

SCHEDULES

SCHEDULE 3

Article 10

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

Note: In relating this Schedule 3 to its corresponding rights of way and access plans, the provisions described in Schedule 3 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 diagonal 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 and improved highways (side roads) 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 the improved A303 Trunk Road, as are included in column 4 of Part 1 of this Schedule, are shown by black stipple with a zig-zag overlaid (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);
- (c) new rights of way (other than side roads and other than the new and/or the improved A303 Trunk Road) which are to be substituted for a highway to be stopped up (or which are otherwise to be provided), as are included in column 4 of Part 1 of this Schedule, are shown by black stipple with a centreline (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 words ‘footpath’, ‘bridleway’, ‘restricted byway’ or ‘byway open to all traffic’ appear beneath or alongside the reference letter in column 4;
- (d) 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); and
- (e) 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 the improved A303 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), or, where they are to be provided (in part) along the route of a restricted byway, are shown by black stipple with a centreline overlaid 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).

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PART 1

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

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted / provided</i>
In the administrative area of Wiltshire Council; in the parishes of Steeple Langford and Berwick St James			Reference A A length of new restricted byway from a point 20 metres south of the junction of the existing A303 and the existing byway SLAN3, in a generally easterly direction to a point 15 metres south of the junction between the existing A303 and the existing bridleway BSJA3, a distance of 1.32 kilometres (as shown on sheets 1 and 2 of the rights of way and access plans)
In the administrative area of Wiltshire Council; in the parishes of Steeple Langford, Berwick St James and Winterbourne Stoke			Reference B A length of new restricted byway from a point 20 metres north of the junction of the existing A303 and the existing byway SLAN3, in a generally easterly direction, crossing Green Bridge One, to a point 400 metres west of the junction of the existing A303 and the B3083 south, a distance of 3.3 kilometres (as shown on sheets 1, 2 and 3 of the rights of way and access plans)
In the administrative area of Wiltshire Council; in the parish of Berwick St James	Bridleway BSJA3	A length from its intersection with the southern boundary of the existing A303 in a southerly direction for a distance of 215 metres, to the intersection of	Reference C To be substituted by a new byway open to all traffic (as shown on sheet 2 of the rights of way and access plans)

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(1) Area	(2) Highway to be stopped up	(3) Extent of stopping up	(4) New highway to be substituted / provided
		byway BSJA3A with bridleway BSJA3 (shown on sheet 2 of the rights of way and access plans)	
In the administrative area of Wiltshire Council; in the parishes of Berwick St James and Winterbourne Stoke			Reference D A length of new byway open to all traffic from its intersection with existing bridleway BSJA3 in a generally easterly direction to a point 575 metres west of the junction between the existing A303 and the B3083 South, a distance of 1.37 kilometres (as shown on sheets 2 and 3 of the rights of way and access plans)
	A 303(T)	A length from a point 1.48 kilometres west of the junction of the existing A303 and the existing B3083 South, on the western side of Winterbourne Stoke, in an easterly direction for a distance of 910 metres (shown on sheets 2 and 3 of the rights of way and access plans)	The new and improved A303(T)
In the parish of Winterbourne Stoke	B 3083	A length from a point 160 metres north of the junction of the B3083 with the existing A303 in a generally northerly direction for a distance of 710 metres to the intersection of the B3083 with the private access track leading to Cherry Lodge	Reference E The realigned B3083 from a point 160 metres north of the junction of the existing A303 and B3083 North, in a generally northerly direction to the intersection of the B3083 with the private access track leading to Cherry Lodge, a distance of 725 metres

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(1) <i>Area</i>	(2) <i>Highway to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New highway to be substituted / provided</i>
		(shown on sheet 3 of the rights of way and access plans)	(as shown on sheet 3 of the rights of way and access plans)
	Byway WST03	A length from a point 420 metres north of the junction of the B3083 South with the existing A303, in a northerly direction for a distance of 70 metres to a point 490 metres north of the junction of the B3083 South with the existing A303 (shown on sheet 3 of the rights of way and access plans)	Reference EA A length of new byway open to all traffic from the west side of the realigned B3083 from a point 315 metres north of the junction of the existing A303 and the B3083 north, in a generally southerly direction to a point 310 metres north of the junction of the existing A303 and the B3083 north, a distance of 15 metres (as shown on sheet 3 of the rights of way and access plans)
	Byway WST06B	A length from the junction of byway open to all traffic WST06B with the existing A303, to the east side of Winterbourne Stoke, in a north-westerly direction for a distance of 385 metres (shown on sheet 4 of the rights of way and access plans)	Reference F The realigned byway open to all traffic WST06B, from the junction of the existing byway WST06B and the existing A303, in a generally north westerly direction crossing the new A303 via Green Bridge Two to a point 385 metres north west of the junction between the existing byway WST06B and the existing A303, a distance of 440 metres (as shown on sheet 4 of the rights of way and access plans)
In the administrative area of Wiltshire Council; in the parish of Winterbourne Stoke			Reference Z A length of new bridleway from a point 405 metres east of the junction of the A303 and the B3083 north, in a generally easterly direction to a point 275 metres east of its junction with the byway WST06B, a distance of 840 metres (as shown on sheet 4 of the rights of way and access plans)

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<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted / provided</i>
In the administrative area of Wiltshire Council; in the parishes of Winterbourne Stoke, Wilsford Cum Lake and Amesbury	A303 (T)	A length from a point 1.26 kilometres east of the junction of the existing A303 and the existing B3083 north, in a generally easterly direction to a point 615 metres west of the centre of Countess roundabout, a distance of 5.98 kilometres (including the existing Longbarrow) roundabout at the junction of the existing A303 with the existing A360 (shown on sheets 4, 5, 6, 7 and 8 of the rights of way and access plans)	The new and improved A303 (as shown on sheets 2, 3, 4, 5, 6, 7, 8, 9 and 11 of the rights of way and access plans)
In the administrative area of Wiltshire Council; in the parish of Winterbourne Stoke			Reference G A length of new side road between Winterbourne Stoke and the new Longbarrow Junction, from a point 650 metres south west of the existing Longbarrow roundabout (its junction with the new southern roundabout at Longbarrow Junction) in a generally westerly direction to a point 280 metres east of its junction with the byway WST06B, 1.20 kilometres to the south west of the existing Longbarrow roundabout, a distance of 615 metres (as shown on sheets 4 and 5 of the rights of way and access plans)
In the administrative area of Wiltshire	A360 north and south of existing Longbarrow roundabout	A length from a point 905 metres north of the existing Longbarrow	Reference H The realigned A360 (north and south A360 link, the

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<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Highway to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>	<i>(4)</i> <i>New highway to be substituted / provided</i>
Council; in the parishes of Winterbourne Stoke and Berwick St James		roundabout, in a southerly direction for a distance of 1.66 kilometres (including existing Longbarrow roundabout) to a point 755 metres south of the existing Longbarrow roundabout (shown on sheets 14, 5 and 15 of the rights of way and access plans)	new northern and southern roundabouts and the link road in between) from a point 905 metres north of the existing Longbarrow roundabout, in a generally southerly direction for a distance of 2.18 kilometres to a point 755 metres south of the existing Longbarrow roundabout (as shown on sheets 14, 5 and 15 of the rights of way and access plans)
In the administrative area of Wiltshire Council; in the parishes of Winterbourne Stoke, Wilsford Cum Lake; and Amesbury			Reference Y A length of new bridleway from a point 560 metres south-west of the existing Longbarrow roundabout for a distance of 520 metres in a generally easterly direction to a point 140 metres south of the existing Longbarrow roundabout (as shown on sheet 5 of the rights of way and access plans)
			Reference IA A length of new restricted byway from a point 245 metres east of the centre of the existing Longbarrow roundabout, in a generally southerly direction to a point 1.07 kilometres south of the existing Longbarrow roundabout, including a link to the realigned A360, a distance of 1.37 kilometres (as shown on sheets 5 and 15 of the rights of way and access plans)
			Reference IB A length of new restricted byway from a point 245 metres to the

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			<p>east of the centre of the existing Longbarrow roundabout, in a generally westerly direction and then in a northerly direction, to a point 620 metres north of the centre of the existing Longbarrow Junction, including a link to the realigned A360, a distance of 845 metres</p> <p>(as shown on sheets 5 and 14 of the rights of way and access plans)</p>
			<p>Reference I</p> <p>A length of new restricted byway from a point 245 metres to the east of the centre of the existing Longbarrow roundabout, in a generally easterly direction to its junction with byway AMES12, a distance of 1.65 kilometres</p> <p>(as shown on sheets 5 and 6 of the rights of way and access plans)</p>
<p>In the administrative area of Wiltshire Council; in the parishes of Amesbury, Wilsford Cum Lake and Amesbury</p>			<p>Reference J</p> <p>A length of new restricted byway from its junction with byway AMES12, in a generally easterly direction to its junction with footpath AMES13, a distance of 2.33 kilometres</p> <p>(as shown on sheets 6, 7 and 8 of the rights of way and access plans)</p>
<p>In the administrative area of Wiltshire Council; in the parish of Amesbury</p>			<p>Reference K</p> <p>A length of improved side road (eastbound diverge slip road) from a point 520 metres south-west of the junction of the Amesbury Road and the A3028 Double Hedges, in a generally north-easterly direction to a point</p>

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(1) <i>Area</i>	(2) <i>Highway to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New highway to be substituted / provided</i>
			<p>500 metres south-west of the junction of the Amesbury Road and the A3028 Double Hedges, a distance of 20 metres</p> <p>(as shown on sheet 11 of the rights of way and access plans)</p>
	A303 Double Hedges	<p>A length from its junction with the existing A303 for a distance of 125 metres in a generally north-westerly direction</p> <p>(as shown on sheet 11 of the rights of way and access plans)</p>	<p>Reference L</p> <p>A length of new side road (eastbound merge slip road), from a point 465 metres south east of the junction of the Amesbury Road and the A3028 Double Hedges, in a generally south easterly direction to a point 590 metres south east of the junction of the Amesbury Road and the A3028 Double Hedges, a distance of 130 metres</p> <p>(as shown on sheet 11 of the rights of way and access plans)</p>
In the administrative area of Wiltshire Council; in the parish of Amesbury	Bridleway AMES29	<p>A length from its junction with Equinox Drive for a distance of 105 metres in a generally south-easterly direction</p> <p>(shown on sheet 11 of the rights of way and access plans)</p>	<p>To be substituted by—</p> <p>Reference M</p> <p>A length of new side road from a point 435 metres south east of the junction of the existing A303 and the Allington Track, in a generally westerly direction to a point 525 metres south west of the junction of the existing A303 and the byway AMES 1, a distance of 985 metres; and</p> <p>Reference N</p> <p>A length of new byway open to all traffic from a point 295 metres south of the junction of the existing bridleway AMES29 and the byway AMES 1, in a generally northerly direction to a point 195 metres south west of the junction of the existing bridleway AMES29 and the</p>

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(1) <i>Area</i>	(2) <i>Highway to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New highway to be substituted / provided</i>
			<p>existing byway AMES1, a distance of 105 metres; and</p> <p>Reference O</p> <p>A length of new side road from a point 20 metres south of the junction of Equinox Drive and Solar Way, in a generally southerly direction to a point 290 metres south of the junction of Equinox Drive and Solar Way, a distance of 285 metres</p> <p>(all as shown on sheet 11 of the rights of way and access plans)</p>
<p>In the administrative area of Wiltshire Council; in the parish of Amesbury</p>	<p>Byway AMES1</p>	<p>From its junction with the A303 for a distance of 770 metres in a generally southerly direction</p> <p>(shown on sheet 11 of the rights of way and access plans)</p>	<p>To be substituted by—</p> <p>Reference P</p> <p>A length of new footpath from a point 10 metres south of the junction of the existing byway AMES1 and the A303, in a generally southerly direction to a point 330 metres south of the junction of the A303 with the existing byway AMES 1, a distance of 320 metres (as shown on sheet 11 of the rights of way and access plans); and</p> <p>Reference M (as above); and</p> <p>Reference N (as above); and</p> <p>Reference O (as above)</p> <p>(all as shown on sheet 11 of the rights of way and access plans)</p>
<p>In the administrative area of Wiltshire Council; in the parish of Shrewton</p>	<p>Unclassified 094402 (The Packway)</p>	<p>From the junction of the existing B3086 South with B3086 (The Packway) at Rollestone Cross, a distance of 200 metres in an easterly direction</p>	<p>Reference Q</p> <p>To be substituted by the re-aligned B3086 from a point 85 metres east of the junction of the existing B3086 and the existing Unclassified 094402 (The Packway), in a generally</p>

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(1) <i>Area</i>	(2) <i>Highway to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New highway to be substituted / provided</i>
		(shown on sheet 13 of the rights of way and access plans)	easterly direction to a point 205 metres east of the junction of the existing B3086 and the existing Unclassified 094402 (The Packway), a distance of 135 metres (as shown on sheet 13 of the rights of way and access plans)
In the administrative area of Wiltshire Council; in the parish of Shrewton	B3086 (south)	From the junction of the existing B3086 south with B3086 (The Packway) at Rollestone Cross, a distance of 240 metres in a southerly direction (shown on sheet 13 of the rights of way and access plans)	To be substituted by— Reference R The re-aligned B3086 from a point 240 metres south of the junction of the existing B3086 and the existing Unclassified 094402 (The Packway), in a generally northerly direction to a point 85 metres east of the junction of the existing B3086 and the existing Unclassified 094402 (The Packway), a distance of 230 metres; and Reference S A length of re-aligned highway from a point 50 metres west of its junction with the existing Unclassified 094402 (The Packway), in a generally easterly direction to a point 85 metres east of the junction of the B3086 and the Unclassified 094402 (The Packway), a distance of 140 metres (both as shown on sheet 13 of the rights of way and access plans)
			Reference T A length of re-aligned highway from its junction with the existing Unclassified 094402 (The Packway), in a generally northerly direction to a point 50 metres north of the junction of

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			<p>the B3086 and the Unclassified 094402 (The Packway), a distance of 50 metres</p> <p>(as shown on sheet 13 of the rights of way and access plans)</p>
<p>In the administrative area of Wiltshire Council; in the parish of Winterbourne Stoke</p>			<p>Reference U</p> <p>A length of new restricted byway from a point 300 metres south of the junction of the A360 with the B3086 (Airman’s Corner), in a generally southerly direction to a point 840 metres south of the junction of the A360 with the B3086, a distance of 545 metres</p> <p>(as shown on sheet 14 of the rights of way and access plans)</p>
			<p>Reference UA</p> <p>A length of new shared use cycle track from a point 45 metres east of the junction of the A360 with the B3086 (Airman’s Corner), in a generally southerly direction to a point 300 metres south of the junction of the A360 with the B3086, a distance of 305 metres</p> <p>(as shown on sheet 14 of the rights of way and access plans)</p>
<p>In the administrative area of Wiltshire Council; in the parishes of Berwick St James and Woodford</p>			<p>Reference V</p> <p>A length of new bridleway from a point 10 metres east of the junction of the existing A360 and the byway BSJA9, in a generally southerly direction to a point 985 metres south east of the junction of the existing A360 and the byway BSJA9, a distance of 1.08 kilometres</p> <p>(as shown on sheet 15 of the rights of way and access plans)</p>

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PART 2
HIGHWAYS TO BE STOPPED UP FOR WHICH
NO SUBSTITUTE IS TO BE PROVIDED

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Street to be stopped up</i>	<i>(3)</i> <i>Extent of stopping up</i>
In the administrative area of Wiltshire Council; in the parish of Berwick St James	Bridleway BSJA3A	A length from its intersection with the southern boundary of the existing A303 in a south-easterly direction, for a distance of 40 metres (as shown on sheet 2 of the rights of way and access plans)
In the administrative area of Wiltshire Council; in the parish of Amesbury	Stonehenge Road	A length from its junction with the existing A303 for a distance of 430 metres in a generally south-easterly direction (as shown on sheet 8 of the rights of way and access plans)
	Allington Track	A length from its junction with the existing A303 for a distance of 410 metres in a generally south-easterly direction (as shown on sheet 11 of the rights of way and access plans)
	Amesbury Road	A length of east-bound access onto the existing A303 from its junction with the existing A303 for a distance of 15 metres in a generally northerly direction (as shown on sheet 11 of the rights of way and access plans)
In the administrative area of Wiltshire Council; in the parish of Bulford	Byway BULF12	A length from its junction with the A3028 for a distance of 105 metres in a generally southerly direction (as shown on sheet 11 of the rights of way and access plans)
In the administrative area of Wiltshire Council; in the parish of Amesbury	Byway AMES 2	A length from its junction with the existing A303 for a distance of 270 metres in a generally northerly direction (as shown on sheet 11 of the rights of way and access plans)

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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>Private means of access to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New private means of access to be substituted / provided</i>
<p>In the administrative area of Wiltshire Council; in the parish of Berwick St James</p>	<p>Reference a</p> <p>Access to field from the north side of the existing A303, 870 metres east of the junction of the A303 with the byway SLAN3</p> <p>(shown on sheet 2 of the rights of way and access plans)</p>	<p>The whole access</p>	<p>Reference 1</p> <p>To be substituted by a new private means of access in the same location as stopped up access Reference a but repositioned at the side road boundary of the new restricted byway Reference B, together with a right of vehicular access over Reference B to be granted for the benefit of the land affected by the stopping up of private means of access reference a</p> <p>(as shown on sheets 1, 2 and 3 of the rights of way and access plans)</p>
	<p>Reference b</p> <p>Access to field from the north side of the existing A303, 20 metres north of the junction of the A303 with the existing bridleway BSJA3</p> <p>(shown on sheet 2 of the rights of way and access plans)</p>	<p>The whole access</p>	<p>Reference 2</p> <p>To be substituted by a new private means of access in the same location as stopped up access Reference b, but repositioned at the side road boundary of the new restricted byway Reference B, together with a right of vehicular access over new restricted byway Reference B to be granted for the benefit of the land affected by the stopping up of private means of access reference b</p> <p>(as shown on sheets 1, 2 and 3 of the rights of way and access plans)</p>
	<p>Reference c</p>	<p>The whole access</p>	<p>Reference 3</p>

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(1) <i>Area</i>	(2) <i>Private means of access to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New private means of access to be substituted / provided</i>
	<p>Access to field from the south side of the existing A303, at a point where the A303 meets existing bridleway BSJA3</p> <p>(shown on sheet 2 of the rights of way and access plans)</p>		<p>To be substituted by a new private means of access in the same location as stopped up access Reference c, but repositioned at the side road boundary of the new restricted byway Reference A, together with a right of vehicular access over new restricted byway Reference A to be granted for the benefit of the land affected by the stopping up of private means of access reference c</p> <p>(as shown on sheets 1 and 2 of the rights of way and access plans)</p>
<p>In the administrative area of Wiltshire Council; in the parishes of Berwick St James and Winterbourne Stoke</p>	<p>Reference d</p> <p>Access to field from the north side of the existing A303, at a point 660 metres east of the junction of the existing A303 with the existing bridleway BSJA3</p> <p>(shown on sheet 2 of the rights of way and access plans)</p>	<p>A length from its junction with the existing A303 for a distance of 10 metres</p>	<p>Reference 4</p> <p>To be substituted by a new private means of access in the same location as stopped up access Reference d, but repositioned at the side road boundary of the new byway open to all traffic Reference D</p> <p>(as shown on sheets 2 and 3 of the rights of way and access plans)</p>
	<p>Reference e</p> <p>Access to field from the south side of the existing A303, at a point 795 metres east of the junction of the existing A303 with existing bridleway BSJA3</p> <p>(shown on sheet 2 of the rights of way and access plans)</p>	<p>From its junction with the existing A303 for a length of 10 metres</p>	<p>Reference 5</p> <p>To be substituted by a new private means of access in the same location as stopped up access Reference e, but repositioned at the side road boundary of the new byway open to all traffic Reference D</p> <p>(as shown on sheets 2 and 3 of the rights of way and access plans)</p>

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(1) <i>Area</i>	(2) <i>Private means of access to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New private means of access to be substituted / provided</i>
<p>In the administrative area of Wiltshire Council; in the parish of Winterbourne Stoke</p>	<p>Reference f Access to field from the west side of the existing B3083, at a point 375 metres north of the junction of the existing A303 with the B3083 north (shown on sheet 3 of the rights of way and access plans)</p>	<p>A length from its junction with the existing B3083 for a distance of 10 metres</p>	<p>Reference 6 To be substituted by a new private means of access to land on the west side of the realigned B3083, Reference E (as shown on sheet 3 of the rights of way and access plans)</p>
			<p>Reference 7 New private means of access to land on the west side of the realigned B3083 (Reference E) (including a drainage pond) (as shown on sheet 3 of the rights of way and access plans)</p>
			<p>Reference 8 New private means of access to land on the east side of the realigned B3083 (Reference E) (including a drainage pond) (as shown on sheet 3 of the rights of way and access plans)</p>
<p>In the administrative area of Wiltshire Council; in the parish of Winterbourne Stoke</p>			<p>Reference 9 New private means of access on the north side of the existing A303 to land on the south side of the new A303 (including a drainage pond) (as shown on sheet 4 of the rights of way and access plans)</p>
			<p>Reference 10 New private means of access from the new byway open to all</p>

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			<p>traffic reference F over Green Bridge Two, to be granted for the benefit of the land to the west of byway WST06B (including a drainage pond)</p> <p>(as shown on sheet 4 of the rights of way and access plans)</p>
			<p>Reference 11</p> <p>New private means of access from the north side of the new link to Winterbourne Stoke to land on the south side of the new A303 (including a drainage pond and land between the new A303 and the new link to Winterbourne Stoke)</p> <p>(as shown on sheet 5 of the rights of way and access plans)</p>
			<p>Reference 35</p> <p>New private means of access to land on the north side of the new link to Winterbourne Stoke (between the new A303 and the new link to Winterbourne Stoke)</p> <p>(as shown on sheet 5 of the rights of way and access plans)</p>
			<p>Reference 36</p> <p>New private means of access to land on the north side of the new link to Winterbourne Stoke (between the new A303 and the new link to Winterbourne Stoke)</p> <p>(as shown on sheet 5 of the rights of way and access plans)</p>
			<p>Reference 37</p> <p>New private means of access to land on the north side of the new link to Winterbourne Stoke</p>

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(1) <i>Area</i>	(2) <i>Private means of access to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New private means of access to be substituted / provided</i>
			<p>(between the new A303 and the new link to Winterbourne Stoke)</p> <p>(as shown on sheet 5 of the rights of way and access plans)</p>
<p>In the administrative area of Wiltshire Council; in the parish of Winterbourne Stoke</p>	<p>Reference k</p> <p>Access to field from the north side of the existing A303, 80 metres east of the existing Longbarrow roundabout</p> <p>(shown on sheet 5 of the rights of way and access plans)</p>	<p>The whole access</p>	<p>Reference 12</p> <p>To be substituted by a new private means of access in the same location as stopped up access Reference k, but repositioned at the side road boundary of the new restricted byway Reference IB, together with a right of vehicular access over new restricted byways References IB, I and IA to be granted for the benefit of the land affected by the stopping up of private means of access reference k</p> <p>(as shown on sheets 5 and 14 of the rights of way and access plans)</p>
	<p>Reference z</p> <p>Access to field from the south side of the existing A303, 190 metres east of the existing Longbarrow roundabout</p> <p>(shown on sheet 5 of the rights of way and access plans)</p>	<p>The whole access</p>	<p>Reference 13</p> <p>To be substituted by a new private means of access in the same location as stopped up access Reference z, but repositioned at the side road boundary of the new restricted byway Reference IB together with a right of vehicular access over new restricted byways References I, IB and IA to be granted for the benefit of the land affected by the stopping up of private means of access reference z</p> <p>(as shown on sheets 5, 6 and 14 of the rights of way and access plans)</p>

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(1) <i>Area</i>	(2) <i>Private means of access to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New private means of access to be substituted / provided</i>
<p>In the administrative area of Wiltshire Council; in the parish of Wilsford Cum Lake</p>	<p>Reference m Access to field from the north side of the existing A303, 400 metres east of the existing Longbarrow roundabout (shown on sheet 5 of the rights of way and access plans)</p>	<p>The whole access</p>	<p>Reference 14 To be substituted by a new private means of access in the same location as stopped up access Reference m, but repositioned at the side road boundary of the new restricted byway Reference I, together with a right of vehicular access over new restricted byways References I, IA and IB to be granted for the benefit of the land affected by the stopping up of private means of access reference m (as shown on sheets 5, 6 and 14 of the rights of way and access plans)</p>
<p>In the administrative area of Wiltshire Council; in the parish of Winterbourne Stoke</p>	<p>Reference n Access to field from the east side of the existing A360, 400 metres north of the existing Longbarrow roundabout (shown on sheet 5 of the rights of way and access plans)</p>	<p>The whole access</p>	<p>Reference 15 To be substituted by a new private means of access in the same location as stopped up access Reference n, but repositioned at the side road boundary of the new restricted byway Reference IB, together with a right of vehicular access over new restricted byways References I, IA and IB to be granted for the benefit of the land affected by the stopping up of private means of access reference n (as shown on sheets 5, 6 and 14 of the rights of way and access plans)</p>
<p>In the administrative area of Wiltshire Council; in the parish of</p>	<p>Reference l Access to field from the south side of the existing A303, 70 metres east of the</p>	<p>The whole access</p>	<p>Reference 16 To be substituted by a new private means of access on the south side of the new restricted byway Reference IA, and</p>

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(1) <i>Area</i>	(2) <i>Private means of access to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New private means of access to be substituted / provided</i>
Wilsford Cum Lake	existing Longbarrow roundabout (shown on sheet 5 of the rights of way and access plans)		crossing the new Green Bridge Four located at a point 280 metres south-east of the centre of the existing Longbarrow roundabout, together with a right of vehicular access over new restricted byways References I, IA and IB to be granted for the benefit of the land affected by the stopping up of private means of access reference l (as shown on sheets 5, 6 and 14 of the rights of way and access plans)
In the administrative area of Wiltshire Council; in the parish of Winterbourne Stoke	Reference i Access to field from the west side of the existing A360, 115 metres south of the existing Longbarrow roundabout (shown on sheet 5 of the rights of way and access plans)	The whole access	Reference 17 To be substituted by new a private means of access on the west side of the new restricted byway Reference IA, and located at a point 325 metres south of the centre of the existing Longbarrow roundabout together with a right of vehicular access over new restricted byways References I, IA and IB to be granted for the benefit of the land affected by the stopping up of private means of access reference i (as shown on sheets 5, 6 and 14 of the rights of way and access plans)
	Reference j Access to field from the east side of the existing A360, 115 metres south of the existing Longbarrow roundabout (shown on sheet 5 of the rights of way and access plans)	The whole access	Reference 18 To be substituted by a new private means of access on the east side of the new restricted byway Reference IA, and located at a point 595 metres south of the centre of the existing Longbarrow roundabout, together with a right of vehicular access over new restricted byways References I, IA and IB

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			<p>to be granted for the benefit of the land affected by the stopping up of private means of access reference j</p> <p>(as shown on sheets 5, 6 and 14 of the rights of way and access plans)</p>
<p>In the administrative area of Wiltshire Council; in the parish of Amesbury</p>	<p>Reference o</p> <p>Access to field from the south side of the existing A303, 665 metres west of its junction with the existing byway open to all traffic AMES12</p> <p>(shown on sheet 6 of the rights of way and access plans)</p>	<p>The whole access</p>	<p>Reference 19</p> <p>To be substituted by a new private means of access in the same location as stopped up access Reference o, but repositioned at the side road boundary of the new restricted byway Reference I, together with a right of vehicular access over new restricted byways References I, IA, IB and J to be granted for the benefit of the land affected by the stopping up of private means of access reference o</p> <p>(as shown on sheets 5, 6, 7, 8 and 14 of the rights of way and access plans)</p>
	<p>Reference p</p> <p>Access to field from the south side of the existing A303, at the junction of the existing A303 with the existing byway open to all traffic AMES11</p> <p>(shown on sheet 7 of the rights of way and access plans)</p>	<p>The whole access</p>	<p>Reference 20</p> <p>To be substituted by a new private means of access in the same location as stopped up access Reference p, but repositioned at the side road boundary of the new restricted byway Reference J, together with a right of vehicular access over new restricted byways References J, I, IA and IB to be granted for the benefit of the land affected by the stopping up of private means of access reference p</p>

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(1) Area	(2) Private means of access to be stopped up	(3) Extent of stopping up	(4) New private means of access to be substituted / provided
			(as shown on sheets 5, 6, 7, 8 and 14 of the rights of way and access plans)
	<p>Reference q</p> <p>Access to field from the south side of the existing A303, 470 metres to the east of its junction with the existing byway open to all traffic AMES11</p> <p>(shown on sheet 7 of the rights of way and access plans)</p>	The whole access	<p>Reference 21</p> <p>To be substituted by a new private means of access in the same location as stopped up access Reference q, but repositioned at the side road boundary of the new restricted byway Reference J, together with a right of vehicular access over new restricted byways References J, I, IA and IB to be granted for the benefit of the land affected by the stopping up of private means of access reference q</p> <p>(as shown on sheets 5, 6, 7, 8 and 14 of the rights of way and access plans)</p>
	<p>Reference r</p> <p>Access to field from the south side of the existing A303, 925 metres to the east of its junction with the existing byway open to all traffic AMES11</p> <p>(shown on sheet 7 of the rights of way and access plans)</p>	The whole access	<p>Reference 22</p> <p>To be substituted by a new private means of access in the same location as stopped up access Reference r, but repositioned at the side road boundary of the new restricted byway Reference J, together with a right of vehicular access over new restricted byways References J, I, IA and IB to be granted for the benefit of the land affected by the stopping up of private means of access reference r</p> <p>(as shown on sheets 5, 6, 7, 8 and 14 of the rights of way and access plans)</p>
	Reference s	The whole access	Reference 23

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	<p>Access to field from the north side of the existing A303, 665 metres to the north-west of the junction of Stonehenge Road with footpath AMES13</p> <p>(shown on sheet 8 of the rights of way and access plans)</p>		<p>To be substituted by a new private means of access in the same location as stopped up access Reference s, but repositioned at the side road boundary of the new restricted byway Reference J, together with a right of vehicular access over new restricted byways References J, I, IA and IB to be granted for the benefit of the land affected by the stopping up of private means of access reference s</p> <p>(as shown on sheets 5, 6, 7, 8 and 14 of the rights of way and access plans)</p>
	<p>Reference t</p> <p>Access to field from the north side of the existing A303, 615 metres to the north-west of the junction of Stonehenge Road with footpath AMES13</p> <p>(shown on sheet 8 of the rights of way and access plans)</p>	<p>The whole access</p>	<p>Reference 24</p> <p>To be substituted by a new private means of access in the same location as stopped up access Reference t, but repositioned at the side road boundary of the new restricted byway Reference J, together with a right of vehicular access over new restricted byways References J, I, IA and IB to be granted for the benefit of the land affected by the stopping up of private means of access reference t</p> <p>(as shown on sheets 5, 6, 7, 8 and 14 of the rights of way and access plans)</p>
	<p>Reference u</p> <p>Access to field from the north side of the existing A303, 550 metres to the north-west of the junction of Stonehenge Road</p>	<p>The whole access</p>	<p>Reference 25</p> <p>To be substituted by a new private means of access in the same location as stopped up access Reference u, but repositioned at the side road boundary of the new restricted byway Reference J, together</p>

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(1) <i>Area</i>	(2) <i>Private means of access to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New private means of access to be substituted / provided</i>
	<p>with footpath AMES 13</p> <p>(shown on sheet 8 of the rights of way and access plans)</p>		<p>with a right of vehicular access over new restricted byways References J, I, IA and IB to be granted for the benefit of the land affected by the stopping up of private means of access reference u</p> <p>(as shown on sheets 5, 6, 7, 8 and 14 of the rights of way and access plans)</p>
	<p>Reference v</p> <p>Access to field from the south side of the existing A303, 610 metres to the north-west of the junction of Stonehenge Road with footpath AMES 13</p> <p>(shown on sheet 8 of the rights of way and access plans)</p>	<p>The whole access</p>	<p>Reference 26</p> <p>To be substituted by a new private means of access in the same location as stopped up access Reference v, but repositioned at the side road boundary of the new restricted byway Reference J, together with a right of vehicular access over new restricted byways References J, I, IA and IB to be granted for the benefit of the land affected by the stopping up of private means of access reference v</p> <p>(as shown on sheets 5, 6, 7, 8 and 14 of the rights of way and access plans)</p>
	<p>Reference w</p> <p>Access to field from the north side of the existing A303, 355 metres to the north-east of its existing junction with footpath AMES13</p> <p>(shown on sheet 8 of the rights of way and access plans)</p>	<p>The whole access</p>	<p>Reference 27</p> <p>To be substituted by a new private means of access from a point 320 metres north-west of the junction of Stonehenge Road with the footpath AMES13 to a point 610 metres north-east of the junction of Stonehenge Road with footpath AMES13, together with a right of vehicular access over new restricted byways References J, I, IA and IB to be granted for the benefit of the land affected by the stopping up of</p>

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(1) <i>Area</i>	(2) <i>Private means of access to be stopped up</i>	(3) <i>Extent of stopping up</i>	(4) <i>New private means of access to be substituted / provided</i>
			private means of access reference w (as shown on sheets 5, 6, 7, 8 and 14 of the rights of way and access plans)
In the administrative area of Wiltshire Council; in the parish of Bulford			Reference 28 New private means of access along the route of the existing byway BULF12 (which is to be stopped up), from its junction with the A3028 Double Hedges for a distance of 100 metres in a generally southerly direction (as shown on sheet 11 of the rights of way and access plans)
	Reference x Access to field from the north side of the existing A3028 Double Hedges, 530 metres to the south east of the junction of Amesbury Road with the A3028 (shown on sheet 11 of the rights of way and access plans)	The whole access	Reference 29 To be substituted by a new private means of access to land on the north side of the realigned A3028, Double Hedges, 40 metres north-west of the point of the nosing of the entry filter lane on the A303 merge slip road (as shown on sheet 11 of the rights of way and access plans)
	Reference y Access to field from the east side of the existing Allington Track, 260 metres to the south east of the junction of the existing A303 with the Allington Track (shown on sheet 11 of the rights of way and access plans)	The whole access	Reference 38 To be substituted by a new private means of access to land on the east side of the realigned Allington track link, 410 metres south east of the junction of the existing A303 with the Allington Track (as shown on sheet 11 of the rights of way and access plans)

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(1) Area	(2) Private means of access to be stopped up	(3) Extent of stopping up	(4) New private means of access to be substituted / provided
	<p>Reference za</p> <p>Access link to field between byway AMES1 and Allington Track</p> <p>(shown on sheet 11 of the rights of way and access plans)</p>	<p>The whole access link</p>	<p>Reference 39</p> <p>New private means of access to field from the north side of the new Allington track link, 415 metres south west of the junction of the existing A303 with the Allington Track</p> <p>(as shown on sheet 11 of the rights of way and access plans)</p>
	<p>Reference zb</p> <p>Access to land and premises located to the south-west of Equinox Drive and bridleway AMES 29</p> <p>(shown on sheet 11 of the rights of way and access plans)</p>	<p>A length from a point 20 metres to the south-east of the junction of Equinox Drive with Solar Way, in a generally southerly direction for a distance of 280 metres</p>	<p>Reference 40</p> <p>To be substituted by a new private means of access from the west side of the new side road reference O</p> <p>(as shown on sheet 11 of the rights of way and access plans)</p>
			<p>Reference 41</p> <p>New private means of access to field from the south side of the new Allington track link, 362 metres south west of the junction of the existing A303 with the Allington Track</p> <p>(as shown on sheet 11 of the rights of way and access plans)</p>
			<p>Reference 30</p> <p>New private means of access to field from the west side of the B3086, 240 metres south of existing Rolleston Cross Junction</p> <p>(as shown on sheet 13 of the rights of way and access plans)</p>
			<p>Reference 31</p>

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			<p>New private means of access to field from the east side of the B3086, 240 metres south of the existing Rollestone Cross Junction</p> <p>(as shown on sheet 13 of the rights of way and access plans)</p>
<p>In the administrative area of Wiltshire Council; in the parish of Winterbourne Stoke</p>			<p>Reference 32</p> <p>New private means of access to field from the east side of the A360, 445 metres south of Airman’s Corner</p> <p>(as shown on sheet 14 of the rights of way and access plans)</p>
	<p>Reference zc</p> <p>Access to field from the west side of the existing A360, 845 metres south of Airman’s Corner</p> <p>(shown on sheet 14 of the rights of way and access plans)</p>	<p>A length from its junction with the existing A360 westwards for a distance of 40 metres</p>	<p>Reference 33</p> <p>To be substituted by a new private means of access from the west side of the realigned A360, 40 metres west of the existing private means of access reference zc</p> <p>(as shown on sheet 14 of the rights of way and access plans)</p>
	<p>Reference g</p> <p>Access to field from the north side of the existing A303, 580 metres west of the existing Longbarrow roundabout</p> <p>(shown on sheet 5 of the rights of way and access plans)</p>	<p>The whole access</p>	<p>To be substituted by—</p> <p>Reference 33 (as above)</p> <p>Providing access to land on the west side of the realigned A360 north; and</p> <p>Reference 34</p> <p>Providing access to land lying between the realigned A360 north and the new restricted byway Reference IB, a new private means of access from the northernmost part of the new restricted byway Reference IB, comprising the link between the</p>

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			<p>realigned A360 north and the new restricted byway Reference IB (referred to hereinafter as “the link”) located 885 metres south of Airman’s Corner, together with a right of vehicular access over the link, to be granted for the benefit of the land lying between the realigned A360 north and the new restricted byway Reference IB</p> <p>(both as shown on sheet 14 of the rights of way and access plans)</p>

PART 4

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

<i>(1)</i> <i>Area</i>	<i>(2)</i> <i>Private means of access</i>	<i>(3)</i> <i>Extent of stopping up</i>
<p>In the administrative area of Wiltshire Council; in the parish of Winterbourne Stoke</p>	<p>Reference h</p> <p>Access to field from the south side of the existing A303, 220 metres west of the existing Longbarrow roundabout</p> <p>(shown on sheet 5 of the rights of way and access plans)</p>	<p>The whole access</p>