

**A14**  
**Cambridge to Huntingdon**  
**improvement scheme**  
Development Consent Order Application

**HE/A14/EX/59**

TR010018

**HE/A14/EX/59**

**Revised Draft Development Consent Order (DCO) (Rev 1)**

July 2015

The Planning Act 2008  
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009  
The Infrastructure Planning (Examination Procedure) Rules 2010



**201[ ] No.**

**INFRASTRUCTURE PLANNING**

**The A14 Cambridge to Huntingdon Improvement Scheme  
Development Consent Order 201[ ]**

*Made* - - - - \*\*\*

*Coming into force* - - \*\*\*

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An application has been made to the Secretary of State, under section 37 of the Planning Act 2008(a) (“the 2008 Act”) in accordance with the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009(b) for an Order granting development consent.

The application was examined by a Panel of four members (“the Panel”) (appointed by the Secretary of State) pursuant to Chapter 3 of Part 6 of the 2008 Act and carried out in accordance with Chapter 4 of Part 6 of the 2008 Act, and the Infrastructure Planning (Examination Procedure) Rules 2010(c).

The Panel, having examined the application with the documents that accompanied the application, and the representations made and not withdrawn, has, in accordance with section 83(1) of the 2008 Act, made a report and recommendation to the Secretary of State.

The Secretary of State, having considered the representations made and not withdrawn, and the report of the Panel, has decided to make an Order granting development consent for the development described in the application [with modifications which in the opinion of the Secretary of State do not make any substantial changes to the proposals comprised in the application].

In accordance with section 131(5) of the 2008 Act, the Secretary of State is satisfied, having considered the report and recommendation of the Panel, that the parcels of common, open space or fuel or field garden allotment land comprised within the Order land are less than 200 square metres in extent individually, or that this land is required for the widening or drainage of an existing highway or partly for the widening and partly for the drainage of such a highway, and that the giving in exchange of other land is unnecessary, whether in the interests of the persons, if any, entitled to rights of common or other rights or in the interests of the public.

The Secretary of State, in exercise of the powers conferred by sections 114, 115, 120 and 122 of, and paragraphs 1 to 4, 10 to 17, 19 to 23, 26, 33, 36 and 37 of Part 1 of Schedule 5 to, the 2008 Act, makes the following Order—

## PART 1

### PRELIMINARY

#### **Citation and commencement**

1. This Order may be cited as the A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 201[ ] and comes into force on [ ] 201[ ].

#### **Interpretation**

2.—(1) In this Order—

“the 1961 Act” means the Land Compensation Act 1961(d);

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- (a) 2008 c.29. Parts 1 to 7 were amended by Chapter 6 of Part 6 of the Localism Act 2011 (c.20).  
(b) S.I. 2009/2264, amended by S.I. 2010/439, S.I. 2010/602, S.I. 2012/635, S.I. 2012/2654, S.I. 2012/2732, S.I. 2013/522 and S.I. 2013/755.  
(c) S.I. 2010/103, amended by S.I. 2012/635.  
(d) 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.

“the 1965 Act” means the Compulsory Purchase Act 1965(a);

“the 1980 Act” means the Highways Act 1980(b);

“the 1981 Act” means the Compulsory Purchase (Vesting Declarations) Act 1981(c);

“the 1984 Act” means the Road Traffic Regulation Act 1984(d);

“the 1990 Act” means the Town and Country Planning Act 1990(e);

“the 1991 Act” means the New Roads and Street Works Act 1991(f);

“the 2008 Act” means the Planning Act 2008(g);

“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 book of reference certified by the Secretary of State as the book of reference for the purposes of this Order;

“the borrow pits” means the borrow pits shown on the engineering drawings and sections and the works plans;

“the borrow pits restoration plan” means the plan contained in appendix 3.3 of the environmental statement;

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- (a) 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.
- (b) 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.
- (c) 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.17). 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.
- (d) 1984 c.27.
- (e) 1990 c.8. Section 206(1) was amended by section 192(8) to, 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),(c) of the 2008 Act). There are other amendments to the 1990 Act which are not relevant to this Order.
- (f) 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).
- (g) 2008 c.29.

“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 certified by the Secretary of State as the classification of roads plans for the purposes of this Order;

“the code of construction practice” means the code of construction practice certified by the Secretary of State as the code of construction practice 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;

“the Crown land plans” means the plans 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<sup>(a)</sup>;

“the de-trunking plans” means the plans 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 drawings and sections” means the documents certified by the Secretary of State as the engineering drawings and sections for the purposes of this Order;

“the environmental statement” means the document certified by the Secretary of State as the environmental statement for the purposes of this Order;

“the flood compensation areas” means the flood compensation areas shown on the engineering drawings and sections and the works plans;

“footpath” and “footway” have the same meaning as in the 1980 Act;

“the general arrangement drawings” means the drawings 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;

“the land plans” means the plans 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 7 (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;

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(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).



“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 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 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 relating to speed limits and prohibitions, and clearways and weight limit, certified by the Secretary of State as being 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 certified by the Secretary of State as the variation of special road status plans for the purposes of this Order;

“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 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.

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(a) 1981 c.67.

(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).

### **Disapplication of legislative provisions**

**3.** The following provisions do not apply in relation to the construction, maintenance or operation of any work carried out for the purpose of, or in connection with, the construction, maintenance or operation of the authorised development—

- (a) section 109 (structures in, over or under a main river) of the Water Resources Act 1991(a);
- (b) the provisions of any byelaws made under, or having effect as if made under, paragraphs 5, 6 or 6A of Schedule 25 to the Water Resources Act 1991;
- (c) section 23 (prohibition of obstructions, etc. in watercourses) of the Land Drainage Act 1991(b);
- (d) the provisions of any byelaws made under section 66 (powers to make byelaws) of the Land Drainage Act 1991; and
- (e) section 28E (duties in relation to sites of scientific interest) of the Wildlife and Countryside Act 1981(c).

### **Maintenance of drainage works**

**4.**—(1) Nothing in this Order, or the construction, maintenance or operation of the authorised development under it, affects any responsibility for the maintenance of any works connected with the drainage of land, whether that responsibility is imposed or allocated by or under any enactment, or otherwise, unless otherwise agreed in writing between the undertaker and the person responsible.

(2) In this article “drainage” has the same meaning as in section 72 (interpretation) of the Land Drainage Act 1991.

## **PART 2**

### **PRINCIPAL POWERS**

#### **Development consent, etc., granted by the Order**

**5.**—(1) Subject to the provisions of this Order, including the requirements in Schedule 2 (requirements), the undertaker is granted development consent for the authorised development to be carried out within the Order limits.

(2) Any enactment applying to land within or adjacent to the Order limits will have effect subject to the provisions of this Order.

#### **Maintenance of the authorised development**

**6.**—(1) The undertaker may at any time maintain the authorised development, except to the extent that this Order or an agreement made under this Order provides otherwise.

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(a) 1991 c.57.  
(b) 1991 c.59.  
(c) 1981 c.69.

(2) Paragraph (1) does not extend to any maintenance works which would give rise to any materially new or materially worse environmental effects from those assessed in the environmental statement.

### **Limits of deviation**

7. In carrying out the authorised development the undertaker may—

- (a) deviate laterally from the lines or situations of the authorised development shown on the works plans to the extent of the limits of deviation shown on those plans; and
- (b) deviate vertically from the levels of the authorised development shown on the engineering drawings and sections—
  - (i) to a maximum of 0.5 metres upwards or downwards; or
  - (ii) in respect of the excavation of the borrow pits or the flood compensation areas, to a maximum of 0.5 metres downwards but to any distance upwards to ground level,

except that these maximum limits of vertical deviation do not apply where it is demonstrated to the Secretary of State's satisfaction that a deviation in excess of these limits would not give rise to any materially new or materially worse adverse environment effects from those assessed in the environmental statement.

### **Benefit of Order**

8.—(1) Subject to article 9 (consent to transfer benefit of Order) and paragraph (2), the provisions of this Order conferring powers on the undertaker have effect solely for the benefit of the undertaker.

(2) Paragraph (1) does not apply to the works for which the consent is granted by this Order for the express benefit of owners and occupiers of land, statutory undertakers and other persons affected by the authorised development.

### **Consent to transfer benefit of Order**

9.—(1) The undertaker may with the consent of the Secretary of State—

- (a) transfer to another person (“the transferee”) any or all of the benefit of the provisions of this Order and such related statutory rights as may be agreed between the undertaker and the transferee; or
- (b) grant to another person (“the lessee”) for a period agreed between the undertaker and the lessee any or all of the benefit of the provisions of this Order and such related statutory rights as may be so agreed.

(2) Where an agreement has been made in accordance with paragraph (1) references in this Order to the undertaker, except in paragraph (3), includes references to the transferee or the lessee.

(3) The exercise by a person of any benefits or rights conferred in accordance with any transfer or grant under paragraph (1) is subject to the same restrictions, liabilities and obligations as would apply under this Order if those benefits or rights were exercised by the undertaker.

## **PART 3**

### **STREETS**

#### **Application of the 1991 Act**

10.—(1) Works executed under this Order in relation to a highway which consists of or includes a carriageway are to be treated for the purposes of Part 3 (street works in England and Wales) of the 1991 Act as major highway works if—

- (a) they are of a description mentioned in any of paragraphs (a), (c) to (e), (g) and (h) of section 86(3) (which defines what highway authority works are major highway works) of that Act; or
- (b) they are works which, had they been executed by the highway authority, might have been carried out in exercise of the powers conferred by section 64 (dual carriageways and roundabouts) of the 1980 Act or section 184 (vehicle crossings over footways and verges) of that Act.

(2) In Part 3 of the 1991 Act references, in relation to major highway works, to the highway authority concerned are, in relation to works which are major highway works by virtue of paragraph (1), to be construed as references to the undertaker.

(3) The following provisions of the 1991 Act do not apply in relation to any works executed under the powers of this Order—

- section 56 (directions as to timing);
- section 56A (power to give directions as to placing of apparatus);
- section 58 (restrictions following substantial road works);
- section 58A (restriction on works following substantial street works);
- section 73A (power to require undertaker to re-surface street);
- section 73B (power to specify timing etc. of re-surfacing);
- section 73C (materials, workmanship and standard of re-surfacing);
- section 78A (contributions to costs of re-surfacing by undertaker); and
- Schedule 3A (restriction on works following substantial street works).

(4) The provisions of the 1991 Act mentioned in paragraph (5) (which, together with other provisions of that Act, apply in relation to the execution of street works) and any regulations made, or code of practice issued or approved under, those provisions apply (with the necessary modifications) in relation to any stopping up, alteration or diversion of a street of a temporary nature by the undertaker under the powers conferred by article 14 (temporary stopping up and restriction of use of streets) whether or not the stopping up, alteration or diversion constitutes street works within the meaning of that Act.

(5) The provisions of the 1991 Act (a) referred to in paragraph (4) are—

- section 54(b) (advance notice of certain works), subject to paragraph (6);
- section 55(c) (notice of starting date of works), subject to paragraph (6);
- section 57(d) (notice of emergency works);
- section 59(e) (general duty of street authority to co-ordinate works);
- section 60 (general duty of undertakers to co-operate);
- section 68 (facilities to be afforded to street authority);
- section 69 (works likely to affect other apparatus in the street);
- section 75 (inspection fees);
- section 76 (liability for cost of temporary traffic regulation); and
- section 77 (liability for cost of use of alternative route),

and all such other provisions as apply for the purposes of the provisions mentioned above.

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(a) Sections 54, 55, 57, 60, 68 and 69 were amended by section 40(1) and (2) of, and Schedule 1 to, the Traffic Management Act 2004 (c.18).

(b) As also amended by section 49(1) of the Traffic Management Act 2004.

(c) As also amended by section 49(2) and 51(9) of the Traffic Management Act 2004.

(d) As also amended by section 52(3) of the Traffic Management Act 2004.

(e) As amended by section 42 of the Traffic Management Act 2004.

(6) Sections 54 and 55 of the 1991 Act as applied by paragraph (4) have effect as if references in section 57 of that Act to emergency works were a reference to a stopping up, alteration or diversion (as the case may be) required in a case of emergency.

(7) Nothing in article 11 (construction and maintenance of new, altered or diverted streets and other structures)—

- (a) affects the operation of section 87 (prospectively maintainable highways) of the 1991 Act, and the undertaker is not by reason of any duty under that article to maintain a street be taken to be the street authority in relation to that street for the purposes of Part 3 of that Act; or
- (b) has effect in relation to street works as respects which the provisions of Part 3 of the 1991 Act apply.

### **Construction and maintenance of new, altered or diverted streets and other structures**

**11.**—(1) Subject to paragraphs (6), (7) and (8), any highway (other than a trunk road or special road) to be constructed under this Order must be completed to the reasonable satisfaction of the local highway authority in whose area the highway lies and, unless otherwise agreed in writing with the local highway authority, must be maintained by and at the expense of the local highway authority from its completion.

(2) Subject to paragraphs (6), (7) and (8), where a highway (other than a trunk road or special road) is altered or diverted under this Order, the altered or diverted part of the highway must be completed to the reasonable satisfaction of the local highway authority and, unless otherwise agreed in writing with the local highway authority, be maintained by and at the expense of the local highway authority from its completion.

(3) Where a street which is not and is not intended to be a public highway is constructed, altered or diverted under this Order, the street (or part of the street as the case may be) must, when completed to the reasonable satisfaction of the street authority, unless otherwise agreed in writing, be maintained by and at the expense of the undertaker for a period of 12 months from its completion and at the expiry of that period by and at the expense of the street authority.

(4) Subject to paragraphs (6), (7) and (8), where a highway is de-trunked under this Order—

- (a) section 265 (transfer of property and liabilities upon a highway becoming or ceasing to be a trunk road) of the 1980 Act applies in respect of that highway; and
- (b) any alterations to that highway undertaken under powers conferred by this Order prior to and in connection with that de-trunking must, unless otherwise agreed in writing with the local highway authority, be maintained by and at the expense of the local highway authority from the date of de-trunking.

(5) For the avoidance of doubt, in respect of any highway (other than a trunk road or special road) constructed, altered or diverted under paragraphs (1) and (2) above, any culverts or other structures laid under that highway are to be treated as part of that highway and therefore maintainable by and at the expense of the local highway authority from its completion.

(6) In the case of any bridge constructed under this Order to carry a highway other than a trunk road or special road over a trunk road or special road, the highway surface must from its completion be maintained by and at the expense of the local highway authority and the structure of the bridge must be maintained by and at the expense of the undertaker.

(7) In the case of any bridge constructed under this Order to carry a highway (other than a trunk road or special road) over another highway which is not a trunk road or a special road, both the highway surface and structure of the bridge must be maintained by and at the expense of the local highway authority from their completion.

(8) In the case of a bridge constructed under this Order to carry a private right of way, the surface and the structure of the bridge must be maintained by and at the expense of the undertaker.

(9) In any action against the undertaker in respect of loss or damage resulting from any failure by the undertaker to maintain a street under this article, it is a defence (without prejudice to any other defence or the application of the law relating to contributory negligence) to prove that the

undertaker had taken such care as in all the circumstances was reasonably required to secure that the part of the street to which the action relates was not dangerous to traffic.

(10) For the purposes of a defence under paragraph (9), the court must in particular have regard to the following matters—

- (a) the character of the street and the traffic which was reasonably to be expected to use it;
- (b) the standard of maintenance appropriate for a street of that character and used by such traffic;
- (c) the state of repair in which a reasonable person would have expected to find the street;
- (d) whether the undertaker knew, or could reasonably have been expected to know, that the condition of the part of the street to which the action relates was likely to cause danger to users of the street; and
- (e) where the undertaker could not reasonably have been expected to repair that part of the street before the cause of action arose, what warning notices of its condition had been displayed,

but for the purposes of such a defence it is not relevant to prove that the undertaker had arranged for a competent person to carry out or supervise the maintenance of the part of the street to which the action relates unless it is also proved that the undertaker had given the competent person proper instructions with regard to the maintenance of the street and that the competent person had carried out those instructions.

#### **Classification of roads, etc.**

12.—(1) On a date to be determined by the undertaker, and subject to the procedures in paragraph (2) being satisfied the M11 London - Cambridge Motorway (Cambridge Western Bypass Section) Scheme 1974 is varied so that in the Schedule to that Scheme, in the paragraph entitled “The Route of the Special Road”, for the words “terminating at a point on the road from Cambridge to Godmanchester (A604) about 280m south-east of its junction with C194 The Avenue, Girton.” there are substituted the words—

“terminating at a point on the road from Felixstowe to Catthorpe (A14) about 452m north west of the centreline of the M11 underbridge structure for A1307 Huntingdon Road (‘Bulls Close Bridge’), Girton.”.

(2) Before the date on which paragraph (1) is to take effect, the undertaker must publish in The London Gazette, and in one or more newspapers circulating in the vicinity of the authorised development, notification of the date on which paragraph (1) takes effect, and the general effect of that paragraph.

(3) On the date on which the roads described in Part 6 of Schedule 3 (classification of roads, etc – classification of roads) are completed and open for traffic—

- (a) the roads described in paragraphs 1 to 8 of Part 6 of Schedule 3 are to become trunk roads as if they had become so by virtue of an order made under section 10(2) (general provision as to trunk roads) of the 1980 Act specifying that date as the date on which they were to become trunk roads; and
- (b) the road described in paragraph 9 of Part 6 of Schedule 3 is to be classified as the A141 and the road described in paragraph 10 of Part 6 of Schedule 3 is to be classified as the A1307 and both these roads are to be—
  - (i) a principal road for the purpose of any enactment or instrument which refers to highways classified as principal roads; and
  - (ii) a classified road for the purpose of any enactment or instrument which refers to highways classified as classified roads,

as if such classification had been made under section 12(3) (general provision as to principal and classified roads) of the 1980 Act, and

(c) the roads described in paragraphs 11 to 20 of Part 6 of Schedule 3 are to be classified as set out in paragraphs 11 to 20 of Part 6 of Schedule 3 and are to be a classified road for the purpose of any enactment or instrument which refers to highways classified as classified roads, as if such classification had been made under section 12(3) of the 1980 Act.

(4) On such day as the undertaker may determine, the roads described in Part 3 of Schedule 3 (classification of roads, etc. – roads to be de-trunked) are to cease to be trunk roads as if they had ceased to be trunk roads by virtue of an order made under section 10(2) of the 1980 Act specifying that date as the date on which they were to cease to be trunk roads.

(5) From such day as the undertaker may determine no person is to drive any motor vehicle at a speed exceeding the limit in miles per hour specified in column (3) of Part 1 of Schedule 3 (classification of roads, etc. – speed limits) along the lengths of road identified in the corresponding row of column (2) of that Part.

(6) Subject to paragraph (7) and article 16 (clearways), from such a day as the undertaker may determine, the restrictions specified in column (3) of Part 2 of Schedule 3 (classification of roads, etc. – traffic regulation measures (clearways and prohibitions)) are to apply to the lengths of road identified in the corresponding row of column (2) of that Part.

(7) The restrictions provided for in paragraph (6) do not apply to any authorised vehicle where the vehicle is excepted from the restrictions in column (3) of Part 2 of Schedule 3.

(8) On such day as the undertaker may determine, the orders specified in column (3) of Parts 4 and 5 of Schedule 3 are to be varied or revoked as specified in the corresponding row of Column 4 of those Parts in respect of the lengths of roads specified in the corresponding row of Column 2 of those Parts.

(9) Paragraphs (1) to (8) may be varied or revoked by any instrument made under any enactment which provides for the variation or revocation of such matters.

(10) No speed limit imposed by this Order applies to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011<sup>(a)</sup> when used in accordance with regulation 3(5) of those regulations.

(11) In this article, “authorised vehicles” means any vehicle specified by the undertaker from time to time.

### **Permanent stopping up of streets and private means of access**

**13.**—(1) Subject to the provisions of this article, the undertaker may, in connection with the carrying out of the authorised development, stop up each of the streets and private means of access specified in columns (1) and (2) of Parts 1, 2, 3 and 4 of Schedule 4 (permanent stopping up of highways and private means of access (PMAs) & provision of new highways and private means of access) to the extent specified and described in column (3) of those Parts of that Schedule.

(2) No street or private means of access specified in columns (1) and (2) of Parts 1 and 3 of Schedule 4 (being a street to be stopped up for which a substitute is to be provided) is to be wholly or partly stopped up under this article unless—

- (a) the new street or private means of access to be constructed and substituted for it, which is specified in column (4) of that Part of that Schedule, has been completed to the reasonable satisfaction of the street authority and is open for use; or
- (b) a temporary alternative route for the passage of such traffic as could have used the street or private means of access to be stopped up is first provided and subsequently maintained by the undertaker, to the reasonable satisfaction of the street authority, between the commencement and termination points for the stopping up of the street or private means of access until the completion and opening of the new street or private means of access in accordance with sub-paragraph (a).

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(a) S.I. 2011/935.

(3) No street or private means of access specified in columns (1) and (2) of Parts 2 and 4 of Schedule 4 (being a street or private access to be stopped up for which no substitute is to be provided) is to be wholly or partly stopped up under this article unless the condition specified in paragraph (4) is satisfied in relation to all of the land which abuts on either side of the street or private means of access to be stopped up.

(4) The condition referred to in paragraph (3) is that—

- (a) the undertaker is in possession of the land;
- (b) there is no right of access to the land from the street or private means of access concerned;
- (c) there is reasonably convenient access to the land otherwise than from the street or private means of access concerned; or
- (d) the owners and occupiers of the land have agreed to the stopping up.

(5) Where a street or private means of access has been stopped up under this article—

- (a) all rights of way over or along the street or private means of access so stopped up are extinguished; and
- (b) the undertaker may appropriate and use for the purposes of the authorised development so much of the site of the street or private means of access as is bounded on both sides by land owned by the undertaker.

(6) Any person who suffers loss by the suspension or extinguishment of any private right of way under this article is entitled to compensation to be determined, in case of dispute, under Part 1 of the 1961 Act.

(7) This article is subject to article 33 (apparatus and rights of statutory undertakers in stopped up streets).

### **Temporary stopping up and restriction of use of streets**

**14.**—(1) The undertaker may, during and for the purposes of carrying out the authorised development, temporarily stop up, alter or divert any street and may for any reasonable time—

- (a) divert the traffic from the street; and
- (b) subject to paragraph (3), prevent all persons from passing along the street.

(2) Without limitation on the scope of paragraph (1), the undertaker may use any street temporarily stopped up under the powers conferred by this article and within the Order limits as a temporary working site.

(3) The undertaker must provide reasonable access for pedestrians going to or from premises abutting a street affected by the temporary stopping up, alteration or diversion of a street under this article if there would otherwise be no such access.

(4) The undertaker must not temporarily stop up, alter or divert any street for which it is not the street authority without the consent of the street authority, which may attach reasonable conditions to any consent but its consent must not be unreasonably withheld or delayed.

(5) Any person who suffers loss by the suspension of any private right of way under this article is entitled to compensation to be determined, in case of dispute, under Part 1 of the 1961 Act.

(6) If a street authority which has received an application for consent under paragraph (4) fails to notify the undertaker of its decision before the end of the period of 28 days beginning with the date on which the application was made, it is deemed to have granted consent.

### **Access to works**

**15.** The undertaker may, for the purposes of the authorised development, form and lay out means of access, or improve existing means of access at such locations within the Order limits as the undertaker reasonably requires for the purposes of the authorised development.



## Clearways

**16.**—(1) On such day as the undertaker may determine, save as provided in paragraph (2) below, no person is to cause or permit any vehicle to wait on any part of the lengths of road described in column (2) of Part 2 of Schedule 3 (classification of roads, etc. – traffic regulation measures (clearways and prohibitions)) where it is identified that such lengths of road are to become a clearway in the corresponding row of column (3) of that Part, except upon the direction of, or with the permission of, a constable or traffic officer in uniform.

(2) Nothing in paragraph (1) above applies—

- (a) to render it unlawful to cause or permit a vehicle to wait on any part of a road, for so long as may be necessary to enable that vehicle to be used in connection with—
  - (i) the removal of any obstruction to traffic;
  - (ii) the maintenance, improvement, reconstruction or operation of the road;
  - (iii) the laying, erection, inspection, maintenance, alteration, repair, renewal or removal in or near the road of any sewer, main pipe, conduit, wire, cable or other apparatus for the supply of gas, water, electricity or any telecommunications apparatus as defined in Schedule 2 (the Telecommunications Code) to the Telecommunications Act 1984(a); or
  - (iv) any building operation or demolition,
- (b) in relation to a vehicle being used—
  - (i) for police, ambulance, fire and rescue authority or traffic officer purposes;
  - (ii) in the service of a local authority, safety camera partnership or Driver and Vehicle Standards Agency in pursuance of statutory powers or duties;
  - (iii) in the service of a water or sewerage undertaker within the meaning of the Water Industry Act 1991(b); or
  - (iv) by a universal service provider for the purposes of providing a universal postal service as defined by the Postal Service Act 2000(c); or
- (c) in relation to a vehicle waiting when the person in control of it is—
  - (i) required by law to stop;
  - (ii) obliged to stop in order to avoid an accident; or
  - (iii) prevented from proceeding by circumstances outside the person’s control.

(3) No person is to cause or permit any vehicle to wait on any part of the roads described in paragraph (1) for the purposes of selling, or dispensing of, goods from that vehicle, unless the goods are immediately delivered at, or taken into, premises adjacent to the land on which the vehicle stood when the goods were sold or dispensed.

(4) Paragraphs (1), (2) and (3) have effect as if made by order under the 1984 Act, and their application may be varied or revoked by an order made under that Act or any other enactment which provides for the variation or revocation of such orders.

(5) In this article, “traffic officer” means an individual designated under section 2 of the Traffic Management Act 2004(d) (designation of traffic officers).

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(a) 1984 c.12.  
(b) 1991 c.56.  
(c) 2000 c.26.  
(d) 2004 c.18.

## PART 4

### SUPPLEMENTAL POWERS

#### **Discharge of water**

**17.**—(1) Subject to paragraphs (3) and (4), the undertaker may use any watercourse or any public sewer or drain for the drainage of water in connection with the carrying out or maintenance of the authorised development and for that purpose may lay down, take up and alter pipes and may, on any land within the Order limits, make openings into, and connections with, the watercourse, public sewer or drain.

(2) Any dispute arising from the making of connections to or the use of a public sewer or drain by the undertaker under paragraph (1) is to be determined as if it were a dispute under section 106 (right to communicate with public sewers) of the Water Industry Act 1991(a).

(3) The undertaker must not discharge any water into any watercourse, public sewer or drain except with the consent of the person to whom it belongs; and such consent may be given subject to such terms and conditions as that person may reasonably impose, but must not be unreasonably withheld.

(4) The undertaker must not make any opening into any public sewer or drain except—

(a) in accordance with plans approved by the person to whom the sewer or drain belongs, but such approval must not be unreasonably withheld; and

(b) where that person has been given the opportunity to supervise the making of the opening.

(5) The undertaker must take such steps as are reasonably practicable to secure that any water discharged into a watercourse or public sewer or drain under the powers conferred by this article is as free as may be practicable from gravel, soil or other solid substance, oil or matter in suspension.

(6) Nothing in this article overrides the requirement for an environmental permit under regulation 12(1)(b) (requirement for environmental permit) of the Environmental Permitting (England and Wales) Regulations 2010(b).

(7) In this article—

(a) “public sewer or drain” means a sewer or drain which belongs to the Homes and Communities Agency, the Environment Agency, an internal drainage board, a joint planning board, a local authority, a sewerage undertaker or an urban development corporation; and

(b) other expressions, excluding watercourse, used both in this article and in the Water Resources Act 1991(c), have the same meaning as in that Act.

(8) If a person who has received an application for consent under paragraph (3) or approval under paragraph (4)(a) fails to notify the undertaker of a decision within 28 days of receiving the application, that person is deemed to have granted consent or given approval, as the case may be.

#### **Protective works to buildings**

**18.**—(1) Subject to the following provisions of this article, the undertaker may at the undertaker’s own expense carry out such protective works to any building lying within the Order limits or which may be affected by the authorised development as the undertaker considers necessary or expedient.

(2) Protective works may be carried out—

(a) at any time before or during the carrying out in the vicinity of the building of any part of the authorised development; or

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(a) 1991 c.56.

(b) S.I. 2010/675.

(c) 1991 c.57.

- (b) after the completion of that part of the authorised development in the vicinity of the building at any time up to the end of the period of 5 years beginning with the day on which that part of the authorised development is first opened for use.

(3) Subject to paragraph (5), for the purpose of determining how the functions under this article are to be exercised the undertaker may enter and survey any building falling within paragraph (1) and any land within its curtilage.

(4) For the purpose of carrying out protective works to a building under this article the undertaker may (subject to paragraphs (5) and (6))—

- (a) enter the building and any land within its curtilage; and
- (b) where the works cannot be carried out reasonably conveniently without entering land which is adjacent to the building but outside its curtilage, enter the adjacent land (but not any building erected on it).

(5) Before exercising—

- (a) a right under paragraph (1) to carry out protective works to a building;
- (b) a right under paragraph (3) to enter a building and land within its curtilage;
- (c) a right under paragraph (4)(a) to enter a building and land within its curtilage; or
- (d) a right under paragraph (4)(b) to enter land,

the undertaker must, except in the case of emergency, serve on the owners and occupiers of the building or land not less than 14 days' notice of its intention to exercise that right and, in a case falling within sub-paragraph (a) or (c), specifying the protective works proposed to be carried out.

(6) Where a notice is served under paragraph (5)(a), (5)(c) or (5)(d), the owner or occupier of the building or land concerned may, by serving a counter-notice within the period of 10 days beginning with the day on which the notice was served, require the question of whether it is necessary or expedient to carry out the protective works or to enter the building or land to be referred to arbitration under article 43 (arbitration).

(7) The undertaker must compensate the owners and occupiers of any building or land in relation to which rights under this article have been exercised for any loss or damage arising to them by reason of the exercise of those rights.

(8) Where—

- (a) protective works are carried out under this article to a building; and
- (b) within the period of 5 years beginning with the day on which the part of the authorised development carried out in the vicinity of the building is first opened for use it appears that the protective works are inadequate to protect the building against damage caused by the carrying out or use of that part of the authorised development,

the undertaker must compensate the owners and occupiers of the building for any loss or damage sustained by them.

(9) Nothing in this article relieves the undertaker from any liability to pay compensation under section 152 of the 2008 Act (compensation in case where no right to claim in nuisance).

(10) Any compensation payable under paragraph (7) or (8) is to be determined, in case of dispute, under Part 1 of the 1961 Act (determination of questions of disputed compensation).

(11) In this article “protective works” in relation to a building means—

- (a) underpinning, strengthening and any other works the purpose of which is to prevent damage which may be caused to the building by the carrying out, maintenance or use of the authorised development; and
- (b) any works the purpose of which is to remedy any damage which has been caused to the building by the carrying out, maintenance or use of the authorised development.

### **Authority to survey and investigate land**

**19.**—(1) The undertaker may for the purposes of this Order enter on any land shown within the Order limits or which may be affected by the authorised development and—

- (a) survey or investigate the land (including, for the avoidance of doubt, any watercourses, static water bodies or vegetation on the land);
- (b) without limitation to the scope of sub-paragraph (a), make trial holes in such positions on the land as the undertaker thinks fit to investigate the nature of the surface layer and subsoil and remove soil samples;
- (c) without limitation to the scope of sub-paragraph (a), carry out ecological or archaeological investigations on such land, including making any excavations or trial holes on the land for such purposes; and
- (d) place on, leave on and remove from the land apparatus for use in connection with the survey and investigation of land and making of trial holes.

(2) No land may be entered or equipment placed or left on or removed from the land under paragraph (1) unless at least 14 days' notice has been served on every owner and occupier of the land.

(3) Any person entering land under this article on behalf of the undertaker—

- (a) must, if so required, before or after entering the land, produce written evidence of their authority to do so; and
- (b) may take onto the land such vehicles and equipment as are necessary to carry out the survey or investigation or to make the trial holes.

(4) No trial holes are to be made under this article—

- (a) in land located within the highway boundary without the consent of the highway authority; or
- (b) in a private street without the consent of the street authority,

but such consent must not be unreasonably withheld.

(5) The undertaker must compensate the owners and occupiers of the land for any loss or damage arising by reason of the exercise of the powers conferred by this article, such compensation to be determined, in case of dispute, under Part 1 (determination of questions of disputed compensation) of the 1961 Act.

(6) If either a highway authority or a street authority which has received an application for consent under paragraph (4) fails to notify the undertaker of its decision within 28 days of receiving the application, that authority is deemed to have granted the consent.

## **PART 5**

### **POWERS OF ACQUISITION AND POSSESSION OF LAND**

#### **Compulsory acquisition of land**

**20.**—(1) The undertaker may acquire compulsorily so much of the Order land as is required for the authorised development, or to facilitate or is incidental to it.

(2) This article is subject to paragraph (2) of article 23 (compulsory acquisition of rights) and paragraph (8) of article 30 (temporary use of land for carrying out the authorised development).

#### **Compulsory acquisition of land – incorporation of the mineral code**

**21.** Parts 2 and 3 of Schedule 2 (minerals) to the Acquisition of Land Act 1981 are incorporated into this Order subject to the modifications that—

- (a) paragraph 8(3) is not incorporated; and

(b) for “the acquiring authority” substitute “the undertaker”.

### **Time limit for exercise of powers to possess land temporarily or to acquire land compulsorily**

**22.**—(1) After the end of the period of 5 years beginning with the day on which this Order comes into force—

- (a) no notice to treat is to be served under Part 1 of the 1965 Act; and
- (b) no declaration is to be executed under section 4 (execution of declaration) of the 1981 Act as applied by article 26 (application of the Compulsory Purchase (Vesting Declarations) Act 1981).

(2) The authority conferred by article 30 (temporary use of land for carrying out the authorised development) ceases at the end of the period referred to in paragraph (1), except that nothing in this paragraph prevents the undertaker from remaining in possession of land after the end of that period, if the land was entered and possession was taken before the end of that period.

### **Compulsory acquisition of rights**

**23.**—(1) Subject to paragraphs (2) and (3), the undertaker may acquire such rights over the Order land or impose restrictive covenants affecting the land as may be required for any purpose for which that land may be acquired under article 20 (compulsory acquisition of land), by creating them as well as acquiring rights already in existence.

(2) In the case of the Order land specified in column (1) of Schedule 5 (land in which only new rights etc., may be acquired) the undertaker’s powers of compulsory acquisition are limited to the acquisition of such wayleaves, easements, new rights in the land or the imposition of restrictive covenants as may be required for the purpose specified in relation to that land in column (2) of that Schedule.

(3) Subject to section 8 (other provisions as to divided land) of the 1965 Act, as substituted by paragraph 5 of Schedule 6 (modification of compensation and compulsory purchase enactments for creation of new rights), where the undertaker acquires a right over land or the benefit of a restrictive covenant under paragraph (1) or (2), the undertaker is not required to acquire a greater interest in that land.

(4) Schedule 6 has effect for the purpose of modifying the enactments relating to compensation and the provisions of the 1965 Act in their application in relation to the compulsory acquisition under this article of a right over land by the creation of a new right or the imposition of a restrictive covenant.

### **Public rights of way**

**24.**—(1) The public rights of way identified in column (1) of Parts 1 and 2 of Schedule 4 and shown on the rights of way and access plans are to be extinguished on the date of the expiry of the notice given under paragraph (2)(a).

(2) Prior to the extinguishment of each of the public rights of way identified in column (1) of Part 1 of Schedule 4 and shown on the rights of way and access plans the undertaker must—

- (a) erect a site notice at each end of the rights of way to be extinguished no less than 28 days prior to the extinguishment of that right of way; and
- (b) have provided the relevant alternative section of public right of way identified in column (4) of Parts 1 and 2 of Schedule 4 and shown on the rights of way and access plans.

### **Private rights over land**

**25.**—(1) Subject to the provisions of this article, all private rights over land subject to compulsory acquisition under this Order are extinguished—

- (a) from the date of acquisition of the land by the undertaker, whether compulsorily or by agreement; or
- (b) on the date of entry onto the land by the undertaker under section 11(1) (powers of entry) of the 1965 Act (power of entry),

whichever is the earlier.

(2) Subject to the provisions of this article, all private rights over land subject to the compulsory acquisition of rights or the imposition of restrictive covenants under this Order are extinguished in so far as their continuance would be inconsistent with the exercise of the right or burden of the restrictive covenant—

- (a) from the date of the acquisition of the right or the benefit of the restrictive covenant by the undertaker, whether compulsorily or by agreement; or
- (b) on the date of entry onto the land by the undertaker under section 11(1) of the 1965 Act (power of entry),

whichever is the earlier.

(3) Subject to the provisions of this article, all private rights over land owned by the undertaker which, being within the limits of land which may be acquired or used shown on the land plans, are extinguished on commencement of any activity authorised by this Order which interferes with or breaches those rights.

(4) Subject to the provisions of this article, all private rights over land of which the undertaker takes temporary possession under this Order are suspended and unenforceable for as long as the undertaker remains in lawful possession of the land.

(5) Any person who suffers loss by the extinguishment or suspension of any private right under this article is entitled to compensation to be determined, in case of dispute, under Part 1 of the 1961 Act.

(6) This article does not apply in relation to any right to which section 138 (extinguishment of rights, and removal of apparatus, of statutory undertakers etc.) of the 2008 Act or article 32 (statutory undertakers) applies.

(7) Paragraphs (1) to (4) have effect subject to—

- (a) any notice given by the undertaker before—
  - (i) the completion of the acquisition of the land or the acquisition of the rights or the imposition of restrictive covenants over or affecting the land;
  - (ii) the undertaker's appropriation of it;
  - (iii) the undertaker's entry onto it; or
  - (iv) the undertaker's taking temporary possession of it,that any or all of those paragraphs do not apply to any right specified in the notice; and
- (b) any agreement made at any time between the undertaker and the person in or to whom the right in question is vested or belongs.

(8) If any such agreement as is referred to in paragraph (7)(b)—

- (a) is made with a person in or to whom the right is vested or belongs; and
- (b) is expressed to have effect also for the benefit of those deriving title from or under that person,

it is effective in respect of the persons so deriving title, whether the title was derived before or after the making of the agreement.

(9) References in this article to private rights over land include any trust, incident, easement, liberty, privilege, right or advantage annexed to land and adversely affecting other land, including any natural right to support and include restrictions as to the user of land arising by virtue of a contract, agreement or undertaking having that effect.

## **Application of the Compulsory Purchase (Vesting Declarations) Act 1981**

- 26.**—(1) The 1981 Act applies as if this Order were a compulsory purchase order.
- (2) The 1981 Act, as applied, has effect with the following modifications.
- (3) In section 1 (application of act) for subsection (2) substitute—
- “(2) This section applies to any Minister, any local or other public authority or any other body or person authorised to acquire land by means of a compulsory purchase order.”.
- (4) In section 3 (preliminary notices) for subsection (1) substitute—
- “(1) Before making a declaration under section 4 with respect to any land which is subject to a compulsory purchase order the acquiring authority must include the particulars specified in subsection (3) in a notice which is—
- (a) given to every person with a relevant interest in the land with respect to which the declaration is to be made (other than a mortgagee who is not in possession); and
- (b) published in a local newspaper circulating in the area in which the land is situated.
- ”.
- (5) In that section, in subsection (2), for “(1)(b)” substitute “(1)” and after “given” insert “and published”.
- (6) In that section, for subsections (5) and (6) substitute—
- “(5) For the purposes of this section, a person has a relevant interest in land if—
- (a) that person is for the time being entitled to dispose of the fee simple of the land, whether in possession or in reversion; or
- (b) that person holds, or is entitled to the rents and profits of, the land under a lease or agreement, the unexpired term of which exceeds one month.”.
- (7) In section 5 (earliest date for execution of declaration)—
- (a) in subsection (1), after “publication” insert “in a local newspaper circulating in the area in which the land is situated”; and
- (b) omit subsection (2).
- (8) In section 7 (constructive notice to treat) in subsection (1)(a), omit “(as modified by section 4 of the Acquisition of Land Act 1981)”.
- (9) References to the 1965 Act in the 1981 Act are to be construed as references to the 1965 Act as applied by section 125 (application of compulsory acquisition provisions) of the 2008 Act to the compulsory acquisition of land under this Order.

## **Acquisition of subsoil or airspace only**

- 27.**—(1) The undertaker may acquire compulsorily so much of, or such rights in, the subsoil of or the airspace over the land referred to in paragraph (1) of article 20 (compulsory acquisition of land) as may be required for any purpose for which that land may be acquired under that provision instead of acquiring the whole of the land.
- (2) Where the undertaker acquires any part of, or rights in, the subsoil of or the airspace over land referred to in paragraph (1), the undertaker is not required to acquire an interest in any other part of the land.
- (3) Paragraph (2) does not prevent article 28 (acquisition of part of certain properties) from applying where the undertaker acquires a cellar, vault, arch or other construction forming part of a house, building or manufactory.

## **Acquisition of part of certain properties**

- 28.**—(1) This article applies instead of section 8(1) of the 1965 Act (other provisions as to divided land) (as applied by section 125 (application of compulsory acquisition provisions) of the 2008 Act) where—

- (a) a notice to treat is served on a person (“the owner”) under the 1965 Act (as so applied) in respect of land forming only part of a house, building or manufactory or of land consisting of a house with a park or garden (“the land subject to the notice to treat”); and
- (b) a copy of this article is served on the owner with the notice to treat.

(2) In such a case, the owner may, within the period of 21 days beginning with the day on which the notice was served, serve on the undertaker a counter-notice objecting to the sale of the land subject to the notice to treat and stating that the owner is willing and able to sell the whole (“the land subject to the counter-notice”).

(3) If no such counter-notice is served within that period, the owner must sell the land subject to the notice to treat.

(4) If such a counter-notice is served within that period, the question whether the owner must sell only the land subject to the notice to treat is, unless the undertaker agrees to take the land subject to the counter-notice, to be referred to the tribunal.

(5) If on such a reference the tribunal determine that the land subject to the notice to treat can be taken—

- (a) without material detriment to the remainder of the land subject to the counter-notice; or
- (b) in the case of part of land consisting of a house with a park or garden, without material detriment to the remainder of the land subject to the counter-notice and without seriously affecting the amenity and convenience of the house,

the owner must sell the land subject to the notice to treat.

(6) If on such a reference the tribunal determine that only part of the land subject to the notice to treat can be taken—

- (a) without material detriment to the remainder of the land subject to the counter-notice; or
- (b) in the case of part of land consisting of a house with a park or garden, without material detriment to the remainder of the land subject to the counter-notice and without seriously affecting the amenity and convenience of the house,

the notice to treat is deemed to be a notice to treat for that part.

(7) If on such a reference the tribunal determine that—

- (a) the land subject to the notice to treat cannot be taken without material detriment to the remainder of the land subject to the counter-notice; but
- (b) the material detriment is confined to a part of the land subject to the counter-notice,

the notice to treat is deemed to be a notice to treat for the land to which the material detriment is confined in addition to the land already subject to the notice, whether or not the additional land is land which the undertaker is authorised to acquire compulsorily under this Order.

(8) If the undertaker agrees to take the land subject to the counter-notice, or if the tribunal determine that—

- (a) none of the land subject to the notice to treat can be taken without material detriment to the remainder of the land subject to the counter-notice or, as the case may be, without material detriment to the remainder of the land subject to the counter-notice and without seriously affecting the amenity and convenience of the house; and
- (b) the material detriment is not confined to a part of the land subject to the counter-notice,

the notice to treat is deemed to be a notice to treat for the land subject to the counter-notice whether or not the whole of that land is land which the undertaker is authorised to acquire compulsorily under this Order.

(9) Where, by reason of a determination by the tribunal under this article a notice to treat is deemed to be a notice to treat for less land or more land than that specified in the notice, the undertaker may, within the period of 6 weeks beginning with the day on which the determination is made, withdraw the notice to treat; and in that event must pay the owner compensation for any loss or expense occasioned to the owner by the giving and withdrawal of the notice, to be determined in case of dispute by the tribunal.



(10) Where the owner is required under this article to sell only part of a house, building or manufactory or of land consisting of a house with a park or garden, the undertaker must pay the owner compensation for any loss sustained by the owner due to the severance of that part in addition to the value of the interest acquired.

### **Rights under or over streets**

**29.**—(1) The undertaker may enter on and appropriate so much of the subsoil of, or airspace over, any street within the Order limits as may be required for the purposes of the authorised development and may use the subsoil or airspace for those purposes or any other purpose ancillary to the authorised development.

(2) Subject to paragraph (3), the undertaker may exercise any power conferred by paragraph (1) in relation to a street without being required to acquire any part of the street or any easement or right in the street.

(3) Paragraph (2) does not apply in relation to—

- (a) any subway or underground building; or
- (b) any cellar, vault, arch or other construction in, on or under a street which forms part of a building fronting onto the street.

(4) Subject to paragraph (5), any person who is an owner or occupier of land in respect of which the power of appropriation conferred by paragraph (1) is exercised without the undertaker acquiring any part of that person's interest in the land, and who suffers loss as a result, is entitled to compensation to be determined, in case of dispute, under Part 1 of the 1961 Act.

(5) Compensation is not payable under paragraph (4) to any person who is an undertaker to whom section 85 (sharing cost of necessary measures) of the 1991 Act applies in respect of measures of which the allowable costs are to be borne in accordance with that section.

### **Temporary use of land for carrying out the authorised development**

**30.**—(1) The undertaker may, in connection with the carrying out of the authorised development but subject to article 22(1) (time limit for exercise of powers to possess land temporarily or to acquire land compulsorily)—

- (a) enter on and take temporary possession of—
  - (i) the land specified in columns (1) and (2) of Schedule 7 (land of which temporary possession may be taken) for the purpose specified in relation to that land in column (3) of that Schedule relating to the part of the authorised development specified in column (4) of that Schedule; and
  - (ii) any other Order land in respect of which no notice of entry has been served under section 11 (powers of entry) of the 1965 Act (other than in connection with the acquisition of rights only) and no declaration has been made under section 4 (expectation of declaration) of the 1981 Act;
- (b) remove any buildings and vegetation from that land;
- (c) construct temporary works (including the provision of means of access) and buildings on that land; and
- (d) construct any permanent works specified in relation to that land in column (3) of Schedule 7, or any other mitigation works.

(2) Not less than 14 days before entering on and taking temporary possession of land under this article the undertaker must serve notice of the intended entry on the owners and occupiers of the land.

(3) The undertaker may not, without the agreement of the owners of the land, remain in possession of any land under this article—

- (a) in the case of any land specified in paragraph (1)(a)(i), after the end of the period of one year beginning with the date of completion of the part of the authorised development specified in relation to that land in column (4) of Schedule 7, or
- (b) in the case of any land referred to in paragraph (1)(a)(ii), after the end of the period of one year beginning with the date of completion of the work for which temporary possession of the land was taken unless the undertaker has, by the end of that period, served a notice of entry under section 11 of the 1965 Act or made a declaration under section 4 of the 1981 Act in relation to that land.

(4) Before giving up possession of land of which temporary possession has been taken under this article, the undertaker must remove all temporary works and restore the land to the reasonable satisfaction of the owners of the land; but the undertaker is not required to—

- (a) replace a building removed under this article;
- (b) restore the land on which any permanent works have been constructed under paragraph (1)(d);
- (c) remove any ground strengthening works which have been placed on the land to facilitate construction of the authorised development; or
- (d) remove any measures installed over or around statutory undertakers' apparatus to protect that apparatus from the authorised development.

(5) The undertaker must pay compensation to the owners and occupiers of land of which temporary possession is taken under this article for any loss or damage arising from the exercise in relation to the land of the provisions of this article.

(6) Any dispute as to a person's entitlement to compensation under paragraph (5), or as to the amount of the compensation, is to be determined under Part 1 of the 1961 Act.

(7) Nothing in this article affects any liability to pay compensation under section 152 (compensation in case where no right to claim in nuisance) of the 2008 Act or under any other enactment in respect of loss or damage arising from the execution of any works, other than loss or damage for which compensation is payable under paragraph (5).

(8) The undertaker may not compulsorily acquire under this Order the land referred to in paragraph (1)(a)(i) except that the undertaker is not to be precluded from—

- (a) acquiring new rights over any part of that land under article 23 (compulsory acquisition of rights); or
- (b) acquiring any part of the subsoil of that land or rights in the subsoil or airspace over that land, under article 27 (acquisition of subsoil or airspace only).

(9) Where the undertaker takes possession of land under this article, the undertaker is not required to acquire the land or any interest in it.

(10) Section 13 (refusal to give possession to acquiring authority) of the 1965 Act applies to the temporary use of land under this article to the same extent as it applies to the compulsory acquisition of land under this Order by virtue of section 125 (application of compulsory acquisition provisions) of the 2008 Act.

### **Temporary use of land for maintaining the authorised development**

**31.—**(1) Subject to paragraph (2), at any time during the maintenance period relating to any of the authorised development, the undertaker may—

- (a) enter upon and take temporary possession of any land within the Order limits if possession is reasonably required for the purpose of maintaining the authorised development;
- (b) enter on any land within the Order limits for the purpose of gaining such access as is reasonably required for the purpose of maintaining the authorised development; and
- (c) construct such temporary works (including the provision of means of access) and buildings on the land as may be reasonably necessary for that purpose.

(2) Paragraph (1) does not authorise the undertaker to take temporary possession of—

- (a) any house or garden belonging to a house; or
- (b) any building (other than a house) if it is for the time being occupied.

(3) Not less than 28 days before entering upon and taking temporary possession of land under this article the undertaker must serve notice of the intended entry on the owners and occupiers of the land.

(4) The undertaker may only remain in possession of land under this article for so long as may be reasonably necessary to carry out the maintenance of the part of the authorised development for which possession of the land was taken.

(5) Before giving up possession of land of which temporary possession has been taken under this article, the undertaker must remove all temporary works and restore the land to the reasonable satisfaction of the owners of the land.

(6) The undertaker must pay compensation to the owners and occupiers of land of which temporary possession is taken under this article for any loss or damage arising from the exercise in relation to the land of the powers conferred by this article.

(7) Any dispute as to a person's entitlement to compensation under paragraph (6), or as to the amount of the compensation, must be determined under Part 1 of the 1961 Act.

(8) Nothing in this article affects any liability to pay compensation under section 152 (compensation in case where no right to claim in nuisance) of the 2008 Act or under any other enactment in respect of loss or damage arising from the execution of any works, other than loss or damage for which compensation is payable under paragraph (6).

(9) Where the undertaker takes possession of land under this article, it is not required to acquire the land or any interest in it.

(10) Section 13 (refusal to give possession to the acquiring authority) of the 1965 Act applies to the temporary use of land under this article to the same extent as it applies to the compulsory acquisition of land under this Order by virtue of section 125 (application of compulsory acquisition provisions) of the 2008 Act.

(11) In this article “the maintenance period”, in relation to any part of the authorised development, means the period of 5 years beginning with the date on which that part of the authorised development is first opened for use.

### **Statutory undertakers**

**32.**—(1) Subject to the provisions of article 23(2) (compulsory acquisition of rights), Schedule 8 (protective provisions) and paragraph (2), the undertaker may—

- (a) acquire compulsorily, or acquire new rights or impose restrictive covenants over any Order land belonging to statutory undertakers; and
- (b) extinguish the rights of, remove or reposition the apparatus belonging to statutory undertakers over or within the Order land.

(2) Paragraph (1)(b) has no effect in relation to apparatus in respect of which the following provisions apply—

- (a) Part 3 (street works in England and Wales) of the 1991 Act; or
- (b) article 33 (apparatus and rights of statutory undertakers in stopped up streets).

### **Apparatus and rights of statutory undertakers in stopped up streets**

**33.**—(1) Where a street is stopped up under article 13 (permanent stopping up of streets and private means of access), any statutory utility whose apparatus is under, in, on, along or across the street has the same powers and rights in respect of that apparatus, subject to the provisions of this article, as if this Order had not been made.

(2) Where a street is stopped up under article 13 any statutory utility whose apparatus is under, in, on, over, along or across the street may, and if reasonably requested to do so by the undertaker must—

- (a) remove the apparatus and place it or other apparatus provided in substitution for it in such other position as the utility may reasonably determine and have power to place it; or
- (b) provide other apparatus in substitution for the existing apparatus and place it in such position as described in sub-paragraph (a).

(3) Subject to the following provisions of this article, the undertaker must pay to any statutory utility an amount equal to the cost reasonably incurred by the utility in or in connection with—

- (a) the execution of the relocation works required in consequence of the stopping up of the street; and
- (b) the doing of any other work or thing rendered necessary by the execution of the relocation works.

(4) If in the course of the execution of relocation works under paragraph (2)—

- (a) apparatus of a better type, of greater capacity or of greater dimensions is placed in substitution for existing apparatus; 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,

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 to be necessary, then, if it involves cost in the execution of the relocation works 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 paragraph, would be payable to the statutory utility by virtue of paragraph (3) is to be reduced by the amount of that excess.

(5) For the purposes of paragraph (4)—

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

(6) An amount which, apart from this paragraph, would be payable to a statutory utility in respect of works by virtue of paragraph (3) (and having regard, where relevant, to paragraph (4)) must, if the works include the placing of apparatus provided in substitution for apparatus placed more than 7 years and 6 months earlier so as to confer on the utility any financial benefit by deferment of the time for renewal of the apparatus in the ordinary course, be reduced by the amount which represents that benefit.

(7) Paragraphs (3) to (6) do not apply where the authorised development constitutes major highway works, major bridge works or major transport works for the purposes of Part 3 of the 1991 Act, but instead—

- (a) the allowable costs of the relocation works are to be determined in accordance with section 85 (sharing of cost of necessary measures) of that Act and any regulations for the time being having effect under that section; and
- (b) the allowable costs are to be borne by the undertaker and the statutory utility in such proportions as may be prescribed by any such regulations.

(8) In this article—

“relocation works” means work executed, or apparatus provided, under paragraph (2); and

“statutory utility” means a statutory undertaker for the purposes of the 1980 Act or a public communications provider as defined in section 151(1) of the Communications Act 2003(a).

### **Recovery of costs of new connection**

**34.**—(1) Where any apparatus of a public utility undertaker or of a public communications provider is removed under article 32 (statutory undertakers) any person who is the owner or occupier of premises to which a supply was given from that apparatus is entitled to recover from the undertaker compensation in respect of expenditure reasonably incurred by that person, in consequence of the removal, for the purpose of effecting a connection between the premises and any other apparatus from which a supply is given.

(2) Paragraph (1) does not apply in the case of the removal of a public sewer but where such a sewer is removed under article 32, any person who is—

- (a) the owner or occupier of premises the drains of which communicated with that sewer; or
- (b) the owner of a private sewer which communicated with that sewer,

is entitled to recover from the undertaker compensation in respect of expenditure reasonably incurred by that person, in consequence of the removal, for the purpose of making the drain or sewer belonging to that person communicate with any other public sewer or with a private sewerage disposal plant.

(3) This article does not have effect in relation to apparatus to which article 33 (apparatus and rights of statutory undertakers in stopped up streets) or Part 3 of the 1991 Act applies.

(4) In this article—

“public communications provider” has the same meaning as in section 151(1) of the Communications Act 2003; and

“public utility undertaker” has the same meaning as in the 1980 Act.

### **Special category land**

**35.**—(1) Upon entry by the undertaker onto the special category land under article 20 (compulsory acquisition of land) or article 23 (compulsory acquisition of rights), so much of the special category land as is required for the purposes of the exercise by the undertaker of the order rights is discharged from all rights, trusts and incidents to which it was previously subject.

(2) In this article—

“the order rights” means rights exercisable over the special category land by the undertaker under article 20 (compulsory acquisition of land) or article 23 (compulsory acquisition of rights); and

“the special category land” means the land identified as forming open space and registered common land and numbered 22/31, 23/2a, 23/1h, 23/1j, 23/1k, 23/7, 23/4, 34/1s, 34/31r, 34/32d and 34/34b in the book of reference and on the special category land plans.

## **PART 6 OPERATIONS**

### **Felling or lopping of trees and removal of hedgerows**

**36.**—(1) The undertaker may fell or lop any tree or shrub within or overhanging land within the Order limits, or cut back its roots, if the undertaker reasonably believes it to be necessary to do so to prevent the tree or shrub—

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(a) 2003 c.21. There are amendments to this Act which are not relevant to this Order.

- (a) from obstructing or interfering with the construction, maintenance or operation of the authorised development or any apparatus used in connection with the authorised development; or
  - (b) from constituting a danger to persons using the authorised development.
- (2) In carrying out any activity authorised by paragraph (1), the undertaker must do no unnecessary damage to any tree or shrub and must pay compensation to any person for any loss or damage arising from such activity.
- (3) Any dispute as to a person's entitlement to compensation under paragraph (2), or as to the amount of compensation, is to be determined under Part 1 of the 1961 Act.
- (4) The undertaker may, for the purposes of carrying out the authorised development but subject to paragraph (2), remove any hedgerow within the Order limits that is required to be removed.
- (5) In this article "hedgerow" has the same meaning as in the Hedgerow Regulations 1997(a).

### **Trees subject to tree preservation orders**

**37.**—(1) The undertaker may fell or lop any tree described in Schedule 9 (trees subject to tree preservation orders), cut back its roots or undertake such other works described in column 2 of that Schedule if it reasonably believes it to be necessary in order to do so to prevent the tree or shrub—

- (a) from obstructing or interfering with the construction, maintenance or operation of the authorised development or any apparatus used in connection with the authorised development; or
  - (b) from constituting a danger to persons using the authorised development.
- (2) In carrying out any activity authorised by paragraph (1)—
- (a) the undertaker must not cause unnecessary damage to any tree or shrub and must pay compensation to any person for any loss or damage arising from such activity; and
  - (b) the duty imposed by section 206(1) of the 1990 Act (replacement of trees) does not apply.
- (3) The authority given by paragraph (1) constitutes a deemed consent under the relevant tree preservation order.
- (4) Any dispute as to a person's entitlement to compensation under paragraph (2), or as to the amount of compensation, is to be determined under Part 1 of the 1961 Act.

## **PART 7**

### **MISCELLANEOUS AND GENERAL**

#### **Operational land for purposes of the 1990 Act**

**38.** Development consent granted by this Order is to be treated as specific planning permission for the purposes of section 264(3)(a) (cases in which land is to be treated as operational land for the purposes of that Act) of the 1990 Act.

#### **Defence to proceedings in respect of statutory nuisance**

**39.**—(1) Where proceedings are brought under section 82(1) (summary proceedings by person aggrieved by statutory nuisance) of the Environmental Protection Act 1990(b) in relation to a nuisance falling within paragraph (g) of section 79(1) (noise emitted from premises so as to be prejudicial to health or a nuisance) of that Act no order is to be made, and no fine may be imposed, under section 82(2) of that Act if—

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(a) S.I. 1997/1160.

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

- (a) the defendant shows that the nuisance—
  - (i) relates to premises used by the undertaker for the purposes of or in connection with the construction or maintenance of the authorised development and that the nuisance is attributable to the carrying out of the authorised development in accordance with a notice served under section 60 (control of noise on construction site), or a consent given under section 61 (prior consent for work on construction site) or section 65 (noise exceeding registered level), of the Control of Pollution Act 1974(a); or
  - (ii) is a consequence of the construction or maintenance of the authorised development and that it cannot reasonably be avoided; or
- (b) the defendant shows that the nuisance is a consequence of the use of the authorised development and that it cannot reasonably be avoided.

(2) Section 61(9) of the Control of Pollution Act 1974 and section 65(8) of that Act, do not apply where the consent relates to the use of premises by the undertaker for the purposes of or in connection with the construction or maintenance of the authorised development.

### **Protective provisions**

40. Schedule 8 (protective provisions) has effect.

### **Certification of plans, etc.**

41.—(1) As soon as practicable after the making of this Order, copies of—

- (a) the book of reference;
- (b) the classification of roads plans;
- (c) the code of construction practice;
- (d) the Crown land plans;
- (e) the de-trunking plans;
- (f) the engineering drawings and sections;
- (g) the environmental statement;
- (h) the general arrangement drawings;
- (i) the land plans;
- (j) the rights of way and access plans;
- (k) the special category land plans;
- (l) the traffic regulation measures plans;
- (m) the variation of special road status plans; and
- (n) the works plans,

must be certified by the Secretary of State as true copies of those documents referred to in this Order.

(2) A plan or document so certified is admissible in any proceedings as evidence of the contents of the document of which it is a copy.

### **Service of notices**

42.—(1) A notice or other document required or authorised to be served for the purposes of this Order may be served—

- (a) by post;

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(a) 1974 c.40. Sections 61(9) and 65(8) were amended by section 162 of, and paragraph 15 of Schedule 3 to, the Environmental Protection Act 1990, c.25. There are other amendments to the 1974 Act which are not relevant to this Order.

- (b) by delivering it to the person on whom it is to be served or to whom it is to be given or supplied; or
- (c) with the consent of the recipient and subject to paragraphs (5) to (8) by electronic transmission.

(2) Where the person on whom a notice or other document to be served for the purposes of this Order is a body corporate, the notice or document is duly served if it is served on the secretary or clerk of that body.

(3) For the purposes of section 7 (references to service by post) of the Interpretation Act 1978<sup>(a)</sup> as it applies for the purposes of this article, the proper address of any person in relation to the service on that person of a notice or document under paragraph (1) is, if that person has given an address for service, that address, and otherwise—

- (a) in the case of the secretary or clerk of a body corporate, the registered or principal office of that body; and
- (b) in any other case, the last known address of that person at the time of service.

(4) Where for the purposes of this Order a notice or other document is required or authorised to be served on a person as having any interest in, or as the occupier of, land and the name or address of that person cannot be ascertained after reasonable enquiry, the notice may be served by—

- (a) addressing it to that person by name or by the description of “owner”, or as the case may be “occupier”, of the land (describing it); and
- (b) either leaving it in the hands of a person who is or appears to be resident or employed on the land or leaving it conspicuously affixed to some building or object on or near the land.

(5) Where a notice or other document required to be served or sent for the purposes of this Order is served or sent by electronic transmission the requirement is taken to be fulfilled only where—

- (a) the recipient of the notice or other document to be transmitted has given consent to the use of electronic transmission in writing or by electronic transmission;
- (b) the notice or document is capable of being accessed by the recipient;
- (c) the notice or document is legible in all material respects; and
- (d) the notice or document is in a form sufficiently permanent to be used for subsequent reference.

(6) Where the recipient of a notice or other document served or sent by electronic transmission notifies the sender within 7 days of receipt that the recipient requires a paper copy of all or part of that notice or other document the sender must provide such a copy as soon as reasonably practicable.

(7) Any consent to the use of electronic communication given by a person may be revoked by that person in accordance with paragraph (8).

(8) Where a person is no longer willing to accept the use of electronic transmission for any of the purposes of this Order—

- (a) that person must give notice in writing or by electronic transmission revoking any consent given by that person for that purpose; and
- (b) such revocation is final and takes effect on a date specified by the person in the notice but that date must not be less than 7 days after the date on which the notice is given.

(9) This article must not be taken to exclude the employment of any method of service not expressly provided for by it.

(10) In this article “legible in all material respects” means that the information contained in the notice or document is available to that person to no lesser extent than it would be if served, given or supplied by means of a notice or document in printed form.

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(a) 1978 c.30.



## **Arbitration**

43. Except where otherwise expressly provided for in this Order and unless otherwise agreed in writing between the parties, any difference under any provision of this Order (other than a difference which falls to be determined by the tribunal) must be referred to and settled by a single arbitrator to be agreed between the parties or, failing agreement, to be appointed on the application of either party (after giving notice in writing to the other) by the President of the Institution of Civil Engineers.

## **Appeals**

44.—(1) Save as otherwise provided in this Order, the undertaker may appeal in the event that a local authority issues a notice further to section 60 or 61 of the Control of Pollution Act 1974.

(2) The appeal process is as follows—

- (a) any appeal by the undertaker must be made within forty two days of the date of the notice of the decision;
- (b) the undertaker must submit the appeal documentation to the Secretary of State and must on the same day provide copies of the appeal documentation to the local authority and affix a notice to a conspicuous object on or near the site of the works which are the subject of such appeal, which must give details of the decision of the local authority and notice that an appeal has been made together with the address within the locality where appeal documents may be inspected and details of the manner in which representations on the appeal may be made;
- (c) as soon as is practicable after receiving the appeal documentation, the Secretary of State must appoint a person to consider the appeal (“the appointed person”) and must notify the appeal parties of the identity of the appointed person and the address to which all correspondence for their attention should be sent;
- (d) the local authority must submit their written representations to the appointed person in respect of the appeal within 10 business days of the start date and must ensure that copies of their written representations and any other representations as sent to the appointed person are sent to each other and to the undertaker on the day on which they are submitted to the appointed person;
- (e) the appeal parties must make any counter-submissions to the appointed person within 10 business days of receipt of written representations under sub-paragraph (d) above; and
- (f) the appointed person must make a decision and notify it to the appeal parties, with reasons, as soon as reasonably practicable.

(3) The appointment of the person under paragraph (2)(c) may be undertaken by a person appointed by the Secretary of State for this purpose instead of by the Secretary of State.

(4) In the event that the appointed person considers that further information is necessary to enable the appointed person to consider the appeal the appointed person must as soon as practicable notify the appeal parties in writing specifying the further information required, the appeal party from whom the information is sought, and the date by which the information is to be submitted.

(5) Any further information required under paragraph (4) must be provided by the party from whom the information is sought to the appointed person and to other appeal parties by the date specified by the appointed person. The appointed person must notify the appeal parties of the revised timetable for the appeal on or before that day. The revised timetable for the appeal must require submission of written representations to the appointed person within 10 business days of the agreed date but must otherwise be in accordance with the process and time limits set out in paragraph (2)(c)-(e).

(6) On an appeal under this paragraph, the appointed person may—

- (a) allow or dismiss the appeal, or

- (b) reverse or vary any part of the decision of the local authority (whether the appeal relates to that part of it or not),

and may deal with the application as if it had been made to the appointed person in the first instance.

(7) The appointed person may proceed to a decision on an appeal taking into account such written representations as have been sent within the relevant time limits and in the sole discretion of the appointed person such written representations as have been sent outwith the relevant time limits.

(8) The appointed person may proceed to a decision even though no written representations have been made within the relevant time limits, if it appears to the appointed person that there is sufficient material to enable a decision to be made on the merits of the case.

(9) The decision of the appointed person on an appeal is final and binding on the parties, and a court may entertain proceedings for questioning the decision only if the proceedings are brought by a claim for judicial review.

(10) The local authority may confirm any determination given by the appointed person in identical form in writing but a failure to give such confirmation (or a failure to give it in identical form) must not be taken to affect or invalidate the effect of the appointed person's determination.

(11) Save where a direction is given under paragraph (12) requiring the costs of the appointed person to be paid by the local authority, the reasonable costs of the appointed person must be met by the undertaker.

(12) On application by the local authority or the undertaker, the appointed person may give directions as to the costs of the appeal parties and as to the parties by whom the costs of the appeal are to be paid. In considering whether to make any such direction and the terms on which it must be made, the appointed person must have regard to Communities and Local Government Circular 03/2009 or any circular or guidance which may from time to time replace it.

### **Traffic regulation**

**45.—**(1) This article applies to roads in respect of which the undertaker is not the traffic authority.

(2) Subject to the provisions of this article, and the consent of the traffic authority in whose area the road concerned is situated, which consent must not be unreasonably withheld, the undertaker may, for the purposes of the authorised development—

- (a) revoke, amend or suspend in whole or in part any order made, or having effect as if made, under the 1984 Act;
- (b) permit, prohibit or restrict the stopping, waiting, loading or unloading of vehicles on any road;
- (c) authorise the use as a parking place of any road;
- (d) make provision as to the direction or priority of vehicular traffic on any road; and
- (e) permit or prohibit vehicular access to any road,

either at all times or at times, on days or during such periods as may be specified by the undertaker.

(3) The power conferred by paragraph (2) may be exercised at any time prior to the expiry of 12 months from the opening of the authorised development for public use but subject to paragraph (7) any prohibition, restriction or other provision made under paragraph (2) may have effect both before and after the expiry of that period.

(4) The undertaker must consult the chief officer of police and the traffic authority in whose area the road is situated before complying with the provisions of paragraph (5).

(5) The undertaker must not exercise the powers conferred by paragraph (2) unless the undertaker has—

- (a) given not less than—

- (i) 12 weeks' notice in writing of the undertaker's intention so to do in the case of a prohibition, restriction or other provision intended to have effect permanently; or
  - (ii) 4 weeks' notice in writing of the undertaker's intention so to do in the case of a prohibition, restriction or other provision intended to have effect temporarily, to the chief officer of police and to the traffic authority in whose area the road is situated; and
- (b) advertised the undertaker's intention in such manner as the traffic authority may specify in writing within 28 days of its receipt of notice of the undertaker's intention in the case of sub-paragraph (a)(i), or within 7 days of its receipt of notice of the undertaker's intention in the case of sub-paragraph (a)(ii).
- (6) Any prohibition, restriction or other provision made by the undertaker under paragraph (2)—
- (a) has effect as if duly made by, as the case may be—
    - (i) the traffic authority in whose area the road is situated, as a traffic regulation order under the 1984 Act; or
    - (ii) the local authority in whose area the road is situated, as an order under section 32 (power of local authorities to provide parking spaces) of the 1984 Act, and the instrument by which it is effected may specify savings and exemptions to which the prohibition, restriction or other provision is subject; and
  - (b) is deemed to be a traffic order for the purposes of Schedule 7 (road traffic contraventions subject to civil enforcement) to the Traffic Management Act 2004(a).
- (7) Any prohibition, restriction or other provision made under this article may be suspended, varied or revoked by the undertaker from time to time by subsequent exercise of the powers conferred by paragraph (2) within a period of 24 months from the opening of the authorised development.
- (8) Before exercising the powers conferred by paragraph (2) the undertaker must consult such persons as the undertaker considers necessary and appropriate and must take into consideration any representations made to the undertaker by any such person.
- (9) Expressions used in this article and in the 1984 Act have the same meaning in this article as in that Act.
- (10) The powers conferred on the undertaker by this article with respect to any road have effect subject to any agreement entered into by the undertaker with any person with an interest in (or who undertakes activities in relation to) premises served by the road.
- (11) If a traffic authority fails to notify the undertaker of its decision within 28 days of receiving an application for consent under paragraph (2), the traffic authority is deemed to have granted the consent.

Signed by authority of the Secretary of State for Transport

Address  
Date

*Signature*  
Title  
Department

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(a) 2004 c.18.

# SCHEDULES

## SCHEDULE 1

Article 2

### 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 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;

- (h) 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;
- (i) 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;
- (j) 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;
- (k) 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;
- (l) 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;
- (m) 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;
- (n) 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);
- (o) 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;
- (p) 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);
- (q) the provision of works to effect improvements to the slip roads at Brampton Hut Interchange located on sheet 4 of the works plans;
- (r) 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;
- (s) 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;
- (t) 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;
- (u) the construction of a new bridge to carry the new Grafham Road (Work No. 6) over the improved A1 (Work No.1), the new A14 (Work No.5), the new A14/A1 northbound link (Work No.7) and the new A14/A1 southbound link (Work No.8) situated 100 metres south of the point where the existing Grafham Road crosses the A1(T) and located on sheet 6 of the works plans;
- (v) the construction of a new bridge to carry the new A14/A1 northbound link (Work No.7) over the improved A1 (Work No.1) located 600 metres south of the point where the existing Grafham Road crosses the A1(T) and located on sheet 6 of the works plans;

- (w) the construction of flood compensation area 10 at the location shown on sheet 6 of the works plans, immediately south of the new Grafham Road (Work No.6) on the east side of the improved A1 (Work No.1);
- (x) the construction of flood compensation areas 11 and 12 at the locations shown on sheet 6 of the works plans, between 50 and 400 metres south of the new Grafham Road (Work No.6) on the west side of the improved A1 (Work No.1);
- (y) the improvement of Mere Lane (Byway 28/1 and 32/11) for use by construction traffic during of scheme construction on its length between Grafham Road and the B1514 Buckden Road, as located on sheets 6 and 7 of the works plans;
- (z) the construction of new sign and signal gantries over the improved A1 (Work No.1);
- (aa) 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 500 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) 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;
- (e) 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);
- (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 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 470 metres, to include—

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

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

- (a) Work No. 4.1 - shown on sheet 3 of the works plans, the borrow pit is located on the north side of the A14 and situated between 1 kilometre and 1.3 kilometres west of Brampton Hut Interchange;
- (b) Work No. 4.2 - shown on sheet 3 of the works plans, the borrow pit is located on the north side of the A14 adjacent to Work No. 4.1 and situated between 1 kilometre and 1.3 kilometres west of Brampton Hut Interchange;
- (c) Work No. 4.3 - shown on sheet 5 of the works plans, the borrow pit is located on the west side of the improved A1 (Work No.1) and situated between 400 metres and 900 metres south of Brampton Hut Interchange. The work includes the construction of flood compensation area 7 within the allocated area;
- (d) Work No. 4.4 - shown on sheet 5 of the works plans, the borrow pit is located on the west side of the improved A1 (Work No.1) and situated between 900 metres and 1,100 metres south of Brampton Hut Interchange. The work includes the construction of flood compensation area 8 within the allocated area;
- (e) Work Nos. 4.5 and 4.6 - shown on sheets 5 and 6 of the works plans, the borrow pits are located on the west side of the existing A1 and situated between 1,100 metres and 1,750 metres south of Brampton Hut Interchange;
- (f) Work No. 4.7 - shown on sheet 6 of the works plans, the borrow pit is located on the east side of the existing A1 and situated between Grafham Road and Buckden Road. The work includes the construction of flood compensation area 10 within the allocated area;
- (g) Work No. 4.8 - shown on sheet 7 of the works plans, the borrow pit is located 150 metres to the northern side of the existing Buckden Road and 150 metres south of Sokemans Way;
- (h) Work No. 4.9 - NOT USED
- (i) Work Nos. 4.10 and 4.11 - shown on sheets 13 and 14 of the works plans, the borrow pits are located between Potton Road and Hilton Road to the north of the new A14 (Work No.5) and to the east and south of West Brook;
- (j) Work No. 4.12 - shown on sheet 18 of the works plans, the borrow pit is located to the north-west of the existing Boxworth Road and 1,100 metres to the south-west of the existing A14;
- (k) The improvement of existing Boxworth Road for use by construction traffic on its length between the access point to the borrow pit and the Cambridge Services roundabout, as shown on sheets 18 and 19 of the works plans;
- (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 of an eastbound exit slip and westbound entry slip to 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 access track that runs between the new Brampton Road (Work No.10) and Buckden Gravel Pits, located on sheet 8 of the works plans;
- (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, 300 metres west of the new Conington Road (Work No.17), to the south 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 flood compensation area 18 at the location shown on sheet 15 of the works plans, immediately west of the new New Barns Lane (Work No.18) and to the south of the new A14 (Work No.5);
- (hhh) the construction of a new culvert situated 50 metres to the south-east side of New Barns Lane to carry the new A14 (Work No.5) over Covells Drain, located on sheet 16 of the works plans;
- (iii) the construction of flood compensation area 19 at the location shown on sheet 16 of the works plans, immediately east of the new New Barns Lane (Work No.18) and to the south of the new A14 (Work No.5);

- (jjj) the construction of flood compensation area 20 at the location shown on sheet 16 of the works plans, 150 metres east of the new New Barns Lane (Work No.18) and to the north of the new A14 (Work No.5);
- (kkk) the construction of a new culvert for an un-named watercourse diverted beneath the new A14 (Work No.5) and situated 120 metres south-east of the access to Friesland Farm, located on sheet 17 of the works plans;
- (lll) the construction of eastbound exit and entry slip roads and westbound exit and entry slip roads at the new Swavesey Junction (Work No.20), located on sheets 17 and 19 of the works plans;
- (mmm) the construction of a new bridge over the new A14 (Work No.5) to carry the main carriageway for the new Swavesey Junction (Work No.20) and demolition of the existing junction bridge over the A14, located on sheet 17 of the works plans;
- (nnn) the construction of a new link to accommodate pedestrians and cyclists between the new Local Access Road (Work No.22) and Boxworth Road carried by bridges over the new A14 (Work No.5), new Local Access Road (Work No.22) and new Cambridge Services Link Road (Work No.21), located on sheet 19 of the works plans;
- (ooo) extensions to the culvert for Swavesey Drain beneath the new A14 (Work No.5) situated 100 metres south-east of the existing Bucking Way Road/A14 junction, located on sheet 19 of the works plans;
- (ppp) the construction of a westbound off-slip road from the new A14 (Work No.5) to Cambridge Services and Boxworth Road at the existing roundabout at Swavesey Junction, located on sheet 19 of the works plans;
- (qqq) extensions to the culvert for Utton's Drove Drain beneath the new A14 (Work No.5) situated south of the sewage works, located on sheet 19 of the works plans;
- (rrr) the construction of flood compensation area 21 at the location shown on sheet 19 of the works plans, to the south of the new A14 (Work No.5) opposite the sewage works;
- (sss) the construction of a new bridge over the new A14 (Work No.5) to carry the main carriageway for the new Robin's Lane (Work No.23), located on sheet 20 of the works plans;
- (ttt) extensions to the culvert for an un-named watercourse beneath the new A14 (Work No.5) situated 500 metres south-east of Hill Farm Cottages, located on sheet 20 of the works plans.
- (uuu) the construction of eastbound exit and entry slip roads and westbound exit and entry slip roads off the new A14 (Work No.5) to the new Bar Hill Junction (Work No.24) with associated landscaping as shown on sheet 21 of the works plans;
- (vvv) the construction of a new access road off the westbound entry slip road to the new A14 (Work No.5) at the new Bar Hill Junction (Work No.24) with an entrance and exit for the existing Service Area, and egress onto the westbound carriageway of the new A14 (Work No.5), located on sheet 21 of the works plans;
- (www) works associated with the construction of a new non-motorised user route along the south side of the new A14 (Work No.5) between the Service Area and Saxon Way continuing on the southern side of the existing roundabout at Crafts Way, located on sheet 21 of the works plans;
- (xxx) the construction of two new bridges over the new A14 (Work No.5) to carry the main carriageway for the new Bar Hill Junction roundabout (Work No.24) and demolition of the existing junction bridge over the A14, located on sheet 21 of the works plans;
- (yyy) extensions to a culvert for Longstanton Brook beneath the new A14 (Work No.5), situated 200 metres west of the new westernmost Bar Hill junction bridge, located on sheet 21 of the works plans;
- (zzz) the construction of a new link to accommodate pedestrians, cyclists and equestrians between a point 120 metres south-east of B1050 Hattons Road on the new Local Access Road (Work No.22) and a point on Crafts Way at the junction with Saxon

Way, carried by bridges over the new A14 and the Bar Hill Junction slip roads (Work No.5) 550 metres in length, located on sheet 21 of the works plans;

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

**Work No.6** - shown on sheet 6 of the works plans and being the construction of the new Grafham Road single carriageway highway, 980 metres in length, from a point 510 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 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.
- (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 Plan;
- (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;
- (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 footway and cycleway within the highway boundary along the easternmost verge of the new Brampton Road (Work No.10) carriageway;
- (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;
- (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;
- (c) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, safety barrier works, fencing works, landscaping works, works associated with the provision of ecological mitigation and such other works as are associated with the construction of the authorised development.

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

- (a) the construction of a junction with the new A14 (Work No.5) with roundabouts in a dumbbell arrangement;
- (b) the construction of new roads giving access to the new A14 (Work No.5) east of Ermine Street for emergency and maintenance purposes as shown on sheet 11 of the rights of way and access plans and described in Schedule 4;
- (c) the construction of new private means of access to land and premises as shown on sheet 11 of the rights of way and access plans and described in Schedule 4;
- (d) the construction of a footway, cycleway and equestrian track within the highway boundary along the easternmost verge of the new A1198 Ermine Street (Work No.13) carriageway;
- (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);
- (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;
- (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;
- (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;
- (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;
- (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 and equestrian track within the highway boundary along the northernmost verge of the new A14/Swavesey Junction Link Road (Work No.19);
- (e) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, landscaping works and such other works as are associated with the construction of the authorised development.

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

- (a) the construction of a footway, cycleway and 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;
- (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 footway 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;
- (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 footway, cycleway and equestrian track along the easternmost verge of the new Local Access Road (Work No.22); except between 450 metres and 600 metres south-east of the existing Bucking Way Road/A14 junction where the route is locally diverted as a bridleway around a group of properties as located on sheet 19 of the works plans;
  - (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 flood compensation area 22 at the location shown on sheet 20 of the works plans, 200 metres south-east of the sewage works and to the north of the new Local Access Road;
  - (m) 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;
  - (n) 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;
  - (o) 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;
  - (p) 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;
  - (q) 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;
  - (r) 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;
  - (s) the construction of flood compensation areas 24 and 25 at the location shown on sheet 21 of the works plans, to each side of Longstanton Brook and to the north of the new Local Access Road;
  - (t) the construction of flood compensation area 23 at the location shown on sheet 21 of the works plans, adjacent to Longstanton Brook and to the south of the new Local Access Road;

- (u) the construction of flood compensation area 26 at the location shown on sheet 21 of the works plans, adjacent to Oakington Brook and to the south of the new Local Access Road;
- (v) 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;
- (w) the construction of flood compensation area 27 at the location shown on sheets 21 and 22 of the works plans, between Oakington Brook and the north side of the new Local Access Road;
- (x) 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;
- (y) 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 within the highway boundary along the westernmost verge of the new Robin's Lane;
- (c) the construction of drainage attenuation pond 37 with associated drainage facilities and landscaping, and construction of a private means of access as shown on sheet 19 of the rights of way and access plans;
- (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 within the highway boundary along the easternmost verge of the new B1050 Hattons Road (Work No.24) from the access to Hazlewell Court to the link road between the new B1050 Hattons Road (Work No.24) and the new Local Access Road (Work No.22);
- (c) the construction of new private means of access to land and premises as shown on sheet 20 of the rights of way and access plans and described in Schedule 4;
- (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 footway, cycleway and 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;
- (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 29 at the location shown on sheet 23 of the works plans, to north of the new Dry Drayton to Girton Access Track (Work No.26) adjacent to Beck Brook;
- (d) the construction of flood compensation area 30 at the location shown on sheet 24 of the works plans, to the south of the new Dry Drayton to Girton Access Track (Work No.26) and 150 metres south-east of Washpit Brook;
- (e) works necessary to retain the existing Washpit Brook culvert masonry arch and precast extension, located on sheet 24 of the works plans;
- (f) the construction of a new cycle track 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;
- (g) 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 footway, cycleway and 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;
- (h) the construction of a new culvert for an un-named watercourse beneath the new Dry Drayton to Girton Local Access Road (Work No.27) situated 100 metres north-west of the new Huntingdon Road junction at Girton Interchange, located on sheet 23 of the works plans;
- (i) 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 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;

- (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 west 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), located on sheet 24 of the works plans;
- (g) the construction of new retaining walls and reinforced earth embankment over a length of 250 metres to support the new A14 Westbound Link (Work No.29) on its eastern approach to the new bridge to carry the new A14 Westbound Link (Work No.29) over the improvement of the A428 Eastbound carriageway (Work No.31), located on sheet 24 of the works plans;
- (h) alterations to the exit slip road from the A14 Westbound Link (Work No.29) to the M11 Motorway southbound carriageway, located on sheet 24 and 25 of the works plans;
- (i) the construction of a new retaining wall to support the alterations to the exit slip road from the A14 Westbound Link (Work No.29) to the M11 Motorway southbound carriageway, located on sheet 24 and 25 of the works plans;
- (j) the construction of new signs and signal gantries over the A14 Westbound Link;
- (k) works associated with the replacement 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;
- (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 footway, cycleway and 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;
- (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);
- (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;



- (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'), from the termination of the A14 Westbound Link (Work No.29) at a point on the improved A14, 130 metres west of the Girton Road bridge over the A14, generally eastward to a point 200 metres west of Milton Junction, a total length of 4.1 kilometres, to include—

- (a) 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;
- (b) 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 the A14 slip roads at Histon Junction, located on sheet 26 of the works plans;
- (c) 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;
- (d) the improvement of the B1049 Cambridge Road North at Histon Junction, located on sheet 26 of the works plans;
- (e) 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;
- (f) 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;
- (g) alterations to the footways, cycleways and signalised crossings at Histon Junction, located on sheet 26 of the works plans;
- (h) 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;
- (i) 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;
- (j) 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;
- (k) 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;
- (l) works to modify the existing Milton Junction east bridge to accommodate 3 traffic lanes, located on sheet 28 of the works plans;
- (m) works to improve the A14 slip roads on the western side of Milton Junction, located on sheet 28 of the works plans;
- (n) works to improve the A10 on the northern side of Milton Junction, located on sheet 28 of the works plans;

- (o) 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;
- (p) the construction of new signs and signal gantries and associated retaining walls to support them where required for the improved A14 (Work No.33);
- (q) the construction of new emergency laybys and associated retaining walls to support them where required for the improved A14 (Work No.33);
- (r) the provision of other works including drainage works, earthworks, pavement works, kerbing and paved areas works, signing and road markings works, street lighting works at junctions, safety barrier works, fencing works, noise barrier works, landscaping works, works associated with the provision of ecological mitigation and such other works as are associated with the construction of the authorised development.

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

- (a) the construction of a new roundabout junction with the A1307 (being the de-trunked A14(T)), located on sheet 29 of the works plans;
- (b) the construction of drainage attenuation ponds 60 and 61 with associated drainage facilities and landscaping and construction of a private means of access for each pond from the new Views Common Link (Work No.34), as shown on sheet 28 of the rights of way and access plans and described in Schedule 4;
- (c) works to improve Hinchingsbrooke Park Road junction with the B1514 Brampton Road.
- (d) the construction of an access to the Cambridgeshire Constabulary HQ, as shown on sheet 28 of the rights of way and access plans and described in Schedule 4;
- (e) the construction of a footway and cycleway within the authorised development along the south-eastern verge of the new Views Common Link between the Hinchingsbrooke Park Road junction and the gated access to Views Common;
- (f) the construction of a cycle track 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;
- (g) 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;
- (h) the construction of a drainage outfall to Alconbury Brook;
- (i) the construction of a footway and cycleway along the both sides of Hinchingsbrooke Park Road between its junctions with the B1514 Brampton Road and the new Views Common Link (Work No.34);
- (j) 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 Hinchingsbrooke Park Road, generally eastward to a new junction with the new Mill Common Link (Work No.36) at a point 80 metres east of the bridge carrying the B1514 Brampton Road over the East Coast Mainline Railway, a total distance of 500 metres, to include—

- (a) works to alter the 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;
- (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 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;
- (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;
- (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 1,100 metres of water pipeline from a point on the A14(T) 300 metres west of Brampton Hut Interchange to a point 850 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 230 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 420 metres of gas pipeline to accommodate the new Hilton Road (Work No.16).

**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 395 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 130 metres of water pipeline to accommodate the new A14 (Work No.5).

**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 550 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 1,250 metres of gas pipeline on the southern side of the new A14 (Work No.5) to accommodate the new A14 (Work No.5).

**Work No.74** - shown on sheets 19 and 20 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).

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, 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.

For the avoidance of doubt, any demolition and site clearance preceding the Works is to be regarded as an integral part of the authorised development.

## SCHEDULE 2 REQUIREMENTS

Article 5

### PART 1 REQUIREMENTS

#### **Interpretation**

1. In this Schedule—

“contaminated land” has the same meaning as that given in section 78A of the Environmental Protection Act 1990; and

“European protected species” has the same meaning as in regulations 40 and 44 of the Conservation of Habitats and Species Regulations 2010(a).

#### **Time limits**

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

#### **Detailed design**

3. The authorised development must be carried out in accordance with the scheme design shown on the works plans and the engineering drawings and sections unless otherwise agreed in writing by the Secretary of State following consultation with the relevant planning authority on matters related to its functions.

#### **Code of construction practice**

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

#### **Protected species**

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

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

(3) The relevant works must be carried out in accordance with the approved scheme, and under licence where necessary, unless otherwise agreed in writing by the Secretary of State, after consultation with Natural England.

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(a) S.I. 2010/490, to which there are amendments not relevant to this Order.



## **Contaminated land and groundwater**

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

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

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

## **Implementation and maintenance of landscaping**

7.—(1) Each part of the authorised development must be landscaped in accordance with a landscaping scheme applicable to that part that has been submitted and approved in writing by the Secretary of State, following consultation with the relevant planning authority.

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

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

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

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

## **Archaeology**

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

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

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

## **Traffic management**

9.—(1) No part of the authorised development must commence until a traffic management plan applicable to the construction of that part has been submitted to and approved by the Secretary of State, following consultation with the relevant planning authority.

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

### **Surface water drainage**

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

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

### **Borrow pits**

**11.** The restoration and aftercare of the borrow pits must be carried out in accordance with the borrow pits restoration plan.

### **Noise mitigation**

**12.**—(1) No part of the authorised development must commence until written details of proposed noise mitigation in respect of the use and operation of that part of the authorised development, including noise barriers, have been submitted to and approved by the Secretary of State.

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

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

### **Amendments to approved details**

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

## **PART 2**

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

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

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

- (a) the day immediately following that on which the application is received by the Secretary of State;
- (b) the day immediately following that on which further information has been supplied by the undertaker under paragraph 15; or
- (c) such longer period as may be agreed between the parties.

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

(3) Where—

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

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

Further information

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

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

(3) Where further information is requested under this paragraph 15 in relation to part only of an application, that part is treated as separate from the remainder of the application for the purposes of calculating the time periods referred to in paragraph 14 and in this paragraph.

## SCHEDULE 3

Articles 12 and 16

### CLASSIFICATION OF ROADS, ETC

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

#### PART 1

##### SPEED LIMITS

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

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 4</i>		
Brampton	A14 Trunk Road New Ellington Junction to Brampton Hut Junction  From the centre point of the Northern New Ellington Roundabout eastwards for distance of 376 metres along the new alignment of the A14 Trunk Road.  For extent of lighting design, please refer to general arrangement drawings, sheet 3.	Removal of restricted road status  70mph speed limit to be imposed
	A14 Trunk Road Eastbound Diverge Slip onto the Northern New Ellington Roundabout  From its junction with the Northern New Ellington Roundabout for a distance of 157 metres in a westerly direction.  For extent of lighting design, please refer to general arrangement drawings, sheet3.	Removal of restricted road  70mph speed limit to be imposed

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
	<p>A14 Trunk Road Westbound Merge Slip from the Southern New Ellington Roundabout</p> <p>From its junction with the Southern New Ellington Roundabout for a distance of 162 metres in a north westerly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 3.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
	<p>A14 Trunk Road connecting the Northern and Southern New Ellington Roundabouts</p> <p>From the centre point of the Northern New Ellington Roundabout for a distance of 49 metres along the carriageway (plus the circumference of the Northern New Ellington Roundabout) in a south westerly direction.</p> <p>From the centre point of the Southern New Ellington Roundabout for distance of 52 metres along the carriageway (plus the circumference of the Southern New Ellington Roundabout) in a north easterly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 3.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
	<p>Woolley Road</p> <p>From the centre point of the Northern New Ellington Roundabout for a distance of 96 metres in a generally north westerly direction along the Woolley Road.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 3.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheets 5 and 6</i>		
Brampton	<p>A1 Trunk Road</p> <p>Along its length from a point 102 metres south of the centreline of the Realigned Grafham Road Overbridge to a point 992 metres north of the centreline of the Realigned Grafham Road Overbridge, for a distance of 1094 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheets 3 and 5.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 6</i>		
Brampton	<p>A1 Trunk Road Southbound Link onto the A14 Trunk Road</p> <p>Along its length from a point 118 metres south of the centreline of the realigned Grafham Road Overbridge northwards to a point 373 metres north of the centreline of the realigned Grafham Road Overbridge, for a total distance of 491 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheets 3 and 5</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
	<p>A14 Trunk Road Northbound Link onto the A1 Trunk Road.</p> <p>Along its length from a point 91 metres south of the centreline of the realigned Grafham Road Overbridge northwards to a point 483 metres north of centreline of the realigned Grafham Road Overbridge, for a total distance of 574 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheets 3 and 5.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 6 and 7</i>		
Brampton, Buckden	<p>A14 Trunk Road</p> <p>Along its length from a point 550 metres southeast of the centreline of the realigned B1514 Buckden Road north-westwards to a point 165 metres from the centreline of the realigned B1514 Buckden Road, for a total distance of 715 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheets 5 and 6.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 7</i>		
Brampton, Buckden	<p>A1 Trunk Road Southbound Link onto the A14 Trunk Road</p> <p>Along its length from a point 91 metres northwest of the centreline of the realigned B1514 Buckden Road south-eastwards to a point 529 metres from the centreline of the B1514 Buckden Road, for a total distance of 620 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 6.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
	<p>A14 Trunk Road Northbound Link onto the A1 Trunk Road</p> <p>Along its length from a point 344 metres southeast of the centreline of the realigned B1514 Buckden Road north-westwards to a point 158 metres from the centreline of the realigned B1514 Buckden Road, for a total distance of 502 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheets 5 and 6.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
Brampton	<p>B1514 Buckden Road</p> <p>From a point 50 metres northeast of the centreline of the new A14 Trunk Road south-westwards to a point 190 metres from the centreline of the new A14 Trunk Road, for a total distance of 240 metres (plus the circumference of the B1514 Buckden Road Roundabout).</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 6.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>
Brampton	<p>B1514 Brampton Road</p> <p>From the centre point of the B1514 Buckden Road Roundabout south-wards for a distance of 89 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 6.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 11</i>		
Hemingford Abbots	<p>A1198 Ermine Street</p> <p>From a point 92 metres north-westwards from the centre point of the Northern Ermine Street Roundabout south-eastwards to a point 61 metres from the centre point of the Northern Ermine Street Roundabout, for a total distance of 153 metres (plus the circumference of the Northern Ermine Street Roundabout).</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 9.</p> <p>From a point 65 metres north-westwards from the centre point of the Southern Ermine Street Roundabout southwards to a point 70 metres from the centre point of the Southern Ermine Street Roundabout, for a total distance of 135 metres (plus the circumference of the Southern Ermine Street Roundabout).</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 9.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>



<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
	<p>A14 Trunk Road Eastbound Diverge Slip onto the Northern Ermine Street Roundabout</p> <p>From its junction with the Northern Ermine Street Roundabout for a distance of 161 metres in a westerly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 9.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
	<p>A14 Trunk Road Westbound Merge Slip from the Southern Ermine Street Roundabout</p> <p>From its junction with the Southern Ermine Street Roundabout for a distance of 161 metres in a north westerly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 9.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 17</i>		
Swavesey	<p>A1307</p> <p>From the centre point of the Northern Swavesey Roundabout westwards for a distance of 113.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
	<p>Swavesey Link Road between Northern Swavesey Roundabout and Bucking Way Road Roundabout (A1307 formerly the A14(T))</p> <p>From its junction with the Northern Swavesey Roundabout to its junction with Bucking Way Roundabout (plus the circumference of the Northern Swavesey Roundabout and the circumference of Bucking Way Roundabout).</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
	<p>Bucking Way Road</p> <p>From the centre point of the Bucking Way Road Roundabout north-eastwards for a distance of 92 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>
	<p>Local Access Road (A1307 formerly the A14(T))</p> <p>From the centre point of the Bucking Way Road Roundabout generally south-eastwards for a distance of 96 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>
Swavesey, Boxworth	<p>A14 Trunk Road Eastbound Diverge Slip onto the Northern Swavesey Roundabout</p> <p>From the centre point of the Northern Swavesey Roundabout south-eastwards then south-westwards for a distance of 304 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
	<p>Swavesey Link Road</p> <p>From the centre point of the Northern Swavesey Roundabout for a distance of 93 metres in a south-westerly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 15.</p> <p>From the centre point of the Southern Swavesey Roundabout for a distance of 56 metres (plus the circumference of the Southern Swavesey Roundabout) in a north easterly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
Boxworth	<p>A14 Trunk Road Westbound Merge Slip from Southern Swavesey Roundabout onto the Westbound A14 Trunk Road</p> <p>From its junction with the Southern Swavesey Roundabout for a distance of 158 metres in a north-westerly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 17 and 18</i>		
Swavesey, Boxworth	<p>A14 Trunk Road Eastbound Merge Slip from the Northern Swavesey Roundabout onto the Eastbound A14 Trunk Road</p> <p>From the centre point of the Northern Swavesey Roundabout south-eastwards for a distance of 185 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
Boxworth	<p>A14 Trunk Road Westbound Diverge Slip onto the Southern Swavesey Roundabout</p> <p>From its junction with Southern Swavesey Roundabout for a distance of 163 metres in a generally south-easterly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheets 17 and 18</i>		
Boxworth	<p>New Link Road (between Southern Swavesey Roundabout and the Cambridge Services Roundabout)</p> <p>From the centre point of the Southern Swavesey Roundabout south-eastwards for a distance of 120 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 15.</p> <p>From the centre point of the Cambridge Services Roundabout north-westwards for a distance of 130 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>
	<p>High Street</p> <p>From the centre point of the Cambridge Services Roundabout for a distance of 97 metres (plus the circumference of the Cambridge Services Roundabout) in a south westerly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>
	<p>Access into Cambridge Services</p> <p>From the centre point of the Cambridge Services Roundabout south-eastwards for a distance of 53 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
	<p>A14 Trunk Road Westbound Diverge Slip onto the Cambridge Services Roundabout</p> <p>From its junction with Cambridge Services Roundabout for a distance of 177 metres in a north-easterly then south-easterly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheets 15 and 16.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 19</i>		
Swavesey, Lolworth	<p>Robin's Lane</p> <p>Along its length from a point 208 metres from the junction with the Local Access Road in a generally south-westwards direction for a distance of 586 metres.</p>	30 miles per hour
Swavesey	<p>Link Road from Robin's Lane to the White House and Hill Farm Cottages</p> <p>From where the Link Road off Robin's Lane joins the Access Track leading to Hill Farm Cottages for a distance of 154 metres in a south-easterly then a southerly direction.</p>	30 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 20</i>		
Longstanton	<p>New Local Access Road A1307</p> <p>From a point 256 metres north-westwards from the centreline of the junction of the A1307 and the B1050 Link Road connecting the A1307 to the B1050 south-eastwards to point 420 metres from the centreline of the junction of the A1307 and the B1050 Link Road connecting the A1307 to the B1050, for a total distance of 676 metres.</p>	40 miles per hour
	<p>B1050 Hattons Road</p> <p>From where it joins the northern side of the Bar Hill Junction Circulatory Carriageway for a distance of 540 metres in a north-easterly direction.</p>	40 miles per hour

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
	<p>B1050 Link Road between B1050 Hattons Road and the Local Access Road (A1307 formerly the A14 (T))</p> <p>From its junction with B1050 Hattons Road for a distance of 170 metres in a south-easterly then south-westerly direction to where it joins the Local Access Road (A1307 formerly the A14 (T)).</p>	40 miles per hour
	<p>A14 Trunk Road Eastbound Diverge Slip onto Bar Hill Junction</p> <p>From its junction with Bar Hill for a distance of 155 metres in a north-westerly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 17.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
	<p>A14 Trunk Road Eastbound merge slip from Bar Hill Junction onto A14 Trunk Road</p> <p>From its junction with Bar Hill for a distance of 155 metres in a south-easterly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 17.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
Longstanton, Bar Hill	<p>B1050 Bar Hill Junction Circulatory Carriageway</p> <p>Along the entire circulatory carriageway of the Bar Hill Junction.</p>	40 miles per hour restricted road status
	<p>A14 Trunk Road Westbound Merge Slip from Bar Hill Junction onto the A14 Trunk Road</p> <p>From its junction with Bar Hill for a distance of 157 metres in a north-westerly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 17.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
	<p>A14 Trunk Road Westbound Diverge Slip onto Bar Hill Junction</p> <p>From its junction with Bar Hill for a distance of 159 metres in a south-easterly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 17.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
Bar Hill	<p>B1050 Link Road between Bar Hill Junction and Saxon way Roundabout</p> <p>From the centre point of Saxon Way Roundabout for a distance of 176 metres in a north-westerly direction (plus the circumference of the Saxon Way Roundabout)</p>	40 miles per hour
	<p>Saxon Way</p> <p>From the centre point of Saxon Way Roundabout for a distance of 81 metres in a westerly direction.</p>	40 miles per hour
	<p>Crafts Way</p> <p>From the centre point of Saxon Way Roundabout for a distance of 49 metres in a south-easterly direction.</p>	40 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 21</i>		
Oakington and Westwick	<p>Dry Drayton Road</p> <p>From the centre point of the Dry Drayton Roundabout where Dry Drayton Road meets the new Local Access Road (A1307 formerly the A14 (T)) and Oakington Road., for a distance of 38 metres in a north easterly direction (plus the circumference of the Dry Drayton Roundabout).</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 18.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
	<p>New Local Access Road (A1307 formerly the A14 (T))</p> <p>From the centre point of the Dry Drayton Roundabout where the new Local Access Road meets Dry Drayton Road and Oakington Road, for a distance of 91 metres in a north-westerly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 18.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>
	<p>Oakington Road</p> <p>From the centre point of the Dry Drayton Roundabout where Oakington Road meets the new Local Access Road and Dry Drayton Road, for a distance of 91 metres in southerly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 18.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>
Dry Drayton	<p>Oakington Road</p> <p>From the centre point of the Oakington Road Roundabout where Oakington Road meets the new Local Access Road (A1307 formerly the A14 (T)), for a distance of 82 metres in a north-easterly direction and 90 metres in a south-westerly direction, for a total distance of 172 metres (plus the circumference of the Oakington Road Roundabout).</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 18.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>
	<p>New Local Access Road (A1307 formerly the A14 (T))</p> <p>From the centre point of the Oakington Road Roundabout where Oakington Road meets the new Local Access Road, for a distance of 90 metres in south-easterly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 18.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>



<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
	<p>Crematorium Access Road</p> <p>From its junction with the new Local Access Road (A1307 formerly the A14 (T)), for a distance of 456 metres in a generally north-easterly direction.</p>	30 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheets 21 and 22</i>		
Girton	<p>A14 Trunk Road</p> <p>From a point 13 metres north west of where the A14 Trunk Road joins the M11 north-westwards for a distance of 749 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 20.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans- sheets 22 and 23</i>		
Girton	<p>New Local Access Road</p> <p>From the centre point with Girton Roundabout West north-westwards for a distance of 90 metres (plus the circumference of Girton Roundabout West).</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 20.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>
	<p>A14 Trunk Road Westbound Merge Slip from Girton Roundabout West</p> <p>From the centre point of the Girton Roundabout West in a generally north-westerly direction, for a distance of 608 metres.</p> <p>For extent of lighting design, please refer to General Arrangement Drawing sheet 20.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
	<p>A14 Trunk Road Diverge Slip Road leading to Girton Roundabout East</p> <p>From the centre point of the Girton Roundabout East, north-westwards for a distance of 833m.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 20.</p>	70mph speed limit to be imposed
	<p>A14 Trunk Road Westbound Link</p> <p>Along its length from a point 66 metres south of where the A14 Trunk Road Westbound Link crosses the centreline of the A1307 Huntingdon Road, to where the A14 Trunk Road Westbound Link merges with the Improved A14 Trunk Road, for a total distance of 904 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheets 20 and 21.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheets 22, 23 and 24</i>		
Girton	<p>A14 Trunk Road Eastbound Link</p> <p>From its nosing with the A14 Trunk Road Mainline Carriageway to where the A14 Trunk Road Eastbound Link merges with the A14 Eastbound Mainline at Girton Interchange.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheets 20 and 21.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 23</i>		
Girton, Madingley	<p>A14 Trunk Road Westbound Link</p> <p>Along its length from a point 71 metres south west of where the centre point of the M11 Overbridge crosses the A14 Trunk Road Westbound Link for a distance of 958 metres in a south-westerly then north-easterly direction.</p>	50 miles per hour

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
Madingley	<p>A14 Trunk Road Eastbound Loop</p> <p>From a point 469 metres north west of the nosing point of the northbound diverge slip of the M11, along the length of the a14 Trunk Road Eastbound Loop to where it merges with the A14 Trunk Road Eastbound Mainline carriageway, at a point 33 metres east of the M11 Overbridge.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 21.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
	<p>A428 Trunk Road</p> <p>Along the westbound carriageway from the centre point of the M11 Overbridge for a distance of 171 metres in a westbound direction.</p> <p>For extent of lighting design, please refer to Mainline 21.</p> <p>Along the eastbound carriageway from the centre point of the M11 Overbridge for a distance of 691 metres in a westbound direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 21.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 23 and 24</i>		
Girton	<p>A1037 Huntingdon Road</p> <p>From the centre point of Girton Roundabout West south-eastwards for a distance of 1312 metres (plus the circumference of Girton Roundabout East).</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 21.</p>	<p>Removal of restricted road status</p> <p>60mph speed limit to be imposed</p>

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
	<p>A14 Trunk Road</p> <p>Along the eastbound and westbound carriageway of the A14 Trunk Road from the centre point of the M11 Overbridge in an eastbound direction for a distance of 1520 metres.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheets 21 and 22.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 24</i>		
Girton	<p>West Cambridge Development Access</p> <p>From the centre point of the new access of the West Cambridge Development Site in a south-easterly direction for a distance of 117 metres and then north-westwards from the centre point of the new access of the West Cambridge Development Site for a distance of 100 metres, for a total distance of 217 metres.</p>	40 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans- sheet 25</i>		
Impington	<p>B1049 Cambridge Road North</p> <p>From where it joins the northern part of the Histon Junction Circulatory Carriageway for distance of 111 metres in a north-westerly direction.</p>	40 miles per hour
	<p>A14 Trunk Road Eastbound Diverge Slip onto the Histon Junction</p> <p>From its junction with the northern part of the Histon Junction Circulatory Carriageway for a distance of 159 metres in a westerly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 23.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
	<p>A14 Trunk Road Westbound Merge Slip from Histon junction onto the A14 Trunk Road</p> <p>From its junction with the southern part of the Histon Junction Circulatory Carriageway for a distance of 164 metres in a westerly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 23.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
	<p>A14 Trunk Road Westbound Diverge Slip onto Histon Junction</p> <p>From a point 34 metres north-east of its junction with the southern part of the Histon Junction Circulatory Carriageway for a distance of 161 metres in a north easterly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 23.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
	<p>A14 Trunk Road Eastbound Merge Slip from Histon Junction onto the A14 Trunk Road</p> <p>From a point 9 metres north-west of its junction with the northern part of the Histon Junction Circulatory Carriageway for a distance of 160 metres in a north westerly direction.</p> <p>For extent of lighting design, please refer to general arrangement drawings, sheet 23.</p>	<p>Removal of restricted road status</p> <p>70mph speed limit to be imposed</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 27</i>		
Milton	<p>A14 Trunk Road diverge slip road to the A10 at Milton Junction</p> <p>From the point of the nosing of the left filter lane on the A14 diverge slip road at Milton Junction for a distance of 208 metres in a northerly direction along the A10.</p>	50 miles per hour

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Speed Limit</i> (3)
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 28</i>		
Huntingdon	A1307 (formerly A14(T))  From a point 96 metres north-westwards from the centre of the new roundabout junction located 475 metres north-east of the Hinchingbrooke Park Road / Views Common Link Signalised Junction for a distance of 401 metres in a north-westerly direction.	40 miles per hour
	A1307 (Views Common Link) (unlit section)  From a point 61metres south-westwards from the centre of the new roundabout junction located 475 metres north east of Hinchingbrooke Park Road /Views Common Link Road Signalised Junction for a distance of 365 metres in a south easterly direction.	30 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 29</i>		
Huntingdon, Godmanchester	A1307 (formerly A14(T))  From a point 107 metres east of the centre point of the New Link Road Signalised Junction for a distance of 577 metres in an easterly direction.	40 miles per hour

## PART 2

### TRAFFIC REGULATION MEASURES (CLEARWAYS AND PROHIBITIONS)

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Measures</i> (3)
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23 and 24</i>		
Ellington, Brampton, Buckden, Offord Cluny and Offord D'Arcy, Godmanchester, Hemingford Abbots, Hemingford Grey, Fenstanton, Conington, Swavesey, Boxworth, Lolworth, Bar Hill, Longstanton, Oakington and Westwick, Dry Drayton, Girton.	A14 Trunk Road  From a point 718 metres west of the centreline of the New Ellington Overbridge (shown on sheet 3) along the existing and new A14 Trunk Road on both the eastbound and westbound carriageways including the A14 Trunk Road Northbound Link onto the A1, to the centre point of the Girton Road Overbridge (shown on sheet 24).	Clearway (to include verges, hard shoulders, slip roads and laybys)
<i>The traffic regulation measures (clearways and weight limits) plans – sheet 4</i>		
Brampton	A14 Trunk Road New Ellington Junction to Brampton Hut Junction  From the centre point of the Southern New Ellington Roundabout for a distance of 145 metres in a north-westerly direction to the centre point of the Northern New Ellington Roundabout plus the entire circumference of both the Northern New Ellington Roundabout and the Southern New Ellington Roundabout) then along the A14 Trunk Road towards Brampton Hut Interchange from the centre point of the Northern New Ellington Roundabout for a distance of 502 metres in a north easterly then an easterly direction.	Clearway (to include verges, hard shoulders, slip roads and laybys)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 and 23</i>		
Brampton, Buckden, Offord Cluny and Offord D'Arcy, Godmanchester, Hemingford Abbots, Hemingford Grey, Fenstanton, Conington, Swavesey, Boxworth, Lolworth, Bar Hill, Longstanton, Oakington and Westwick, Dry Drayton, Girton	A14 Trunk Road  From a point 300 metres west of the centreline of the New Ellington Junction Link Road (shown on sheet 4) along the existing and new A14 Trunk Road on both the eastbound and westbound carriageways to the point where the A14 Trunk Road meets the M11 at the Girton Interchange (shown on sheet 23).	Prohibition of pedestrians

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Measures</i> (3)
	A14 Trunk Road  From a point 300 metres west of the centreline of the New Ellington Junction Link Road (shown on sheet 4) along the existing and new A14 Trunk Road on both the eastbound and westbound carriageways to the point where the A14 Trunk Road joins with the M11 at the Girton Interchange (shown on sheet 23).	Prohibition of cyclists
	A14 Trunk Road  From a point 300 metres west of the centreline of the New Ellington Junction Link Road (shown on sheet 4) along the existing and new A14 Trunk Road on both the eastbound and westbound carriageways to the point where the A14 Trunk Road joins with the M11 at the Girton Interchange (shown on sheet 23).	Prohibition of ridden or accompanied horses
	A14 Trunk Road  From a point 300 metres west of the centreline of the New Ellington Junction Link Road (shown on sheet 4) along the existing and new A14 Trunk Road on both the eastbound and westbound carriageways to the point where the A14 Trunk Road joins with the M11 at the Girton Interchange (shown on sheet 23).	Prohibition of horse drawn vehicles
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 6 and 7</i>		
Brampton, Buckden	Brampton Interchange – Emergency / Maintenance Access Eastbound Merge Slip onto the A1 Trunk Road Southbound Link from B1514 Buckden Road  The length of the Brampton Interchange Emergency/Maintenance Access Eastbound Merge Slip Road from its junction with the Realigned B1514 Buckden Road to where it joins the A1 Trunk Road Southbound Link onto the A14(T), which then merges with the new A14 Trunk Road eastbound carriageway.	Prohibition of entry (except authorised vehicles as defined in article 12)



<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Measures</i> (3)
	<p>Brampton Interchange – Emergency / Maintenance Access Westbound Diverge Slip off the A14 Trunk Road Westbound Carriageway Leading to Brampton Road</p> <p>The length of the Brampton Interchange Emergency/Maintenance Access Westbound Diverge Slip Road from where it leaves the new A14 Trunk Road to its junction with Brampton Road.</p>	Prohibition of entry (except authorised vehicles as defined in article 12)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 8</i>		
Buckden	<p>Emergency / Maintenance Access onto the Westbound Carriageway of the New A14 Trunk Road</p> <p>Emergency/Maintenance Access located 1115 metres west of the centrepoint of where the New A14 Trunk Road Westbound carriageway crosses the East Coast Main Line Railway (along its length in a southerly direction to where it joins the existing access track to Lodge Farm).</p>	Prohibition of entry (except authorised vehicles as defined in article 12)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 11</i>		
Godmanchester, Hemingford Abbots	<p>A14 Trunk Road / A1198 Ermine Street Junction Emergency / Maintenance Access</p> <p>A14 Eastbound Merge Slip Road from the Northern Ermine Street Roundabout to where the A14 Eastbound Merge Slip Road joins the new A14 Trunk Road eastbound mainline carriageway.</p> <p>A14 Trunk Road / A1198 Ermine Street Junction Emergency / Maintenance Access</p> <p>A14 Westbound Diverge Slip Road from where it leaves the new A14 Trunk Road westbound mainline carriageway to where the A14 Westbound Diverge Slip Road joins the Southern Ermine Street Roundabout.</p>	Prohibition of entry (except authorised vehicles as defined in article 12)

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Measures</i> (3)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 14 and 15</i>		
Fenstanton	A14 Trunk Road / Conington Road / Emergency / Maintenance Eastbound Access  A14 Eastbound Merge/Diverge Slip Road from the new A14 Trunk Road eastbound carriageway, north-westwards to where it joins the Realigned Conington Road.	Prohibition of entry (except authorised vehicles as defined in article 12)
	A14 Trunk Road / Conington Road / Emergency / Maintenance Westbound Access  A14 Westbound Merge/Diverge Slip Road from the new A14 Trunk Road westbound carriageway south-eastwards to where it joins the Realigned Conington Road.	Prohibition of entry (except authorised vehicles as defined in article 12)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 22 and 23</i>		
Girton, Madingley	Girton Roundabout West  From where the A14 Westbound Merge Slip starts at the new Girton Roundabout West generally north-westwards to the point where it merges with the A14 Trunk Road Westbound Link.	Prohibition of pedestrians
	Girton Roundabout West  From where the A14 Westbound Merge Slip starts at the new Girton Roundabout West generally north-westwards to the point where it merges with the A14 Trunk Road Westbound Link.	Prohibition of cyclists
	Girton Roundabout West  From where the A14 Westbound Merge Slip starts at the new Girton Roundabout West generally north-westwards to the point where it merges with the A14 Trunk Road Westbound Link.	Prohibition of ridden or accompanied horses

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

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Measures</i> (3)
	A428 Trunk Road Emergency / Maintenance Access Link  From the A428 Westbound Diverge Slip off the A428 Trunk Road mainline carriageway, then looping back on itself to where it joins the M11 northbound carriageway.	Prohibition of entry (except authorised vehicles as defined in article 12)
<i>The traffic regulation measures (clearways and weight limits) plans – sheet 23</i>		
Girton, Madingley	A14 Trunk Road Eastbound Loop  From the point where the A14 Trunk Road Eastbound Loop diverges from the M11, along the entire length of the Eastbound Loop to where it merges with the Mainline A14 Trunk Road Eastbound carriageway, at a point 33 metres east of the M11 Overbridge.	Clearway (to include verges, hard shoulders, slip roads and laybys)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 28</i>		
Huntingdon	A1307 (formerly the A14(T))  Along both sides of the carriageway of the A1307 from the centre point of the roundabout junction located 475 metres north east of Hinchingsbrooke Park Road Signalised Junction along the A1307 north-westwards for a distance of 500 metres.	Prohibition of parking
	Hinchingsbrooke Park Road / A1307 Signalised Junction  Hinchingsbrooke Park Road southern approach to the A1307 Signalised Junction (no right turns are permitted).	Prohibition of entry (no right turn)
	Hinchingsbrooke Park Road /A1307 Signalised Junction  Hinchingsbrooke Park Road north westerly approach to the A1307 signalised junction (no right turns are permitted).	Prohibition of entry (no right turn)

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

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Measures</i> (3)
	<p>Mill Common</p> <p>Along the west side of Mill Common from its junction with Castle Moat Road in a southerly direction for a distance of 195 metres.</p> <p>Along the east side of Mill Common from its junction with Castle Moat Road in a southerly direction for a distance of 86 metres.</p> <p>Along the east side of Mill Common from a point 64 metres south of its junction with Castle Hill in a southerly direction for a distance of 34 metres.</p>	Prohibition of waiting (at all times)
	<p>Mill Common</p> <p>Along the east side of Mill Common from a point 10 metres south of its junction with Castle Hill in a southerly direction for a distance of 54 metres.</p>	Prohibition of waiting (waiting for more than three hours prohibited and no return within three hours between the hours of 8 a.m. and 6 p.m. on any day other than Sunday)
	<p>A1307 (formerly the A14(T)) / B1514 Brampton Road / Edison Bell Way Signalised Junction</p> <p>At the A1307 approach to the B1514 Brampton Road / Edison Bell Way Signalised Junction (no right turns permitted except by buses).</p>	Prohibition of entry (no right turn except by buses)
	<p>B1514 Brampton Road</p> <p>From a point 40 metres east of Burrows Drive in an easterly direction along the northern edge of the B1514 Brampton Road for a distance of 149 metres.</p> <p>From a point 81 metres east of Burrows Drive in an easterly direction along the southern edge of the B1514 Brampton Road for a distance of 107 metres.</p>	Prohibition of parking

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Measures</i> (3)
	New Link Road  From its junction with Castle Moat Road southwards along its entire length to the point where it meets the A1307 (formerly A14(T)).	Prohibition of parking
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 29</i>		
Huntingdon	A1307 (formerly the A14(T))  From its junction with the B1514 Brampton Road / Edison Bell Way Signalised Junction for a distance of 1312 metres in a south easterly direction (including the signalised junction with New Link Road).	Prohibition of parking
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 28, 29, 30 and 36</i>		
Girton, Dry Drayton, Oakington and Westwick, Longstanton, Lolworth, Swavesey, Conington, Fen Drayton, Fenstanton, Hemingford Grey, Hemingford Abbots, Godmanchester	A1307 (formerly the A14(T))  From a point 595 metres north west of the centre point of Girton Road to a point 680 metres south east of the New Link Road Signalised Junction in Huntingdon (including all roundabouts along the length of the A1307 (formerly the A14(T)) for a distance of 21.84 kilometres.	Clearway (to include verges, hard shoulders, slip roads and laybys)
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 28 and 36</i>		
Huntingdon, The Stukeleys, Alconbury	A1307 (formerly the A14(T))  From a point 500 metres north west of the centre point of the A1307 Roundabout junction located 475 metres north east of Hinchingsbrooke Park Road Signalised Junction to a point 420 metres south east of the B1043 overbridge at Alconbury, for a distance of 4.73 kilometres.	Clearway (to include verges, hard shoulders, slip roads and laybys)

## PART 3

### ROADS TO BE DE-TRUNKED

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

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

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



## PART 4

### REVOCATIONS & VARIATIONS OF EXISTING TRAFFIC REGULATION ORDERS

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Title of Order</i> (3)	<i>Revocations or Variations</i> (4)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 1 and 2</i>			
Alconbury	A1 Trunk Road  Laybys situated on the southbound carriageway of the trunk road between points approximately 50 metres north and 830m south of its junction with the C107 [Woolley Road] and on the northbound carriageway of the trunk road between points approximately 200 metres north and 460 metres north of its junction with the C107 [Woolley Road].	The A1 Trunk Road (Woolley, Cambridgeshire) (Prohibition of Entry) Order 2001 (SI 2001/90)	Order to be revoked  Identified on sheets 1 and 2 by the blue square symbols numbered 1 and 3 respectively.
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 2</i>			
Alconbury	A1 Trunk Road  Opposite the junction with the C107 Woolley Road	The A1 Trunk Road (C107 Woolley Road, Cambridgeshire) (Closure of Gap in the Central Reservation) Order 2000 (SI 2000/3082)	Order to be revoked  Identified on sheet 2 by the blue square symbol numbered 2

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Title of Order</i> (3)	<i>Revocations or Variations</i> (4)
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 1, 2, 4, 5, 6 and 7</i>			
Alconbury, The Stukeleys, Brampton	<p>A1 Trunk Road</p> <p>In the county of Huntingdon and Peterborough, in the County of Rutland, in the County of Lincoln, parts of Kesteven, and in the County of Nottingham.</p> <p>From a point 150 yards north of Rail Bridge at Little Paxton in the County of Huntingdon in a northerly direction to its junction with the Liverpool - Warrington - Stockport - Sheffield - Lincoln – Skegness Trunk Road (A57) at Markham Moor in the County of Nottingham a distance of approximately 82.73 miles.</p>	The London -Edinburgh - Thurso Trunk Road (Prohibition of Waiting) (Clearways) Order 1971 (SI 1971/894)	<p>Order to be varied (to apply clearways to all verges, hard shoulders, slip roads and laybys on the northbound and southbound carriageways, in addition to the existing clearways on the mainline A1 Trunk Road)</p> <p>From the point where the A1 Trunk Road crosses the B1514 Buckden Road for a distance of 6265 metres along the existing and new A1 Trunk Road on both the Northbound and Southbound carriageway including the A1 Trunk Road Southbound Link onto the A14, to where it meets the B1042 Alconbury Overbridge.</p>

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Title of Order</i> (3)	<i>Revocations or Variations</i> (4)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 4</i>			
Brampton	A1 and A14 Trunk Road (Brampton Hut Interchange)  The A14 Trunk Road eastbound and westbound approaches to the Brampton Hut Interchange, the southbound and northbound entry / exit slips from the A1.	The A1 and A14 Trunk Roads (Brampton Hut Interchange, Cambridgeshire) (40 miles per hour speed limit) Order 2006 (SI 2006/2881)	Order to be varied (varying the length of the A14 Trunk Road eastbound carriageway to which the Order applies to accord with the scheme lighting design as shown on sheet 3 of the general arrangement drawings (document reference 2.2). Speed limit to be 40mph.  The A14 Trunk Road eastbound carriageway from a point 138 metres west of its junction with Brampton Hut Interchange.
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 14, 15, and 36</i>			
Alconbury Weston, Alconbury, The Stukeleys, Huntingdon, Godmanchester, Hemingford Abbots	A14 Trunk Road (formerly A604) from the Huntingdon and Peterborough County Boundary near Fenstanton to Cow Lane, Godmanchester, a distance of approximately 4.75 miles.	The County of Huntingdon and Peterborough (Fenstanton-Godmanchester Road A604) (Prohibition of Waiting) (Clearway) Order 1967	Order to be revoked
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24</i>			
Fen Drayton, Conington, Swavesey, Boxworth, Lolworth, Bar Hill, Longstanton, Oakington and Westwick, Dry Drayton, Girton, Madingley	A14 Trunk Road (formerly A604) from a point 650 yards north-west of its junction with Girton Road to the Huntingdon and Peterborough County boundary near Fenstanton, a length of approximately 7.4 miles.	The County of Cambridgeshire and Isle of Ely (Cambridge – Fenstanton Road A604) (Prohibition of Waiting) Clearway Order 1967	Order to be revoked

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Title of Order</i> (3)	<i>Revocations or Variations</i> (4)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 17</i>			
Boxworth	Laybys adjacent to the eastbound and westbound carriageways of the trunk road at various locations listed in the Order indicated in Column 3	The A14 Trunk Road (Bythorn, Junction 15 – Swavesey / Boxworth, Junction 28) (Prohibition of Entry) Order 2008 (SI 2008/1010)	Order to be partially revoked  Layby adjacent to the westbound carriageway of the A14 Trunk Road situated between points 40 metres and 220 metres southeast of the centre point of its junction with the access track leading to Friesland Farm  Identified on sheet 17 by the blue square symbol numbered 4
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 17 and 18</i>			
Swavesey, Boxworth	Boxworth and Swavesey  (A14 westbound slip off , A14 Westbound slip on, High Street and Boxworth End)	Cambridgeshire County Council (Removal of Restricted Roads Status) (No 1) Order 2001	Order to be revoked  Identified on sheets 17 and 18 by the blue square symbols numbered 5 (sheet 17), 6, 7, 8, 9 and 10 (sheet 18)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 19</i>			
Lolworth	A14 Trunk Road (formerly A604) gap in the central reservation approximately 1300m west of its junction with the B1050 at Bar Hill	The A604 Trunk Road (Lolworth Turn, Lolworth) (Prohibition of use of gap in central reservation) Order 1991 (SI 1991/2760)	Order to be revoked  Identified on sheet 19 by the blue square symbol numbered 12
	A14 Junction with Robin's Lane  Splitter island between the entry and exit slips to Robins Lane	The A14 Trunk Road (Huntingdon Road/Robins Lane Junction, Lolworth, Cambridgeshire) (Prohibition of Traffic) Order 2008 (SI 2008/2880)	Order to be revoked  Identified on sheet 19 by the blue square symbol numbered 11

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Title of Order</i> (3)	<i>Revocations or Variations</i> (4)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 20</i>			
Bar Hill	A14 Trunk Road (formerly A604)  At the junction with the private access serving Lolworth Petrol Station	The Trunk Road (A604) (Temporary Restriction of Traffic) Order 1978 (SI 1978/555)	Order to be revoked  Identified on sheet 20 by the blue square symbol numbered 13
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 21</i>			
Oakington and Westwick	A14 Trunk Road  Layby situated on the eastbound carriageway of the trunk road between points 330 metres east and 610 metres east of the Oakington /Dry Drayton Road Bridge.	The A14 Trunk Road (Oakington/Dry Drayton Interchange, Cambridgeshire) (Prohibition of Entry) Order 2002 (SI 2002/2472)	Order to be revoked  Identified on sheets 21 by the blue square symbol numbered 14
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 23 and 24</i>			
Girton	Huntingdon Road  Orders along the northeast side from a point 112 metres northwest of its junction with Girton Road in a north westerly direction to its junction with the eastern side of the slip road to the eastbound carriageway of the Trunk Road A14 Cambridge Northern Bypass.  Orders along southwest side from its junction with Girton Road in a north westerly direction for a distance of 720 metres	Cambridgeshire County Council (Huntingdon Road, Girton) (Bus/Cycle Lane, Prohibition of Waiting and Loading Order 1998	Order to be revoked  Identified on sheets 23 and 24 by the blue square symbols numbered 15, 16, 17, (sheet 23) 18 and 19 (sheet 24)

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

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Title of Order</i> (3)	<i>Revocations or Variations</i> (4)
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 28, 29, 30, 36</i>			
Alconbury, The Stukeleys, Huntingdon, Godmanchester,	A14 Trunk Road  From its junction with Cow Lane and proceed[ing] in a generally north- westerly direction to its junction with the London-Edinburgh- Thurso Trunk Road (A1), a distance of approximately 9.92 kilometres.  From its junction with Cow Lane and proceed[ing] in a generally easterly direction for a distance of approximately 1.05 kilometres	The Trunk Road (Huntingdon- Godmanchester Bypass) (Prohibition of Waiting) (Clearways) Order 1977 (SI 1977/1539)	Order to be revoked
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 28</i>			
Huntingdon	Hinchingbrooke Park Road  Along its entire length.	The County of Cambridgeshire (Hinchingbrooke Park Road, Huntingdon) (Prohibition of Waiting) Order 1992	Order to be revoked.

<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Title of Order</i> (3)	<i>Revocations or Variations</i> (4)
	<p>Hinchingbrooke Park Road</p> <p>Hinchingbrooke Park Road access slip from Brampton Road (B1514), at its junction with Hinchingbrooke Park Road eastbound</p> <p>Un-named link between Hinchingbrooke Park Road and Brampton Road (B1514), the whole length between Hinchingbrooke Park Road and Brampton Road (B1514)</p>	Cambridgeshire County Council (Various Streets between Hinchingbrooke Park Road and Brampton Road, Huntingdon) (Prohibition of Right/Left Turn, Driving, Waiting & Entry) Order 2013	<p>Order to be revoked</p> <p>Identified on sheet 28 by the blue square symbols numbered 20 and 21.</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 29</i>			
Huntingdon	Mill Common	The County of Cambridgeshire (Various Streets, Huntingdon) (Prohibition and Restriction of Waiting) Order 1987	Order to be partially revoked (in respect of provisions relating to Mill Common)
<i>The de-trunking plans – sheets 6, 7, 8, 9, 10, 11, 12 and 15</i>			
Godmanchester, Hemingford Abbots, Fenstanton, Conington, Fen Drayton	<p>A14 Trunk Road (formerly A604)</p> <p>From a point 990 metres south east of Cow Lane, Godmanchester to a point 54 metres south east of the Friesland Farm Access.</p>	The A604 Barton - Seagrave - Harwich Road (Girton To Godmanchester Section) Trunking and the A14 Royston – Alconbury Trunk Road. Order 1974/1782	<p>Order to be varied</p> <p>Sections of the A14 Trunk Road to be de-trunked as shown on sheets 4, 13 and 14 of the de-trunking plans.</p>



<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Title of Order</i> (3)	<i>Revocations or Variations</i> (4)
<i>The de-trunking plans – sheets 4, 13 and 14</i>			
Huntingdon, The Stukeleys, Brampton	A14 Trunk Road (formerly A604)  From a point 95 metres north east of the centre line of the A14 Trunk Road / A141 Junction to a point 100 metres east of the centreline of the A1 Trunk Road at the Brampton Hut Junction.	The A604 Catthorpe-Harwich Trunk Road (Thrapston to Brampton Section and Slip Roads) Order (No.2) 1987/840	Order to be varied  Sections of the A14 Trunk Road to be de-trunked as shown on sheets 4, 13 and 14 of the de-trunking plans.

**PART 5**  
**WEIGHT LIMIT VARIATIONS**

<i>Parish(es)</i> (1)	<i>Existing Zone</i> (2)	<i>Title of Existing Order</i> (3)	<i>Variation</i> (4)
<i>The traffic regulation measures (clearways and weight limits) plans– sheets 4, 5, 6, 7 and 31</i>			
Brampton	Zone shown edged with a dotted black line and hatched, as indicated in the plan attached to the Order named in Column 3 of this table	The County of Cambridgeshire (Brampton Zone) (Prohibition of Heavy Commercial Vehicles) Order 1991	An area to be removed from existing weight limit zone (as referred to in column 2 of this table), being an area of approximately 272,822 square metres shown edged green and shaded green on the above-mentioned sheets.
<i>The traffic regulation measures (clearways and weight limits) plans– sheets 17 and 18</i>			
Hilton, Fenstanton, Conington, Elsworth, Boxworth, Childerley, Bourn Knapwell, Papworth Everard	Zone shown edged with a dotted black line and hatched, as indicated in the plan attached to the Order named in Column 3 of this table	Cambridgeshire County Council (Hilton Zone) (Prohibition of Heavy Commercial Vehicles) Order 2000	Area to be removed from existing weight limit zone (as referred to in column 2 of this table), being an area of approximately 93,666 square metres and shown edged green and shaded green on the above-mentioned sheets.
<i>The traffic regulation measures (clearways and weight limits) plans– sheets 28, 29, 30, 31, 32, 33, 34 and 35</i>			
Huntingdon, Brampton, Godmanchester	Zone shown edged with a dotted black line and hatched, as indicated in the plan attached to the Order named in Column 3 of this Schedule	The County of Cambridgeshire (Godmanchester and Huntingdon Zone) (Prohibition of Heavy Commercial Vehicles) Order 1988	The Head of Local Infrastructure and Street Management of Cambridgeshire County Council (or his or her successor in office) may at his or her discretion issue upon application a permit to allow agricultural vehicles to proceed along any road or length of road within the area of the existing weight limit

<i>Parish(es)</i> (1)	<i>Existing Zone</i> (2)	<i>Title of Existing Order</i> (3)	<i>Variation</i> (4)
			zone of approximately 7,362,781 square metres shown edged red and shaded pink on the above-mentioned sheets.

## PART 6

### CLASSIFICATION OF ROADS

In the administrative area of Cambridgeshire County Council—

#### **1. THE NEW A14 TRUNK ROAD**

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

- (a) commencing from a point 298 metres east of the point where Footpath Ellington 23 (also known as Footpath 71/23), runs adjacent to the eastern boundary of the pumping station, located to the south of the A14, and continuing from that point in an easterly then a south-easterly direction for a distance of 1.45 km to the centre point of a bridge which is proposed to be constructed over the existing A1 Trunk Road to carry this new A14 Trunk Road;
- (b) then continuing in a south-easterly then a south-south-easterly direction for a distance of 1.97 km to the centre point beneath a proposed bridge which is to be constructed to carry the new link between the southbound carriageway of the existing A1 Trunk Road and the new A14 Trunk Road;
- (c) then continuing in a south-easterly, then an easterly, then a south-easterly direction for a distance of 16.32 km to the point where it meets Bridleway 225/14 (towards the east of the A14 Swavesey Junction);
- (d) then continuing in a south-easterly direction along the existing A14 Trunk Road for a distance of 7.59 km to a point 514 metres south-east of where Beck Brook passes below the A14 Trunk Road in a culvert (towards the north-east of the A14 Girton Interchange).

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

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

- (a) commencing from its junction with the roundabout proposed to be constructed and known as the Southern New Ellington Roundabout, and continuing in a north-easterly direction for a distance of 198 metres to the roundabout proposed to be constructed and known as the Northern New Ellington Roundabout, plus the entire circumferences of the proposed Southern Ellington Roundabout and Northern Ellington Roundabout;
- (b) then continuing from its junction with the proposed Northern Ellington Roundabout, in an east-north-easterly direction for a distance of 276 metres to a point where it meets the existing A14 Trunk Road alignment;
- (c) then continuing in an easterly direction for a distance of 203 metres along the existing A14 Trunk Road alignment to the existing roundabout known as Brampton Hut Interchange;

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

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

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

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

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

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

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

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

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

A 1.8 km length of new highway to be classified as part of the A1 Trunk Road commencing from a point 373 metres north of the centre point of where the southbound carriageway of the existing A1 Trunk Road passes under the proposed overbridge to be constructed to carry the C167 Grafham Road over the existing A1 Trunk Road, and continuing in a southerly and then south-easterly direction over the proposed A14 Trunk Road to be constructed, to where it merges with the eastbound carriageway of the proposed A14 Trunk Road, at a point 528 metres south east of the centre point of where it passes over the realigned B1514 Buckden Road;

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

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

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

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

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

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

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

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

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

A 580 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at the centrepoint on the eastbound carriageway of the existing A14 Trunk Road at a point 56 metres southeast of the centre point of where the eastbound carriageway of the existing A14 Trunk Road passes over Beck Brook (in culvert), continuing in a south-easterly direction to

the point where it merges with the roundabout proposed to be constructed and known as Girton Roundabout East;

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

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

##### **Westbound merge**

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

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

##### **Westbound diverge**

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

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

##### **Eastbound Merge**

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

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

##### **Eastbound Diverge**

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

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

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

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

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

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

### **Westbound Diverge**

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

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

### **Westbound Merge**

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

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

### **Eastbound Diverge**

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

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

### **Eastbound Merge**

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

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

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

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

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

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

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

A 729 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing from its junction with the roundabout proposed to be constructed and known as the Southern Ermine Street Roundabout, and continuing in a north-westerly direction to the point where it merges with the westbound carriageway of the new A14 Trunk Road at a point 992 metres east of the centrepoint of where the westbound carriageway of the new A14 Trunk Road passes under the overbridge which is proposed to be constructed to carry the realigned unclassified road Silver Street over the new A14 Trunk Road;

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

### **8. THE NEW A1 TRUNK ROAD**

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

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

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

### **9. THE A141 CLASSIFIED ROAD**

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

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

### **10. THE A1307 CLASSIFIED ROAD (HUNTINGDON ROAD)**

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

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



- (d) then continuing from its junction with the proposed Dry Drayton Roundabout in a west-north-westerly direction, then in a north-north-westerly direction for a distance of 1.6 km to its junction with the proposed Link Road to be constructed from the existing B1050 Hattons Road;
- (e) then extending in a north-westerly direction under the bridge proposed to be constructed (as an alteration and realignment of the existing B1050 Hattons Road) and continuing in a north-westerly direction for a distance of 1.5 km to a centrepoint under the bridge proposed to be constructed over the existing A14 Trunk Road (as a realignment and extension of the existing unclassified Robin's Lane);
- (f) then extending in a north-westerly direction for a distance of 89 metres to its junction with the proposed realignment and extension of the existing unclassified Robin's Lane, and then continuing in a north-westerly direction for a distance of 997 metres to the east of the existing A14 Eastbound Cambridge Services;
- (g) then continuing around the A14 Eastbound Cambridge Services in a north-easterly then north-westerly, then south-westerly direction for a distance of 370 metres to a point just west of the existing A14 Eastbound Cambridge Services (off the A14 eastbound mainline carriageway);
- (h) then continuing in a north-westerly direction for a distance of 308 metres, to a centrepoint under the new footbridge for non-motorised users which is proposed to be constructed close to the Bucking Way Business Park, then extending in a north-easterly direction for a distance of 161 metres to its junction with the new local access road which is proposed to be constructed, and then continuing north-eastwards for a distance of 238 metres to the roundabout proposed to be constructed and known as the Bucking Way Road Roundabout (as an alteration to the existing C186 Bucking Way Road);
- (i) then continuing from its junction with the proposed Bucking Way Road roundabout for a distance of 240 metres in a westerly then a south-westerly direction to the roundabout which is proposed to be constructed and known as the Northern Swavesey Roundabout ;
- (j) then continuing in a north-westerly direction for a distance of 1.1 km to a point 519 metres west of the point where it meets Bridleway 225/14;
- (k) then continuing along the route of the existing A14 Trunk Road, proposed to be reclassified as the A1307 road, for a distance of 11.7 kilometres to its junction with the existing unclassified path crossing Mill Common;
- (l) then continuing in a northerly direction for a distance of 664 metres to its junction with the proposed realignment of the existing B1514 Brampton Road in Huntingdon;

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

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

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

A 5.3km length of the existing A14 which is proposed to be re-classified as part of the A1307 Classified Road, commencing from its junction with the roundabout proposed to be constructed and known as Views Common Roundabout, and continuing in a north-westerly direction to its junction with the A141 at the existing roundabout known as Spittals Interchange, and continuing to a point 420 metres south-east of the existing bridge carrying the existing B1043 over the existing A1(M) road, including the entire circumference of the proposed Views Common Roundabout;

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

### **11. B1514 BUCKDEN CLASSIFIED ROAD**

A 874 metre length of new highway to be classified as part of the B1514 Buckden Road

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

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

### **12. B1043 OFFORD CLASSIFIED ROAD**

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

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

### **13. A1198 ERMINE STREET CLASSIFIED ROAD**

A 1.1 km length of new highway to be classified as part of the A1198 Ermine Street

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

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

### **14. B1040 POTTON ROAD CLASSIFIED ROAD**

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

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

## **15. B1050 HATTONS ROAD CLASSIFIED ROAD**

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

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

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

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

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

## **16. C181 HILTON ROAD CLASSIFIED ROAD**

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

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

## **17. C340 BRAMPTON ROAD CLASSIFIED ROAD**

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

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

## **18. C167 GRAFHAM ROAD CLASSIFIED ROAD**

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

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

## **19. C186 BUCKING WAY ROAD CLASSIFIED ROAD**

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

225/16 with the C186 Bucking Way Road, including the entire circumference of the proposed Bucking Way Road Roundabout;

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

## **20. C107 WOOLLEY ROAD**

A 2.5 km length of new highway to be classified as the C107 Woolley Road

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

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

## SCHEDULE 4

Articles 13 and 24

### 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

(1) <i>Area</i>	(2) <i>Highway to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New highway to be substituted/provided</i>
<i>The rights of way and access plans – sheet 1</i>			
None	None	-	-
<i>The rights of way and access plans – sheet 2</i>			
In the parishes of Alconbury and The Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire.	-	-	Reference A A length of new highway from a point on Woolley Road 55 metres south-east of the access to Weybridge Farm, in a generally southerly direction for a distance of 2,200 metres, to the new Ellington junction (for continuation of Reference A see Sheet 3).
<i>The rights of way and access plans – sheet 3</i>			
In the parishes of Alconbury, The Stukeleys and Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.	-	-	Reference A – refer to sheet 2
	-	-	Reference C A length of new bridleway between the new Woolley Road and the existing A14(T) at Brampton Hut, a distance of 130 metres.
	-	-	Reference E A length of new bridleway between the southern boundary of the Brampton Hut Service Area and the new Grafham Road (existing Park Road on sheet 6), in a generally southerly direction for a distance of 2,340 metres (for continuation of Reference E see sheets 5 and 6).
	-	-	Reference F

<i>(1) Area</i>	<i>(2) Highway to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New highway to be substituted/provided</i>
			A length of new footpath (steps) in a south-west to north-east direction between loops of new bridleway Reference E, for a distance of 35 metres.
<i>The rights of way and access plans– sheet 4</i>			
None	None	-	-
<i>The rights of way and access plans– sheet 5</i>			
In the parish of Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.	-	-	Reference E – Refer to sheet 3
	-	-	Reference A A length of new footpath (steps) from the intersection of Footpath 28/15 with new bridleway Reference A westward for a distance of 40 metres.
	Bridleway 28/19	A length from a point on Bridleway 28/19 60 metres south-west of the improved A1(T) north eastward then southward for a distance of 660 metres.	Reference B To be substituted by a new bridleway between the west side of the improved A1 on the north side of Brampton Brook to existing Park Road (on sheet 6), in a generally southerly direction for a distance of 1,240 metres (for continuation of Reference B see sheet 6).
	A1(T)	A length from a point on the A1(T) 90 metres north of the western end of Footpath 28/15 in a southerly direction for a distance of 180 metres.	The improved A1.
	Footpath 28/15	A length from a point on Footpath 28/15 75 metres east of the A1(T) north westward for a distance of 75 metres.	Reference E (part) To be substituted by a new bridleway between the east side of the new A14(T) south of the Brampton Hut Interchange (on sheet 3), looping northward then

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted/provided</i>
			southward to a junction with Footpath 28/15, for a distance of 270 metres.
<i>The rights of way and access plans– sheet 6</i>			
In the parish of Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.	Grafham Road	A length from its junction with the existing A1(T) in a south westerly direction for a distance of 65 metres.	Reference D To be substituted by a length of new highway from a point 60 metres west of the existing Grafham Road access to Brampton Lodge, in a generally north easterly direction for a distance of 824 metres.
	Park Road	A length from a point 65 metres north-east of its junction with the existing Grafham Road for a distance of 100 metres.	Reference D To be substituted by a length of new highway from a point 60 metres west of the existing Grafham Road access to Brampton Lodge, in a generally north easterly direction for a distance of 824 metres.
	Bridleway 28/19	A length from a point 470 metres north of the existing Grafham Road/ Park Road junction in a generally southerly direction for a distance of 440 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	Reference E (part)



<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted/provided</i>
		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.	To be substituted by a new bridleway from a point on Footpath 28/2 100m east of the new A14(T) to the new Grafham Road (existing Park Road), in a generally south easterly direction for a distance of 175 metres.
<i>The rights of way and access plans– sheet 7</i>			
In the parishes of Buckden and Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.	B1514 Buckden Road	A length from a point starting at the existing Buckden Landfill access in a generally south westerly direction for a distance of 500m.	Reference A To be substituted by a length of new highway from a point 15 metres north-east of the existing Buckden Landfill access, in a south westerly direction for a distance of 580 metres.
	Brampton Road	A length from a point starting at the existing junction of Buckden Road and Brampton Road in a south westerly direction for a distance of 170 metres.	References B & 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.
<i>The rights of way and access plans– sheet 8</i>			
-	None	-	-
<i>The rights of way and access plans– sheet 9</i>			
In the parishes of Godmanchester and Offord Cluny and Offord D'Arcy; in the district of Huntingdonshire; in the county of Cambridgeshire.	B1043 Offord Road	A length from a point 70 metres south-west of its junction with the Offord Hill Farm Access in a generally south westerly direction	Reference A To be substituted by a length of new highway from a point 50 metres south-west of the Offord Hill Farm Access in a south westerly direction for a distance of 905 metres.

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted/provided</i>
		for a distance of 830 metres.	
<i>The rights of way and access plans– sheet 10</i>			
In the parish of Godmanchester; in the district of Huntingdonshire; in the county of Cambridgeshire.	Silver Street	A length from a point 80 metres south of its junction with the Lower Debden Farm Access in a southerly direction for a distance of 340m.	Reference A To be substituted by a length of new highway from a point 55 metres south of its junction with the Lower Debden Farm Access in a southerly direction for a distance of 460 metres.
<i>The rights of way and access plans– sheet 11</i>			
In the parishes of Godmanchester and Hemingford Abbots; in the district of Huntingdonshire; in the county of Cambridgeshire.	A1198 Ermine Street	A length from a point 250 metres south-east of its junction with the Beacon Field Equine Centre Access in a south easterly direction for a distance of 390m.	Reference A To be substituted by a length of new highway from a point 220 metres south-east of the Beacon Field Equine Centre Access in a south easterly direction for a distance of 660 metres.
<i>The rights of way and access plans– sheet 12</i>			
In the parishes of Hemingford Abbots and Hemingford Grey; in the district of Huntingdonshire; in the county of Cambridgeshire.	Bridleway 121/10	A length from a point 510 metres west of its junction with Mere Way in a generally westerly direction for a distance of 570 metres.	Reference A To be substituted by a new bridleway on the south side of the new A14(T) between the start and end points of the stopping up, for a distance of 470 metres.
	Bridleway 121/10	A length from its junction with Mere Way in a westerly direction for a distance of 30 metres.	Reference B To be substituted by a length of new bridleway adjacent to Mere Way in a southerly direction, for a distance of 100 metres, to a junction with Bridleway 122/13.
<i>The rights of way and access plans– sheet 13</i>			
In the parishes of Hemingford Grey, Fenstanton and Hilton; in the district of Huntingdonshire; in the	B1040 Potton Road	A length from a point 200 metres north-east of its junction with the West Brook in a	Reference A To be substituted by a length of new highway from a point 140 metres north-east of the junction

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted/provided</i>
county of Cambridgeshire.		north easterly direction for a distance of 770 metres.	of West Brook with the B1040 Potton Road in a north easterly direction for a distance of 865 metres.
	-	-	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.
<i>The rights of way and access plans– sheet 14</i>			
In the parishes of Fenstanton and Hilton; in the district of Huntingdonshire; in the county of Cambridgeshire.	Hilton Road	A length from a point 290 metres south-west of its junction with Pear Tree Close in a south westerly direction for a distance of 740 metres.	Reference A To be substituted by a length of new highway from a point 265 metres south-west of the Hilton Road/Pear Tree Close junction in a south westerly direction for a distance of 800 metres.
<i>The rights of way and access plans– sheet 15</i>			
In the parishes of Fenstanton and Conington; in the district of Huntingdonshire and South Cambridgeshire; in the county of Cambridgeshire.	Conington Road	A length from a point 135m south of its junction with Access Road in a generally southerly direction for a distance of 500 metres.	Reference A To be substituted by a length of new highway from the junction of Conington Road with the Access Road in a generally southerly direction for a distance of 680 metres.
	-	-	Reference B A length of new footpath running in a north-westerly direction adjacent to the northern boundary of the existing Conington Road and then the new realigned Conington Road for a distance of 515 metres and joining the highway boundary of the realigned Conington Road at a point adjacent to the new private means of access (Reference 4).

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

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted/provided</i>
		distance of 40 metres.	south eastward for a total distance of 1255 metres, to the Cambridge Services roundabout.
	-	-	Reference D 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.
	-	-	Reference A 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.
	-	-	Reference E A length of new highway on the north-east side of the new A14(T) from the new junction of Bucking Way Road and new Swavesey Junction Link Road (Reference B), south eastward for a distance of 40 metres.
<i>The rights of way and access plans– sheet 18</i>			
In the parishes of	-	-	Reference A

<i>(1) Area</i>	<i>(2) Highway to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New highway to be substituted/provided</i>
Swavesey, Boxworth and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.			A length of new bridleway on the north-east side of the improved A14(T) from a point 420 metres south-east of the junction of Bucking Way Road with the A14(T), north-eastward, then south-eastward and south-westward for a distance of 300 metres to a point 590 metres south-east of the junction of Bucking Way Road with the A14(T).
	-	-	Reference D – Refer to sheet 17
<i>The rights of way and access plans– sheet 19</i>			
In the parishes of Swavesey and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Robin's Lane	A length from a point 40 metres south-west of its junction with the A14(T) generally south-westward to a point 20 metres west of the access to Grange Farm, a distance of 370 metres.	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.
	-	-	Reference B New highway on the north-east side of the new A14(T) from the new Robin's Lane, in a northerly direction for a distance of 175 metres.
	-	-	Reference C New footpath on the south-west side of the improved A14(T) from its junction with Footpath 150/5, in a south easterly direction for a distance of 160 metres where it meets realigned Bridleway 16/1 to be provided in connection with redevelopment of land adjacent to the Service

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted/provided</i>
			Area at Bar Hill Junction.
	-	-	Reference D – Refer to sheet 17
<i>The rights of way and access plans– sheet 20</i>			
In the parishes of Lolworth, Longstanton, Bar Hill and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	B1050 Hatton’s Road	A length from a point 58 metres north-west of the centre of the junction between the B1050 Hatton’s Road, Saxon Way and Crafts Way, in a generally northerly direction for a distance of 340 metres.	Reference B To be substituted by a length of new highway from the B1050 Hatton’s Road/Saxon Way/Crafts Way junction in a generally north eastward direction for a distance of 745 metres.
	Bridleway 16/1	A length from its junction with the A14(T), in a generally north-westerly direction for a distance of 145 metres.	To be substituted by 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.
<i>The rights of way and access plans– sheet 21</i>			
In the parishes of Dry Drayton and Oakington and Westwick; in the district of South Cambridgeshire; in the	Dry Drayton Road	A length from its existing junction with Oakington Road, south eastward for a	Reference C To be substituted by a length of new highway from a point on Oakington Road 250 metres south-

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted/provided</i>
county of Cambridgeshire.		distance of 95 metres.	west of its junction with Dry Drayton Road, in a generally north easterly direction over the A14 to a new junction with Dry Drayton Road, a distance of 700 metres.
	Oakington Road	A length from its existing junction with Dry Drayton Road, south westward for a distance of 160 metres.	Reference C To be substituted by a length of new highway from a point on Oakington Road 250 metres south-west of its junction with Dry Drayton Road, in a generally north easterly direction over the A14 to a new junction with Dry Drayton Road, a distance of 700 metres.
	-	-	Reference A A length of new bridleway and cycle track from a point 180 metres south-east of the junction of the A14 Southbound Slip Roads and the A14(T), in a generally south easterly direction to the Girton Grange Accommodation Bridge over the A14 (see sheet 24), a total distance of 3,000 metres (for continuation of Reference A see sheets 22, 23 and 24).
	-	-	Reference B A length of new highway from a point 200 metres south-west of the Oakington Road junction with Dry Drayton Road, in a generally south easterly direction for a distance of 2,310 metres to the existing Huntingdon Road at the M11 (for continuation of Reference B see sheets 22 and 23).



<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted/provided</i>
	Bridleway 66/12	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.	To be substituted by new equestrian tracks 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.
	-	-	Reference D – Refer to sheet 17
	-	-	Reference E A length of new highway from the new Dry Drayton to Girton Local Access Road, in a generally north easterly direction for a distance of 465 metres, to provide access to Hackers Fruit Farm and premises currently with access from the south of the A14(T).
<i>The rights of way and access plans– sheet 22</i>			
In the parishes of Dry Drayton, Girton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Footpath 99/7	The whole length, from its junction with the existing A14 Westbound Link at Girton Interchange, westward to its junction with The Avenue, a distance of 400 metres.	To be substituted by a new footway along the New Dry Drayton to Girton Local Access Road (part Reference B) south-eastward to the A1307 Huntingdon Road (sheet 23), a distance of 665 metres.
	Footpath 99/8	A length from its junction with The Avenue, westward to the southern boundary of the new Dry Drayton to Girton Local Access Road, a distance of 70 metres.	To be substituted by a new footway along the New Dry Drayton to Girton Local Access Road (part Reference B), for a distance of 50 metres.
	-	-	Reference B – Refer to sheet 21

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted/provided</i>
	-	-	Reference A – Refer to sheet 21
	-	-	Reference D – Refer to sheet 23
<i>The rights of way and access plans– sheet 23</i>			
In the parishes of Madingley and Girton; in the district of South Cambridgeshire; in the county of Cambridgeshire.	A14 Westbound Link	A length from the start of the existing A14 Westbound Link north westward for a distance of 360 metres.	New A14 Westbound Link
	Bridleway 154/2	A length from a point 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.	To be substituted by a length of new bridleway from a point on Bridleway 154/2 220 metres north-east of the Bridleway 154/2 overpass over the A428(T), northward for a distance of 535 metres, to the boundary of the new Dry Drayton to Girton Local Access Road (Reference D), and a length of new bridleway from a point at the junction of Bridleway 154/2 and the southern boundary of the A428(T), eastward for a distance of 1,125 metres, to the existing Footpath 154/3 underpass under the M11 (Reference C). (For a continuation of Reference D see sheet 22).
	A14 Huntingdon Road Link	A length from the start of the A14 Huntingdon Road Link south eastward for a distance of 230 metres.	New A14 Huntingdon Road Link
	-	-	Reference A – Refer to sheet 21
	-	-	Reference B – Refer to sheet 21

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted/provided</i>
<i>The rights of way and access plans– sheet 24</i>			
In the parishes of Girton and Impington; in the district of South Cambridgeshire; in the county of Cambridgeshire.	-	-	Reference A – Refer to sheet 21
	-	-	Reference B A length of new cycle track from the northern end of the Girton Grange Accommodation Bridge, in a generally easterly direction to Weavers Field, a distance of 150 metres.
<i>The rights of way and access plans– sheet 25</i>			
None	None	-	-
<i>The rights of way and access plans– sheet 26</i>			
None	None	-	-
<i>The rights of way and access plans– sheet 27</i>			
None	None	-	-
<i>The rights of way and access plans– sheet 28</i>			
In the parish of Huntingdon; in the district of Huntingdonshire; in the county of Cambridgeshire.	A14(T)	A length from a point 250 metres west of the East Coast Main Line railway, in a generally south easterly direction for a distance of 460 metres.	Reference A To be substituted by a length of new highway from a point immediately south-west of the existing A14(T) 290 metres west of the East Coast Main Line railway, in a generally south westerly direction to Hinchingsbrooke Park Road for a distance of 470 metres; a length of the improved Hinchingsbrooke Park Road; a length of the existing B1514 Brampton Road; and a length of new highway (Reference C) southward for a distance of 98 metres.
	Footpath 133/11	A length from a point 220 metres west of the East Coast Main Line railway, in a generally north	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

<i>(1) Area</i>	<i>(2) Highway to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New highway to be substituted/provided</i>
		westerly direction for a distance of 130 metres.	and a point north of new private means of access (Reference 2) on the new highway (Reference A), a distance of 360 metres.
	-	-	Reference B A length of new highway from a point on Brampton Road exit slip road 45 metres south-west of its junction with Hinchingsbrooke Park Road in a generally northerly direction for a distance of 40 metres to this junction.
	-	-	Reference C A length of new highway from a point on Brampton Road 80 metres north-east of the East Coast Main Line railway in a generally southerly direction for a distance of 98 metres to the de-trunked A14.
	-	-	Reference D A length of new highway from a point on the de-trunked A14, 30 metres west of its crossing of the road called Mill Common, northward to the junction of Prince's Street with Ring Road, for a distance of 125 metres to this junction.
	-	-	Reference E A length of new highway from a point on Ring Road 45 metres south-east of its junction with Prince's Street in a generally southerly direction for a distance of 44 metres to the road called Mill Common.
	-	-	Reference G A length of new cycle track

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted/provided</i>
			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 250 metres to a junction with Footpath 133/11.

## PART 2

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

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

(1) Area	(2) Street to be stopped up	(3) Extent of stopping up
<i>The rights of way and access plans– sheet 12</i>		
None	None	-
<i>The rights of way and access plans– sheet 13</i>		
None	None	-
<i>The rights of way and access plans– sheet 14</i>		
None	None	-
<i>The rights of way and access plans– sheet 15</i>		
In the parishes of Fenstanton and Conington; in the district of Huntingdonshire and South Cambridgeshire; in the county of Cambridgeshire.	Footpath 87/6	A length from the southern highway boundary of its junction with Access Road, south eastward to its southern end at the Fenstanton Parish boundary, a distance of 460 metres.
<i>The rights of way and access plans– sheet 16</i>		
None	None	-
<i>The rights of way and access plans– sheet 17</i>		
In the parishes of Swavesey, Conington and Boxworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Bridleway 225/14	A length from its junction with the existing A14 (T) in a north easterly direction to the new A14(T) highway boundary, a distance of 35 metres.
<i>The rights of way and access plans– sheet 18</i>		
None	None	-
<i>The rights of way and access plans– sheet 19</i>		
In the parishes of Swavesey and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Footpath 150/5	A length from its junction with the existing A14 (T) in a south westerly direction to the new A14(T) highway boundary, a distance of 27 metres.
<i>The rights of way and access plans– sheet 20</i>		
In the parishes of Lolworth, Longstanton, Bar Hill and Oakington and Westwick; in the district of South Cambridgeshire; in the	Bridleway 151/10	A length from its junction with the A14(T), in a north-easterly direction to the north-east highway boundary of the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road), a distance of 85

(1) Area	(2) Street to be stopped up	(3) Extent of stopping up
county of Cambridgeshire.		metres.
<i>The rights of way and access plans– sheet 21</i>		
In the parishes of Dry Drayton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	A14 Southbound slip roads	The whole slip road.
	A14 Northbound slip roads	The whole slip road.
<i>The rights of way and access plans– sheet 22</i>		
In the parishes of Dry Drayton, Girton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	The Avenue	A length from a point 43 metres south-west of its junction with the A14(T), south-westward for a distance of 220 metres.
<i>The rights of way and access plans– sheet 23</i>		
In the parishes of Madingley and Girton; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Washpit Lane	A length from its junction with the A14(T), north eastward for a distance of 55 metres.
	Bridleway 99/6	A length from the western highway boundary of the existing A14 Westbound Link, in a north easterly direction to and beyond the A1307 Huntingdon Road, for a total distance of 260 metres.
<i>The rights of way and access plans– sheet 24</i>		
None	None	-
<i>The rights of way and access plans– sheet 25</i>		
None	None	-
<i>The rights of way and access plans– sheet 26</i>		
None	None	-
<i>The rights of way and access plans– sheet 27</i>		
None	None	-
<i>The rights of way and access plans– sheet 28</i>		
None	None	-



### PART 3

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

(1) <i>Area</i>	(2) <i>PMA to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New PMA to be substituted/provided</i>
<i>The rights of way and access plans– sheet 1</i>			
In the parishes of Alconbury and The Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire.	-	-	Reference 1 New private means of access along the west side of the improved A1 (T) from the new Woolley Road.
	-	-	Reference 2 – Refer to sheet 2
<i>The rights of way and access plans– sheet 2</i>			
In the parishes of Alconbury and The Stukeleys; in the district of Huntingdonshire; in the county of Cambridgeshire.	-	-	Reference 1 – Refer to sheet 1
	Reference b Access to field from the east of the existing A1(T) layby, 700 metres south of the junction of Woolley Road with the A1(T).	A length from its junction with the existing A14(T) layby south-eastward for a distance of 10 metres.	Reference 2 To be substituted by a new private means of access along the east side of the improved A1(T) from the end of the existing private means of access to Lazy Acre farm from the Alconbury junction (eastern dumbbell roundabout) on the A1(T).
	-	-	Reference 3 New private means of access on the west side of the improved A1(T) from the new Woolley Road.
	Reference a Access to Weybridge Farm and East Cottage from the south of Woolley Road, 140 metres north-west of its junction with the A1(T).	A length from its junction with Woolley Road south-westward for a distance of 22 metres.	Reference 4 To be substituted by a new private means of access in the same location as stopped up access Reference a, but repositioned at the highway boundary of the new Woolley Road.

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>PMA to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New PMA to be substituted/provided</i>
	-	-	Reference 5 New private means of access on the west side of the improved A1(T) from the new Woolley Road.
<i>The rights of way and access plans– sheet 3</i>			
In the parishes of Alconbury, The Stukeleys and Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.	-	-	Reference 2 – Refer to sheet 2
	-	-	Reference 1 New private means of access on the west side of the improved A1(T) from the new Woolley Road.
	Reference a 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.
	Reference b Access to Little Meadow, Woodhatch Farm and Huntingdon Recycling Ltd from the south of A14 (T), 880 metres west of its junction with the A1(T).	A length from its junction with A14(T) southward for a distance of 35 metres and westward for a distance of 190 metres.	Reference 4 To be substituted by a new private means of access on the south side of the new A14(T) from the new Ellington junction (southern dumbbell roundabout) at the south end of the new Woolley Road.
	Reference c Access to Rectory Farm from the south of A14(T), 875 metres west of its junction with the A1(T).	A length from its junction with A14(T) eastward for a distance of 290 metres and south eastward for a distance of 280 metres.	Reference 5 To be substituted by a new private means of access on the south side of the new A14(T) from the new Ellington junction (southern dumbbell roundabout) at the south end of the new Woolley Road.
	Reference d Access to Rectory Farm from the existing track south of the	A length from its junction with the existing track north-eastward for a	Reference 6 To be substituted by a new private means of access on the south side of the new

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>PMA to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New PMA to be substituted/provided</i>
	A14(T), 650 metres west and 440 metres south of its junction with the A1(T).	distance of 205 metres.	A14(T) from the new Ellington junction (southern dumbbell roundabout) at the south end of the new Woolley Road.
	Reference e Access to Rectory Farm from the south of the existing A14(T), 100 metres south-west of Brampton Hut Services.	A length from its junction with A14(T) north-eastward for a distance of 205 metres.	Reference 5 To be substituted by a new private means of access on the south side of the new A14(T) from the new Ellington junction (southern dumbbell roundabout) at the south end of the new Woolley Road.
<i>The rights of way and access plans– sheet 4</i>			
None	None	-	-
<i>The rights of way and access plans– sheet 5</i>			
In the parish of Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.	-	-	Reference 1 New private means of access on the east side of the new A14(T) from the north side of the new Grafham Road.
	-	-	Reference 2 – Refer to sheet 6
<i>The rights of way and access plans– sheet 6</i>			
In the parish of Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.	Reference b Access to field from the south-east side of the existing Park Road 330 metres east of its junction with Grafham Road.	A length from its junction with Park Road south-eastward for a distance of 12 metres.	Reference 3 To be substituted by a new private means of access on the east side of the new A14(T) from the south-east side of the new Grafham Road to the north side of the new A14(T) emergency / maintenance access from the new B1514 Buckden Road.
	Reference a Access to field from the north-west side of the existing Park Road at its junction with the	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

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>PMA to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New PMA to be substituted/provided</i>
	existing Grafham Road.		north side of the new Grafham Road.
	-	-	Reference 1 – Refer to sheet 5
<i>The rights of way and access plans– sheet 7</i>			
In the parishes of Buckden and Brampton; in the district of Huntingdonshire; in the county of Cambridgeshire.	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.
	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.
<i>The rights of way and access plans– sheet 8</i>			
In the parishes of Buckden,	-	-	Reference 1 New private means of

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>PMA to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New PMA to be substituted/provided</i>
Godmanchester and Offord, Cluny and D'Arcy; in the district of Huntingdonshire; in the county of Cambridgeshire.			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 2 New private means of access on the south-west side of the new A14(T) from the north-east side of the existing track to the Buckden Gravel Pits.
	-	-	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.
<i>The rights of way and access plans– sheet 9</i>			
In the parishes of Godmanchester and Offord, Cluny and D'Arcy; in the district of Huntingdonshire; in the county of Cambridgeshire.	-	-	Reference 5 – Refer to sheet 8
	-	-	Reference 2 New private means of access on the north side of the new A14(T) from the north-west side of the new B1043 Offord Road.
	-	-	Reference 3 New private means of

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>PMA to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New PMA to be substituted/provided</i>
			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.
<i>The rights of way and access plans– sheet 10</i>			
In the parish of Godmanchester; in the district of Huntingdonshire; in the county of Cambridgeshire.	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.
	-	-	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.
<i>The rights of way and access plans– sheet 11</i>			
In the parishes of Godmanchester and Hemingford Abbots; in the district of	-	-	Reference 1 New private means of access on the north side of the new A14(T) from the

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

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>PMA to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New PMA to be substituted/provided</i>
	of its junction with the Debden Lodge Farm access.	direction for a distance of 130 metres.	location as stopped up access Reference f, but repositioned at the highway boundary of the new A1198 Ermine Street.
	-	-	Reference 7 New private means of access on the south side of the new A14(T) from the south-west side of the new A1198 Ermine Street.
<i>The rights of way and access plans– sheet 12</i>			
In the parishes of Hemingford Abbots and Hemingford Grey; in the district of Huntingdonshire; in the county of Cambridgeshire.	-	-	Reference 1 – Refer to sheet 11
<i>The rights of way and access plans– sheet 13</i>			
In the parishes of Hemingford Grey, Fenstanton and Hilton; in the district of Huntingdonshire; in the county of Cambridgeshire.	-	-	Reference 1 New private means of access on the south side of the new A14(T) from the north-west side of the new B1040 Potton Road.
	Reference a Access to field from the north-west side of the existing B1040 Potton Road at its junction with the Huntingdonshire District Council's Award Drain.	A length from its junction with the existing B1040 Potton Road westward for a distance of 5 metres.	Reference 2 To be substituted by a new private means of access on the north side of the new A14(T) from the north-west side of the new B1040 Potton Road.
	-	-	Reference 3 New private means of access on the north side of the new A14(T) from the south-east side of the new B1040 Potton Road.
<i>The rights of way and access plans– sheet 14</i>			
In the parishes of Fenstanton and Hilton;	Reference a Access to field from the	A length from its junction with Hilton	Reference 2 To be substituted by a new



<i>(1) Area</i>	<i>(2) PMA to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New PMA to be substituted/provided</i>
in the district of Huntingdonshire; in the county of Cambridgeshire.	south-east side of the existing Hilton Road 150 metres north-east of Oxholme Farm.	Road south-eastward for a distance of 5 metres.	private means of access on the southern side of the new A14(T) from the south-east side of the new Hilton Road.
	-	-	Reference 1 New private means of access on the south side of the new A14(T) from the north-west side of the new Hilton Road to Oxholme Farm.
	-	-	Reference 3 New private means of access on the north side of the new A14(T) from the north-west side of the new Hilton Road.
	-	-	Reference 4 New private means of access on the north side of the new A14(T) from the south-east side of the new Hilton Road.
	-	-	Reference 5 New private means of access on the north side of the new A14(T) from the south-east side of the new Hilton Road.
<i>The rights of way and access plans– sheet 15</i>			
In the parishes of Fenstanton and Conington; in the district of Huntingdonshire and South Cambridgeshire; in the county of Cambridgeshire.	Reference a Access to field from the north-east side of the existing Conington Road 750 metres south-east of its junction with Access Road.	A length from its junction with Conington Road in a north eastward direction for a distance of 3 metres.	Reference 4 To be substituted by a new private means of access on the south side of the new A14(T) from the north-east side of the new Conington Road.
	Reference b Access to field from the south-west side of the existing Conington Road 750 metres south-east of its junction with Access Road.	A length from its junction with Conington Road in a south westward direction for a distance of 5 metres.	Reference 5 To be substituted by a new private means of access on the south side of the new A14(T) from the south-west side of the new Conington Road.

<i>(1) Area</i>	<i>(2) PMA to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New PMA to be substituted/provided</i>
	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 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).
	-	-	Reference 3 New private means of access on the north side of the new A14(T) from the east side of the new Conington Road to field.
	-	-	Reference 6 New private means of access on the south side of the new A14(T) from the north-east side of Conington Road to fields.
<i>The rights of way and access plans– sheet 16</i>			
In the parishes of Fen Drayton and Conington; in the district of South Cambridgeshire; in the county of Cambridgeshire.	-	-	Reference 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.

<i>(1) Area</i>	<i>(2) PMA to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New PMA to be substituted/provided</i>
	-	-	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
<i>The rights of way and access plans– sheet 17</i>			
In the parishes of Swavesey, Conington and Boxworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a Access to field from the north of the A14(T), 1390 metres north-west of its junction with Bucking Way Road.	The whole access.	Reference 1 To be substituted by a new private means of access in the same location as stopped up access Reference a, but repositioned at the highway boundary of the new A14 to Swavesey Junction Link Road.
	Reference b Access to Friesland Farm from the south of the A14(T), 1150 metres north-west of its junction with Bucking Way Road.	A length from its junction with the A14(T) south-westward for a distance of 82 metres.	Reference 3 To be substituted by a new private means of access along the south side of the new A14(T), from a new roundabout junction at the new Swavesey Junction.
	Reference c Access track known as Scotland Drove north of the A14(T), 940 metres north-west of its 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.

<i>(1) Area</i>	<i>(2) PMA to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New PMA to be substituted/provided</i>
	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.
	-	-	Reference 8 New private means of access on the north-east side of the new A14(T) from the south-west side of the improved Bucking Way Road.
	-	-	Reference 9 New private means of access on the south-west

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>PMA to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New PMA to be substituted/provided</i>
			side of the new A14(T) from the north side of the new Cambridge Services Link Road.
<i>The rights of way and access plans– sheet 18</i>			
In the parishes of Swavesey, Boxworth 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).
	Reference c Access to field from the north of the A14(T), 400 metres north-west of its junction with the Sewage Works access.	The whole access.	Reference 3 To be substituted by a new private means of access in the same location as stopped up access Reference c, but repositioned at the highway boundary of the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) on the north side of the new A14(T).
	Reference d Access to field from the south of the A14(T), 394 metres north-west of its junction with the Sewage Works access.	The whole access.	Reference 4 To be substituted by a new private means of access along the south side of the improved A14(T), from Robin's Lane.
	Reference e Access to Sewage Works and access track known as Utton's	A length from its junction with the A14(T) north-eastward for a	Reference 5 To be substituted by a new private means of access in the same location as

<i>(1) Area</i>	<i>(2) PMA to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New PMA to be substituted/provided</i>
	Drove from the north side of the A14(T).	distance of 17 metres.	stopped up access Reference e, but repositioned at the highway boundary of the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) on the north side of the new A14(T).
	-	-	Reference 6 New private means of access on the north-east side of the new A14(T), from the north-west side of the existing Utton's Drove access track.
	-	-	Reference 7 New private means of access on the north-east side of the new A14(T), from the south-east side of the existing Utton's Drove access track.
<i>The rights of way and access plans– sheet 19</i>			
In the parishes of Swavesey and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a Access to Clare College Farm from the south western side of the A14(T), 300 metres north-west of its 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

<i>(1) Area</i>	<i>(2) PMA to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New PMA to be substituted/provided</i>
			New private means of access on the north-east side of the new A14(T) from the north-east side of the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road).
	-	-	Reference 1 New private means of access on the north-east side of the new A14(T) from the south-east side of the existing private means of access to The White House and Hill Farm.
	-	-	Reference 2 New private means of access on the north-east side of the new A14(T) from the south-east side of the existing private means of access to The White House and Hill Farm.
<i>The rights of way and access plans– sheet 20</i>			
In the parishes of Lolworth, Longstanton, Bar Hill and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a Access to field from the west of the B1050 Hattons Road, 280 metres north-east of its junction with the A14(T).	The whole access.	Reference 2 To be substituted by a new private means of access from the new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) (Reference D - sheet 20).
	Reference b Access to Noon Folly Farm from the west of the B1050 Hattons Road, 570 metres north-east of its junction with the A14(T).	A length from its junction with the B1050 Hattons Road, north-westward for a distance of 17 metres.	Reference 3 To be substituted by a new private means of access in the same location as stopped up access Reference b, but repositioned at the highway boundary of the new B1050 Hattons Road.
	Reference c Access to premises from the north of the A14(T), 530 metres	The whole access	Reference 5 To be substituted by a new private means of access from the south of the new

<i>(1) Area</i>	<i>(2) PMA to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New PMA to be substituted/provided</i>
	south-east of its junction with the B1050 Hattons Road.		Local Access Road (Swavesey / Dry Drayton Local Access Road) (Reference D - sheet 20).
	-	-	Reference 1 New private means of access on the north eastern side of the new A14(T) from the south side of the new Local Access Road (Swavesey / Dry Drayton Local Access Road) west of the new B1050 Hattons Road.
	-	-	Reference 4 New private means of access on the north-east side of the new A14(T) from the north side of the new Local Access Road (Swavesey / Dry Drayton Local Access Road) east of the new Hattons Road.
	-	-	Reference 6 New private means of access on the north-east side of the new A14(T) from the north side of the new Local Access Road (Swavesey / Dry Drayton Local Access Road) east of the new Hattons Road.
<i>The rights of way and access plans– sheet 21</i>			
In the parishes of Dry Drayton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a Access to Slate Hall Farm from the north of the A14(T), 700 metres north-west of Dry Drayton Road overpass.	A length from its junction with the A14(T), north-eastward for a distance of 43 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 Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) on the north side of the new A14(T).



<i>(1) Area</i>	<i>(2) PMA to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New PMA to be substituted/provided</i>
	Reference c Access to field from the south of Oakington Road, 390 metres south-west of its junction with the A14(T).	A length from its junction with Oakington Road, south-eastward for a distance of 20 metres.	Reference 4 To be substituted by a new private means of access from the new Oakington Road.
	Reference d Access to Hackers Fruit Farm from the east of Dry Drayton Road, 190 metres from its junction with Oakington Road.	A length from its junction with Dry Drayton Road south-eastward for a distance of 195 metres.	Reference 6 To be substituted by a new private means of access from the new Cambridge Crematorium Access Road (Reference E - sheet 21).
	Reference f Access to Hackers Fruit Farm from the south of the A14(T), 280 metres south-east of its junction with the A14 northbound slip road at Oakington Road.	The whole access.	Reference 6 To be substituted by a new private means of access from the new Cambridge Crematorium Access Road (Reference E - sheet 21).
	Reference g Access to premises from the south of the A14(T), 340 metres south-east of its junction with the A14 northbound slip road at Oakington Road.	The whole access.	Reference 6 To be substituted by a new private means of access from the new Cambridge Crematorium Access Road (Reference E - sheet 21).
	Reference h. Access to Hackers Fruit Farm from the south of the A14(T), 360 metres south-east of its junction with the A14 northbound slip road at Oakington Road.	The whole access.	Reference 6 To be substituted by a new private means of access from the new Cambridge Crematorium Access Road (Reference E - sheet 21).
	Reference i Access to Cambridge Crematorium from the south of the A14(T), 605 metres south-east of its junction with the A14 northbound slip road at Oakington Road.	The whole access.	Reference 7 To be substituted by a new private means of access from the new Cambridge Crematorium Access Road (Reference E - sheet 21).

<i>(1) Area</i>	<i>(2) PMA to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New PMA to be substituted/provided</i>
	-	-	Reference 2 New private means of access on the north-east side of the new A14(T) from the north-east side of the new Local Access Road (Swavesey / Dry Drayton Local Access Road).
	-	-	Reference 3 New private means of access on the north-east side of the new A14(T) from the south-west side of the new Local Access Road (Swavesey / Dry Drayton Local Access Road).
	-	-	Reference 5 New private means of access on the south-west side of the new A14(T) from the north side of the new Oakington Road roundabout junction.
	-	-	Reference 8 New private means of access on the north-east side of the new A14(T) from the new Dry Drayton Road / new Local Access Road (Swavesey Junction / Dry Drayton Local Access Road) / new Dry Drayton to Girton Access Track roundabout junction to the A14 bridge overpass at Footpath 99/4 (for continuation of Reference 8 see sheets 22, 23 and 24).
<i>The rights of way and access plans– sheet 22</i>			
In the parishes of Dry Drayton, Girton and Oakington and Westwick; in the district of South	Reference b Access to premises from the south of the A14(T), 385 metres north-west of its	The whole access.	Reference 2 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>PMA to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New PMA to be substituted/provided</i>
Cambridgeshire; in the county of Cambridgeshire.	junction with The Avenue.		Girton Local Access Road) (Reference B - sheet 21).
	Reference c Access to premises from the south of the A14(T), 365 metres north-west of its junction with The Avenue.	The whole access.	Reference 2 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).
	Reference d Access to premises from the south of the A14(T), 355 metres north-west of its junction with The Avenue.	The whole access.	Reference 2 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).
	Reference e Access to premises from the south of the A14(T), 335 metres north-west of its junction with The Avenue.	The whole access.	Reference 2 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).
	Reference f Access to premises from the south of the A14(T), 325 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 g Access to Catch Hall from the south of the A14(T), 250 metres north-west of its junction with The Avenue.	The whole access.	Reference 2 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).
	Reference h Access to field from the south side of the A14(T), 375 metres north-west of its junction with The Avenue.	A length from a point 320 metres south-west of the A14(T) south-westward for a distance of 80 metres.	Reference 5 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).

<i>(1) Area</i>	<i>(2) PMA to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New PMA to be substituted/provided</i>
	Reference i Access to field from The Avenue, 270 metres south-west of its junction with the A14(T).	The whole access.	Reference 3 To be substituted by a new private means of access from the new Local Access Road (Dry Drayton to Girton Local Access Road) (Reference B - sheet 21).
	Reference j Bifurcated access to Grange Farm from the north of the A14(T), 230 metres south-east 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.

<i>(1) Area</i>	<i>(2) PMA to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New PMA to be substituted/provided</i>
	Reference o Access to Elm Grange from the north of the A14(T), 380 metres south-east of its junction with The Avenue.	The whole access.	Reference 11 To be substituted by a new private means of access from the south-west side of the new Dry Drayton to Girton Access Track.
	-	-	Reference 1 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).
	-	-	Reference 4 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).
	-	-	Reference 6 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).
	-	-	Reference 7 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.
	-	-	Reference 8 – Refer to sheet 21
	-	-	Reference 9 New private means of access on the north-east side of the A14 (T) from

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>PMA to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New PMA to be substituted/provided</i>
			the north side of the new Dry Drayton to Girton Access Track.
<i>The rights of way and access plans– sheet 23</i>			
In the parishes of Madingley and Girton; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference b Access to field from the north-west of the existing Bridleway 154/2 (99/6) track, 355m south-west of its junction with the existing Huntingdon Road.	A length from a point 50 metres north-west of the existing Bridleway 154/2 (99/6) track north-westward for a distance of 200 metres.	References 3 and 4 To be substituted by new private means of access (Reference 4) from the A1307 Huntingdon Road and then new private means of access (Reference 3).
	-	-	Reference 1 New private means of access from the north-west side of the new private means of access (Reference 3).
	-	-	Reference 2 New private means of access on the north-east side of the M11 from the new A1307 Huntingdon Road.
	-	-	Reference 4 New private means of access on the south-west side of the M11 from the new A1307 Huntingdon Road.
	-	-	Reference 5 New private means of access on the north-east side of the M11 from the new A1307 Huntingdon Road.
	-	-	Reference 8 – Refer to sheet 21
<i>The rights of way and access plans– sheet 24</i>			
In the parishes of Girton and Impington; in the district of South	Reference a Part of access to premises from the	A length from its junction with the A1307 Huntingdon	Reference 1 To be substituted by a new private means of access in

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>PMA to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New PMA to be substituted/provided</i>
Cambridgeshire; in the county of Cambridgeshire.	south of the A1307 Huntingdon Road, 295 metres north-west of its junction with Orchard Drive.	Road south-westward for a distance of 8 metres.	the same location as stopped up access Reference a, but repositioned at the highway boundary of the new A1307 Huntingdon Road.
	Reference b Access to premises from the south of the A1307 Huntingdon Road, 240 metres north-west of its junction with Orchard Drive.	A length from its junction with the A1307 Huntingdon Road south-westward for a distance of 8 metres.	Reference 2 To be substituted by a new private means of access in the same location as stopped up access Reference b, but repositioned at the highway boundary of the new A1307 Huntingdon Road.
	Reference c Access to premises from the south of the A1307 Huntingdon Road, 185 metres north-west of its junction with Orchard Drive.	A length from its junction with the A1307 Huntingdon Road south-westward, a distance of 12 metres.	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.
	-	-	Reference 8 – Refer to sheet 21
<i>The rights of way and access plans– sheet 25</i>			
In the parishes of Impington and Orchard Park; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a Part of access track from the south of the entrance road to the Holiday Inn Cambridge.	A length from a point 180 metres south of its junction with the entrance road to the Holiday Inn Cambridge, southward then eastward for a distance of 200 metres.	Reference 1 To be substituted by a new private means of access on the north side of the A14(T) from the B1049 Cambridge Road North.
	-	-	Reference 2 New private means of access on the north side of the new A14(T) from the west side of the existing Lone Tree Avenue.
<i>The rights of way and access plans– sheet 26</i>			
In the parishes of	-	-	Reference 1

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>PMA to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New PMA to be substituted/provided</i>
Impington, Milton and Orchard Park; in the district of South Cambridgeshire; in the county of Cambridgeshire.			New private means of access on the north side of the A14 from the existing access road leading to the travellers' encampment adjacent to Mere Way.
<i>The rights of way and access plans– sheet 27</i>			
None	None	-	-
<i>The rights of way and access plans– sheet 28</i>			
In the parish of Huntingdon; in the district of Huntingdonshire; in the county of Cambridgeshire.	-	-	Reference 1 New private means of access on the south-west side of the A14(T) from the north-west side of the new highway (Reference A) to a drainage attenuation pond.
	-	-	Reference 2 New private means of access on the south-west side of the A14(T) from the south-east side of the new highway (Reference A) to Views Common.
	-	-	Reference 3 New private means of access on the south-west side of the A14(T) from the west side of the new highway (Reference A) to a drainage attenuation pond.
	Reference a Access from Hinchingsbrooke Park Road to Cambridgeshire Constabulary HQ.	A length from its junction with Hinchingsbrooke Park Road southward for a distance of 7 metres.	Reference 4 To be substituted by a new private means of access on the south-west side of the A14(T) from the east side of the new highway (Reference A) to the Cambridgeshire Constabulary HQ.
	-	-	Reference 5 New private means of access from the west side



<i>(1) Area</i>	<i>(2) PMA to be stopped up</i>	<i>(3) Extent of stopping up</i>	<i>(4) New PMA to be substituted/provided</i>
			of the south end of the new highway (Reference C) to the railway station car park.
	-	-	Reference 6 New private means of access from the south-west side of the de-trunked A14 to the railway station car park.
	-	-	Reference 7 New private means of access on the north side of the A14 from the west side of the new highway (Reference D) to Mill Common.

## PART 4

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

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

(1) Area	(2) PMA to be stopped up	(3) Extent of stopping up
the district of Huntingdonshire; in the county of Cambridgeshire.	Street, 470 metres south-east of its junction with Beacon Field Equine Centre.	
<i>The rights of way and access plans– sheet 12</i>		
None	None	-
<i>The rights of way and access plans– sheet 13</i>		
None	None	-
<i>The rights of way and access plans– sheet 14</i>		
None	None	-
<i>The rights of way and access plans– sheet 15</i>		
None	None	-
<i>The rights of way and access plans– sheet 16</i>		
In the parishes of Fen Drayton and Conington; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a Access to field from the south of the A14(T), 255 metres north-west of its junction with New Barns Lane.	The whole access.
	Reference b Access to field from the north of the A14(T), 350 metres south-east of its junction with New Barns Lane.	The whole access.
	Reference c Access to field from the north of the A14(T), 445 metres south-east of its junction with New Barns Lane.	The whole access.
	Reference d Access to field from the south of the A14(T), 460 metres south-east of its junction with New Barns Lane.	The whole access.
	Reference e Access to field from the south of the A14(T), 960 metres south-east of its junction with New Barns Lane.	The whole access.
	Reference f Access to field from the north of the A14(T), 1100 metres south-east of its junction with New Barns Lane.	The whole access.
<i>The rights of way and access plans– sheet 17</i>		
In the parishes of Swavesey, Conington and Boxworth; in the district of South	Reference f Access to field from the north of the A14(T), 280 metres north-west of its junction with Bucking Way Road.	The whole access.

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>PMA to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>
Cambridgeshire; in the county of Cambridgeshire.	Reference g Access to the property previously known as the Trinity Foot Public House from Bucking Way Road, 50 metres north of its junction with the A14(T).	The whole access.
	Reference i Access to field from the west of Bucking Way Road 140 metres north of its junction with the A14(T).	The whole access.
<i>The rights of way and access plans– sheet 18</i>		
None	None	-
<i>The rights of way and access plans– sheet 19</i>		
In the parishes of Swavesey and Lolworth; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference b Access to Hill Farm Cottages from the north of the A14(T), 230 metres west of its junction with Robin's Lane.	A length from its junction with the A14(T) north-eastward for a distance of 10 metres.
<i>The rights of way and access plans– sheet 20</i>		
None	None	-
<i>The rights of way and access plans– sheet 21</i>		
In the parishes of Dry Drayton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference b Access to field from the north-west of the A14 Southbound Slip Road at Dry Drayton Road, 80 metres north-east of its junction with the A14(T).	The whole access.
<i>The rights of way and access plans– sheet 22</i>		
In the parishes of Dry Drayton, Girton and Oakington and Westwick; in the district of South Cambridgeshire; in the county of Cambridgeshire.	Reference a Access to field from the north of the A14(T), 630 metres north-west of its junction with The Avenue.	The whole access.
<i>The rights of way and access plans– sheet 23</i>		
In the parishes of Madingley and Girton; in the district of South Cambridgeshire; in the county of	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.

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

SCHEDULE 5

Article 23

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

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

(1) <i>Plot Reference Number shown on land plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>
<i>The land plans – sheet 3</i>	
3/1d, 3/6b, 3/7b, and 3/9b	<p>New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the Secretary of State for Transport.</p> <p>New right of access to land (plot 3/14a) with or without vehicles plant and machinery for the benefit of Farmland Reserve UK Limited, Manor Farm, Church End, Woodwalton, Huntingdon, PE28 5YU (and their successors in title).</p>
3/14b and 3/15b	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the Secretary of State for Transport.
<i>The land plans – sheet 4</i>	
-	None
<i>The land plans – sheet 5</i>	
5/4b and 5/22b	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the Secretary of State for Transport.
<i>The land plans – sheet 6</i>	
-	None
<i>The land plans – sheet 7</i>	
-	None
<i>The land plans – sheet 8</i>	
8/21b	New right to improve and maintain an existing track to access the new River Great Ouse viaduct, drainage attenuation ponds and outfalls with or without vehicles plant and machinery and to use the track for emergency vehicle access for the new A14(T) for the benefit of the Secretary of State for Transport.
<i>The land plans – sheet 9</i>	
9/2c, and 9/4b	New right to construct and maintain a new track to access the new River Great Ouse viaduct and drainage outfalls with or without vehicles plant and machinery for the benefit of the Secretary of State for Transport.
9/10	New right to construct, use and maintain a drainage outfall for the benefit of the Secretary of State for Transport.

(1) <i>Plot Reference Number shown on land plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>
9/16b	New right to construct, use and maintain a bridge over the East Coast Mainline Railway for the benefit of the Secretary of State for Transport.
9/6, 9/7, 9/8, 9/9, 9/11, 9/12c and 9/14	New right to construct and maintain a new track to access the River Great Ouse viaduct and drainage attenuation pond with or without vehicles plant and machinery for the benefit of the Secretary of State for Transport.
<i>The land plans – sheet 10</i>	
10/4e	New right to construct a new access track and to access with or without vehicles plant and machinery for the benefit of Church Commissioners For England, 27 Great Smith Street, London, SW1P 3AZ (and their successors in title) in respect of Wybosten Farm.
10/7b	New right to construct a new track and to access with or without vehicles plant and machinery for the benefit of Anthony William Carr and David Gordon Carr of Offord Hill Farm, Offord Road, Godmanchester, Huntingdon, PE29 2LD (and their successors in title) in respect of Offord Hill Farm.
<i>The land plans – sheet 11</i>	
-	None
<i>The land plans – sheet 12</i>	
12/11a	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the Secretary of State for Transport.
<i>The land plans – sheet 13</i>	
13/2a	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the Secretary of State for Transport.
<i>The land plans – sheet 14</i>	
-	None
<i>The land plans – sheet 15</i>	
-	None
<i>The land plans – sheet 16</i>	
16/17c and 16/19b	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the Secretary of State for Transport.



(1) <i>Plot Reference Number shown on land plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>
<i>The land plans – sheet 17</i>	
17/10c	New right to use and maintain a new track and to access with or without vehicles plant and machinery for the benefit of Vanda Farbon of West End Farm, Fenstanton, Huntingdon, Cambridgeshire, PE19 6SZ; Angela Fiona Winter of Springfields Cottage, Hemingford Abbots, Huntingdon, PE28 9AD; and, Melanie Sadler of Oakington Garden Centre, Dry Drayton Road, Oakington, Cambridge, CB24 3BD (and their successors in title) in respect of New Barns Farm, New Barns Lane, Conington.
17/4c and 17/10a	New right to construct, inspect and maintain a new buried water pipeline and equipment for the benefit of Cambridge Water Plc.
17/8b	New right to install, inspect and maintain a new electricity power line and equipment for the benefit of UK Power Networks Holdings Ltd.
<i>The land plans – sheet 18</i>	
18/2a, 18/6c and 18/6d	New right to construct, inspect and maintain a new buried water pipeline and equipment for the benefit of Cambridge Water Plc.
18/2c and 18/2e	New right of access to land with or without vehicles plant and machinery for the benefit of Vanda Farbon of West End Farm, Fenstanton, Huntingdon, Cambridgeshire, PE19 6SZ; Angela Fiona Winter of Springfields Cottage, Hemingford Abbots, Huntingdon, PE28 9AD; and, Melanie Sadler of Oakington Garden Centre, Dry Drayton Road, Oakington, Cambridge, CB24 3BD (and their successors in title) in respect of New Barns Farm, New Barns Lane, Conington.
18/6b	<p>New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the Secretary of State for Transport.</p> <p>New right of access to land with or without vehicles, plant and machinery for the benefit of Samuel Henry Swaine of Friesland Farm, Huntingdon Road, Conington, Cambridge CB23 4NU (and his successors in title) in respect of Friesland Farm.</p>
<i>The land plans – sheet 19</i>	
-	None
<i>The land plans – sheet 20</i>	
20/1d and 20/2a	New right to construct, inspect and maintain a new buried water pipeline and equipment for the benefit of Cambridge Water Plc.
20/13b, 20/15b, 20/22a, and 20/23a	New right to construct, inspect and maintain a new buried utilities equipment for the benefit of Cambridge Water Plc, National Grid Plc and Anglian Water Services Ltd.

(1) <i>Plot Reference Number shown on land plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>
20/6d	New right to construct, inspect and maintain a new buried gas pipeline and equipment for the benefit of National Grid Plc.
<i>The land plans – sheet 21</i>	
21/9a	New right to construct and maintain a new track to drainage attenuation ponds and to access with or without vehicles plant and machinery for the benefit of the Secretary of State for Transport.  New right of access for the benefit of Cambridge Water Plc and National Grid Plc.
<i>The land plans – sheet 22</i>	
22/4b, 22/6a, 22/7a, 22/8a, and 22/12c	New right to construct, use and maintain a new permissive non-motorised user route for the benefit of Cambridgeshire County Council.  New right to construct, inspect and maintain a new buried water pipeline and equipment for the benefit of Cambridge Water Plc.  New right to construct, inspect and maintain new buried foul water pipelines and equipment for the benefit of Anglian Water Services Ltd.
22/3c, 22/11a, 22/11c and 22/17b	New right to install, inspect and maintain a new electricity power line and equipment for the benefit of UK Power Networks Holdings Ltd.
<i>The land plans – sheet 23</i>	
23/15d	New right to construct, inspect and maintain new buried water pipelines and equipment for the benefit of Cambridge Water Plc.
<i>The land plans – sheet 24</i>	
24/1e, 24/3m, 24/9c and 24/10c	New right to use land to access with or without vehicles plant and machinery the new A14 Westbound Link for the benefit of the Secretary of State for Transport.
24/3h	New right to construct, inspect and maintain with or without vehicles plant and machinery new buried drainage outfall pipes to Beck Brook including outfall control structures and equipment for the benefit of the Secretary of State for Transport.
24/3f and 24/3n	New right to construct, inspect and maintain new buried water pipelines and equipment for the benefit of Cambridge Water Plc.
<i>The land plans – sheet 25</i>	
-	None
<i>The land plans – sheet 26</i>	
-	None
<i>The land plans – sheet 27</i>	

(1) <i>Plot Reference Number shown on land plans</i>	(2) <i>Purpose for which rights over land may be acquired</i>
27/7a	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the Secretary of State for Transport.
27/1g, 27/8, 27/9a, 27/10, 27/17b, and 27/18a	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the Secretary of State for Transport.
<i>The land plans – sheet 28</i>	
28/2a	New right to construct and maintain a new track to drainage attenuation ponds and areas of flood compensation and to access with or without vehicles plant and machinery for the benefit of the Secretary of State for Transport.
28/1g, 28/1k, 28/8c, and 28/11a	New right to construct, inspect and maintain new buried foul water pipelines and equipment for the benefit of Anglian Water Services Ltd.
<i>The land plans – sheet 29</i>	
-	None
<i>The land plans – sheet 30</i>	
-	None
<i>The land plans – sheet 31</i>	
-	None
<i>The land plans – sheet 32</i>	
-	None
<i>The land plans – sheet 33</i>	
-	None
<i>The land plans – sheet 34</i>	
34/22	New right to construct, use and maintain a new drainage outfall for the benefit of Cambridgeshire County Council.
34/35a	New right to construct, use and maintain a new drainage outfall and attenuation tank for the benefit of Cambridgeshire County Council.
<i>The land plans – sheet 35</i>	
-	None
<i>The land plans – sheet 36</i>	
-	None

<i>(1)</i> <i>Plot Reference Number shown on land plans</i>	<i>(2)</i> <i>Purpose for which rights over land may be acquired</i>
<i>The land plans – sheet 37</i>	
-	None
<i>The land plans – sheet 38</i>	
-	None
<i>The land plans – sheet 39</i>	
-	None
<i>The land plans – sheet 40</i>	
-	None

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

### *Compensation enactments*

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

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

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

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

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

- (a) for “part” in paragraphs (a) and (b) substitute the words “a right over or restrictive covenant affecting land consisting”;
- (b) for “severance” substitute the words “right or restrictive covenant over or affecting the whole of the house, building or manufactory or of the house and the park or garden”;
- (c) for “part proposed” substitute the words “right or restrictive covenant proposed”; and
- (d) for “part is” substitute the words “right or restrictive covenant is”.

### *Application of the 1965 Act*

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

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

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

**4.** For section 7 of the 1965 Act (measure of compensation) substitute—

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(a) 1973 c.26.

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

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

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

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

the A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 2011(a) (“the Order”), in relation to that person, ceases to authorise the purchase of the right or imposition of the restrictive covenant and is deemed to authorise the purchase of that person’s interest in the whole of the relevant land including, where the land consists of such a park or garden, the house to which it belongs, and the notice is deemed to have been served in respect of that interest on such date as the tribunal directs.

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

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

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

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

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

**7.** Section 11 (powers of entry) of the 1965 Act is modified so as to secure that, as from the date on which the acquiring authority has served notice to treat in respect of any right it has power,

exercisable in equivalent circumstances and subject to equivalent conditions, to enter for the purpose of exercising that right or enforcing that restrictive covenant (which is deemed for this purpose to have been created on the date of service of the notice); and sections 12 (penalty for unauthorised entry) and 13 (entry on warrant in the event of obstruction) of the 1965 Act are modified correspondingly.

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

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

## SCHEDULE 7

Article 30

### LAND OF WHICH TEMPORARY POSSESSION MAY BE TAKEN

(1) <i>Location</i>	(2) <i>Plot Reference Number(s) shown on land plans</i>	(3) <i>Purpose for which temporary possession may be taken</i>	(4) <i>Relevant part of the authorised development</i>
<i>The land plans – sheet 1</i>			
In the administrative area of Huntingdonshire District Council	1/1q, 1/1r, 1/1s, and 1/1t	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
	1/1a, 1/1b, 1/1c, 1/1d, 1/1e, 1/1g, 1/1h, 1/1j, 1/1k, 1/1l, 1/1m, 1/1n, 1/1o, 1/1p, 1/1u, 1/1v, 1/1w and 1/1x	Highway land required for improvement works to the A1(M).	Work No. 1
<i>The land plans – sheet 2</i>			
In the administrative area of Huntingdonshire District Council	2/1a, 2/1b, 2/1c, 2/1e and 2/1g	Highway land required for improvement works to the A1(M).	Work No.1
	2/1p and 2/4a	Required to provide working space for the works associated with the construction of a new access track to drainage attenuation facilities.	Work No. 1
	2/9d and 2/11d	Required for the provision of soil storage areas.	Work No. 1
	2/12b	Required to provide working space and temporary access for works associated with the construction of the new Woolley Road and the improvement of A1(T)	Works Nos. 1 and 2
<i>The land plans – sheet 3</i>			
In the administrative area of Huntingdonshire	3/2b	Required to provide working space and temporary access for	Works Nos. 1 and 2



<i>(1) Location</i>	<i>(2) Plot Reference Number(s) shown on land plans</i>	<i>(3) Purpose for which temporary possession may be taken</i>	<i>(4) Relevant part of the authorised development</i>
District Council		works associated with the construction of the new Woolley Road and the improvement of A1(T)	
	3/5b	Required for the provision of a temporary access route from Woolley Road to Borrow Pits comprising Works Nos. 4.1 and 4.2.	Works Nos. 4.1 and 4.2
	3/6d	Required for the provision of soil storage areas.	Work No. 1
	3/6e and 3/7d	Required to provide working space and temporary access for works associated with the construction of drainage attenuation facilities and flood plain compensation areas on adjacent land.	Work No. 1
	3/5c	Required to provide working space and temporary access for works associated with the construction of a flood plain compensation area.	Work No. 1
<i>The land plans – sheet 4</i>			
In the administrative area of Huntingdonshire District Council	4/1a, 4/1b, 4/1c, 4/1d, 4/1e, 4/1f, 4/1g, 4/1h, 4/1j, 4/1l, 4/1m, 4/1r, 4/1s, 4/1t, 4/3 and 4/4	Highway land required for improvement works to the A14(T).	Work No. 5
	4/2a	Required for the provision of a temporary access route from Woolley Road to Borrow Pits comprising Work Nos. 4.1 and 4.2.	Works Nos. 4.1 and 4.2
<i>The land plans – sheet 5</i>			
In the administrative	5/1al	Required for all purposes associated	Work No. 5

<i>(1) Location</i>	<i>(2) Plot Reference Number(s) shown on land plans</i>	<i>(3) Purpose for which temporary possession may be taken</i>	<i>(4) Relevant part of the authorised development</i>
area of Huntingdonshire District Council		with the de-trunking of the existing A14(T) between Huntingdon and Brampton Hut Interchange.	
	5/1w, 5/1ag, 5/5e, 5/33b and 5/34	Required to provide working space and temporary access for works associated with the improvement of A1(T).	Work No. 1
	5/23c	Required to provide working space and temporary access for works associated with the construction of the new Ellington Junction.	Works Nos. 3 and 5
	5/25b	Required for all purposes associated with the de-trunking of the existing A14(T) between Huntingdon and Brampton Hut Interchange and to provide working space and temporary access for works associated with the construction of the improved A1(T).	Works Nos.1 and 5
	5/2a	Required to provide working space and temporary access for works associated with the construction of a flood plain compensation area.	Work No. 1
	5/23b	Required for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for workers' private vehicles and work vehicles, storage of plant, materials and top soil and the treatment of	All Works.

<i>(1) Location</i>	<i>(2) Plot Reference Number(s) shown on land plans</i>	<i>(3) Purpose for which temporary possession may be taken</i>	<i>(4) Relevant part of the authorised development</i>
		site-generated waste.	
	5/23f and 5/29b	Required for the provision of soil storage areas.	Works Nos. 3 and 5
	5/38g	Required for the construction of a new private means of access to High Harthay Farm.	Works Nos. 3 and 5
<i>The land plans – sheet 6</i>			
In the administrative area of Huntingdonshire District Council	6/22a	Required for the construction of a new private means of access to High Harthay Farm.	Works Nos. 3 and 5
	6/16b,6/18, 6/19, 6/20 and 6/21	Required to provide working space and temporary access for works associated with the construction of a flood plain compensation area on adjacent land.	Works Nos. 1 and 5
<i>The land plans – sheet 7</i>			
In the administrative area of Huntingdonshire District Council	7/6b, 7/6c and 7/8a	Required to provide working space and temporary access for works associated with the construction of a flood plain compensation area on adjacent land.	Works Nos. 1 and 5
	7/1j, 7/4b, 7/7b, 7/7c, 7/7d, 7/11c, 7/11d, and 7/16b	Required for the provision of soil storage areas and to provide working space and temporary access for works associated with the construction of the new A14(T), the improved A1(T), Brampton Interchange and the new Grafham Road.	Works Nos. 1, 5, 6 and 7
	7/10, 7/12, 7/13a, 7/20 and 7/21	Required for the improvement of the	Work No. 1

<i>(1) Location</i>	<i>(2) Plot Reference Number(s) shown on land plans</i>	<i>(3) Purpose for which temporary possession may be taken</i>	<i>(4) Relevant part of the authorised development</i>
		byway known as Mere Lane.	
	7/13c	Required to provide working space and temporary access for works associated with the construction of a flood plain compensation area on adjacent land.	Works Nos. 1 and 7
	7/9b and 7/9c	Required for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for workers' private vehicles and work vehicles, storage of plant, materials and top soil and the treatment of site-generated waste.	All Works.

*The land plans – sheet 8*

In the administrative area of Huntingdonshire District Council	8/1d, 8/1e, 8/1f, 8/2, 8/3a and 8/6	Required for the improvement of the byway known as Mere Lane.	Work No. 1
	8/5b and 8/5c	Required for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for workers' private vehicles and work vehicles, storage of plant, materials and top soil and the treatment of site-generated waste.	All Works.
	8/1n, 8/5d and 8/7b	Required for the provision of soil storage areas.	Works Nos. 5, 7, 8, 9 and 10
	8/17b, 8/19b, 8/22b and 8/25a	Required for the provision of a temporary access route	Work No. 5

<i>(1) Location</i>	<i>(2) Plot Reference Number(s) shown on land plans</i>	<i>(3) Purpose for which temporary possession may be taken</i>	<i>(4) Relevant part of the authorised development</i>
		from Brampton Road to a soil storage area.	
	8/21e	Required for the provision of soil storage areas and to provide working space and temporary access for works associated with the construction of the new A14(T).	Work No. 5
	8/21c and 8/27	Required to provide working space and temporary access for works associated with the improvement of an access track on adjacent land.	Works Nos. 5 and 10
	8/21h	Required to provide working space and temporary access for works associated with the improvement of an access track on adjacent land and for works associated with the construction of flood compensation areas on adjacent land.	Works Nos. 5 and 10
	8/21j and 8/31b	Required to provide working space and temporary access for works associated with the construction of flood compensation areas on adjacent land.	Works Nos. 5 and 10
<i>The land plans – sheet 9</i>			
In the administrative area of Huntingdonshire District Council	9/2a	Required to provide working space and temporary access for works associated with the construction of the new River Great Ouse viaduct.	Work No. 5
	9/2d	Required to provide working space and	Works Nos. 5 and 10

<i>(1) Location</i>	<i>(2) Plot Reference Number(s) shown on land plans</i>	<i>(3) Purpose for which temporary possession may be taken</i>	<i>(4) Relevant part of the authorised development</i>
		temporary access for works associated with the improvement of an access track on adjacent land and for works associated with the construction of flood plain compensation areas on adjacent land.	
<i>The land plans – sheet 10</i>			
In the administrative area of Huntingdonshire District Council	10/2a and 10/4c	Required for the provision of soil storage areas.	Works Nos. 5 and 11
	10/7c	Required for the provision of an accommodation track for Wybosten Farm.	Work No. 5
<i>The land plans – sheet 11</i>			
In the administrative area of Huntingdonshire District Council	11/2b, 11/8d and 11/9	Required for the provision of soil storage areas.	Works Nos. 5, 12 and 13
	11/6b and 11/8a	Required for the provision of soil storage areas and to provide working space and temporary access for works associated with the provision of ecological mitigation.	Works Nos. 5, 12 and 13
<i>The land plans – sheet 12</i>			
In the administrative area of Huntingdonshire District Council	12/2a, 12/2c, 12/6b and 12/6c	Required for the provision of soil storage areas.	Works Nos. 5 and 13
	12/5b, 12/8b, and 12/10b	Required for the provision of soil storage areas and for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for workers' private vehicles and work vehicles, storage of plant, materials and top	Works Nos. 5 and 13

<i>(1) Location</i>	<i>(2) Plot Reference Number(s) shown on land plans</i>	<i>(3) Purpose for which temporary possession may be taken</i>	<i>(4) Relevant part of the authorised development</i>
		soil and the treatment of site-generated waste.	
	12/11c and 12/13b	Required for the construction of a new private means of access and accommodation track.	Work No. 13
	12/12a	Required for the construction of a new private means of access and to provide working space and temporary access for works associated with the construction of the new Ermine Street Junction.	Work No. 13
<i>The land plans – sheet 13</i>			
In the administrative area of Huntingdonshire District Council	13/3b	Required for the provision of soil storage areas.	Works Nos. 5 and 14
<i>The land plans – sheet 14</i>			
In the administrative area of Huntingdonshire District Council	14/2b	Required to provide working space and temporary access for works associated with the construction of a flood plain compensation area on adjacent land.	Works Nos. 5 and 15
<i>The land plans – sheet 15</i>			
In the administrative area of Huntingdonshire District Council	15/1a, 15/1b and 15/18a	Required to provide working space and temporary access for works associated with the stopping up of Conington Road and the construction of the new Conington Road.	Work No. 17
	15/11c	Required to provide working space and temporary access for works associated with the provision of ecological mitigation.	Works Nos. 5 and 16

<i>(1)</i> <i>Location</i>	<i>(2)</i> <i>Plot Reference Number(s) shown on land plans</i>	<i>(3)</i> <i>Purpose for which temporary possession may be taken</i>	<i>(4)</i> <i>Relevant part of the authorised development</i>
	15/9b, 15/11b and 15/16b	Required for the provision of soil storage areas, temporary access tracks and accommodation tracks.	Works Nos. 5 and 16
<i>The land plans – sheet 16</i>			
In the administrative areas of Huntingdonshire District Council and South Cambridgeshire District Council	16/1a, 16/1b, 16/1c, 16/1d and 16/1g	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
	16/8a, 16/8b, 16/12b, 16/12c and 16/14c	Required for the works associated with the stopping up of Footpaths 87/6, 87/14 and 53/1.	Work No. 5
	16/3b, 16/3c, 16/5b and 16/7b	Required for the construction of a new private means of access and accommodation track.	Work No.17
	16/9b and 16/12d	Required for the construction of a new private means of access.	Work No. 17
	16/19d and 16/19e	Required for the provision of soil storage areas.	Works Nos. 5 and 18
<i>The land plans – sheet 17</i>			
In the administrative area of South Cambridgeshire District Council	17/1a, 17/1b, 17/1e and 17/1f.	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
<i>The land plans – sheet 18</i>			
In the administrative area of South Cambridgeshire District Council	18/6e	Required for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for workers' private vehicles and work	All Works.



<i>(1) Location</i>	<i>(2) Plot Reference Number(s) shown on land plans</i>	<i>(3) Purpose for which temporary possession may be taken</i>	<i>(4) Relevant part of the authorised development</i>
		vehicles, storage of plant, materials and top soil and the treatment of site-generated waste.	
<i>The land plans – sheet 19</i>			
In the administrative area of South Cambridgeshire Council	19/10b, 19/11 and 19/12b	Required to enable the strengthening of Boxworth Road to provide access to Borrow Pit comprising Work No. 4.12 and associated soil storage areas.	Work No. 4.12
<i>The land plans – sheet 20</i>			
In the administrative area of South Cambridgeshire District Council	20/2d, 20/3 and 20/4a	Required to enable the strengthening of Boxworth Road to provide access to Borrow Pit 4.12 and associated soil storage areas.	Work No. 4.12
	20/5	Required to enable the strengthening of Boxworth Road to provide access to Borrow Pit Work No. 4.12 and associated soil storage areas, and for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for workers' private vehicles and work vehicles, storage of plant, materials and top soil and the treatment of site-generated waste.	All Works.
	20/2b and 20/6b	Required for the provision of a site compound, including but not limited to site offices, welfare facilities, parking for workers' private vehicles and work vehicles, storage of	All Works.

<i>(1) Location</i>	<i>(2) Plot Reference Number(s) shown on land plans</i>	<i>(3) Purpose for which temporary possession may be taken</i>	<i>(4) Relevant part of the authorised development</i>
		plant, materials and top soil and the treatment of site-generated waste.	
	20/16b, 20/18b and 20/21b	Required to provide working space and temporary access for the works associated with the construction of the new footway, cycleway and equestrian track associated with the new Local Access Road.	Work No. 22
	20/25d	Required to provide working space and temporary access for works associated with the construction of flood compensation areas on adjacent land.	Work No. 5
<i>The land plans – sheet 21</i>			
In the administrative area of South Cambridgeshire District Council	21/2b and 21/5a	Required to provide working space for works in connection with the diversion of pipes associated with the Sewage Works.	Work No. 72
	21/8b	Required for the provision of soil storage areas.	Work No. 5
	21/4f	Required to provide working space for the works associated with the stopping up of Robin's Lane and the construction of the new Robin's Lane and new private means of access.	Work No. 23
	21/10b	Required for the provision of soil storage areas.	Works No. 5 and 23
<i>The land plans – sheet 22</i>			
In the administrative	22/6c and 22/7b	Required to provide working space for the	Work No. 5

<i>(1) Location</i>	<i>(2) Plot Reference Number(s) shown on land plans</i>	<i>(3) Purpose for which temporary possession may be taken</i>	<i>(4) Relevant part of the authorised development</i>
area of South Cambridgeshire District Council		works associated with the construction of the new Bar Hill Junction.	
	22/12b	Required to provide working space for the works associated with the stopping up and improvement of Hattons Lane and the construction of the new Bar Hill Junction.	Works Nos. 5 and 24
	22/3b, 22/17e, 22/27d and 22/28c	Required to provide working space and temporary access for works associated with the construction of flood plain compensation areas on adjacent land.	Works Nos. 5 and 22
	22/17d	Required for the provision of soil storage areas.	Works Nos. 5, 22 and 24
	22/17f, 22/27b, and 22/28b	Required for the construction of a new private means of access.	Work Nos. 5
<i>The land plans – sheet 23</i>			
In the administrative area of South Cambridgeshire District Council	23/2b	Required for working space for the works associated with the protection of existing utilities.	Works Nos. 5
	23/10b	Required for the provision of soil storage areas.	Works Nos. 5, 25, and 26
	23/8b, 23/8c and 23/13a	Required to enable the construction of a new private means of access to Hackers Fruit Farm.	Work No. 27
	23/6b	Required to provide working space for the works associated with the construction of the new Cambridge	Work No. 27

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

<i>(1) Location</i>	<i>(2) Plot Reference Number(s) shown on land plans</i>	<i>(3) Purpose for which temporary possession may be taken</i>	<i>(4) Relevant part of the authorised development</i>
		Road and Huntingdon Road and the construction of drainage attenuation facilities.	
	24/7a	Required for working space for the works associated with the protection of existing utilities.	Work No. 26
	24/10a	Required for the provision of soil storage areas.	Works No. 27 and 29
	24/10e	Required for the works associated with the stopping up of Footpath 99/7.	Work No. 27
<i>The land plans – sheet 25</i>			
In the administrative area of South Cambridgeshire District Council	25/2a	Required for the provision of soil storage areas.	Works No. 27 and 29
	25/7b	Required for working space for the works associated with the protection of existing of utilities.	Work No. 26
<i>The land plans – sheet 26</i>			
In the administrative area of South Cambridgeshire District Council	26/2a	Required for working space for the works associated with the protection of existing utilities.	Work No. 26
	26/32b, 26/34a, 26/35, 26/36 and 26/37a	Required for the provision of soil storage areas and for working space for the works associated with the diversion of utilities.	Works Nos. 33 and 84
	26/40b	Required to provide working space for the works associated with the improvement of Histon Junction and the diversion of utilities.	Works Nos. 33 and 86

(1) <i>Location</i>	(2) <i>Plot Reference Number(s) shown on land plans</i>	(3) <i>Purpose for which temporary possession may be taken</i>	(4) <i>Relevant part of the authorised development</i>
<i>The land plans – sheet 27</i>			
In the administrative area of South Cambridgeshire District Council	27/17a and 27/18b	Required to provide working space and temporary access for the works associated with the provision of new private means of access.	Work No. 33
<i>The land plans – sheet 28</i>			
In the administrative area of South Cambridgeshire District Council	28/2c and 28/7a	Required to provide working space and temporary access for the works associated with the improvement of the A14(T) Cambridge Northern Bypass and associated environmental mitigation.	Work No. 33
	28/1h and 28/8b	Required to provide working space and temporary access for the works associated with the improvement of the A14(T) Cambridge Northern Bypass including associated environmental mitigation and the diversion of utilities.	Works Nos. 33 and 87
<i>The land plans – sheet 29</i>			
None	-	-	-
<i>The land plans – sheet 30</i>			
In the administrative area of Huntingdonshire District Council	30/1a, 30/1d, 30/1e, 30/1f and 30/1g	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
<i>The land plans – sheet 31</i>			
In the administrative area of Huntingdonshire District Council	31/1a, 31/1b, 31/1c, 31/1d, and 31/1e.	Required for all purposes associated with the de-trunking of the existing A14(T)	Work No. 5

<i>(1) Location</i>	<i>(2) Plot Reference Number(s) shown on land plans</i>	<i>(3) Purpose for which temporary possession may be taken</i>	<i>(4) Relevant part of the authorised development</i>
		between Alconbury and Fen Drayton.	
<i>The land plans – sheet 32</i>			
In the administrative area of Huntingdonshire District Council	32/1a, 32/1b, 32/1c, 32/1d, 32/1e, 32/1f, 32/1g, 32/1h, 32/1j, 32/1k, 32/1l, 32/1m, 32/1n, 32/1o, 32/1p, 32/1q, 32/1r, 32/1s, 32/1t, 32/1u, 32/1v, 32/2 and 32/3, 32/4	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton, and between Huntingdon and Brampton Hut Interchange.	Work No. 5
<i>The land plans – sheet 33</i>			
In the administrative area of Huntingdonshire District Council	33/1b, 33/1e, 33/1f, 33/1g, 33/1h, 33/1j, 33/1k, 33/1l, 33/1m, 33/1n, 33/2, 33/3, 33/4, 33/5a, 33/5b, 33/6 and 33/7	Required for all purposes associated with the de-trunking of the existing A14(T) between Huntingdon and Brampton Hut Interchange.	Work No. 5
<i>The land plans – sheet 34</i>			
In the administrative area of Huntingdonshire District Council	34/1a, 34/1b, 34/1c, 34/1d, 34/1g, 34/1ah, 34/1aj and 34/1ak	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No.5
	34/1k, 34/1l, 34/1n, 34/1o, 34/1p, 34/4b, 34/25b, 34/31b and 34/32b	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton, the stopping up of the A14(T) in Huntingdon and to provide working space and temporary access for works in connection with the demolition of the Huntingdon A14 viaduct.	Works Nos. 5, 35 and 36
	34/49b and 34/51b	Required to provide working space and temporary access for works associated with	Works Nos. 36 and 37

<i>(1) Location</i>	<i>(2) Plot Reference Number(s) shown on land plans</i>	<i>(3) Purpose for which temporary possession may be taken</i>	<i>(4) Relevant part of the authorised development</i>
		the construction of the new Mill Common Link Road and the improvement of the existing Mill Common Road.	
	34/5b	Required to provide working space and temporary access for works associated with the construction of the new Views Common Link Road.	Work No. 34
	34/5c, 34/10 and 34/11a	Required to provide working space for works associated with the construction of new private means of access to Cambridgeshire Constabulary HQ from the new Views Common Link Road.	Work No. 34
	34/6b, 34/12 and 34/13	Highway land required for improvement works to the Brampton Road to Hinchingbrooke Park Road Link.	Works Nos. 34 and 35
<i>The land plans – sheets 35</i>			
In the administrative area of Huntingdonshire District Council	35/1a, 35/1b, 35/1c, 35/1d, 35/1e, 35/1f, 35/1g, 35/1h, 35/1j, 35/1k, 35/1l, 35/1m, 35/1n, 35/1o, 35/1p, 35/1q, 35/1r, 35/1s, 35/1t, 35/1u, 35/1v, 35/1w, 35/1x, 35/1y, 35/1z, 35/2, 35/3 35/4 and 35/5	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
<i>The land plans – sheet 36</i>			
In the administrative area of Huntingdonshire District Council	36/1a, 36/1b, 36/1c, 36/1d, 36/1e, 36/1f, 36/1g, 36/1h, 36/1j, 36/1l, 36/1m 36/1n and 36/1o,	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5



<i>(1)</i> <i>Location</i>	<i>(2)</i> <i>Plot Reference Number(s) shown on land plans</i>	<i>(3)</i> <i>Purpose for which temporary possession may be taken</i>	<i>(4)</i> <i>Relevant part of the authorised development</i>
<i>The land plans – sheet 37</i>			
In the administrative area of Huntingdonshire District Council	37/1a, 37/1b, 37/1c, 37/1d, 37/1e, 37/1f, 37/1g, 37/1h, 37/1j, 37/1k, 37/1l, 37/1m, 37/1n and 37/2	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
<i>The land plans – sheet 38</i>			
In the administrative area of Huntingdonshire District Council	38/1a, 38/1b, 38/1c, 38/1d, 38/1e, 38/1f, 38/1g, 38/1h, 38/1j, 38/1k, 38/1l, 38/1m, 38/1n, 38/1o and 38/2	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No. 5
<i>The land plans – sheet 39</i>			
In the administrative area of Huntingdonshire District Council	39/1a, 39/1b, 39/1c, 39/1d, 39/1e, 39/1g, 39/1h, 39/1j, 39/1k, 39/1l, 39/1m, 39/1n, 39/1o, 39/1p, 39/1q, 39/1r and 39/2	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No.5
<i>The land plans – sheet 40</i>			
In the administrative areas of Huntingdonshire District Council and South Cambridgeshire District Council	40/1a, 40/1b, 40/1c, 40/1e, 40/1f, 40/1g, 40/1h, 40/1j, 40/1k, 40/1l, 40/1m, 40/1n, 40/1o, 40/1p, 40/1q, 40/1s, 40/1t, 40/1u, 40/2, 40/3 and 40/4	Required for all purposes associated with the de-trunking of the existing A14(T) between Alconbury and Fen Drayton.	Work No.5
	40/8, 40/12, 40/9a, 40/10b, 40/11b and 40/11c	Required for the works associated with the stopping up of Footpath 87/6 and 87/14.	Work No. 17
	40/6d	Required for the construction of an accommodation track.	Work No.17

## PROTECTIVE PROVISIONS

## PART 1

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

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

2. In this Part of this Schedule—

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

“apparatus” means—

- (a) in the case of an electricity undertaker, electric lines or electrical plant (as defined in the Electricity Act 1989(a)), belonging to or maintained by that undertaker;
- (b) in the case of a gas undertaker, any mains, pipes or other apparatus belonging to or maintained by a gas transporter within the meaning of Part 1 of the Gas Act 1986(b) for the purposes of gas supply;
- (c) in the case of a water undertaker, mains, pipes or other apparatus belonging to or maintained by that undertaker for the purposes of water supply; and
- (d) in the case of a sewerage undertaker—
  - (i) any drain or works vested in the undertaker under the Water Industry Act 1991(c); and
  - (ii) any sewer which is so vested or is the subject of a notice of intention to adopt given under section 102(4) of that Act or an agreement to adopt made under section 104 of that Act(d),

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

- (e) in the case of [●], company number [●], whose registered office is at [●], any oil apparatus,

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

“functions” includes powers and duties;

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

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- (a) 1989 c.29. The definition of “electrical plant” (in section 64) was amended by paragraphs 24 and 38(1) and (3) of Schedule 6 to the Utilities Act 2000 (c.27).
  - (b) 1986 c.44. A new section 7 was substituted by section 5 of the Gas Act 1995 (c.45), and was further amended by sections 3(2) and 76 of, and paragraphs 1 and 4 of Schedule 6, and Schedule 8, to, the Utilities Act 2000 (c.27), sections 149(1) and (5) and 197(9) of, and part 1 of Schedule 23 to, the Energy Act 2004 (c.20) and S.I. 2011/2704.
  - (c) 1991 c.56.
  - (d) Section 102(4) was amended by section 96(1)(c) of the Water Act 2003. Section 104 was amended by sections 96(4) and 101(2) of, and part 3 of Schedule 9 to, the Water Act 2003 and section 42(3) of the Flood and Water Management Act 2010 (c.29).

“oil apparatus” means any pipe-line, apparatus and works as described in section 65(2) of the Pipe-lines Act 1962(a) (meaning of “pipe-line”) and all protective wrappings, sleeves and slabs, together with ancillary cables and markers; and such legal interest, and benefit of property rights and covenants as are vested in [●] in respect of such 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;

“statutory undertaker” means—

- (a) any licence holder within the meaning of Part 1 of the Electricity Act 1989;
- (b) a gas transporter within the meaning of Part 1 of the Gas Act 1986;
- (c) a water undertaker within the meaning of the Water Industry Act 1991;
- (d) a sewerage undertaker within the meaning of Part 1 of the Water Industry Act 1991; and
- (e) [●] and its successors in title and function,

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

#### *On street apparatus*

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

#### *Apparatus in stopped up streets*

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

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

#### *Protective works to buildings*

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

#### *Acquisition of land*

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

#### *Removal of apparatus*

**7.—**(1) If, in the exercise of the powers conferred by this Order, the undertaker acquires any interest in any land in which any apparatus is placed or over which access to any apparatus is enjoyed or requires that the statutory undertaker’s apparatus is relocated or diverted, that apparatus must not be removed under this Part of this Schedule, and any right of a statutory undertaker to

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(a) 1962 c.58. Section 65(2) was amended by paragraphs 1 and 6 of Schedule 2 to the Energy Act 2011 (c.16), S.I. 2000/1937 and S.I. 2011/2305.

maintain that apparatus in that land and to gain access to it must not be extinguished, until alternative apparatus has been constructed and is in operation, and access to it has been provided, to the reasonable satisfaction of the statutory undertaker in question in accordance with sub-paragraphs (2) to (7).

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

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

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

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

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

(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—

- (a) 300 millimetres of apparatus other than oil apparatus; and
- (b) 3000 millimetres of oil apparatus.

*Facilities and rights for alternative apparatus*

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

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

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

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

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

#### *Retained apparatus*

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

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

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

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

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

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

#### *Expenses and costs*

**10.**—(1) Subject to the following provisions of this paragraph, the undertaker must repay to a statutory undertaker all expenses reasonably incurred by that statutory undertaker in, or in connection with, the inspection, removal, alteration or protection of any apparatus or the construction of any new apparatus which may be required in consequence of the execution of any such works as are referred to in paragraph 7(2), including any costs reasonably incurred in connection with the acquisition of rights under paragraph 7(3), and in watching and inspecting the execution of works under paragraph 9(2) and in making reasonable requirements under paragraph 9(3).

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

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

- (a) apparatus of better type, of greater capacity or of greater dimensions is placed in substitution for existing apparatus of worse type, of smaller capacity or of smaller dimensions; or

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

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

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

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

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

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

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

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

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

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

#### *Cooperation*

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

undertaking and each statutory undertaker must use its best endeavours to co-operate with the undertaker for that purpose.

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

## PART 2

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

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

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

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

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

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

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

“electronic communications code network” means—

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

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

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

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

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

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

the undertaker must bear and pay the cost reasonably incurred by the operator in making good such damage or restoring the supply and make reasonable compensation to that operator for any

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(a) 2003 c.21.

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

(c) See section 106.

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

other expenses, loss, damages, penalty or costs incurred by it, by reason, or in consequence of, any such damage or interruption.

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

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

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

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

- (a) any apparatus in respect of which the relations between the undertaker and an operator are regulated by the provisions of Part 3 of the 1991 Act; or
- (b) any damages, or any interruptions, caused by electro-magnetic interference arising from the construction or use of the authorised development.



SCHEDULE 9

Article 37

TREES SUBJECT TO TREE PRESERVATION ORDERS

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

<i>(1)</i> <i>Type of tree</i>	<i>(2)</i> <i>Work to be carried out</i>	<i>(3)</i> <i>Relevant part of the authorised development</i>
Trees subject to the South Cambridgeshire District Council, The Avenue (Trees specified individually, oak, map reference C/11/17/33/24, plot reference T12) Tree Preservation Order Number 28/03.	Felling	Work No. 27
Trees subject to the South Cambridgeshire District Council, The Avenue (Groups of trees, group consisting of 2 oak, map reference C/11/17/33/24, plot reference G4) Tree Preservation Order Number 28/03.	Felling of part	Work No. 27
Trees subject to the South Cambridgeshire District Council, The Avenue (Groups of trees, group consisting of 2 oak, map reference C/11/17/33/24, plot reference G5) Tree Preservation Order Number 28/03.	Felling of part	Work No. 27
Trees subject to the South Cambridgeshire District Council, The Avenue (Groups of trees, group consisting of 2 oak, map reference C/11/17/33/24, plot reference G6) Tree Preservation Order Number 28/03.	Felling	Work No. 27
Trees subject to the South Cambridgeshire District Council, Girton (Trees specified by referencing to an area, consisting mainly of lime, horse chestnut, pine, maple, yew and ash within the Area A2, map reference C/11/17/33/20) Tree Preservation Order Number 24/03.	Felling part of area, southern section	Work No. 30
Trees subject to the Huntingdonshire District Council, Brampton Hut Service Area (Trees specified by referencing to a woodland, within the woodland W1) Tree Preservation Order Number L/TPO/335.	Lopping of trees in north western corner	Work No. 3
Trees subject to the Huntingdonshire District Council, Brampton Road, Buckden (Trees specified individually, oak, plot reference T1) Tree Preservation Order Number L/TPO/082.	Felling	Work No. 10

<i>(1)</i> <i>Type of tree</i>	<i>(2)</i> <i>Work to be carried out</i>	<i>(3)</i> <i>Relevant part of the authorised development</i>
Trees subject to the Huntingdonshire District Council, Ermine Street Godmancheaster (Trees specified by referencing to an area, within the Area A1) Tree Preservation Order Number L/TPO/260.	Felling	Work Nos. 5 & 13
Trees subject to the Huntingdonshire District Council, Hinchingsbrooke Park, Huntingdon (Trees specified individually, oak, plot reference T3) Tree Preservation Order Number 003/59.	Felling	Work No. 34
Trees subject to the Huntingdonshire District Council, Hinchingsbrooke Park, Huntingdon (Woodland, plot reference W1) Tree Preservation Order Number 003/59.	Felling	Work No. 34
Trees subject to the Huntingdonshire District Council, Hinchingsbrooke Park, Huntingdon (Groups of trees, group consisting of 20ash, 1 oak, 5 false acacia, 15 hawthorn, 1 birch, 5 hornbeam, 1 maple, 3 cherry, plot reference G7) Tree Preservation Order Number 003/59.	Felling	Work No. 34

## **EXPLANATORY NOTE**

*(This note is not part of the Order)*

This Order authorises Highways England Company Limited to improve the A14 between Cambridge and Huntingdon. These improvements extend from Ellington to the Cambridge Northern Bypass at Milton and include the provision of a new bypass to the south of Huntingdon.

The Order would permit Highways England Company Limited to acquire, compulsorily or by agreement, land and rights in land and to use land for this purpose.

The Order also makes provision in connection with the maintenance of the authorised development.

A copy of all relevant plans, drawings and sections, the book of reference and the environmental statement mentioned in this Order and certified in accordance with article 41 (certification of plans, etc.) of this Order (certification of plans, etc.) may be inspected free of charge during working hours at Highways England Company Limited, Woodlands, Manton Lane, Bedford, Bedfordshire MK41 7LW.

**201[ ] No.**

**INFRASTRUCTURE PLANNING**

The A14 Cambridge to Huntingdon Improvement Scheme  
Development Consent Order 201[ ]

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