbound Link (Work No.29) alongside the line of Bridleway 99/6, located on sheet 24 of the works plans;

(f) the construction of a new bridge to carry the new A14 Westbound Link (Work No.29) over the improvement of the A428 Eastbound carriageway (Work No.31) on sheet 24 of the works plans;

(g) the construction of new retaining walls and reinforced earth embankment over a length of 250 metres to support the new A14 Westbound Link (Work No.29) on its eastern approach to the new bridge to carry the new A14 Westbound Link (Work No.29) over the improvement of the A428 Eastbound carriageway (Work No.31), located on sheet 24 of the works plans;

(h) alterations to the exit slip road from the A14 Westbound Link (Work No.29) to the M11 Motorway southbound carriageway, located on sheet 24 and 25 of the works plans;

(i) the construction of a new retaining wall to support the alterations to the exit slip road from the A14 Westbound Link (Work No.29) to the M11 Motorway southbound carriageway, located on sheet 24 and 25 of the works plans;

(j) the construction of new signs and signal gantries over the A14 Westbound Link;

(k) works associated with the replacement equestrian track for Bridleway 99/6 within the highway boundary along the west side of the new A14 Westbound Link (Work No.29) generally southwards from the new A1307 Huntingdon Road to join the existing Bridleway 154/2, 200 metres to the north-east of its crossing of the A428, located on sheet 24 of the works plans; and

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

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

(a) the construction of drainage attenuation pond 56 with associated drainage facilities and landscaping located on sheet 24 of the works plans and construction of a private means of
access from the new A1307 Huntingdon Road (Work No.30), as shown on sheet 23 of the rights of way and access plans and described in Schedule 4;

(b) the construction of an exit slip road at Girton Interchange between the new A14 (Work No.5) and a new roundabout junction at the new A1307 Huntingdon Road (Work No.30) on the east side of the M11, located on sheet 24 of the works plans;

(c) the construction of an entry slip road at Girton Interchange between a junction at the new A1307 Huntingdon Road (Work No.30) on the west side of the new A14 Westbound Link (Work No.29), and the new A14 Westbound Link, located on sheet 24 of the works plans;

(d) the construction of a **cycle track with a right of way on footway, cycleway** and a **separate** equestrian track within the highway boundary along the south-westernmost verge of the new A1307 Huntingdon Road (Work No.30);

(e) modifications to the existing Huntingdon Road Bridge over the A14, located on sheet 24 of the works plans;

(f) the construction of a new culvert for Washpit Brook beneath the new A1307 Huntingdon Road (Work No.30) situated 70 metres south-east of its crossing of the M11, located on sheet 24 of the works plans; and

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

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

(a) alterations at Girton Interchange to the exit slip road from the M11 Motorway northbound carriageway to the improved A428 Eastbound carriageway (Work No.31); and

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

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

(a) works associated with a new bridleway route along the southern limit of deviation generally in an easterly direction between the crossing of Bridleway 154/2 over the A428 and the crossing of Footpath 99/5 and/or Footpath 154/3 beneath the M11 as shown on sheet 23 of the rights of way and access plans and described in Schedule 4; and

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

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

(a) the widening (to 3 lane dual carriageway standard) of the existing carriageway of the A14 between the west facing slip roads at its junction with the B1049 at Histon and the west facing slip roads at its junction with the A10 at Milton;

(b) the construction of drainage attenuation pond 58 with associated drainage facilities and landscaping located on sheet 26 of the works plans and construction of a new private means of access from Lone Tree Avenue, as shown on sheet 25 of the rights of way and access plans and described in Schedule 4;

(c) the construction of drainage attenuation pond 59 with associated drainage facilities and landscaping located on sheet 28 of the works plans and construction of a private means of access from Kings Hedges Bridge along the north side of the improved A14, as shown on sheet 26 of the rights of way and access plans and described in Schedule 4; the improvement of both the east facing and west facing A14 slip roads at Histon Junction, located on sheet 26 of the works plans;

(d) the construction of new retaining walls to support the improved A14 (Work No.33) at the A14 slip roads at Histon Junction, located on sheet 26 of the works plans;

(e) the improvement of the B1049 Cambridge Road North at Histon Junction, located on sheet 26 of the works plans;

(f) the construction of a new retaining wall to support the improvements to the A14 eastbound exit slip road and the B1049 Cambridge Road North on the north-west side at Histon Junction, located on sheet 26 of the works plans;

(g) the construction of new strengthened earthworks to support the improvements to the A14 eastbound entry slip road at Histon Junction, located on sheet 26 of the works plans;

(h) alterations to the footways, cycleways and signalised crossings at Histon Junction, located on sheet 26 of the works plans;

(i) the construction of new strengthened earthworks to support the improved A14 (Work No.33) on its northern side between the A14 eastbound entry slip road at Histon Junction and the Cambridgeshire Guided Busway (Impington Guided Busway) crossing, located on sheets 26 and 27 of the works plans;

(j) the construction of a new reinforced earth slope to support the improved A14 (Work No.33) on its southern side between the A14 eastbound exit slip road at Histon Junction and a point 200 metres west of the Cambridgeshire Guided Busway (Impington Guided Busway) crossing, located on sheets 26 and 27 of the works plans;

(k) works to extend the bridge carrying the improved A14 (Work No.33) over the Cambridgeshire Guided Busway (Impington Guided Busway) on its northern side, located on sheet 27 of the works plans;

(l) works to extend the bridge carrying the improved A14 (Work No.33) over Kings Hedges Bridge on its northern side, located on sheet 27 of the works plans;

(m) works to modify the existing Milton Junction east bridge to accommodate 3 traffic lanes, located on sheet 28 of the works plans;

(n) works to improve the A14 slip roads on the western side of Milton Junction, located on sheet 28 of the works plans;

(o) works to improve the A10 on the northern side of Milton Junction, located on sheet 28 of the works plans;

(p) the construction of a new retaining wall to support the improvement to the A14 eastbound exit slip at Milton Junction on its side facing the A14 dual carriageway, located on sheet 28 of the works plans;

(q) the construction of new signs and signal gantries and associated retaining walls to support them where required for the improved A14 (Work No.33);
(r) the construction of new emergency laybys and associated retaining walls to support them where required for the improved A14 (Work No.33); and

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

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

(a) the construction of a new roundabout junction with the A1307 (being the de-trunked A14(T)), located on sheet 29 of the works plans;

(b) the construction of drainage attenuation ponds 60 and 61 with associated drainage facilities and landscaping and construction of a private means of access for each pond from the new Views Common Link (Work No.34), as shown on sheet 28 of the rights of way and access plans and described in Schedule 4;

(c) works to improve Hinchingbrooke Park Road junction with the B1514 Brampton Road;

(d) the construction of an access to the Cambridgeshire Constabulary HQ, as shown on sheet 28 of the rights of way and access plans and described in Schedule 4;

(e) the construction of a **cycle track with a right of way on foot footway and cycleway** within the authorised development along the south-eastern verge of the new Views Common Link between the Hinchingbrooke Park Road junction and the gated access to Views Common;

(f) the construction of an access for agricultural traffic to Views Common from the new roundabout junction with the A1307, as shown on sheet 28 of the rights of way and access plans and described in Schedule 4;

(g) the construction of a cycle track with a right of way on foot, from the gated access to Views Common off the new Views Common Link in north-easterly direction to a junction with Footpath 133/11, located on the rights of way and access plans sheet 28;

(h) the construction of a footpath from the gated access to Views Common off the new Views Common Link in north-easterly direction, around the perimeter of the new junction with the A14(T), and Footpath 133/11 east of the existing A14(T) underpass, located on the rights of way and access plans sheet 28;

(i) the construction of a drainage outfall to Alconbury Brook;

(j) the construction of a **cycle track with a right of way on foot footway and cycleway** along the both sides of Hinchingbrooke Park Road between its junctions with the B1514 Brampton Road and the new Views Common Link (Work No.34); and

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

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

(a) works to alter the **cycle track with a right of way on foot footway and cycleway** along the north side of Brampton Road in the vicinity of the bridge over the East Coast Mainline Railway;
(b) works to modify the junction of Brampton Road with Hinchingbrooke Park Road including signalisation and controlled crossings for pedestrians and cyclists; and

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

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

(a) removal of the viaduct carrying the A14 over the East Coast Mainline Railway and the B1514 Brampton Road;

(b) construction of a new road access to Huntingdon Railway Station forecourt as shown on sheet 28 of the rights of way and access plans and described in Schedule 4;

(c) construction of a new road access to Huntingdon Railway Station car park, as shown on sheet 28 of the rights of way and access plans and described in Schedule 4;

(d) construction of a cycle track with a right of way on foot footway and cycleway along the both sides of the new Mill Common Link (Work No.36) between its junction improvement with the B1514 Brampton Road and its new road access to Huntingdon Railway Station forecourt;

(e) the construction of an attenuation/treatment tank with associated outfall to Alconbury Brook; and

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

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

(a) works to improve Huntingdon Ring Road, Prince’s Street and St Mary’s Street in the vicinity of the new junction;

(b) works to re-align the road called Mill Common; and

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

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

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

**Work No.40** - shown on sheet 4 of the works plans, the diversion of 90 metres of underground oil pipeline to accommodate a square crossing of the new Woolley Road (Work No.2).
Work No.41 - shown on sheets 3 and 4 of the works plans, the diversion of 1,300 metres of water pipeline from a point on the A14(T) 270 metres west of Brampton Hut Interchange to a point 870 metres further to the west on the A14(T), to accommodate the new Ellington Junction (Work No.3) and the new A14 (Work No.5).

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

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

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

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

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

Work No.47 - NOT USED.

Work No.48 - NOT USED.

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

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

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

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

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

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

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

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

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

Work No.58 - shown on sheets 10 and 11 of the works plans, the diversion of 710 metres of water pipeline to accommodate the new A14 (Work No.5).
Work No.59 - shown on sheet 13 of the works plans, the diversion of 950 metres of gas pipeline to accommodate the new B1040 Potton Road (Work No.15).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Work No.77 - shown on sheet 21 of the works plans, the diversion of 485 metres of electricity power line to accommodate the new A14 (Work No.5) and the new Local Access Road (Work No.22).
Work No.78 - shown on sheet 22 of the works plans, the diversion of 190 metres of gas pipeline to accommodate the new A14 (Work No.5).

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

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

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

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

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

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

Work No.85 - NOT USED.

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

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

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

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

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

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

(a) alteration of the layout of any street permanently or temporarily, including but not limited to increasing the width of the carriageway of the street by reducing the width of any kerb, footway, cycleway, or verge within the street; and altering the level or increasing the width of any such kerb, footway, cycleway, or verge within the street;

(b) works for the strengthening, improvement, repair, maintenance or reconstruction of any street;

(c) works for the strengthening, alteration or demolition of any building;

(d) ramps, means of access, footpaths, footways, bridleways, equestrian tracks, cycle tracks, cycleways, non-motorised links, byways open to all traffic and crossing facilities;

(e) embankments, viaducts, bridges, aprons, abutments, shafts, foundations, retaining walls, drainage works, outfalls, pumping stations, wing walls, highway lighting, fencing and culverts;

(f) street works, including breaking up or opening a street, or any sewer, drain or tunnel under it, and tunnelling or boring under a street;

(g) works to place, alter, remove or maintain street furniture or apparatus in a street, or apparatus in other land, including mains, sewers, drains, pipes, cables and lights;

(h) works to alter the course of, or otherwise interfere with, watercourses;
(i) landscaping, noise barriers, works associated with the provision of ecological mitigation, and other works to mitigate any adverse effects of the construction, maintenance or operation of the authorised development;

(j) works for the benefit or protection of land affected by the authorised development;

(k) site preparation works, site clearance (including fencing, vegetation removal, demolition of existing structures and the creation of alternative footpaths) and earthworks (including soil stripping and storage and site levelling);

(l) the felling of trees;

(m) construction compounds and working sites, storage areas, temporary vehicle parking, construction fencing, perimeter enclosure, security fencing, construction-related buildings, temporary worker accommodation facilities, welfare facilities, construction lighting, haulage roads and other buildings, machinery, apparatus, works and conveniences; and

(n) such other works, of whatever nature, including works of demolition and borrow pits to provide a source of construction material, as may be necessary or expedient for the purposes of, or for purposes ancillary to, the construction of the authorised development.
SCHEDULE 4

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

1. In relating this Schedule 4 to its corresponding rights of way and access plans, the provisions described herein are shown on the rights of way and access plans in the following manner—

(a) Existing highways to be stopped up, as described in column 2 of Part 1 and Part 2 of this Schedule, are shown by thick black hatching (as shown in the key on the rights of way and access plans) over the extent of the area to be stopped up, which is described in column 3 of Part 1 and Part 2 of this Schedule.

(b) New highways which are to be substituted for a highway to be stopped up (or which are otherwise to be provided) other than the new and/or improved A14 Trunk Road and the improved A1 Trunk Road, as are included in column 4 of Part 1 of this Schedule, are shown by black stipple with a centre line (as shown in the key on the rights of way and access plans) and are given a reference label (a capital letter in a circle) and will be a road unless the word ‘bridleway’ appears beneath its reference letter in column 4.

(c) Private means of access to be stopped up, as described in column 2 of Parts 3 and 4 of this Schedule, are shown by a solid black band (as shown in the key on the rights of way and access plans), over the extent of stopping up described in column 3 of Parts 3 and 4, and are given a reference label (a lower case letter in a circle).

(d) New private means of access to be substituted for a private means of access to be stopped up (or which are otherwise to be provided) in relation to the new and/or improved A14 Trunk Road, as are included in column 4 of Part 3 of this Schedule, are shown by thin diagonal hatching (as shown in the key on the rights of way and access plans) and are given a reference label (a number in a circle).
PART 1
HIGHWAYS TO BE STOPPED UP FOR WHICH A SUBSTITUTE IS TO BE PROVIDED AND NEW HIGHWAYS WHICH ARE OTHERWISE TO BE PROVIDED

<table>
<thead>
<tr>
<th></th>
<th>Area</th>
<th>Highway to be stopped up</th>
<th>Extent of stopping up</th>
<th>New highway to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>In the parishes of Alconbury and The Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire.</td>
<td>-</td>
<td>-</td>
<td>Reference B A length of new bridleway from Woolley Road, northwards along the western boundary of the improved A1(T) to Brooklands Lane, a distance of 1180 metres.</td>
</tr>
<tr>
<td>2</td>
<td>In the parishes of Alconbury and The Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire.</td>
<td>-</td>
<td>-</td>
<td>Reference A A length of new highway from a point on Woolley Road 55 metres south-east of the access to Weybridge Farm, in a generally southerly direction for a distance of 2,200 metres, to the new Ellington junction (for continuation of Reference A see Sheet 3).</td>
</tr>
<tr>
<td>3</td>
<td>In the parishes of Alconbury, The Stukeleys and Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.</td>
<td>-</td>
<td>-</td>
<td>Reference C A length of new bridleway between the new Woolley Road and the existing A14(T) at Brampton Hut, a distance of 130 metres.</td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) Highway to be stopped up</td>
<td>(3) Extent of stopping up</td>
<td>(4) New highway to be substituted/provided</td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>-</td>
<td>-</td>
<td>Reference E</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A length of new bridleway between the southern boundary of the Brampton Hut Service Area and the new Grafham Road (existing Park Road on sheet 6), in a generally southerly direction for a distance of 2,340 metres (for continuation of Reference E see sheets 5 and 6).</td>
<td></td>
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<tr>
<td></td>
<td>-</td>
<td>-</td>
<td>Reference F</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A length of new footpath (steps) in a south-west to north-east direction between loops of new bridleway Reference E, for a distance of 35 metres.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**The rights of way and access plans – sheet 4**

| None                              | None | - | - |

**The rights of way and access plans – sheet 5**

<table>
<thead>
<tr>
<th>In the parish of Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.</th>
<th>-</th>
<th>-</th>
<th>Reference E – Refer to sheet 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reference A</td>
<td></td>
<td></td>
<td>A length of new footpath (steps) from the intersection of Footpath 28/15 with new bridleway Reference A westward for a distance of 40 metres.</td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) Highway to be stopped up</td>
<td>(3) Extent of stopping up</td>
<td>(4) New highway to be substituted/provided</td>
</tr>
<tr>
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</tr>
<tr>
<td>Bridleway 28/19</td>
<td>A length from a point on Bridleway 28/19 60 metres south-west of the improved A1(T) north eastward then southward for a distance of 660 metres.</td>
<td>Reference B To be substituted by a new bridleway between the west side of the improved A1 on the north side of Brampton Brook to existing Park Road (on sheet 6), in a generally southerly direction for a distance of 1,280 metres (for continuation of Reference B see sheet 6).</td>
<td></td>
</tr>
<tr>
<td>Footpath 28/15</td>
<td>A length from a point on Footpath 28/15 75 metres east of the A1(T) north westward for a distance of 75 metres.</td>
<td>Reference E (part) To be substituted by a new bridleway between the east side of the new A14(T) south of the Brampton Hut Interchange (on sheet 3), looping northward then southward to a junction with Footpath 28/15, for a distance of 270 metres.</td>
<td></td>
</tr>
</tbody>
</table>

The rights of way and access plans—sheet 6

In the parish of Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire. | Grafham Road | A length from its junction with the existing A1(T) in a south westerly direction for a distance of 65 metres. | Reference D To be substituted by a length of new highway from a point 60 metres west of the existing Grafham Road access to Brampton Lodge, in a generally north easterly direction for a distance of 824 metres. |
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) Highway to be stopped up</th>
<th>(3) Extent of stopping up</th>
<th>(4) New highway to be substituted/provided</th>
</tr>
</thead>
</table>
| Park Road | A length from a point 65 metres north-east of its junction with the existing Grafham Road for a distance of 100 metres. | Reference D  
To be substituted by a length of new highway from a point 60 metres west of the existing Grafham Road access to Brampton Lodge, in a generally north easterly direction for a distance of 824 metres. |
| Bridleway 28/19 | A length from a point 470 metres north of the existing Grafham Road/ Park Road junction in a generally southerly direction for a distance of 470 metres. | Reference B – Refer to sheet 5 |
| - | - | Reference C  
A length of new bridleway between the southern end of Bridleway 28/19 at the existing Park Road and the new private means of access to Brampton Lodge (Reference 2), for a distance of 210 metres. |
| - | - | Reference E – Refer to sheet 3 |
| Footpath 28/2 | A length from a point 275 metres north of the existing Park Road bridge over the A1(T) in a north easterly direction for a distance of 115 metres. | Reference E (part)  
To be substituted by a new bridleway from a point on Footpath 28/2 100m east of the new A14(T) to the new Grafham Road (existing Park Road), in a generally south easterly direction for a distance of 175 metres. |
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) Highway to be stopped up</th>
<th>(3) Extent of stopping up</th>
<th>(4) New highway to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>In the parishes of Buckden and Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.</td>
<td>B1514 Buckden Road</td>
<td>A length from a point starting at the existing Buckden Landfill access in a generally south westerly direction for a distance of 500m.</td>
<td>Reference A To be substituted by a length of new highway from a point 15 metres north-east of the existing Buckden Landfill access, in a south westerly direction for a distance of 580 metres.</td>
</tr>
<tr>
<td></td>
<td>Brampton Road</td>
<td>A length from a point starting at the existing junction of Buckden Road and Brampton Road in a south westerly direction for a distance of 170 metres.</td>
<td>References B &amp; C To be substituted by a length of new highway from a point 320 metres north-east of the existing A1(T)/Brampton Road junction in a north easterly direction for a distance of 246 metres to a new junction with the new B1514 Buckden Road; and, a length of new highway from a point 430 metres north-east of the existing A1(T)/Brampton Road junction in a north westerly direction for a distance of 45 metres.</td>
</tr>
<tr>
<td>In the parishes of Godmanchester and Offord Cluny and Offord D’Arcy; in the district of Huntingdonshire; in the county of Cambridgeshire.</td>
<td>B1043 Offord Road</td>
<td>A length from a point 70 metres south-west of its junction with the Offord Hill Farm Access in a generally south westerly direction for a distance of 830 metres.</td>
<td>Reference A To be substituted by a length of new highway from a point 50 metres south-west of the Offord Hill Farm Access in a south westerly direction for a distance of 905 metres.</td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) Highway to be stopped up</td>
<td>(3) Extent of stopping up</td>
<td>(4) New highway to be substituted/provided</td>
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<tr>
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</tr>
<tr>
<td><strong>The rights of way and access plans— sheet 10</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>In the parish of Godmanchester; in the district of Huntingdonshire; in the county of Cambridgeshire.</td>
<td>Silver Street</td>
<td>A length from a point 80 metres south of its junction with the Lower Debden Farm Access in a southerly direction for a distance of 340m.</td>
<td>Reference A To be substituted by a length of new highway from a point 55 metres south of its junction with the Lower Debden Farm Access in a southerly direction for a distance of 460 metres.</td>
</tr>
<tr>
<td><strong>The rights of way and access plans— sheet 11</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>In the parishes of Godmanchester and Hemingford Abbots; in the district of Huntingdonshire; in the county of Cambridgeshire.</td>
<td>A1198 Ermine Street</td>
<td>A length from a point 250 metres south-east of its junction with the Beacon Field Equine Centre Access in a south easterly direction for a distance of 390m.</td>
<td>Reference A To be substituted by a length of new highway from a point 220 metres south-east of the Beacon Field Equine Centre Access in a south easterly direction for a distance of 660 metres.</td>
</tr>
<tr>
<td><strong>The rights of way and access plans— sheet 12</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>In the parishes of Hemingford Abbots and Hemingford Grey; in the district of Huntingdonshire; in the county of Cambridgeshire.</td>
<td>Bridleway 121/10</td>
<td>A length from a point 510 metres west of its junction with Mere Way in a generally westerly direction for a distance of 570 metres.</td>
<td>Reference A To be substituted by a new bridleway on the south side of the new A14(T) between the start and end points of the stopping up, for a distance of 470 metres.</td>
</tr>
<tr>
<td>Bridleway 121/10</td>
<td></td>
<td>A length from its junction with Mere Way in a westerly direction for a distance of 30 metres.</td>
<td>Reference B To be substituted by a length of new bridleway adjacent to Mere Way in a southerly direction, for a distance of 100 metres, to a junction with Bridleway 122/13.</td>
</tr>
<tr>
<td></td>
<td>(1) Area</td>
<td>(2) Highway to be stopped up</td>
<td>(3) Extent of stopping up</td>
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</tr>
<tr>
<td>The rights of way and access plans– sheet 13</td>
<td>In the parishes of Hemingford Grey, Fenstanton and Hilton; in the district of Huntingdonshire; in the county of Cambridgeshire.</td>
<td>B1040 Potton Road</td>
<td>A length from a point 200 metres north-east of its junction with the West Brook in a north easterly direction for a distance of 770 metres.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference B A length of new footpath between the junction of Footpath 122/10 with the existing B1040 Potton Road in north easterly direction for a distance of 330 metres.</td>
</tr>
<tr>
<td>The rights of way and access plans– sheet 14</td>
<td>In the parishes of Fenstanton and Hilton; in the district of Huntingdonshire; in the county of Cambridgeshire.</td>
<td>Hilton Road</td>
<td>A length from a point 290 metres south-west of its junction with Pear Tree Close in a south westerly direction for a distance of 740 metres.</td>
</tr>
<tr>
<td>The rights of way and access plans– sheet 15</td>
<td>In the parishes of Fenstanton and Conington; in the district of Huntingdonshire and South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>Conington Road</td>
<td>A length from a point 135m south of its junction with Access Road in a generally southerly direction for a distance of 500 metres.</td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) Highway to be stopped up</td>
<td>(3) Extent of stopping up</td>
<td>(4) New highway to be substituted/provided</td>
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<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference B A length of new footpath running in a north-westerly direction adjacent to the northern boundary of the existing Conington Road and then the new realigned Conington Road for a distance of 515 metres and joining the highway boundary of the realigned Conington Road at a point adjacent to the new private means of access (Reference 4).</td>
</tr>
<tr>
<td>Footpath 87/14 and Footpath 53/1</td>
<td>A length of Footpath 87/14 from its junction with Footpath 87/6, south eastward to its junction with Footpath 53/1 at the Fenstanton Parish boundary, a distance of 430 metres. In addition, a length of Footpath 53/1 from its junction with Footpath 87/14 at the Fenstanton Parish boundary, southward to its junction with Conington Road, a distance of 530 metres.</td>
<td>To be substituted by the existing Footpath 87/6 from its junction with Footpath 87/14 to Access Road, a new footway-cycleway along Access Road to the junction with the new Conington Road, a new footway cycleway along the new Conington Road (part Reference A), and new Footpath (Reference B) to its junction with Footpath 53/1.</td>
<td></td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) Highway to be stopped up</td>
<td>(3) Extent of stopping up</td>
<td>(4) New highway to be substituted/provided</td>
</tr>
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</tr>
<tr>
<td>Footpath 53/2</td>
<td>A length from its junction with New Barns Lane, north eastward to its junction with Huntingdon Road, a distance of 895 metres.</td>
<td>To be substituted by a new footpath (Reference C), a footway-cycleway along the north side of New Barns Lane (sheet 16) and footways cycleways along Huntingdon Road (A14) north-westward to its junction with Footpath 53/2 (sheets 15 and 16).</td>
<td></td>
</tr>
</tbody>
</table>

**The rights of way and access plans– sheet 16**

In the parishes of Fen Drayton and Coningtion; in the district of South Cambridgeshire; in the county of Cambridgeshire.

- Reference C – Refer to sheet 15

**The rights of way and access plans– sheet 17**

In the parishes of Swavesey, Conington and Boxworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.

| Bucking Way Road | A length from a point 150 metres north-west of the Cambridge Services roundabout, north-eastward for 76 metres; and a length from its junction with the A14 northward for a distance of 40 metres. | References B, C and D (part) To be substituted by a length of new highway from the Anderson Road/Bucking Way Road junction, south westward to the southern dumbbell roundabout of the new Swavesey Junction then south eastward for a total distance of 1255 metres, to the Cambridge Services roundabout. |

10
<table>
<thead>
<tr>
<th>(1) <strong>Area</strong></th>
<th>(2) <strong>Highway to be stopped up</strong></th>
<th>(3) <strong>Extent of stopping up</strong></th>
<th>(4) <strong>New highway to be substituted/provided</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>Reference D</td>
<td>A length of new highway on the north-east side of the new A14(T) from the new junction of Bucking Way Road, Anderson Road and the new Swavesey Junction Link Road (Reference B), in a generally south eastward direction for a distance of 5240 metres, to its junction with the new Dry Drayton Road (Reference C on sheet 21) and the new Dry Drayton to Girton Access Track (on sheet 21). For continuation of new highway Reference D see sheets 18, 19, 20 and 21.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference A</td>
<td>A length of new highway on the north-east side of the new A14(T), from a point 180 metres north-west of its junction with Scotland Drove, in a south easterly direction for a distance of 780 metres, to the new Swavesey Junction.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference E</td>
<td>A length of new highway on the north-east side of the new A14(T) from the new junction of Bucking Way Road and new Swavesey Junction Link Road (Reference B), south eastward for a distance of 40 metres.</td>
</tr>
</tbody>
</table>

*The rights of way and access plans— sheet 18*
<table>
<thead>
<tr>
<th>Area</th>
<th>Highway to be stopped up</th>
<th>Extent of stopping up</th>
<th>New highway to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>In the parishes of Swavesey, Boxworth and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>Bridleway 225/15</td>
<td>A length from its junction with the A14(T) north-eastward for a distance of 50 metres.</td>
<td>Reference A To be substituted by a length of new bridleway from the boundary of the improved A14(T) north-westward for a distance of 47 metres to its junction with Bridleway 225/15.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference D – Refer to sheet 17</td>
</tr>
</tbody>
</table>

The rights of way and access plans – sheet 19

<table>
<thead>
<tr>
<th>Area</th>
<th>Highway to be stopped up</th>
<th>Extent of stopping up</th>
<th>New highway to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>In the parishes of Swavesey and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>Robin’s Lane</td>
<td>A length from a point 40 metres south-west of its junction with the A14(T) generally south-westward to a point 20 metres west of the access to Grange Farm, a distance of 370 metres.</td>
<td>Reference A To be substituted by a length of new highway from the junction of Grange Farm access with Robin’s Lane in a generally northerly direction for a distance of 615 metres.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference B New highway on the north-east side of the new A14(T) from the new Robin’s Lane, in a northerly direction for a distance of 175 metres.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference C New footpath on the south-west side of the improved A14(T) from its junction with Footpath 150/5, in a south easterly direction for a distance of 160 metres where it meets realigned Bridleway 16/1 to be provided in connection with redevelopment of land adjacent to the Service Area at Bar Hill Junction.</td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) Highway to be stopped up</td>
<td>(3) Extent of stopping up</td>
<td>(4) New highway to be substituted/provided</td>
</tr>
<tr>
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</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference D – Refer to sheet 17</td>
<td></td>
</tr>
</tbody>
</table>

**The rights of way and access plans— sheet 20**

In the parishes of Lolworth, Longstanton, Bar Hill and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.

| B1050 Hatton’s Road | A length from a point 58 metres north-west of the centre of the junction between the B1050 Hatton’s Road, Saxon Way and Crafts Way, in a generally northerly direction for a distance of 340 metres. | Reference B
To be substituted by a length of new highway from the B1050 Hatton’s Road/Saxon Way/Crafts Way junction in a generally north-eastward direction for a distance of 745 metres. |
| - | - | A length of new permissive non-motorised user route on the south-east side of the new Bar Hill junction from the western end of stopped up Bridleway 16/1 in a generally south easterly direction for a distance of 300 metres. |

| - | - | Reference D – Refer to sheet 17 |

| - | - | Reference C
A length of new highway on the north side of the A14 from a point 140 metres north-east of the existing B1050 Hatton’s Road/A14 diverge slip road roundabout junction in a generally south easterly direction for a distance of 195 metres. |

**The rights of way and access plans— sheet 21**
<table>
<thead>
<tr>
<th>(1)</th>
<th>(2)</th>
<th>(3)</th>
<th>(4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>Highway to be stopped up</td>
<td>Extent of stopping up</td>
<td>New highway to be substituted/provided</td>
</tr>
<tr>
<td>In the parishes of Dry Drayton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>Dry Drayton Road</td>
<td>A length from its existing junction with Oakington Road, south eastward for a distance of 95 metres.</td>
<td>Reference C To be substituted by a length of new highway from a point on Oakington Road 250 metres south-west of its junction with Dry Drayton Road, in a generally north easterly direction over the A14 to a new junction with Dry Drayton Road, a distance of 700 metres.</td>
</tr>
<tr>
<td>Oakington Road</td>
<td>A length from its existing junction with Dry Drayton Road, south westward for a distance of 160 metres.</td>
<td>Reference C To be substituted by a length of new highway from a point on Oakington Road 250 metres south-west of its junction with Dry Drayton Road, in a generally north easterly direction over the A14 to a new junction with Dry Drayton Road, a distance of 700 metres.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference A A length of new bridleway and cycle track with a right of way on foot, from a point 180 metres south-east of the junction of the A14 Southbound Slip Roads and the A14(T), in a generally south easterly direction to the Girton Grange Accommodation Bridge over the A14 (see sheet 24), a total distance of 3,000 metres (for continuation of Reference A see sheets 22, 23 and 24).</td>
<td></td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) Highway to be stopped up</td>
<td>(3) Extent of stopping up</td>
<td>(4) New highway to be substituted/provided</td>
</tr>
<tr>
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</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference B</td>
<td>A length of new highway from a point 200 metres south-west of the Oakington Road junction with Dry Drayton Road, in a generally south easterly direction for a distance of 2,310 metres to the existing Huntingdon Road at the M11 (for continuation of Reference B see sheets 22 and 23).</td>
</tr>
<tr>
<td>Bridleway 66/12</td>
<td>A length from its junction with the southern boundary of the new A14(T), in a generally south-westerly direction for a distance of 540 metres.</td>
<td>To be substituted by new equestrian tracks/cycleways along and within the highway boundary of the new Cambridge Crematorium Access Road (Reference E) and the new Dry Drayton to Girton Local Access Road (part Reference B), for a distance of 580 metres.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference D – Refer to sheet 17</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference E</td>
<td>A length of new highway from the new Dry Drayton to Girton Local Access Road, in a generally north easterly direction for a distance of 465 metres, to provide access to Hackers Fruit Farm and premises currently with access from the south of the A14(T).</td>
</tr>
</tbody>
</table>

The rights of way and access plans—sheet 22
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) Highway to be stopped up</th>
<th>(3) Extent of stopping up</th>
<th>(4) New highway to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>In the parishes of Dry Drayton, Girton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>Footpath 99/7</td>
<td>The whole length, from its junction with the existing A14 Westbound Link at Girton Interchange, westward to its junction with The Avenue, a distance of 400 metres.</td>
<td>To be substituted by a new footway-cycle track with a right of way on foot along the New Dry Drayton to Girton Local Access Road (part Reference B) south-eastward to the A1307 Huntingdon Road (sheet 23), a distance of 665 metres.</td>
</tr>
<tr>
<td>Footpath 99/8</td>
<td>A length from its junction with The Avenue, westward to the southern boundary of the new Dry Drayton to Girton Local Access Road, a distance of 70 metres.</td>
<td>To be substituted by a new cycle track with a right of way on foot along the New Dry Drayton to Girton Local Access Road (part Reference B), for a distance of 50 metres.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference B – Refer to sheet 21</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference A – Refer to sheet 21</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference D – Refer to sheet 23</td>
<td></td>
</tr>
<tr>
<td>Area</td>
<td>Highway to be stopped up</td>
<td>Extent of stopping up</td>
<td>New highway to be substituted/provided</td>
</tr>
<tr>
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</tr>
<tr>
<td>In the parishes of Madingley and Girton; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>A14 Westbound Link</td>
<td>A length from the start of the existing A14 Westbound Link north westward for a distance of 360 metres.</td>
<td>New A14 Westbound Link</td>
</tr>
<tr>
<td>Bridleway 154/2</td>
<td></td>
<td>A length from a point 220m north-east of the Bridleway 154/2 overpass over the A428(T), in a generally north easterly direction for a distance of 475 metres.</td>
<td>To be substituted by a length of new bridleway from a point on Bridleway 154/2 220 metres north-east of the Bridleway 154/2 overpass over the A428(T), northward for a distance of 535 metres, to the boundary of the new Dry Drayton to Girton Local Access Road (Reference D), and a length of new bridleway from a point at the junction of Bridleway 154/2 and the southern boundary of the A428(T), eastward for a distance of 1,125 metres, to the existing Footpath 154/3 underpass under the M11 (Reference C). (For a continuation of Reference D see sheet 22).</td>
</tr>
<tr>
<td>A14 Huntingdon Road Link</td>
<td></td>
<td>A length from the start of the A14 Huntingdon Road Link south eastward for a distance of 230 metres.</td>
<td>New A14 Huntingdon Road Link</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference A – Refer to sheet 21</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference B – Refer to sheet 21</td>
</tr>
</tbody>
</table>

The rights of way and access plans– sheet 24
<table>
<thead>
<tr>
<th>(1) Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway to be stopped up</td>
</tr>
<tr>
<td>Extent of stopping up</td>
</tr>
<tr>
<td>New highway to be substituted/provided</td>
</tr>
<tr>
<td>In the parishes of Girton and Impington; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>-</td>
</tr>
<tr>
<td>Reference A – Refer to sheet 21</td>
</tr>
</tbody>
</table>

<p>| The rights of way and access plans– sheet 25 |
| None |</p>
<table>
<thead>
<tr>
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<p>| The rights of way and access plans– sheet 26 |
| None |</p>
<table>
<thead>
<tr>
<th>None</th>
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<tbody>
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<td>-</td>
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</tbody>
</table>

<p>| The rights of way and access plans– sheet 27 |
| None |</p>
<table>
<thead>
<tr>
<th>None</th>
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<tbody>
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</tbody>
</table>

| The rights of way and access plans– sheet 28 |
| In the parish of Huntingdon; in the district of Huntingdonshire; in the county of Cambridgeshire. |
| A14(T) |
| A length from a point 250 metres west of the East Coast Main Line railway, in a generally south easterly direction for a distance of 460 metres. |
| Reference A |

A length from a point 250 metres west of the East Coast Main Line railway, in a generally south easterly direction for a distance of 460 metres.

Reference A
To be substituted by a length of new highway from a point immediately south-west of the existing A14(T) 290 metres west of the East Coast Main Line railway, in a generally south westerly direction to Hinchingbrooke Park Road for a distance of 470 metres; a length of the improved Hinchingbrooke Park Road; a length of the existing B1514 Brampton Road; and a length of new highway (Reference C) southward for a distance of 98 metres.
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) Highway to be stopped up</th>
<th>(3) Extent of stopping up</th>
<th>(4) New highway to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Footpath 133/11</td>
<td>A length from a point 220 metres west of the East Coast Main Line railway, in a generally north westerly direction for a distance of 130 metres.</td>
<td>Reference F (part) To be substituted by part of a new footpath to be provided between Footpath 133/11 north-east of the existing A14(T) underpass and a point north of new private means of access (Reference 2) on the new highway (Reference A), a distance of 470 metres.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference B A length of new highway from a point on Brampton Road exit slip road 45 metres south-west of its junction with Hinchinbrooke Park Road in a generally northerly direction for a distance of 40 metres to this junction.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference C A length of new highway from a point on Brampton Road 80 metres north-east of the East Coast Main Line railway in a generally southerly direction for a distance of 98 metres to the de-trunked A14.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference D A length of new highway from a point on the de-trunked A14, 30 metres west of its crossing of the road called Mill Common, northward to the junction of Prince’s Street with Ring Road, for a distance of 125 metres to this junction.</td>
<td></td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) Highway to be stopped up</td>
<td>(3) Extent of stopping up</td>
<td>(4) New highway to be substituted/provided</td>
</tr>
<tr>
<td>----------</td>
<td>----------------------------</td>
<td>--------------------------</td>
<td>------------------------------------------</td>
</tr>
</tbody>
</table>
| -        | -                          | -                        | Reference E  
A length of new highway from a point on Ring Road 45 metres south-east of its junction with Prince’s Street in a generally southerly direction for a distance of 50 metres to the road called Mill Common. |
| -        | -                          | -                        | Reference G  
A length of new cycle track with a right of way on foot, from a point north of new private means of access (Reference 2) on the new highway (Reference A), in a north-easterly direction for a distance of 290 metres to a junction with Footpath 133/11. |
## PART 2

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

<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) Street to be stopped up</th>
<th>(3) Extent of stopping up</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>None</td>
<td>-</td>
</tr>
</tbody>
</table>

**The rights of way and access plans – sheet 2**

- In the parishes of Alconbury and The Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire.
- Layby east of the improved A1(T) 365m south of the existing A1(T) junction with Woolley Road.
- Bridleway 230/6
- The whole layby.
- A length from its junction with the A1(T), 700 metres south of the existing A1(T) junction with Woolley Road, in an easterly direction to the new highway boundary, a distance of 10 metres.

| None     | None                        | -                        |

**The rights of way and access plans – sheet 3**

| None     | None                        | -                        |

**The rights of way and access plans – sheet 4**

| None     | None                        | -                        |

**The rights of way and access plans – sheet 5**

| None     | None                        | -                        |

**The rights of way and access plans – sheet 6**

| None     | None                        | -                        |

**The rights of way and access plans – sheet 7**

| None     | None                        | -                        |

**The rights of way and access plans – sheet 8**

| None     | None                        | -                        |

**The rights of way and access plans – sheet 9**

| None     | None                        | -                        |

**The rights of way and access plans – sheet 10**

| None     | None                        | -                        |

**The rights of way and access plans – sheet 11**

<p>| None     | None                        | -                        |</p>
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) Street to be stopped up</th>
<th>(3) Extent of stopping up</th>
</tr>
</thead>
<tbody>
<tr>
<td>The rights of way and access plans– sheet 12</td>
<td>None</td>
<td>None</td>
</tr>
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<td>None</td>
<td>None</td>
<td>-</td>
</tr>
<tr>
<td>The rights of way and access plans– sheet 13</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>None</td>
<td>None</td>
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</tr>
<tr>
<td>The rights of way and access plans– sheet 14</td>
<td>None</td>
<td>None</td>
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<tr>
<td>None</td>
<td>None</td>
<td>-</td>
</tr>
<tr>
<td>The rights of way and access plans– sheet 15</td>
<td>In the parishes of Fenstanton and Conington; in the district of Huntingdonshire and South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>A length from the southern highway boundary of its junction with Access Road, south eastward to its southern end at the Fenstanton Parish boundary, a distance of 460 metres.</td>
</tr>
<tr>
<td>None</td>
<td>Footpath 87/6</td>
<td>-</td>
</tr>
<tr>
<td>The rights of way and access plans– sheet 16</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>None</td>
<td>None</td>
<td>-</td>
</tr>
<tr>
<td>The rights of way and access plans– sheet 17</td>
<td>In the parishes of Swavesey, Conington and Boxworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>A length from its junction with the existing A14 (T) in a north easterly direction to the new A14(T) highway boundary, a distance of 35 metres.</td>
</tr>
<tr>
<td>None</td>
<td>Bridleway 225/14</td>
<td>-</td>
</tr>
<tr>
<td>The rights of way and access plans– sheet 18</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>None</td>
<td>None</td>
<td>-</td>
</tr>
<tr>
<td>The rights of way and access plans– sheet 19</td>
<td>In the parishes of Swavesey and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>A length from its junction with the existing A14 (T) in a south westerly direction to the new A14(T) highway boundary, a distance of 27 metres.</td>
</tr>
<tr>
<td>None</td>
<td>Footpath 150/5</td>
<td>-</td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) Street to be stopped up</td>
<td>(3) Extent of stopping up</td>
</tr>
<tr>
<td>---------</td>
<td>----------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>The rights of way and access plans– sheet 20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In the parishes of Lolworth, Longstanton, Bar Hill and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>Bridleway 151/10</td>
<td>A length from its junction with the A14(T), in a north-easterly direction to the north-east highway boundary of the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road), a distance of 85 metres.</td>
</tr>
<tr>
<td></td>
<td>Bridleway 16/1</td>
<td>A length from its junction with the A14(T), in a generally north-westerly direction for a distance of 145 metres.</td>
</tr>
<tr>
<td>The rights of way and access plans– sheet 21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In the parishes of Dry Drayton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>A14 Southbound slip roads</td>
<td>The whole slip road.</td>
</tr>
<tr>
<td></td>
<td>A14 Northbound slip roads</td>
<td>The whole slip road.</td>
</tr>
<tr>
<td>The rights of way and access plans– sheet 22</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In the parishes of Dry Drayton, Girton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>The Avenue</td>
<td>A length from a point 43 metres south-west of its junction with the A14(T), south-westward for a distance of 220 metres.</td>
</tr>
<tr>
<td>The rights of way and access plans– sheet 23</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In the parishes of Madingley and Girton; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>Washpit Lane</td>
<td>A length from its junction with the A14(T), north eastward for a distance of 55 metres.</td>
</tr>
<tr>
<td></td>
<td>Bridleway 99/6</td>
<td>A length from the western highway boundary of the existing A14 Westbound Link, in a north easterly direction to and beyond the A1307 Huntingdon Road, for a total distance of 260 metres.</td>
</tr>
<tr>
<td>The rights of way and access plans– sheet 24</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

23
<table>
<thead>
<tr>
<th>Area</th>
<th>Street to be stopped up</th>
<th>Extent of stopping up</th>
</tr>
</thead>
<tbody>
<tr>
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<td>-</td>
</tr>
<tr>
<td>The rights of way and access plans– sheet 28</td>
<td></td>
<td></td>
</tr>
<tr>
<td>None</td>
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<td>-</td>
</tr>
</tbody>
</table>
PART 3
PRIVATE MEANS OF ACCESS TO BE STOPPED UP FOR WHICH A SUBSTITUTE IS TO BE PROVIDED AND NEW PRIVATE MEANS OF ACCESS WHICH ARE OTHERWISE TO BE PROVIDED

<table>
<thead>
<tr>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
</tr>
</thead>
</table>
| In the parishes of Alconbury and The Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire. | - | - | Reference 1
New private means of access along the west side of the improved A1 (T) from the new Woolley Road. |
<p>| In the parishes of Alconbury and The Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire. | - | - | Reference 2 – Refer to sheet 2 |
| Reference b Access to field from the east of the existing A1(T) layby, 700 metres south of the junction of Woolley Road with the A1(T). | - | - | Reference 1 – Refer to sheet 1 |
| Reference b Access to field from the east of the existing A1(T) layby, 700 metres south of the junction of Woolley Road with the A1(T). | - | - | Reference 2 To be substituted by a new private means of access along the east side of the improved A1(T) from the end of the existing private means of access to Lazy Acre farm from the Alconbury junction (eastern dumbbell roundabout) on the A1(T). |
| Reference 3 New private means of access on the west side of the improved A1(T) from the new Woolley Road. | - | - | Reference 3 New private means of access on the west side of the improved A1(T) from the new Woolley Road. |</p>
<table>
<thead>
<tr>
<th>(1)</th>
<th>(2)</th>
<th>(3)</th>
<th>(4)</th>
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<tbody>
<tr>
<td>Area</td>
<td>PMA to be stopped up</td>
<td>Extent of stopping up</td>
<td>New PMA to be substituted/provided</td>
</tr>
<tr>
<td>Reference a Access to Weybridge Farm and East Cottage from the south of Woolley Road, 140 metres north-west of its junction with the A1(T).</td>
<td>A length from its junction with Woolley Road south-westward for a distance of 22 metres.</td>
<td>Reference 4 To be substituted by a new private means of access in the same location as stopped up access Reference a, but repositioned at the highway boundary of the new Woolley Road.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 5 New private means of access on the west side of the improved A1(T) from the new Woolley Road.</td>
<td></td>
</tr>
</tbody>
</table>

The rights of way and access plans – sheet 3

In the parishes of Alconbury, The Stukeleys and Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.

| - | - | Reference 2 – Refer to sheet 2 |
| - | - | Reference 1 New private means of access on the west side of the improved A1(T) from the new Woolley Road. |

Reference a Access to field from the north of A14 (T), 880 metres west of its junction with the A1(T).

A length from its junction with A14(T) northward for a distance of 18 metres.

Reference 3 To be substituted by a new private means of access on the north side of the new A14(T) from the new Woolley Road.
<table>
<thead>
<tr>
<th>Reference</th>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reference b</td>
<td>Access to Little Meadow, Woodhatch Farm and Huntingdon Recycling Ltd from the south of A14 (T), 880 metres west of its junction with the A1(T).</td>
<td>A length from its junction with A14(T) southward for a distance of 35 metres and westward for a distance of 190 metres.</td>
<td>Reference 4 To be substituted by a new private means of access on the south side of the new A14(T) from the new Ellington junction (southern dumbbell roundabout) at the south end of the new Woolley Road.</td>
<td></td>
</tr>
<tr>
<td>Reference c</td>
<td>Access to Rectory Farm from the south of A14(T), 875 metres west of its junction with the A1(T).</td>
<td>A length from its junction with A14(T) eastward for a distance of 290 metres and south eastward for a distance of 280 metres.</td>
<td>Reference 5 To be substituted by a new private means of access on the south side of the new A14(T) from the new Ellington junction (southern dumbbell roundabout) at the south end of the new Woolley Road.</td>
<td></td>
</tr>
<tr>
<td>Reference d</td>
<td>Access to Rectory Farm from the existing track south of the A14(T), 650 metres west and 440 metres south of its junction with the A1(T).</td>
<td>A length from its junction with the existing track north-eastward for a distance of 205 metres.</td>
<td>Reference 6 To be substituted by a new private means of access on the south side of the new A14(T) from the new Ellington junction (southern dumbbell roundabout) at the south end of the new Woolley Road.</td>
<td></td>
</tr>
<tr>
<td>Reference e</td>
<td>Access to Rectory Farm from the south of the existing A14(T), 100 metres south-west of Brampton Hut Services.</td>
<td>A length from its junction with A14(T) north-eastward for a distance of 205 metres.</td>
<td>Reference 5 To be substituted by a new private means of access on the south side of the new A14(T) from the new Ellington junction (southern dumbbell roundabout) at the south end of the new Woolley Road.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Area</td>
<td>PMA to be stopped up</td>
<td>Extent of stopping up</td>
<td>New PMA to be substituted/provided</td>
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<td>(2)</td>
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<td>(3)</td>
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<td></td>
</tr>
<tr>
<td>(4)</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**The rights of way and access plans– sheet 4**

None

- None

**The rights of way and access plans– sheet 5**

In the parish of Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.

- -

Reference 1
New private means of access on the east side of the new A14(T) from the north side of the new Grafham Road.

Reference 2
- Refer to sheet 6.

**The rights of way and access plans– sheet 6**

In the parish of Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.

Reference b
Access to field from the south-east side of the existing Park Road 330 metres east of its junction with Grafham Road.

A length from its junction with Park Road south-eastward for a distance of 12 metres.

Reference 3
To be substituted by a new private means of access on the east side of the new A14(T) from the south-east side of the new Grafham Road to the north side of the new A14(T) emergency / maintenance access from the new B1514 Buckden Road.

Reference a
Access to field from the north-west side of the existing Park Road at its junction with the existing Grafham Road.

A length from its junction with Park Road north westward for a distance of 5 metres.

Reference 2
To be substituted by a new private means of access on the west side of the improved A1(T) from the north side of the new Grafham Road. New PMA reference 2 to be extended at its northern end, westward along the north side of Brampton Brook to provide access to adjacent land.
<table>
<thead>
<tr>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 1 – Refer to sheet 5</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 4 New private means of access on the west side of the A1(T), from Grafham Road and connecting to Mere Lane.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 5 New private means of access on the west side of the realigned Park Road/Grafham Road, running along the previous alignment of Grafham Road, to provide access to the fishing lake.</td>
</tr>
</tbody>
</table>

**The rights of way and access plans – sheet 7**

In the parishes of Buckden and Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.

Reference a Access to Lodge Farm from the south-east side of the existing Brampton Road 190 metres east of the existing A1(T) and 285 metres south of the existing Buckden Road.

A length from its junction with Brampton Road south-eastward for a distance of 35 metres.

Reference 2 To be substituted by a new private means of access in the same location as the stopped up access, but repositioned at the highway boundary of the new Brampton Road.

Reference b Access to Station Farm from the south-east side of the existing Brampton Road 20 metres south-west of its junction with Buckden Road.

A length from its junction with the existing Brampton Road south-eastward for a distance of 35 metres.

Reference 1 To be substituted by a new private means of access on the north-east side of the new A14(T) from the south side of the new B1514 Buckden Road.
<table>
<thead>
<tr>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
</tr>
</thead>
</table>
| Reference c  
Access to Station Farm from the south-east side of the existing Brampton Road 10 metres south-west of its junction with Buckden Road. | A length from its junction with the existing Brampton Road south-eastward for a distance of 7 metres. | Reference 1  
To be substituted by a new private means of access on the north-east side of the new A14(T) from the south side of the new B1514 Buckden Road. |
| Reference d  
Access to field from the north-west side of the existing Buckden Road 15 metres south-west of the existing access to the Landfill site. | A length from its junction with the existing Buckden Road north-westward for a distance of 30 metres. | Reference 3  
To be substituted by a new private means of access on the east side of the improved A1(T) from the south-east side of the new Grafham Road to the north side of the new A14(T) emergency / maintenance access from the new B1514 Buckden Road. |
| - | - | Reference 6  
New private means of access commencing on the north-east side of the new A14(T) from the access to Station Farm, continuing south-eastward then south-westward around the new A14(T) embankment to connect with the access to Lodge Farm (on sheet 7). |
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) PMA to be stopped up</th>
<th>(3) Extent of stopping up</th>
<th>(4) New PMA to be substituted/provided</th>
</tr>
</thead>
</table>
| In the parishes of Buckden, Godmanchester and Offord, Cluny and D’Arcy; in the district of Huntingdonshire; in the county of Cambridgeshire. | - | - | Reference 1  
New private means of access on the north-east and south-west sides of the new A14(T) from the existing track south of the new A14(T). |
| - | - | Reference 3  
New private means of access on the north and south sides of the new A14(T) from the south-east side of the existing access track. |
| - | - | Reference 4  
New private means of access on the north and south sides of the new A14(T) from the west side of the B1043 Offord Road at Corpus Christi Farm. |
| - | - | Reference 5  
New private means of access on the south side of the new A14(T) from the west side of the new B1043 Offord Road. |
| - | - | Reference 6 – Refer to sheet 7 |

The rights of way and access plans– sheet 8

The rights of way and access plans– sheet 9

In the parishes of Godmanchester and - - Reference 5 – Refer to sheet 8
<table>
<thead>
<tr>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
</tr>
</thead>
</table>
| Offord, Cluny and D’Arcy; in the district of Huntingdonshire; in the county of Cambridgeshire. | - | - | Reference 2  
New private means of access on the north side of the new A14(T) from the north-west side of the new B1043 Offord Road. |
| - | - | Reference 3  
New private means of access on the north side of the new A14(T) from the north-west side of the new B1043 Offord Road. |
| Reference a  
Access to field from the south-east side of the existing B1043 Offord Road 900 metres south west of the Offord Hill Farm Access. | A length from its junction with the existing B1043 Offord Road eastward for a distance of 10 metres. | Reference 1  
To be substituted by a new private means of access on the south side of the new A14(T) from the south-east side of the new B1043 Offord Road. |
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) PMA to be stopped up</th>
<th>(3) Extent of stopping up</th>
<th>(4) New PMA to be substituted/provided</th>
</tr>
</thead>
</table>
| Reference b  
Access to field from northern highway boundary of the new A14(T) 640 metres south-east of the existing Offord Hill Farm Access on the existing B1043 Offord Road | A length from its junction with the northern highway boundary of the new A14(T) south eastward for a distance of 235 metres. | Reference 6  
To be substituted by a new private means of access commencing on the north side of the new A14(T) from the southern ends of the existing Offord Hill Farm and Wyboston Farm access tracks near the northern highway boundary of the new A14(T), continuing southwards, merging over the new A14(T), then diverging on the south side of the new A14(T) to provide access to fields (for continuation of Reference 6 see Sheet 10). |

**The rights of way and access plans— sheet 10**

In the parish of Godmanchester; in the district of Huntingdonshire; in the county of Cambridgeshire.

| Reference a  
Access to Lower Debden Farm from the east side of Silver Street. | A length from its junction with Silver Street eastward for a distance of 22 metres. | Reference 1  
To be substituted by a new private means of access in the same location as stopped up access Reference a, but repositioned at the highway boundary of the new Silver Street. |

| Reference b  
Access to field from the west side of Silver Street 275 metres south of its junction with the Lower Debden Farm Access. | A length from its junction with Silver Street westward for a distance of 3 metres. | Reference 2  
To be substituted by a new private means of access on the north side of the new A14(T) from the west side of the new Silver Street. |
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) PMA to be stopped up</th>
<th>(3) Extent of stopping up</th>
<th>(4) New PMA to be substituted/provided</th>
</tr>
</thead>
</table>
| Reference c  
Access to field from northern highway boundary of the new A14(T) 735 metres south west of the existing Westward Farm Access on the existing Silver Street. | A length from its junction with the northern highway boundary of the new A14(T) southward for a distance of 75 metres. | Reference 6  
To be substituted by a new private means of access commencing on the north side of the new A14(T) from the southern end of the existing Offord Hill Farm and Wyboston Farm access tracks near the northern highway boundary of the new A14(T), continuing southwards, merging over the new A14(T), then diverging on the south side of the new A14(T) to provide access to fields (for continuation of Reference 6 see Sheet 9). |
| - | - | Reference 3  
New private means of access on the south side of the new A14(T) from the west side of the new Silver Street. |
| - | - | Reference 4  
New private means of access on the south side of the new A14(T) from the east side of the new Silver Street. |

*The rights of way and access plans– sheet 11*
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) PMA to be stopped up</th>
<th>(3) Extent of stopping up</th>
<th>(4) New PMA to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>In the parishes of Godmanchester and Hemingford Abbots; in the district of Huntingdonshire; in the county of Cambridgeshire.</td>
<td>-</td>
<td>-</td>
<td>Reference 1 New private means of access on the north side of the new A14(T) from the emergency / maintenance access only on the north-east side of the new A1198 Ermine Street Junction with the new A14(T) to a drainage attenuation pond.</td>
</tr>
<tr>
<td>Reference a Access (exit only) from Wood Green Animal Shelter to the north eastern side of A1198 Ermine Street 15 metres south-east of its junction with the Beacon Field Equine Centre access.</td>
<td>A length from its junction with A1198 Ermine Street north eastward for a distance of 5 metres.</td>
<td>Reference 2 To be substituted by a new private means of access on the north side of the new A14(T) in the same location as stopped up access reference a, but repositioned at the highway boundary of the new A1198 Ermine Street.</td>
<td></td>
</tr>
<tr>
<td>Reference b Access to Wood Green Animal Shelter from the north eastern side of the A1198 Ermine Street 155 metres south-east of its junction the Beacon Field Equine Centre.</td>
<td>A length from its junction with A1198 Ermine Street north eastward for a distance of 7 metres.</td>
<td>Reference 3 To be substituted by a new private means of access in the same location as stopped up access reference b, but repositioned at the highway boundary of the new A1198 Ermine Street.</td>
<td></td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) PMA to be stopped up</td>
<td>(3) Extent of stopping up</td>
<td>(4) New PMA to be substituted/provided</td>
</tr>
<tr>
<td>---------</td>
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</tr>
<tr>
<td>Reference c</td>
<td>Access to field from the north eastern side of the existing A1198 Ermine Street, 370 metres south-east of its junction with Beacon Field Equine Centre. -</td>
<td>A length from its junction with A1198 Ermine Street north eastward for a distance of 5 metres.</td>
<td>Reference 4 New private means of access on the north side of the new A14(T) from the emergency / maintenance access on the north-east side of the new A1198 Ermine Street junction with the new A14(T).</td>
</tr>
<tr>
<td>Reference e</td>
<td>Access to Debden Lodge Farm from the south-west side of the A1198 Ermine Street.</td>
<td>A length from its junction with A1198 Ermine Street in a generally south westward direction for a distance of 50 metres.</td>
<td>Reference 5 To be substituted by a new private means of access on the south side of the new A14(T) from the south-west side of the new A1198 Ermine Street.</td>
</tr>
<tr>
<td>Reference f</td>
<td>Access to field from the north-east side of the A1198 Ermine Street 260 metres south-east of its junction with the Debden Lodge Farm access.</td>
<td>A length from its junction with the A1198 Ermine Street in a generally north westward direction for a distance of 130 metres.</td>
<td>Reference 6 To be substituted by a new private means of access on the south side of the new A14(T) in the same location as stopped up access reference f, but repositioned at the highway boundary of the new A1198 Ermine Street.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 7 New private means of access on the south side of the new A14(T) from the south-west side of the new A1198 Ermine Street.</td>
</tr>
</tbody>
</table>

*The rights of way and access plans– sheet 12*
<table>
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<tr>
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<tr>
<td><strong>Area</strong></td>
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<td><strong>Extent of stopping up</strong></td>
<td><strong>New PMA to be substituted/provided</strong></td>
</tr>
<tr>
<td>In the parishes of Hemingford Abbots and Hemingford Grey; in the district of Huntingdonshire; in the county of Cambridgeshire.</td>
<td>-</td>
<td>-</td>
<td>Reference 1 – Refer to sheet 11</td>
</tr>
</tbody>
</table>

**The rights of way and access plans– sheet 13**

In the parishes of Hemingford Grey, Fenstanton and Hilton; in the district of Huntingdonshire; in the county of Cambridgeshire.

<table>
<thead>
<tr>
<th></th>
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<th>Reference 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>New private means of access on the south side of the new A14(T) from the north-west side of the new B1040 Potton Road.</td>
<td></td>
</tr>
</tbody>
</table>

Reference a Access to field from the north-west side of the existing B1040 Potton Road at its junction with the Huntingdonshire District Council’s Award Drain.

- | A length from its junction with the existing B1040 Potton Road westward for a distance of 5 metres. | Reference 2 |
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>To be substituted by a new private means of access on the north side of the new A14(T) from the north-west side of the new B1040 Potton Road.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th>Reference 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>New private means of access on the north side of the new A14(T) from the south-east side of the new B1040 Potton Road.</td>
<td></td>
</tr>
</tbody>
</table>

**The rights of way and access plans– sheet 14**

In the parishes of Fenstanton and Hilton; in the district of Huntingdonshire; in the county of Cambridgeshire.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th>Reference 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reference a Access to field from the south-east side of the existing Hilton Road 150 metres north-east of Oxholme Farm.</td>
<td>A length from its junction with Hilton Road south-eastward for a distance of 5 metres.</td>
<td>Reference 3</td>
<td></td>
</tr>
<tr>
<td>To be substituted by a new private means of access on the southern side of the new A14(T) from the south-east side of the new Hilton Road.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Area</td>
<td>PMA to be stopped up</td>
<td>Extent of stopping up</td>
<td>New PMA to be substituted/provided</td>
</tr>
<tr>
<td>------</td>
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<td>-----------------------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td>Reference b</td>
<td>Access to fields from south-east side of the existing Hilton Road 160 metres south-west of Oxholme Farm.</td>
<td>A length from its junction with Hilton Road south-eastward for a distance of 15 metres.</td>
<td>Reference 6 To be substituted by a new private means of access on the south-east side of the new Hilton Road in the same location as stopped up access Reference b, but repositioned at the highway boundary of the new Hilton Road.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 1</td>
<td>New private means of access on the south side of the new A14(T) from the north-west side of the new Hilton Road to Oxholme Farm.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 3</td>
<td>New private means of access on the north side of the new A14(T) from the north-west side of the new Hilton Road.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 4</td>
<td>New private means of access on the north side of the new A14(T) from the south-east side of the new Hilton Road.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 5</td>
<td>New private means of access on the north side of the new A14(T) from the south-east side of the new Hilton Road.</td>
</tr>
</tbody>
</table>

The rights of way and access plans – sheet 15
<table>
<thead>
<tr>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
</tr>
</thead>
</table>
| In the parishes of Fenstanton and Conington; in the district of Huntingdonshire and South Cambridgeshire; in the county of Cambridgeshire. | Reference a  
Access to field from the north-east side of the existing Conington Road 750 metres south-east of its junction with Access Road. | A length from its junction with Conington Road in a north eastward direction for a distance of 3 metres. | Reference 4  
To be substituted by a new private means of access on the south side of the new A14(T) from the north-east side of the new Conington Road. |
| | Reference b  
Access to field from the south-west side of the existing Conington Road 750 metres south-east of its junction with Access Road. | A length from its junction with Conington Road in a south westward direction for a distance of 5 metres. | Reference 5  
To be substituted by a new private means of access on the south side of the new A14(T) from the south-west side of the new Conington Road. |
| | Reference c  
Access to field from the south-west side of the existing Conington Road 530 metres south of its junction with Access Road. | A length from its junction with Conington Road in a south westward direction for a distance of 4 metres. | Reference 2  
To be substituted by a new private means of access on the south side of the new A14(T) from the west side of the new Conington Road to field, drainage attenuation pond and new A14(T). |
| | Reference d  
Access to field from the north side of the existing New Barns Lane 350 metres north-east of its junction with Conington Road. | A length from its junction with New Barns Lane in a northerly direction for a distance of 5 metres. | Reference 7  
To be substituted by a new private means of access on the south side of the new A14(T) from the north side of New Barns Lane to field and drainage attenuation pond. |
| | Reference e  
Access to field from the north-east side of existing Conington Road 170 metres south of its junction with Access Road. | A length from its junction with Conington Road in a north easterly direction for a distance of 4 metres. | Reference 9  
To be substituted by a new private means of access on the south side of Access Road at its junction with the existing Conington Road (to be stopped up). |
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) PMA to be stopped up</th>
<th>(3) Extent of stopping up</th>
<th>(4) New PMA to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reference f Access to field from the south west side of existing Conington Road 125 metres south of its junction with the A14(T).</td>
<td>A length from its junction with Conington Road in a south westerly direction for a distance of 4 metres.</td>
<td>Reference 10 To be substituted by a new private means of access on the south west side of the new Conington Road.</td>
<td></td>
</tr>
<tr>
<td>Reference g Access to field from the south west side of existing Conington Road 170 metres south of its junction with Access Road.</td>
<td>A length from its junction with Conington Road in a south westerly direction for a distance of 4 metres.</td>
<td>Reference 9 To be substituted by a new private means of access on the south side of Access Road at its junction with the existing Conington Road (to be stopped up).</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 1 New private means of access on the north side of the new A14(T) from the west side of the new Conington Road to drainage attenuation pond and new A14(T).</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 3 New private means of access on the north side of the new A14(T) from the east side of the new Conington Road to field.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 6 New private means of access on the south side of the new A14(T) from the north-east side of Conington Road to fields.</td>
<td></td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) PMA to be stopped up</td>
<td>(3) Extent of stopping up</td>
<td>(4) New PMA to be substituted/provided</td>
</tr>
<tr>
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</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 8 New private means of access from the west side of the new Conington Road via new private means of access Reference 2.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 11 New private means of access on the south side of the new A14(T) from the north-east side of Conington Road to field.</td>
</tr>
</tbody>
</table>

The rights of way and access plans – sheet 16

In the parishes of Fen Drayton and Conington; in the district of South Cambridgeshire; in the county of Cambridgeshire.

<p>| -        | -                        | Reference 1 New private means of access along the south-west side of the existing A14(T) from the north-west side of the new New Barns Lane. |
| -        | -                        | Reference 2 New private means of access along the south-west side of the existing A14(T) from the south-east side of the new New Barns Lane. |
| -        | -                        | Reference 3 – Refer to sheet 17 |</p>
<table>
<thead>
<tr>
<th></th>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 6 New private means of access to field from the new northern boundary of the A14.</td>
</tr>
<tr>
<td>2</td>
<td>Reference b</td>
<td>Access to field from the north of the existing A14(T), 260 metres south-east of its junction with Cambridge Road.</td>
<td>The whole access.</td>
<td>Reference 4 To be substituted by a new private means of access in the same location as stopped up access reference b, but repositioned at the new boundary of the A14.</td>
</tr>
<tr>
<td>3</td>
<td>Reference c</td>
<td>Access to field from the north of the existing A14(T), 350 metres south-east of its junction with Cambridge Road.</td>
<td>The whole access.</td>
<td>Reference 5 To be substituted by a new private means of access in the same location as stopped up access reference c, but repositioned at the new boundary of the A14.</td>
</tr>
<tr>
<td>4</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 6 New private means of access to field from the new northern boundary of the A14.</td>
</tr>
<tr>
<td>5</td>
<td>Reference f</td>
<td>Access to field from the north of the existing A14(T), 1010 metres south-east of its junction with Cambridge Road.</td>
<td>The whole access.</td>
<td>Reference 7 To be substituted by a new private means of access in the same location as stopped up access reference f, but repositioned at the new boundary of the A14.</td>
</tr>
</tbody>
</table>

The rights of way and access plans – sheet 17
<table>
<thead>
<tr>
<th><strong>(1)</strong></th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Area</strong></td>
<td><strong>PMA to be stopped up</strong></td>
<td><strong>Extent of stopping up</strong></td>
<td><strong>New PMA to be substituted/provided</strong></td>
</tr>
</tbody>
</table>
| In the parishes of Swavesey, Conington and Boxworth; in the district of South Cambridgeshire; in the county of Cambridgeshire. | Reference a  
Access to field from the north of the A14(T), 1390 metres north-west of its junction with Bucking Way Road. | The whole access. | Reference 1  
To be substituted by a new private means of access in the same location as stopped up access reference a, but repositioned at the highway boundary of the new A14 to Swavesey Junction Link Road. |
| Reference b  
Access to Friesland Farm from the south of the A14(T), 1150 metres north-west of its junction with Bucking Way Road. | A length from its junction with the A14(T) south-westward for a distance of 82 metres. | Reference 3  
To be substituted by a new private means of access along the south side of the new A14(T), from a new roundabout junction at the new Swavesey Junction. |
| Reference c  
Access track known as Scotland Drove north of the A14(T), 940 metres north-west of its junction with Bucking Way Road. | A length from its junction with the A14(T) north-eastward for a distance of 44 metres. | Reference 5  
To be substituted by a new private means of access in the same location as stopped up access reference c, but repositioned at the highway boundary of the new A14 to Swavesey Junction Link Road. |
| Reference d  
Access to field from the south of the A14(T), 890 metres north-west of its junction with Bucking Way Road. | The whole access. | Reference 3  
To be substituted by a new private means of access along the south side of the new A14(T), from a new roundabout junction at the new Swavesey Junction. |
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) PMA to be stopped up</th>
<th>(3) Extent of stopping up</th>
<th>(4) New PMA to be substituted/provided</th>
</tr>
</thead>
</table>
| Reference e  
Access to field from the south of the A14(T), 390 metres north-west of its junction with Bucking Way Road. | The whole access. | Reference 3  
To be substituted by a new private means of access along the south side of the new A14(T), from the southern roundabout of the new Swavesey Junction. |
| Reference h  
Access to field from the south of the A14(T), 50 metres north-west of its junction with Bucking Way Road. | The whole access. | Reference 6  
To be substituted by a new private means of access from the south side of the new Cambridge Services Link Road at the new Swavesey Junction. |
| - | - | Reference 2  
New private means of access on the north-east side of the new A14 (T) from the north-east side of the new A14 to Swavesey Junction Link Road. |
| - | - | Reference 4  
New private means of access on the north-east side of the new A14 (T) from the south-west side of the new A14 to Swavesey Junction Link Road. |
| - | - | Reference 7  
New private means of access on the south-west side of the new A14(T) from the north side of the new Cambridge Services Link Road. |
<table>
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<tr>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
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</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 8 New private means of access on the north-east side of the new A14(T) from the south-west side of the improved Bucking Way Road.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 9 New private means of access on the south-west side of the new A14(T) from the north side of the new Cambridge Services Link Road.</td>
</tr>
</tbody>
</table>

*The rights of way and access plans— sheet 18*

In the parishes of Swavesey, Boxworth and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.

Reference a
Access to premises from the north of the A14(T), 690 metres north-west of its junction with the Sewage Works access.

The whole access.

Reference 1
To be substituted by a new private means of access in the same location as stopped up access reference a, but repositioned at the highway boundary of the new A14(T).

Reference b
Access to premises from the north of the A14(T), 682 metres north-west of its junction with the Sewage Works access.

The whole access.

Reference 2
To be substituted by a new private means of access in the same location as stopped up access reference a, but repositioned at the highway boundary of the new A14(T).
<table>
<thead>
<tr>
<th></th>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Reference c</td>
<td>Access to field from the north of the A14(T), 400 metres north-west of its junction with the Sewage Works access.</td>
<td>The whole access.</td>
<td>Reference 3 To be substituted by a new private means of access in the same location as stopped up access reference c, but repositioned at the highway boundary of the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) on the north side of the new A14(T).</td>
</tr>
<tr>
<td></td>
<td>Reference d</td>
<td>Access to field from the south of the A14(T), 394 metres north-west of its junction with the Sewage Works access.</td>
<td>The whole access.</td>
<td>Reference 4 To be substituted by a new private means of access along the south side of the improved A14(T), from Robin’s Lane.</td>
</tr>
<tr>
<td></td>
<td>Reference e</td>
<td>Access to Sewage Works and access track known as Utton’s Drove from the north side of the A14(T).</td>
<td>A length from its junction with the A14(T) north-eastward for a distance of 17 metres.</td>
<td>Reference 5 To be substituted by a new private means of access in the same location as stopped up access reference e, but repositioned at the highway boundary of the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) on the north side of the new A14(T).</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Reference 6 New private means of access on the north-east side of the new A14(T), from the north-west side of the existing Utton’s Drove access track.</td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) PMA to be stopped up</td>
<td>(3) Extent of stopping up</td>
<td>(4) New PMA to be substituted/provided</td>
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<td>-</td>
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<td>-</td>
<td>Reference 7 New private means of access on the north-east side of the new A14(T), from the south-east side of the existing Utton’s Drove access track.</td>
<td></td>
</tr>
</tbody>
</table>

### The rights of way and access plans— sheet 19

In the parishes of Swavesey and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.

Reference a
Access to Clare College Farm from the south western side of the A14(T), 300 metres north-west of its junction with Robin’s Lane. The whole access. Reference 4 To be substituted by a new private means of access from the new Robin’s Lane.

Reference c
Access to field from the west of Robin’s Lane, 30 metres south-west of its junction with the A14(T). The whole access. Reference 4 To be substituted by a new private means of access from the new Robin’s Lane.

Reference d
Access to field from the east of Robin’s Lane, 40 metres south-west of its junction with the A14(T). The whole access. Reference 5 To be substituted by a new private means of access from the new Robin’s Lane.

-        | -                        | -                         | Reference 6 New private means of access on the north-east side of the new A14(T) from the north-east side of the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road). |
<table>
<thead>
<tr>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 1 New private means of access on the north-east side of the new A14(T) from the south-east side of the existing private means of access to The White House and Hill Farm.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 2 New private means of access on the north-east side of the new A14(T) from the south-east side of the existing private means of access to The White House and Hill Farm.</td>
</tr>
</tbody>
</table>

**The rights of way and access plans– sheet 20**

In the parishes of Lolworth, Longstanton, Bar Hill and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.

Reference a Access to field from the west of the B1050 Hattons Road, 280 metres north-east of its junction with the A14(T).

The whole access.

Reference 2 To be substituted by a new private means of access from the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) (reference D - sheet 20).

Reference b Access to Noon Folly Farm from the west of the B1050 Hattons Road, 570 metres north-east of its junction with the A14(T).

A length from its junction with the B1050 Hattons Road, north-westward for a distance of 17 metres.

Reference 3 To be substituted by a new private means of access in the same location as stopped up access Reference b, but repositioned at the highway boundary of the new B1050 Hattons Road.
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) PMA to be stopped up</th>
<th>(3) Extent of stopping up</th>
<th>(4) New PMA to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reference c Access to premises from the north of the A14(T), 530 metres south-east of its junction with the B1050 Hattons Road.</td>
<td>The whole access</td>
<td>Reference 5 To be substituted by a new private means of access from the south of the new Local Access Road (Swavesey / Dry Drayton Local Access Road) (Reference D - sheet 20).</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 1 New private means of access on the north eastern side of the new A14(T) from the south side of the new Local Access Road (Swavesey / Dry Drayton Local Access Road) west of the new B1050 Hattons Road.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 4 New private means of access on the north-east side of the new A14(T) from the north side of the new Local Access Road (Swavesey / Dry Drayton Local Access Road) east of the new Hattons Road.</td>
<td></td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 6 New private means of access on the north-east side of the new A14(T) from the north side of the new Local Access Road (Swavesey / Dry Drayton Local Access Road) east of the new Hattons Road.</td>
<td></td>
</tr>
<tr>
<td>Area</td>
<td>PMA to be stopped up</td>
<td>Extent of stopping up</td>
<td>New PMA to be substituted/provided</td>
</tr>
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</tr>
<tr>
<td>In the parishes of Dry Drayton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>Reference a Access to Slate Hall Farm from the north of the A14(T), 700 metres north-west of Dry Drayton Road overpass.</td>
<td>A length from its junction with the A14(T), north-eastward for a distance of 43 metres.</td>
<td>Reference 1 To be substituted by a new private means of access in the same location as stopped up access Reference a, but repositioned at the highway boundary of the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) on the north side of the new A14(T).</td>
</tr>
<tr>
<td>Reference c Access to field from the south of Oakington Road, 390 metres south-west of its junction with the A14(T).</td>
<td>A length from its junction with Oakington Road, south-eastward for a distance of 20 metres.</td>
<td>Reference 4 To be substituted by a new private means of access from the new Oakington Road.</td>
<td></td>
</tr>
<tr>
<td>Reference d Access to Hackers Fruit Farm from the east of Dry Drayton Road, 190 metres from its junction with Oakington Road.</td>
<td>A length from its junction with Dry Drayton Road south-eastward for a distance of 195 metres.</td>
<td>Reference 6 To be substituted by a new private means of access from the new Cambridge Crematorium Access Road (Reference E - sheet 21).</td>
<td></td>
</tr>
<tr>
<td>Reference f Access to Hackers Fruit Farm from the south of the A14(T), 280 metres south-east of its junction with the A14 northbound slip road at Oakington Road.</td>
<td>The whole access.</td>
<td>Reference 6 To be substituted by a new private means of access from the new Cambridge Crematorium Access Road (reference E - sheet 21).</td>
<td></td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) PMA to be stopped up</td>
<td>(3) Extent of stopping up</td>
<td>(4) New PMA to be substituted/provided</td>
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</tr>
<tr>
<td>Reference g</td>
<td>Access to premises from the south of the A14(T), 340 metres south-east of its junction with the A14 northbound slip road at Oakington Road.</td>
<td>The whole access.</td>
<td>Reference 6 To be substituted by a new private means of access from the new Cambridge Crematorium Access Road (Reference E - sheet 21).</td>
</tr>
<tr>
<td>Reference h</td>
<td>Access to Hackers Fruit Farm from the south of the A14(T), 360 metres south-east of its junction with the A14 northbound slip road at Oakington Road.</td>
<td>The whole access.</td>
<td>Reference 6 To be substituted by a new private means of access from the new Cambridge Crematorium Access Road (Reference E - sheet 21).</td>
</tr>
<tr>
<td>Reference i</td>
<td>Access to Cambridge Crematorium from the south of the A14(T), 605 metres south-east of its junction with the A14 northbound slip road at Oakington Road.</td>
<td>The whole access.</td>
<td>Reference 7 To be substituted by a new private means of access from the new Cambridge Crematorium Access Road (Reference E - sheet 21).</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 2</td>
<td>New private means of access on the north-east side of the new A14(T) from the north-east side of the new Local Access Road (Swavesey / Dry Drayton Local Access Road).</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 3</td>
<td>New private means of access on the north-east side of the new A14(T) from the south-west side of the new Local Access Road (Swavesey / Dry Drayton Local Access Road).</td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) PMA to be stopped up</td>
<td>(3) Extent of stopping up</td>
<td>(4) New PMA to be substituted/provided</td>
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<tr>
<td>-</td>
<td>-</td>
<td>Reference 5</td>
<td>New private means of access on the south-west side of the new A14(T) from the north side of the new Oakington Road roundabout junction.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 8</td>
<td>New private means of access on the north-east side of the new A14(T) from the new Dry Drayton Road / new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) / new Dry Drayton to Girton Access Track roundabout junction to the A14 bridge overpass at Footpath 99/4 (for continuation of Reference 8 see sheets 22, 23 and 24).</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>Reference 9</td>
<td>New private means of access to field on the south side of the new Cambridge Crematorium Access Road (Reference E – sheet 21)</td>
</tr>
</tbody>
</table>

*The rights of way and access plans– sheet 22*
<table>
<thead>
<tr>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
</tr>
</thead>
</table>
| In the parishes of Dry Drayton, Girton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire. | Reference b  
Access to premises from the south of the A14(T), 385 metres north-west of its junction with The Avenue. | The whole access. | Reference 2  
To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21). |
| Reference c  
Access to premises from the south of the A14(T), 365 metres north-west of its junction with The Avenue. | The whole access. | Reference 2  
To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21). |
| Reference d  
Access to premises from the south of the A14(T), 355 metres north-west of its junction with The Avenue. | The whole access. | Reference 2  
To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21). |
| Reference e  
Access to premises from the south of the A14(T), 335 metres north-west of its junction with The Avenue. | The whole access. | Reference 2  
To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21). |
<table>
<thead>
<tr>
<th>Reference</th>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reference f</td>
<td>Access to premises from the south of the A14(T), 325 metres north-west of its junction with The Avenue.</td>
<td>The whole access.</td>
<td>Reference 2 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).</td>
<td></td>
</tr>
<tr>
<td>Reference g</td>
<td>Access to Catch Hall from the south of the A14(T), 250 metres north-west of its junction with The Avenue.</td>
<td>The whole access.</td>
<td>Reference 2 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).</td>
<td></td>
</tr>
<tr>
<td>Reference h</td>
<td>Access to field from the south side of the A14(T), 375 metres north-west of its junction with The Avenue.</td>
<td>A length from a point 320 metres south-west of the A14(T) south-westward for a distance of 80 metres.</td>
<td>Reference 5 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).</td>
<td></td>
</tr>
<tr>
<td>Reference i</td>
<td>Access to field from The Avenue, 270 metres south-west of its junction with the A14(T).</td>
<td>The whole access.</td>
<td>Reference 3 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).</td>
<td></td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) PMA to be stopped up</td>
<td>(3) Extent of stopping up</td>
<td>(4) New PMA to be substituted/provided</td>
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</tbody>
</table>
| Reference j  
Bifurcated access to Grange Farm from the north of the A14(T), 230 metres south-east of its junction with The Avenue. | A length including its two junctions with the A14(T), northward from the A14(T) for a distance of 60 metres. | Reference 10  
To be substituted by a new private means of access from the north-east side of the new Dry Drayton to Girton Access Track. |
| Reference k  
Access to premises at Grange Farm Cottages from the north of the A14(T), 325 metres south-east of its junction with The Avenue. | The whole access. | Reference 11  
To be substituted by a new private means of access from the south-west side of the new Dry Drayton to Girton Access Track. |
| Reference l  
Access to premises at Grange Farm Cottages from the north of the A14(T), 340 metres south-east of its junction with The Avenue. | The whole access. | Reference 11  
To be substituted by a new private means of access from the south-west side of the new Dry Drayton to Girton Access Track. |
| Reference m  
Access to premises at Grange Farm Cottages from the north of the A14(T), 348 metres south-east of its junction with The Avenue. | The whole access. | Reference 11  
To be substituted by a new private means of access from the south-west side of the new Dry Drayton to Girton Access Track. |
| Reference n  
Access to premises at Grange Farm Cottages from the north of the A14(T), 364 metres south-east of its junction with The Avenue. | The whole access. | Reference 11  
To be substituted by a new private means of access from the south-west side of the new Dry Drayton to Girton Access Track. |
<table>
<thead>
<tr>
<th></th>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Reference o</td>
<td>Access to Elm Grange from the north of the A14(T), 380 metres south-east of its junction with The Avenue.</td>
<td>The whole access.</td>
<td>Reference 11</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>To be substituted by a new private means of access from the south-west side of the new Dry Drayton to Girton Access Track.</td>
</tr>
<tr>
<td>2</td>
<td>Reference p</td>
<td>Access to field from the south of the A14(T), 820 metres north-west of its junction with The Avenue.</td>
<td>The whole access.</td>
<td>Reference 1</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>To be substituted by a new private means of access on the south-west side of the A14(T) from the north eastern side of the new Local Access Road (Dry Drayton to Girton Local Access Road).</td>
</tr>
<tr>
<td>3</td>
<td></td>
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<td></td>
<td>Reference 4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>New private means of access to a drainage attenuation pond on the south-west side of the A14 (T) from the north-west side of the new private means of access (Reference 2).</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td>Reference 6</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td>New private means of access on the south-west side of the A14 (T) from the south side of the new Local Access Road (Dry Drayton to Girton Local Access Road).</td>
</tr>
<tr>
<td>Area</td>
<td>PMA to be stopped up</td>
<td>Extent of stopping up</td>
<td>New PMA to be substituted/provided</td>
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<td>-</td>
<td>Reference 7 &lt;br&gt;New private means of access on the north-east side of the A14 (T) from the north side of the new Dry Drayton to Girton Access Track.</td>
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<tr>
<td>-</td>
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<td>Reference 8 – Refer to sheet 21</td>
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<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 9 &lt;br&gt;New private means of access on the north-east side of the A14 (T) from the north side of the new Dry Drayton to Girton Access Track.</td>
<td></td>
</tr>
</tbody>
</table>

*The rights of way and access plans – sheet 23*

In the parishes of Madingley and Girton; in the district of South Cambridgeshire; in the county of Cambridgeshire.

<table>
<thead>
<tr>
<th>New private means of access from the north-west side of the new private means of access (Reference 3).</th>
</tr>
</thead>
</table>

- Access to field from the north-west of the existing Bridleway 154/2 (99/6) track, 355m south-west of its junction with the existing Huntingdon Road.  
A length from a point 50 metres north-west of the existing Bridleway 154/2 (99/6) track north-westward for a distance of 200 metres.  
References 3 and 4 To be substituted by new private means of access (Reference 4) from the A1307 Huntingdon Road and then new private means of access (Reference 3).  
- New private means of access from the north-west side of the new private means of access (Reference 3).  
- New private means of access on the north-east side of the M11 from the new A1307 Huntingdon Road.
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) PMA to be stopped up</th>
<th>(3) Extent of stopping up</th>
<th>(4) New PMA to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Reference 4</td>
</tr>
<tr>
<td></td>
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<td>New private means of access on the</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>south-west side of the M11 from the</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>new A1307 Huntingdon Road.</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Reference 5</td>
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<tr>
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<td>New private means of access on the</td>
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<td>north-east side of the M11 from the</td>
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<td></td>
<td></td>
<td>new A1307 Huntingdon Road.</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Reference 8</td>
</tr>
<tr>
<td></td>
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<td>– Refer to sheet 21</td>
</tr>
</tbody>
</table>

**The rights of way and access plans– sheet 24**

<table>
<thead>
<tr>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reference a</td>
<td>Part of access to premises from the south of the A1307 Huntingdon Road, 295 metres north-west of its junction with Orchard Drive.</td>
<td>A length from its junction with the A1307 Huntingdon Road south-westward for a distance of 8 metres.</td>
<td>Reference 1 To be substituted by a new private means of access in the same location as stopped up access reference a, but repositioned at the highway boundary of the new A1307 Huntingdon Road.</td>
</tr>
<tr>
<td>Reference b</td>
<td>Access to premises from the south of the A1307 Huntingdon Road, 240 metres north-west of its junction with Orchard Drive.</td>
<td>A length from its junction with the A1307 Huntingdon Road south-westward for a distance of 8 metres.</td>
<td>Reference 2 To be substituted by a new private means of access in the same location as stopped up access reference b, but repositioned at the highway boundary of the new A1307 Huntingdon Road.</td>
</tr>
<tr>
<td>(1)</td>
<td>(2)</td>
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<tr>
<td>Area</td>
<td>PMA to be stopped up</td>
<td>Extent of stopping up</td>
<td>New PMA to be substituted/provided</td>
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</tr>
<tr>
<td>Reference c</td>
<td>Access to premises from the south of the A1307 Huntingdon Road, 185 metres north-west of its junction with Orchard Drive.</td>
<td>A length from its junction with the A1307 Huntingdon Road south-westward, a distance of 12 metres.</td>
<td>Reference 3 To be substituted by a new private means of access in the same location as stopped up access Reference c, but repositioned at the highway boundary of the new A1307 Huntingdon Road.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 8 – Refer to sheet 21</td>
</tr>
</tbody>
</table>

**The rights of way and access plans– sheet 25**

In the parishes of Impington and Orchard Park; in the district of South Cambridgeshire; in the county of Cambridgeshire.

<table>
<thead>
<tr>
<th>Reference a</th>
<th>Part of access track from the south of the entrance road to the Holiday Inn Cambridge.</th>
<th>A length from a point 180 metres south of its junction with the entrance road to the Holiday Inn Cambridge, southward then eastward for a distance of 200 metres.</th>
<th>Reference 1 To be substituted by a new private means of access on the north side of the A14(T) from the B1049 Cambridge Road North.</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
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<td>-</td>
<td>Reference 2 New private means of access on the north side of the new A14(T) from the west side of the existing Lone Tree Avenue.</td>
</tr>
</tbody>
</table>

**The rights of way and access plans– sheet 26**

In the parishes of Impington, Milton and Orchard Park; in the district of South Cambridgeshire; in the county of Cambridgeshire.

| - | - | - | Reference 1 New private means of access on the north side of the A14 from the existing access road leading to the travellers’ encampment adjacent to Mere Way. |

**The rights of way and access plans– sheet 27**
<table>
<thead>
<tr>
<th>Area</th>
<th>PMA to be stopped up</th>
<th>Extent of stopping up</th>
<th>New PMA to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>None</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

*The rights of way and access plans– sheet 28*

In the parish of Huntingdon; in the district of Huntingdonshire; in the county of Cambridgeshire.

- Reference 1
  New private means of access on the south-west side of the A14(T) from the north-west side of the new highway (Reference A) to a drainage attenuation pond.

- Reference 2
  New private means of access on the south-west side of the A14(T) from the south-east side of the new highway (Reference A) to Views Common.

- Reference 3
  New private means of access on the south-west side of the A14(T) from the west side of the new highway (Reference A) to a drainage attenuation pond.

Reference 4
To be substituted by a new private means of access on the south-west side of the A14(T) from the east side of the new highway (Reference A) to the Cambridgeshire Constabulary HQ.
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) PMA to be stopped up</th>
<th>(3) Extent of stopping up</th>
<th>(4) New PMA to be substituted/provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reference b Access from B1514 Brampton Road to Huntingdon Railway Station.</td>
<td>-</td>
<td>-</td>
<td>Reference 5 New private means of access from the west side of the south end of the new highway (Reference C) to the railway station car park.</td>
</tr>
<tr>
<td>-</td>
<td>A length from its junction with the B1514 Brampton Road south-westward for a distance of 40 metres.</td>
<td>-</td>
<td>Reference 6 To be substituted by a new private means of access from the south-west side of the de-trunked A14 to the railway station car park.</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Reference 7 New private means of access on the north side of the A14 from the west side of the new highway (Reference D) to Mill Common.</td>
</tr>
</tbody>
</table>
PART 4
PRIVATE MEANS OF ACCESS TO BE STOPPED UP FOR WHICH NO SUBSTITUTE IS TO BE PROVIDED

<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) PMA to be stopped up</th>
<th>(3) Extent of stopping up</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The rights of way and access plans– sheet 1</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>In the parishes of Alconbury and The Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire.</td>
<td>Reference a Access to field from the west of the A1(T), 640 metres south-east of its junction with the B1043.</td>
<td>The whole access.</td>
</tr>
<tr>
<td></td>
<td>Reference b Disused access to Huntingdon Research Centre from the west of the A1(T), 765 metres south-east of its junction with the B1043.</td>
<td>The whole access.</td>
</tr>
<tr>
<td><strong>The rights of way and access plans– sheet 2</strong></td>
<td>None</td>
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</tr>
<tr>
<td><strong>The rights of way and access plans– sheet 3</strong></td>
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<td>None</td>
</tr>
<tr>
<td><strong>The rights of way and access plans– sheet 4</strong></td>
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<td><strong>The rights of way and access plans– sheet 5</strong></td>
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<td><strong>The rights of way and access plans– sheet 6</strong></td>
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<td><strong>The rights of way and access plans– sheet 7</strong></td>
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<td><strong>The rights of way and access plans– sheet 8</strong></td>
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<td><strong>The rights of way and access plans– sheet 9</strong></td>
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<td><strong>The rights of way and access plans– sheet 10</strong></td>
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<td>None</td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) PMA to be stopped up</td>
<td>(3) Extent of stopping up</td>
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</tr>
<tr>
<td><strong>The rights of way and access plans– sheet 11</strong>&lt;br&gt;In the parishes of Godmanchester and Hemingford Abbots; in the district of Huntingdonshire; in the county of Cambridgeshire.</td>
<td>Reference d&lt;br&gt;Access to field from the north eastern side of the existing A1198 Ermine Street, 470 metres south-east of its junction with Beacon Field Equine Centre.</td>
<td>The whole access.</td>
</tr>
<tr>
<td><strong>The rights of way and access plans– sheet 12</strong>&lt;br&gt;None</td>
<td>None</td>
<td>-</td>
</tr>
<tr>
<td><strong>The rights of way and access plans– sheet 13</strong>&lt;br&gt;None</td>
<td>None</td>
<td>-</td>
</tr>
<tr>
<td><strong>The rights of way and access plans– sheet 14</strong>&lt;br&gt;None</td>
<td>None</td>
<td>-</td>
</tr>
<tr>
<td><strong>The rights of way and access plans– sheet 15</strong>&lt;br&gt;None</td>
<td>None</td>
<td>-</td>
</tr>
<tr>
<td><strong>The rights of way and access plans– sheet 16</strong>&lt;br&gt;In the parishes of Fen Drayton and Conington; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>Reference a&lt;br&gt;Access to field from the south of the A14(T), 255 metres north-west of its junction with New Barns Lane.</td>
<td>The whole access.</td>
</tr>
<tr>
<td></td>
<td>Reference d&lt;br&gt;Access to field from the south of the A14(T), 460 metres south-east of its junction with New Barns Lane.</td>
<td>The whole access.</td>
</tr>
<tr>
<td></td>
<td>Reference e&lt;br&gt;Access to field from the south of the A14(T), 960 metres south-east of its junction with New Barns Lane.</td>
<td>The whole access.</td>
</tr>
<tr>
<td><strong>The rights of way and access plans– sheet 17</strong>&lt;br&gt;In the parishes of Swavesey, Conington and Boxworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.</td>
<td>Reference f&lt;br&gt;Access to field from the north of the A14(T), 280 metres north-west of its junction with Bucking Way Road.</td>
<td>The whole access.</td>
</tr>
<tr>
<td></td>
<td>Reference g&lt;br&gt;Access to the property previously known as the Trinity Foot Public House from Bucking Way Road, 50 metres north of its junction with the A14(T).</td>
<td>The whole access.</td>
</tr>
<tr>
<td>(1) Area</td>
<td>(2) PMA to be stopped up</td>
<td>(3) Extent of stopping up</td>
</tr>
<tr>
<td>----------</td>
<td>--------------------------</td>
<td>--------------------------</td>
</tr>
</tbody>
</table>
| Reference i  
Access to field from the west of Bucking Way Road 140 metres north of its junction with the A14(T). | The whole access. | |

**The rights of way and access plans– sheet 18**

| None | None | - |

**The rights of way and access plans– sheet 19**

| In the parishes of Swavesey and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire. | Reference b  
Access to Hill Farm Cottages from the north of the A14(T), 230 metres west of its junction with Robin’s Lane. | A length from its junction with the A14(T) north-eastward for a distance of 10 metres. |

**The rights of way and access plans– sheet 20**

| None | None | - |

**The rights of way and access plans– sheet 21**

| In the parishes of Dry Drayton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire. | Reference b  
Access to field from the north-west of the A14 Southbound Slip Road at Dry Drayton Road, 80 metres north-east of its junction with the A14(T). | The whole access. |

**The rights of way and access plans– sheet 22**

| In the parishes of Dry Drayton, Girton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire. | Reference a  
Access to field from the north of the A14(T), 630 metres north-west of its junction with The Avenue. | The whole access. |

**The rights of way and access plans– sheet 23**

| In the parishes of Madingley and Girton; in the district of South Cambridgeshire; in the county of Cambridgeshire. | Reference a  
Access to field from the south of the existing Huntingdon Road, 70m south-east of the centreline of the M11 overpass. | The whole access. |
<table>
<thead>
<tr>
<th>(1) Area</th>
<th>(2) PMA to be stopped up</th>
<th>(3) Extent of stopping up</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reference c Access to field from the south eastern side of the existing Bridleway 154/2 (99/6) track, 200m north-east of the Bridleway 154/2 overpass.</td>
<td>A length from a point 145 metres north-east of its south western junction with Bridleway154/2 (99/6) north eastward for a distance of 186 metres.</td>
<td></td>
</tr>
</tbody>
</table>

The rights of way and access plans– sheet 24
None

The rights of way and access plans– sheet 25
None

The rights of way and access plans– sheet 26
None

The rights of way and access plans– sheet 27
None

The rights of way and access plans– sheet 28
None
6. Highways England

From: KEITH, SALLY
Sent: 25 April 2016 11:04
To: Robert Fox
Subject: FW: A14 DCO

Robert,

To see below.

Best

Sally

SALLY KEITH
Senior Lawyer

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ
Web: http://www.highways.gov.uk telephone 0300-470-1275 Blackberry 07889-300-703

From: OWEN Robbie
Sent: 25 April 2016 10:53
To: KEITH, SALLY
Cc: WILSON George; FOX Matthew; SLATER Heidi; MCCREATH Gordon; TYRELL Francis
Subject: RE: A14 DCO

Sally,

Thanks.

On the outstanding agreements:

1. CCC: we have just had back today the outstanding information we have been chasing for weeks and so should now be able to engross the Agreement and arrange for it to be completed.
2. NR: the ball is in their court (Bond Dickinson). We are chasing.
3. IDB: this is re the protective provisions for ordinary watercourses, in exchange for which the DCO would disapply s.23 of the LDA 1991. We are responding to the IDB today and will let you know mid week how matters stand.
4. CLH (oil pipeline PPs): same position as the IDB, in essence. We are also seeking to close out by the end of this week.

We appreciate the urgency in view of the overall timescales.

Regards,

Robbie

Robbie Owen
Partner and Parliamentary Agent
Head of Infrastructure Planning and Government Affairs
for Pinsent Masons LLP
Robbie,

Thank you. I have just spoken to Robert Fox and forwarded on your email. They are waiting for the outstanding agreement with CCC which is an access agreement, de-trunking, traffic management and mitigation relating to a crematorium. As I understand it, there are also agreements with IDBs, and one with Network Rail. George was kindly chasing these up for me, and it would be good to know current process. Let me know if you need any DfT involvement we could get Paul Williams on the case if necessary. DfT really do need these signed off soon.

Regards to all

Sally

SALLY KEITH
Senior Lawyer

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ
Web: http://www.highways.gov.uk telephone 0300-470-1275 Blackberry 07889-300-703

Further to our recent conversations, we are now able to come back to you on two matters we have been discussing: cycling provision, etc.; and restrictive covenants.

Cycling provision, etc.

In the draft Development Consent Order (DCO) there are proposals for three different types of non-motorised user (NMU) provision within the highway boundary. These are:
1. On the proposed Local Access Road, a **shared use foot/cycle way, with a separate (parallel) grass strip described as an ‘equestrian track’**: these are the references to ‘footway, cycleway and equestrian track’ in Work No. 19(d), Work No. 20(a), Work No. 22(h), Work No. 25(c), Work No. 27(d), and Work No. 30(c);

2. In other areas, **a shared use surface to be used by pedestrians, cyclists, and equestrians**: these are the other references to ‘footway, cycleway and equestrian track’ in Schedule 1;

3. In some areas **a shared use surface to be used by pedestrians and cyclists only**: Work No. 10(c), Work No. 21(d), Work Nos. 34(e) and (j), Work No. 35(a) and Work No. 36(d).

As noted above, throughout Schedule 1 to the draft DCO, there are references to “footway, cycleway and equestrian track” in the context of proposed new non-motorised user (“NMU”) routes. As the Department has noted, “cycleway” is not a legally defined term and we have therefore been asked to reconsider its use.

After evaluating the way in which Schedule 1 references NMU provision generally, we consider that certain amendments should be made to the draft DCO to ensure consistency of meaning between the terms used in the draft DCO and the definitions in the Highways Act 1980 (“the 1980 Act”), as well as to ensure that Highways England has the necessary powers to provide the NMU routes proposed within the Scheme.

To achieve these objectives, the proposed amendments go beyond the term “cycleway”, as is explained below. We consider that the definitions proposed below should apply both in circumstances where a NMU route will form part of the existing highway and where it is to form a new highway in its own right (outside the existing highway boundary).

**Footway**

The term “footway” is used throughout Schedule 1, and this means (under s.329 of the 1980 Act) a “way comprised in a highway which also comprises a carriageway, being a way over which the public have a right of way on foot only”. As such, given that the three types of provision proposed in the A14 Scheme (as explained in items 1-3 above) require more than just rights of way for pedestrians over a proposed surface, the use of the term ‘footway’ is inconsistent with what Highways England is trying to achieve. In light of this, it is proposed that where shared use (by pedestrians and cyclists) is proposed, the use of the term ‘footway’ is deleted in both Schedule 1 and Schedule 4 to the draft DCO.

**Cycleway**

Where shared use provision is proposed for pedestrians, cyclists and equestrians (i.e. as in item 2 above), we do not consider that any existing definition in the Highways Act 1980 adequately provides for this. As such, a new definition is proposed for inclusion in the draft DCO (as follows), which we would suggest should be used where NMU provision is proposed to be shared by pedestrians, cyclists and equestrians:

“cycleway means a way constituting or comprised in a highway, being a way over which the public have the following, but no other, rights of way, that is to say, a right of way on pedal cycles (other than pedal cycles which are motor vehicles within the meaning of the Road Traffic Act 1988) with a right of way on foot and a right of way on horseback or leading a horse”

**Cycle track**
Where NMU provision is proposed to be shared by cyclists and pedestrians (or proposed to be used only by cyclists), we consider that the existing definition of “cycle track” under the 1980 Act is appropriate within the draft DCO. “Cycle track” is defined in the 1980 Act as “a way constituting or comprised in a highway, being a way over which the public have the following, but no other, rights of way, that is to say, a right of way on pedal cycles (other than pedal cycles which are motor vehicles within the meaning of the Road Traffic Act 1988) with or without a right of way on foot”. The effect of using this defined term in the draft DCO is that in both Schedule 1 and Schedule 4, the drafting would need to make clear that the NMU provision was proposed to be used by both cyclists and pedestrians.

**Equestrian track**

Where a way is intended for use only by an equestrian user (with no pedestrians or cyclists), we do not consider that any existing definition in the Highways Act 1980 provides for this. As such, a new definition is proposed for inclusion in the DCO as follows:

“equestrian track means a way constituting or comprised in a highway, being a way over which the public have the following, but no other, rights of way, that is to say on horseback or leading a horse”

We would then propose that these three defined terms ('cycle track', 'cycleway' and 'equestrian track') are used in the draft DCO to refer to (and define) the three types of NMU provision proposed in the A14 Scheme (and identified as items 1-3 above / below), as follows:

1. For a **shared use foot/cycle way, with a separate (parallel) grass strip described as an ‘equestrian track’** – apply the defined terms in combination: ‘cycle track and equestrian track’.
2. For a **shared use surface to be used by pedestrians, cyclists, and equestrians** – apply the defined term: ‘cycleway’.
3. For a **shared use surface to be used by pedestrians and cyclists only** – apply the defined term: ‘cycle track’.

Schedules 1 and 4 to the DCO could be amended to reflect these definitions.

We appreciate that this may be quite difficult to follow in the abstract, so if the Department would find it helpful, we would be pleased to provide revised versions of Schedule 1 and Schedule 4 to the DCO (and related article 2) later this week.

**Restrictive covenants**

We are aware that the Department has some concerns generally, and not just in the context of the A14 application, about the inclusion in DCOs of a general power to impose restrictive covenants on all land within the Order limits. It is assumed that the issue is not a legal one, but rather that it is a matter of policy.

We understand this concern, on the basis that an overarching power to impose restrictive covenants would not necessarily be appropriate in all cases. However, in the case of the A14, as the Department will be aware, throughout the examination, Highways England’s consistently held position was that, given that the Scheme was not yet at the stage of detailed design, a relatively
flexible DCO would be required. In this context, in discussions with landowners, it was made clear that although powers of compulsory acquisition were being sought in the DCO in order to ensure that there were no impediments to the implementation of the Scheme and to enable Highways England to deliver the necessary mitigation for the Scheme, wherever it was possible (e.g. where agreements were entered into with landowners, and/or where Highways England did not require full title to the land) Highways England would not exercise full powers of compulsory acquisition where lesser powers could still achieve the necessary outcome. In this scenario, the power to impose restrictive covenants to control the future use of land, without dispossessing the landowner of that land, was seen as an appropriate and effective tool. For instance, during the examination, the possibility of using restrictive covenants in this way was considered in respect of land required by Highways England for purposes such as the provision of flood compensation, and/or ecological and landscape mitigation. This potential flexibility was broadly welcomed by landowners, and is fully explained in Highways England’s Deadline 10 Compulsory Acquisition submission (reference HE/A14/EX/149; REP10-033).

Given that the Scheme is currently still going through the process of detailed design, and given the need for Highways England to be able to maintain and develop co-operative relationships with landowners (some of whom may want Highways England to exercise full powers of compulsory acquisition, but some of whom may prefer to retain their land subject to the imposition of a restrictive covenant), the locations within the Scheme where restrictive covenants could be used cannot, at this stage in the process, be accurately predicted in relation to particular plots of land. As such, if it is decided by the Department that an overarching power to impose restrictive covenants cannot be included in the DCO, it would, as an alternative, be very difficult to determine exactly where a more restricted use of the power might be appropriately applied. If the power to impose restrictive covenants was entirely removed from the DCO, this would be inconsistent with landowners’ expectations of the potential routes for reaching ‘compromise’ agreements with Highways England, and would be likely to result in Highways England needing to exercise ‘higher’ powers of compulsory acquisition than would otherwise be necessary, with potentially consequential adverse effects for both Highways England and landowners affected by the Scheme, and potentially increasing significantly the costs and delivery timescales of the project.

In light of this, it is hoped that the Department appreciates Highways England’s position and concludes that it would be in the public interest to include in the DCO a general power to impose restrictive covenants on land required for the A14 Scheme, on the basis that such a power would be exercised at Highways England’s discretion in situations where it would provide a way forward that best accommodated the needs of both Highways England and an owner of land affected by the Scheme.

This ultimately should reduce the amount of compulsory purchase required, which is of course a good thing. I am aware that whilst not the norm, the Department has in the past sometimes accepted blanket powers to impose restrictive covenants. Indeed, this was a power that I first conceived in the mid 2000s in connection with a DLR extension TWAO, which the Department agreed to because, in line with DLR Ltd’s land acquisition policy, it was considered that it would lead to less compulsory purchase. It has only been since then, when other TWAO (and now DCO) applicants have sought to replicate this provision, that the Department has developed this policy of generally only allowing the power in specific circumstances.

Regards,

Robbie
Robbie Owen
Partner and Parliamentary Agent
Head of Infrastructure Planning and Government Affairs
for Pinsent Masons LLP

D: +44 20 7490 6420  M: +44 7973 380 348  Ext: 816420

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Robert,

Further to Stephen’s email below, we can confirm that, on behalf of Highways England:

1. We are content with the change from 12 months to 24 months in paragraph 63(1) of Part 6 of Schedule 9 to the draft DCO; and
2. Highways England will continue to work with Network Rail with a view to completing the ‘side agreement’ as soon as possible.

Kind regards,

George

George Wilson
Solicitor
for Pinsent Masons LLP

D: +44 20 7490 6977 M: +44 7769 933 172 Ext: 816977

Winner of Legal Business ‘Law Firm of the Year’ award 2016

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'Ranked no.1 Planning Law Firm 2014, 2015 and 2016 - Planning Magazine'
You will note from the Letter that there was a single area of dispute between Network Rail and Highways England, in relation to whether the time limit shown in paragraph 63(1) of the NR PPs should be 12 months or 24 months.

Following the closure of the Examination, Network Rail has continued to progress negotiations on a side agreement with Highways England which would contain a framework under which Highways England would secure the rights they need to deliver the scheme whilst protecting the railway. I understand that there is broad agreement as to the form of this document based on a draft issued on behalf of Network Rail on 27 April. I confirm that following the making of the DCO, if Agreement has not yet been reached, Network Rail intends to continue to work with Highways England to enter into an agreement substantially in the form of that draft Agreement.

It is our understanding that Highways England are now prepared to agree to the inclusion of the 24 month period referred to above and will therefore be writing to you to confirm that they are content for the Protective Provisions to be made in the form of the NR PPs subject to the change in paragraph 63(1) from a period of 12 months to 24 months.

I am therefore writing to make it clear that Network Rail would not have an objection to the making of the proposed Order (including an objection under Section 127 and 136 of the Planning Act 2008) provided that the Secretary of State makes the Order containing the Protective Provisions in the form of the NR PPs but with the change in time period to 24 months in paragraph 63(1).

I have copied this e-mail to Highways England’s solicitors in order that they can provide the confirmation set out above.

I would be grateful if you would kindly confirm receipt of this e-mail.

Best regards

Stephen

Stephen Dagg
Managing Associate
Bond Dickinson LLP

Follow Bond Dickinson:

www.bonddickinson.com
Robert

I have been informed by Chris White at the Planning Inspectorate that you are dealing with the above matter for the Secretary of State.

I am writing to update you in relation to negotiations between Highways England in relation to the above matter since the close of the Examination.

I refer to our letter to the Examining Authority dated 13 November 2016 (the Letter) and to the form of protective provisions for the benefit of Network Rail in Part 6 of Schedule 9 to the last draft of the DCO submitted by Highways England during the examination at Deadline 15 (with document reference HE/A14/EX/253) (“the NR PPs”).

You will note from the Letter that there was a single area of dispute between Network Rail and Highways England, in relation to whether the time limit shown in paragraph 63(1) of the NR PPs should be 12 months or 24 months.

Following the closure of the Examination, Network Rail has continued to progress negotiations on a side agreement with Highways England which would contain a framework under which Highways England would secure the rights they need to deliver the scheme whilst protecting the railway. I understand that there is broad agreement as to the form of this document based on a draft issued on behalf of Network Rail on 27 April. I confirm that following the making of the DCO, if Agreement has not yet been reached, Network Rail intends to continue to work with Highways England to enter into an agreement substantially in the form of that draft Agreement.

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I have copied this e-mail to Highways England’s solicitors in order that they can provide the confirmation set out above.

I would be grateful if you would kindly confirm receipt of this e-mail.

Best regards

Stephen

Stephen Dagg
Managing Associate
Bond Dickinson LLP

Direct: +44 191 230 8977
Mobile: +44 7595 122051
Office: +44 345 415 0000
Martin and Robert,

To see.

Best

Sally

SALLY KEITH
Senior Lawyer

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Web: http://www.highways.gov.uk telephone 0300-470-1275 Blackberry 07889-300-703

Robert,

As you will know, we have been trying to reach agreement with the Alconbury and Ellington Internal Drainage Board ("the IDB") on a set of protective provisions for inclusion in the draft Order such that it can give consent under s.150 of the Planning Act 2008 to the disapplication of consent requirements under the Land Drainage Act 1991 ("the LDA").

Unfortunately, as yet, we have been unable to reach agreement. It may be that we can reach agreement on these in the morning but I'm afraid we just do not know at this point in time.

Given that we are drawing ever closer to the final decision date (and we are not sure as to precise timescales for DfT determining the application) we felt we needed to put forward our alternative way forward on this point. This, in effect, is to limit the disapplication of the consent requirements under the LDA to those exercised by Cambridgeshire County Council, which has already consented under s.150.

This would require a tweak to the protective provisions in Part 4 of Schedule 9 to the draft DCO so that it only refers to Cambridgeshire County Council. Please note that we submitted a revised version of these protective provisions at the end of the examination and they were not those included in the
final draft of the DCO. This was due to Cambridgeshire County Council informing us, after the final
deadline of the examination (but before its close), of changes to the co-ordinates contained in the
protective provisions – these ‘standalone’ final set of provisions were given document reference
REP15-041 in the Examination Library.

To assist you, we have produced a re-draft of the provisions, together with a comparison against the
last version of the provisions submitted into the examination (i.e. those not in the final draft of the
DCO). We suggest that a tweak needs to be made to articles 3(1)(c) too, just to make this limitation
on the disapplication clear. This could simply be the addition at the end of that sub-paragraph of: “in
relation to watercourses for which Cambridgeshire County Council is the drainage board concerned”

We do apologise for this going down to the wire, but we wanted to allow ourselves and the IDB the
most time possible for us to reach agreement. We will let you know if things change in the morning,
but otherwise we feel we have to proceed with the alternative option by limiting the disapplication to
Cambridgeshire County Council.

We are happy to discuss this further if you would like.

Kind regards,

George

George Wilson
Solicitor
for Pinsent Masons LLP

D: +44 20 7490 6977 M: +44 7769 933 172 Ext: 816977

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### PART 4
FOR THE PROTECTION OF CAMBRIDGESHIRE COUNTY COUNCIL IN RESPECT
OF ORDINARY WATERCOURSES

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

32. In this Part of this Schedule—

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

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

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

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

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

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

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

(a) erecting any mill dam, weir or other similar obstruction to the flow of the watercourse, or raising or otherwise altering any such obstruction;

(b) erecting a culvert in the watercourse; or

(c) altering a culvert in a manner that would be likely to affect the flow of the watercourse.

Key watercourses

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

(2) Any such specified work in relation to a key watercourse must not be constructed except in accordance with such plans as may be approved in writing by Cambridgeshire County Council, or determined under paragraph 40.

(3) Any approval of Cambridgeshire County Council required under this paragraph—

(a) must not be unreasonably withheld or delayed;

(b) is to be deemed to have been given if it is neither given nor refused within 2 months of the submission of the plans for approval or where further particulars are submitted under sub-paragraph (1), within 2 months of the submission of those particulars; and

(c) may be given subject to such reasonable requirements or conditions as Cambridgeshire County Council may make for the protection of any key watercourse or for the prevention of flooding.
34. The requirements or conditions which Cambridgeshire County Council may make under paragraph 33 include conditions requiring the undertaker at its own expense to construct such protective works (including any new works as well as alterations to existing works) as are reasonably necessary—

(a) to safeguard any key watercourse against damage, or

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

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

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

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

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

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

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

General

36. (1) From the commencement of the construction of any specified work until the date falling 12 months from the date of completion of the specified work (“the maintenance period”), the undertaker must maintain in good repair and condition and free from obstruction the drainage work which is situated within the limits of deviation for that specified work and on land held by the undertaker for the purposes or in connection with the specified work, whether the drainage work is constructed under this Order or is already in existence. Upon the expiry of the maintenance period, the drainage work must be maintained by the highway authority for the highway to which the specified work relates.

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

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

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

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

(a) in the examination or approval of plans under this Part of this Schedule; and

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

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

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

(a) any damage to any ordinary watercourse so as to impair its efficiency for flood defence purposes,

(b) any raising or lowering of the water table in land adjoining the works authorised by this Order or adjoining any sewers, drains and watercourses, or

(c) any flooding or increased flooding of any such lands,

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

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

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

41. Any dispute arising between the undertaker and Cambridgeshire County Council under this Part of this Schedule is to be determined by arbitration.
PART 14

FOR THE PROTECTION OF DRAINAGE AUTHORITIES CAMBRIDGESHIRE COUNTY COUNCIL IN RESPECT OF ORDINARY WATERCOURSES

31.1. The following provisions of this Part of this Schedule shall apply for the protection of a relevant drainage authority Cambridgeshire County Council unless otherwise agreed between the undertaker and the relevant drainage authority Cambridgeshire County Council.

32.2. In this Part of this Schedule—
“construction” includes execution, placing, altering, replacing, relaying and removal and “construct” and “constructed” are to be construed accordingly;
“drainage work” means an ordinary watercourse and includes any land which is expected to provide flood storage capacity for an ordinary watercourse and any bank, wall, embankment or other structure, or any appliance, constructed or used for land drainage or flood defence in connection with an ordinary watercourse;
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So much of the SCDC Award Drain 244 watercourse as runs between points 540796, 261835 and 540798, 261846 | So much of the SCDC Award Drain 244 watercourse as runs between points 540821, 261989 and 540824, 262007
OWC 13 / SCDC Award Drain 358 | So much of the OWC 13 / SCDC Award Drain 358 watercourse as runs between points 540767, 260740 and 541352, 261447
SCDC Award Drain 245 / (Wash Pitt Brook) | So much of the SCDC Award Drain 245 / (Wash Pitt Brook) watercourse as runs between points 541730, 261186 and 541579, 261527

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

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

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

“relevant drainage authority” means Cambridgeshire County Council, an internal drainage board or any other body having functions in respect of a drainage work;

“specified work” means any of the following works carried out in relation to any ordinary watercourse—
(a) erecting any mill dam, weir or other similar obstruction to the flow of the watercourse, or raising or otherwise altering any such obstruction;
(b) erecting a culvert in the watercourse; or
(c) altering a culvert in a manner that would be likely to affect the flow of the watercourse.

**Key watercourses**

33.3—3.1 Before beginning to construct any specified work in relation to a key watercourse, the undertaker shall submit to the relevant drainage authority—Cambridgeshire County Council—plans of the work, and such further particulars available to the undertaking as that drainage authority—Cambridgeshire County Council—may within 28 days of the submission of the plans reasonably require.

(2) Any such specified work in relation to a key watercourse must not be constructed except in accordance with such plans as may be approved in writing by the relevant drainage authority—Cambridgeshire County Council, or determined under paragraph 40.

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

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

(a) to safeguard any key watercourse against damage, or

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

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

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

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

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

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

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

General

36. From the commencement of the construction of any specified work until the date falling 12 months from the date of completion of the specified work (“the maintenance period”), the undertaker must maintain in good repair and condition and free from obstruction the drainage work which is situated within the limits of deviation for that specified work and on land held by the undertaker for the purposes or in connection with the specified work, whether the drainage work is constructed under this Order or is already in existence. Upon the expiry of the maintenance period, the drainage work must be maintained by the highway authority for the highway to which the specified work relates.

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

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

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

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

38. —8. —(1) The undertaker must indemnify a relevant drainage authority Cambridgeshire County Council in respect of all costs, charges and expenses which it may reasonably incur or which it may sustain—

(a) in the examination or approval of plans under this Part of this Schedule; and

(b) in the inspection of the construction of a specified work in respect of a key watercourse or any protective works required by a relevant drainage authority Cambridgeshire County Council under this Part of this Schedule.

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

39. —9. —(1) Without prejudice to the other provisions of this Part of this Schedule, the undertaker must indemnify a relevant drainage authority Cambridgeshire County Council from all claims, demands, proceedings or damages, which may be made or taken against, or recovered from a relevant drainage authority Cambridgeshire County Council by reason of—

(a) any damage to any ordinary watercourse so as to impair its efficiency for flood defence purposes,

(b) any raising or lowering of the water table in land adjoining the works authorised by this Order or adjoining any sewers, drains and watercourses, or

(c) any flooding or increased flooding of any such lands, which is caused by, or results from, the construction of any specified work or any act or omission of the undertaker, its contractors, agents or employees whilst engaged upon the work.

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

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

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