

SCHEDULES

SCHEDULE 3

Article 13

PERMANENT STOPPING UP OF STREETS FOR WHICH A SUBSTITUTE IS TO BE PROVIDED

(1) Area	(2) Street to be stopped up	(3) Extent of stopping up	(4) New street to be substituted
Rights of Way and Access Plans – Sheet 1			
In the parish of Bray; in the unitary authority of Royal Borough of Windsor and Maidenhead	A330 Ascot Road	From a point starting 132 metres to the north east of (A330) Ascot Road’s junction with the access road to Moor Farm, continuing in a general northerly direction for a distance of 410 metres	Reference 1–A To be substituted by a length of new highway from a point 180 metres south of Willow Drive and extending generally in a southerly direction for a distance of 420 metres
	Reference 1–a Access to properties known as Ashley and Brambles from the A330 Ascot Road, located 185 metres north east of the junction with the access road to Moor Farm	The whole access	Reference 1–1 Replacement of access to premises known as Ashley & Brambles from the A330 Ascot Road, located 185 metres north east of the junction with the access road to Moor Farm
	Reference 1–b Access to Philberds Lodge from the A330 Ascot Road, located 185 metres north east of the junction with the access road to Moor Farm	The whole access	Reference 1–2 Replacement of access to Philberds Lodge from the A330 Ascot Road, located 185 metres north east of the junction with the access road to Moor Farm
	Reference 1–c Access to existing hardstanding area from the A330 Ascot Road,	The whole access	Reference 1–3 Replacement of access to existing hardstanding area from the A330

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	located 120 metres south of the junction with Willow Drive		Ascot Road, located 120 metres south of the junction with Willow Drive
<i>Rights of Way and Access Plans – Sheet 2</i>			
In the parish of Bray; in the unitary authority of the Royal Borough of Windsor and Maidenhead	Monkey Island Lane	From a point starting 105 metres to the south east of Monkey Island Lane’s junction with Old Mill Lane continuing in a general south easterly direction for a distance of 260 metres	Reference 2–A To be substituted by a length of new highway from a point 120 metres to the south east of the junction with Old Mill Lane extending generally in a south westerly direction for a distance of 275 metres
	Reference 2–a Access to field and development plot from Monkey Island Lane, located 93 metres south east of the junction with Old Mill Lane	The whole access	Reference 2–1 Replacement of access to field and development plot from Monkey Island Lane, located 93 metres south east of the junction with Old Mill Lane
	Public right of way; Bray 74/1 Monkey Island Lane and Thames Bray Bridge	From a point starting at its intersection with Monkey Island Lane and continuing in a south easterly direction for a distance of 160 metres and continuing in a generally easterly direction for a distance of 360 metres	To be substituted by a new public right of way starting at a point from its intersection with Monkey Island Lane and continuing in a south easterly direction for a distance of 160 metres and continuing within the highway boundary of the motorway realignment and bridge works in a generally easterly direction for a distance of 360 metres
In the parishes of Dorney and Taplow; in the district of South Bucks in the	Local cycle route (Thames Bray Bridge – northern side)	From a point at the eastern end of public right of way Bray 74/1 (eastern edge of the Thames Bray Bridge) and continuing	To be substituted by a new local cycle route within the highway boundary of the motorway realignment and bridge works,

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County of Buckinghamshire		in generally an easterly direction for a distance of 390 metres	commencing from the eastern end of public right of way Bray 74/1 (eastern edge of the Thames Bray Bridge) and continuing in generally an easterly direction for a distance of 390 metres
In the parish of Dorney and Taplow; in the district of South Bucks in the County of Buckinghamshire	Marsh Lane Reference 2–b Access to field from Marsh Lane, located 25 metres to the north west of the junction with Oak Stubbs Lane	The whole access	Reference 2–2 Replacement of access to field from Marsh Lane, located 25 metres to the north west of the junction with Oak Stubbs Lane
	Public right of way: DOR 22/1	A length commencing 115 metres from the northern end of Old Stubbs Lane and extending for a distance of 105 metres in generally a south easterly direction initially before ‘zig-zagging’ up the embankment to its intersection with Marsh Lane	To be substituted by a new public right of way commencing 115 metres from the northern end of Old Stubbs Lane and extending for a distance of 105 metres in generally a south easterly direction initially before ‘zig-zagging’ up the embankment to its intersection with Marsh Lane; on an alignment compatible with the overbridge replacement and the alteration works
	Public right of way: DOR 23/1 – (West and East of Marsh Lane)	A length commencing 134 metres from its connection with Old Marsh Lane and extending for a distance of 90 metres measured along the existing path up to its intersection with Marsh Lane, and continuing for a further	To be substituted by a new public right of way commencing 134 metres from its connection with Old Marsh Lane and extending for a distance of 90 metres in a northerly and then southerly direction up to its intersection with Marsh Lane; continuing for a further

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		100 metres across Marsh Lane carriageway and along the path leading to and also within Glebe Close	100 metres across Marsh Lane carriageway and along the path leading to and also within Glebe Close; all on an alignment compatible with Marsh Lane overbridge replacement and alteration works
Rights of Way and Access Plans – Sheet 3			
In the parishes of Cippenham St Andrew and Dorney; in the district of South Bucks in the County of Buckinghamshire	Lake End Road	From a point starting 217 metres to the north of Lake End Road's junction with Ashford Lane continuing in a generally northerly direction for a distance of 285 metres	Reference 3–A To be substituted by a length of new highway from a point 217 metres to the north of Lake End Road's junction with Ashford Lane extending generally in a northerly direction for a distance of 295 metres
	Reference 3–a Access to business premises (materials recycling centre) and donkey sanctuary from Lake End Road, located 160 metres north of the junction with Ashford Lane	The whole access	Reference 3–1 Replacement of access to business premises (materials recycling centre) and donkey sanctuary from Lake End Road, located 160 metres north of the junction with Ashford Lane
	Reference 3–b Access to premises known as Four Elms and The Tithe Barn from Lake End Road, located 148 metres north of the junction with Huntercombe Lane South	The whole access	Reference 3–2 Replacement of access to premises known as Four Elms and The Tithe Barn from Lake End Road, located 148 metres north of the junction with Huntercombe Lane South
	Reference 3–c	The whole access	Reference 3–3

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	Access to field from Lake End Road, located 178 metres north of the junction with Huntercombe Lane South		Replacement access to field from Lake End Road, located 178 metres north of the junction with Huntercombe Lane South
<i>Rights of Way and Access Plans – Sheet 4</i>			
In the parish of Cippenham St Andrew; in the unitary authority of Slough Borough Council	Public right of way; Slough 49 (Part of Oldway Lane)	A length commencing 80 metres to the south of its junction with Moor Furlong and extending along the existing track, in generally a southerly direction for a distance of 265 metres	To be substituted by a new public right of way within the highway boundaries of the overbridge replacement and alteration works, commencing 80 metres to the south of its junction with Moor Furlong and extending generally in a southerly direction for a distance of 265 metres
	Public right of way; Slough 14/5	A length commencing at its intersection with Slough 49 and extending for a distance of 80 metres in a northerly direction initially before returning southwards	To be substituted by a new public right of way commencing at its intersection with Slough 49 and extending for a distance of 80 metres in a northerly direction initially before returning southwards; on an alignment compatible with the overbridge replacement and alteration works
	Public right of way; Slough 9	A length commencing at its intersection with Slough 49 and extending for a distance of 43 metres in a northerly direction	To be substituted by a new public right of way commencing at its intersection with Slough 49 and extending for a distance of 43 metres in a northerly direction; on an alignment compatible with the overbridge replacement and alteration works
<i>Rights of Way and Access Plans – Sheet 5</i>			

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In the parish of Cippenham St Andrew; in the unitary authority of Slough Borough Council	Wood Lane	From a point commencing 30 metres from the southern side of Wood Lane’s junction with the access road (also known as Wood Lane) to Thames Water’s treatment plant and extending in a generally north easterly direction for a distance of 230 metres	Reference 5–A To be substituted by a length of new highway from a point 32 metres from the southern side of Wood Lane’s junction with the access road (also known as Wood Lane) to Thames Water’s treatment plant extending in a generally north easterly direction for a distance of 305 metres
	Reference 5–a Access to premises numbered 26 to 32 in the Wood Lane cul-de-sac located 170 metres to the south west of the entrance to Thames Water’s Sewage Treatment Plant	The whole access	Reference 5–1 Replacement access to premises numbered 26 to 32 in the Wood Lane cul-de-sac located 170 metres to the south west of the entrance to Thames Water’s Sewage Treatment Plant
	Reference 5–b Access serving the Pipeline Station, other premises and public right of way, Slough 17 located 7 metres south of the Wood Lane cul-de-sac serving properties numbered 26 to 32	The whole access	Reference 5–2 Replacement access serving the Pipeline Station, other premises and public right of way, Slough 17 located 7 metres south of the Wood Lane cul-de-sac serving properties numbered 26 to 32
	Reference 5–c Access forming part of Wood Lane directly adjacent to the Wood Lane cul-de-sac serving properties numbered 26 to 32	The whole access	Reference 5–3 Replacement access forming part of Wood Lane directly adjacent to the Wood Lane cul-de-sac serving properties numbered 26 to 32
	Reference 5–d	The whole access	Reference 5–4

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	Access forming part of Wood Lane adjacent to properties numbered 18 and 16 located 25 metres north east of the Wood Lane cul-de-sac serving properties numbered 26 to 32		Replacement access forming part of Wood Lane adjacent to properties numbered 18 and 16 located 25 metres north east of the Wood Lane cul-de-sac serving properties numbered 26 to 32
	Public right of way; Slough 14/1	A length commencing at its intersection with Wood Lane and extending for a distance of 103 metres in a generally westerly direction	To be substituted by a new public right of way for a length commencing at its intersection with Wood Lane and extending for a distance of 103 metres in a generally westerly direction; on an alignment compatible with the overbridge replacement and alteration works
	Public right of way; Slough 17	A length commencing from the southern side of Wood Lane's junction with the access road (also known as Wood Lane) to Thames Water Sewage Treatment Plant and extending in a generally north easterly direction for a distance of 515 metres	To be substituted by a new public right of way within the highway boundaries of the realigned Wood Lane, commencing from the southern side of Wood Lane's junction with the access road (also known as Wood Lane) to Thames Water Sewage Treatment Plant and extending in a generally north easterly direction for a distance of 515 metres
<i>Rights of Way and Access Plans – Sheet 6</i>			
None			
<i>Rights of Way and Access Plans – Sheet 7</i>			
In the parishes of Datchet and Upton-cum-Chalvey; in the unitary authorities of the	Datchet Road	From a point commencing 94 metres south of the entrance to The Mere off Datchet Road and extending in	Reference 7–A To be substituted by a length of new highway from a point

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Royal Borough of Windsor and Maidenhead Council and also Slough Borough Council		generally a southerly direction for a distance of 358 metres	commencing 90 metres south of the entrance to The Mere off Datchet Road and extending in generally a southerly direction for a distance of 358 metres and in addition a bus bay extending over a length of 60 metres commencing at a distance of 490 metres from the entrance to The Mere
	Reference 7–a Access to premises known as Upton Court Park from the eastern side of Datchet Road, located 46 metres south of the entrance to The Mere	The whole access	Reference 7–1 Replacement of access to premises known as Upton Court Park from the eastern side of Datchet Road, located 46 metres south of the entrance to The Mere
	Public right of way; Slough 78		New public right of way commencing at the eastern end of existing path forming Slough 78 at Datchet Road and extending for a distance of 18 metres in an easterly direction to connect with the realigned Datchet Road
In the parishes of Datchet and Upton-cum-Chalvey; in the unitary authorities of the Royal Borough of Windsor and Maidenhead Council	Public right of way; DATC 1/1 (includes part of National Cycle Route 61) (Recreation Ground Bridge)	A length commencing from Datchet Road (B376) and extending for a distance of 265 metres in a generally north easterly direction	New public right of way within the highway boundary of the overbridge replacement and alteration works, commencing from Datchet Road (B376) and extending for a distance of 265 metres in a generally north easterly direction

Rights of Way and Access Plans – Sheet 8

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In the parish of Datchet; in the unitary authorities of the Royal Borough of Windsor and Maidenhead Council	Riding Court Road	From a point commencing 143 metres north of Riding Court Road's junction with London Road (B470) and extending, generally in a north easterly direction for a distance of 183 metres	Reference 8–A To be substituted by a length of new highway commencing 180 metres north of Riding Court Road's junction with London Road (B470) and extending, generally in a north easterly/ easterly direction for a distance of 176 metres and in addition a length of new highway 20 metres in length to the east of the improved junction (at northern kerb line)
<i>Rights of Way and Access Plans – Sheet 9</i>			
In the parish of Iver; in the unitary authority of Slough Borough Council and the district of South Bucks in the County of Buckinghamshire	Reference 9–a Access to business interests at Old Slade Lake, operated by Boyer Fishing; commencing at the connection with public right of way IVE 20/3 and extending for a length of 305 metres in generally a southerly/ south westerly direction	The extent of access described and shown on the Rights of Way and Access Plans	Reference 9–1 Replacement of access to business interests at Old Slade Lake, operated by Boyer Fishing; commencing at the connection with public right of way IVE 20/3 and extending for a length of 305 metres in generally a southerly/ south westerly direction: on an alignment compatible with the overbridge replacement and alteration works
	Public right of way; Colnbrook with Poyle 2 (Old Slade Lane)	A length commencing at its junction with public right of way Colnbrook with Poyle 6 and extending in an east to northerly direction for a distance of 305 metres	New public right of way commencing at its junction with existing public right of way Colnbrook with Poyle 6 and extending in an east to northerly direction for a distance of 305 metres; on an alignment compatible with the

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			overbridge replacement and alteration works
<i>Rights of Way and Access Plans – Sheet 10</i>			
None			