

**THE LANCASHIRE COUNTY COUNCIL (TORRISHOLME TO THE M6 LINK (A683 COMPLETION OF
HEYSHAM TO M6 LINK ROAD) CLASSIFIED ROAD) (SIDE ROADS) ORDER 2009**

STATEMENT OF REASONS FOR MAKING THE SIDE ROADS ORDER

1 INTRODUCTION

- 1.1 This is the Statement of Reasons of Lancashire County Council (“the Council”) for making the Lancashire County Council (Torrisholme to the M6 Link (A683 Completion of Heysham to M6 Link Road) (Side Roads) Order 2009 (“the Order”). This is a non-statutory Statement provided in compliance with paragraph 11 of Circular 1/97.
- 1.2 This Statement:
- 1.2.1 identifies the powers under which the Order is made (Section 2);
 - 1.2.2 sets out the background to the Order (Section 3);
 - 1.2.3 describes the existing highway arrangements (Section 4);
 - 1.2.4 provides a general description of the proposals and details of the works proposed (Sections 5 and 6);
 - 1.2.5 sets out the Council’s reasons and justification for making the Order (Section 7);
 - 1.2.6 sets out the arrangements for the inspection of documents (Section 8); and
 - 1.2.7 sets out contact details for further information (Section 9).

2 POWERS UNDER WHICH THE ORDER IS MADE

- 2.1 The Order is made under sections 14, 18 and 125 of the Highways Act 1980 (“the Act”). Section 14 of the Act authorises the Council in relation to a classified road:-
- 2.1.1 to stop up, divert, improve, raise, lower or otherwise alter a highway that crosses or enters the route of the road or is or will be otherwise affected by the construction or improvement of the road;
 - 2.1.2 to construct a new highway for purposes concerned with any such alteration as aforesaid or for any other purpose connected with the road or its construction and to close after such period as may be specified in the Order any new highway so constructed for temporary purposes.
- 2.2 Section 18 of the Act inter alia, authorises the Council to carry out similar works to those identified in paragraph 2.1 in relation to a special road.

- 2.3 Section 125 of the Act provides that any order made by the Council under section 14 or section 18 may authorise the Council to stop up any private means of access to premises adjoining or adjacent to land comprised in the route of the classified road, or forming the site of any works authorised by the order and to provide a new means of access to any such premises.
- 2.4 The purpose of the Order is to enable the Council to stop up existing highways, stop up private means of access, carry out improvements to existing highways and construct new highways with respect to roads that cross or join the new Classified Road which is to be constructed between the junction of the A589/A683 Morecambe Road near Torrisholme and junction 34 of the M6 motorway (“the Classified Road”). The Order will also enable the Council to construct new slip roads to the M6 at junction 34 and undertake improvements to the M6 itself. The new motorway slip roads will be special roads which will be transferred to the Highways Agency by way of a Transfer Order also made under Section 18 of the Act. The land required for the construction of the Classified Road and related works will be the subject of a compulsory purchase order to be made shortly by the Council.

3 BACKGROUND TO THE ORDER

- 3.1 The Classified Road is part of the completion of the proposed A683 Completion of Heysham to M6 Link. The Council has consistently promoted a link between Heysham and the M6 Motorway, bypassing Morecambe and Lancaster, as part of its undertaking to improve the inter-urban road network, provide for future development within the District of Lancaster, especially in Morecambe and Heysham, and improve access to the Port of Heysham. The special roads will provide new roads linking the Classified Road to the M6 Motorway and forming a new motorway junction. The existing junction 34 will be closed.
- 3.2 The Council's long-standing commitment to the scheme resulted in the construction of Phase 1 of the Heysham to M6 Link (Lancaster/Morecambe Bypass), which was started in 1992 and opened to traffic in 1994. At present this initial section, part single/part dual carriageway, extends for 5.7 kilometres between A589 Middleton Road, Heysham and A589/A683 Morecambe Road near Torrisholme.

4 THE EXISTING HIGHWAY ARRANGEMENTS

- 4.1 The historic City of Lancaster lies on the east bank of the River Lune and to the west of the river are the towns of Morecambe and Heysham on a peninsula. The peninsula is defined to the south as the area enclosed by Morecambe Bay, the River Lune and the West Coast Main Railway Line between Carlisle Railway Bridge over the River Lune in Lancaster, and to the north the A5105 Coastal Road Bridge over the railway west of Slyne. The peninsula is nearly 4,000 hectares in area with a population of over 50,000.
- 4.2 The M6 motorway is located immediately to the east of Lancaster. The motorway provides a strategic road link to the North West and the rest of England and Scotland. The route is of motorway standard.

- 4.3 Lancaster is served by two motorway junctions, junction 33 to the south and Junction 34 to the north. Junction 34 is sub standard and was introduced in 1960 as an interim measure to allow emergency vehicles access to the M6 Motorway. Since that date there have been small improvements, but the northbound merge slip road connects with the M6 Motorway, which has no hardshoulder, just before the M6 bridge over the River Lune and has therefore little scope for improvement.
- 4.4 Lancaster has three one way gyratory systems linked together. The largest runs north/south through the city centre. The next in size is to the north and uses the two road bridge crossings of the River Lune; the Grade II* listed structure A6 Skerton Bridge and the A683 Greyhound Bridge to the west and downstream of the A6. The third gyratory system forms a link between the two larger systems.
- 4.5 The major highway route running north/south through the area west of the M6 Motorway is the A6. The A6 connects to the M6 at Junction 33. It runs parallel to the motorway and passes through the centre of Lancaster forming part of all three gyratory systems. The route provides connections to the north and south of Lancaster and serves a local and regional function. It is predominantly of single carriageway standard and although much of the route is rural in character, it passes through the centre of Lancaster and other towns in the region, which impacts on the reliability and performance of the route.
- 4.6 The existing route from the Port of Heysham to the M6 Motorway is also often congested and subject to traffic delays. The A589 from the Port of Heysham passes through Heysham itself and runs along the seafront at Morecambe. Towards the northern end of Morecambe seafront the A589 turns inland to join the A683 close to the boundary of Morecambe. Throughout its length to that point the A589 is single carriageway and urban in nature passing through mainly residential and commercial areas.
- 4.7 The A683 links Heysham and Morecambe with Lancaster, the M6 motorway at Junction 34 and areas to the east of the motorway. The first section of the A683 is Phase 1 of the Heysham to M6 Link (Lancaster/Morecambe Bypass). It is mainly a wide single carriageway all purpose road for a distance of 4.6 kilometres between Middleton Road/Trumacar Lane and Mellishaw Lane. It includes a short length of urban dual carriageway which is 1.1 kilometres in length and which begins at Morecambe Road at its junction with the A589 and passes through White Lund Trading Estate and Retail Park.
- 4.8 Intermediate junctions on the existing A683 are at Moss Road and Mellishaw Lane with a signalised crossroads at Northgate. A new three arm roundabout connection to a proposed Waste Transfer station has recently been constructed less than 1 kilometre east of the western end.
- 4.9 The A683 then continues predominantly in single carriageway and forms part of the two smaller gyratory systems in Lancaster. It crosses the A6 via the gyratory systems and then runs north out of Lancaster to connect to the M6 Motorway at Junction 33 and areas to the east of the motorway. The majority of the route is urban in nature passing through residential, commercial and industrial areas.

- 4.10 A further connection west/east from the coast to the A6 is provided by the A5105 Coastal Road which commences towards the north end of the Morecambe promenade at its junction with the A589. It then runs parallel to the coast passing over the West Coast Main Line at Hest Bank before heading inland to join the A6 near Bolton-le-Sands. It is predominantly single carriageway and is urban in character in Heysham and Morecambe and rural in character north of Morecambe.
- 4.11 All the above routes are affected by traffic congestion particularly in the urban areas through which they pass and at peak times of the day. Journey times can therefore be difficult to predict and subject to delays.
- 4.12 Because of the unpredictability of journey times in the Lancaster area traffic from the Lancaster area tends to travel north to Junction 35 of the M6 motorway, some 4 miles north of Lancaster, along the A5105 and the A6.
- 4.13 Three other routes cross the West Coast Mail Line Railway between the A683 and A5105 and connect to the A6. These are all minor roads with height restrictions and poor alignments.

5 GENERAL DESCRIPTION OF THE PROPOSALS

- 5.1 At present the partly completed Heysham to M6 Link (A683), extends for 5.7 kilometres.
- 5.2 The proposed new route will be a 4.8 kilometres long, dual 2 all-purpose carriageway with a combined footway/cycleway alongside its westbound carriageway. It will be lit over its entire length. The route will have two intermediate junctions and footway/cycleway connections with the existing local road network.
- 5.3 From the junction of the existing A683 at Morecambe Road the road will run generally north-eastwards around the north edge of Lancaster, with a crossing of the River Lune, to connect with the M6 Motorway. The current sub-standard M6 Junction 34 located to the northeast of the city will be replaced and closed. The dual carriageway between Northgate and Morecambe Road will also be improved.
- 5.4 The existing roundabout junction with the A589 at Morecambe Road will be remodelled to form a signalised crossroads with a new signalised 'T' junction connection to Hadrian Road. Morecambe Road either side of the new junction will be widened and improved.
- 5.5 From Morecambe Road the proposed road will extend initially north-north-eastwards through Lancaster and Morecambe College campus. An agricultural style underpass will be provided to maintain the connection between the college buildings and its north western playing fields. The road will then cross over the B5321 Lancaster Road/Torrisholme. Road before curving to run north-eastwards. A bridge will carry the route over a realigned B5321 Lancaster Road/Torrisholme Road. The B5321 Lancaster Road/Torrisholme Road changes its name near to its junction with Barley Cop Lane. West of Barley Cop Lane it is Lancaster Road and east of Barley Cop Lane it is Torrisholme Road. Barley Cop Lane will be diverted and will join Torrisholme Road at new junction south of the existing junction.

- 5.6 Continuing north-eastwards the proposed road will cross over the West Coast Main Line railway. The bridge formed will also span diversions of Powder House Lane and Folly Lane. Continuing north-eastwards a new bridge will carry the proposed road over the Lancaster Canal before connecting with an intermediate roundabout junction linking with the A6 Lancaster Road to the north of the Beaumont area of Lancaster.
- 5.7 The link from the north side of this intermediate roundabout junction will connect to a signalised 'T' junction on a realignment of the A6 Lancaster Road.
- 5.8 The road will then continue north-eastwards crossing under a diversion of Green Lane and Kellet Lane before connecting with a further intermediate junction located west of the M6 Motorway. This junction will connect the road with Halton Road and a new northbound merge slip road as part of the replacement of the M6 Junction 34.
- 5.9 From this intermediate junction the road will run southwards under a bridge carrying Halton Road then over a new bridge crossing over the River Lune before connecting with the A683 Caton Road at a signalised crossroads west of the M6 Motorway.
- 5.10 The A683 Caton Road/Lancaster Road changes its name at its junction with the existing northbound merge and diverge sliproads. West of the junction it is Caton Road and east of the junction it is Lancaster Road. The new M6 Junction 34 will incorporate a signalised crossroad junction on the A683 Caton Road west of the M6 Motorway and a signalised T-junction on the A683 Caton Road/Lancaster Road east of the M6 Motorway.
- 5.11 The M6 southbound diverge and merge slip roads will connect with the A683 Caton Road/Lancaster Road at the signalised 'T' junction east of the M6. The M6 northbound diverge will, via a short link road, connect with the A683 Caton Road at the signalised crossroads west of the M6.
- 5.12 Linked to the new highway proposals will be the provision of a Park & Ride site adjacent to Junction 34 of the M6 motorway. The site will provide 502 parking spaces and is located between the motorway, the proposed northbound diverge slip road and the short link road connecting the sliproad to the A683 Caton Road. The Park and Ride site is divided into two distinct areas forming north and south parking areas.
- 5.13 A new highway runs through the Park & Ride site from the A683 signalised crossroad junction along the north, east and south boundary of the north car park. This new highway terminates at a signalised T-junction with the proposed northbound diverge sliproad and the short link road connecting the proposed northbound diverge sliproad to the A683 Caton Road. As well as providing access to and egress from the Park & Ride site at its northern end and southern ends respectively the new highway also provides similar facilities for the preserved Croskells Farmhouse and outbuildings, including the Grade II listed building.
- 5.14 The short link road is one way only and has a connection to the new highway within the Park & Ride site for traffic from the northbound diverge sliproad. Traffic from all other directions wishing to access the Park & Ride Site can do so via connections to the new highway within the Park & Ride site from the signalised crossroads west of the M6 Motorway.

6 DETAILS OF THE WORKS PROPOSED

6.1 New Highways to be provided

- 6.1.1 A new highway (footpath and cyclepath) from a point 59 metres northeast of the junction of the Lancaster Morecambe Cycleway with the Lancaster to Morecambe Cycleway in a northeasterly, northwesterly and northeasterly direction for a distance of 137 metres. This will replace the stopped up section of the Lancaster to Morecambe Cycleway and also be a part of the pedestrian route between the A683/A589 Morecambe Road and Northgate as there is no footway provision along the improved section of the dual carriageway between the A683/A589 Morecambe Road and Northgate.
- 6.1.2 A new highway from a point on the northwest boundary of the A683 Lancaster Morecambe Bypass 245 metres northeast of the junction of the A683 Lancaster Morecambe Bypass and Northgate in a northwesterly and northeasterly direction for a distance of 45 metres. It will form part of Hadrian Junction and will connect to the improved section of Hadrian Road and maintain the connection to the highway network for Hadrian Road and McDonalds Restaurant.
- 6.1.3 A new highway from a point on the northeast boundary of the B5321 Torrisholme Road 82 metres northwest of its junction with the entrance to Lancaster & Morecambe College in a northeasterly direction for a distance of 73 metres to connect to the improved section of Barley Cop Lane. This is part of the proposed diversion of Barley Cop Lane and will maintain the northeast bound one-way vehicular connection from Torrisholme Road.
- 6.1.4 A new highway from a point on the north boundary of Barley Cop Lane 334 metres east of its junction with Powder House Lane in a northwesterly, westerly and northerly direction for a distance of 405 metres connecting the existing section to Powder House Lane north of the Classified Road which will be improved. This will replace the stopped-up section of Powder House Lane and will maintain the connection of Powder House Lane to Barley Cop Lane.
- 6.1.5 A new highway from a point on Folly Lane 82 metres north of its junction with Barley Cop Lane in a northwesterly and then northeasterly direction for a distance of 274 metres. This will connect with the improved sections of Folly Lane at each end of the new highway and replace the stopped-up section of Folly Lane in order to maintain its continuity.
- 6.1.6 A new highway from a point on the eastern boundary of the A6 Lancaster Road 126 metres south of the northern boundary of the property known as Geiranger in a easterly direction for a distance of 18 metres. This will provide a connection between the severed section of the A6 Lancaster Road to the south of the Classified Road and the diversion of the A6 Lancaster Road over the Classified Road.

- 6.1.7 A new highway from a point 20 metres east of a point on the centreline of the A6 Lancaster Road 182 metres south of the northern boundary of the property known as Geiranger in a northerly direction for a distance of 433 metres. This will form part of the diversion of Lancaster Road over the Classified Road and will connect with the improved sections of the A6 Lancaster Road to the north and south of the Classified Road. It will replace the severed and stopped up sections of the A6 Lancaster Road.
- 6.1.8 A new highway from a point on the western boundary of the improved section of Lancaster Road 251 metres north of the northern boundary of the property known as Geiranger in a westerly and then southerly direction for a distance of 409 metres to the northern boundary of the Classified Road at the proposed Beaumont Junction. This will provide a link road between the Classified Road and the A6 Lancaster Road.
- 6.1.9 A new highway from a point 36 metres east of a point on the centreline of the A6 Lancaster Road 85 metres south of the northern boundary of the property known as Geiranger in a northerly direction for a distance of 306 metres. This will be a temporary highway to divert the A6 Lancaster Road during the construction of the Classified Road and related works and will connect at its southern end to the proposed permanent diversion of the A6 Lancaster Road.
- 6.1.10 A new highway from a point on the western boundary of the A6 Lancaster Road 172 metres north of the northern boundary of the property known as Geiranger in a westerly direction for a distance of 15 metres. This will provide a connection between the severed section of the A6 Lancaster Road to the north of the Classified Road and the diversion of the A6 Lancaster Road over the Classified Road.
- 6.1.11 A new highway which will be a footpath only will cross the Classified Road on the proposed Beaumont Gate Occupation Bridge from a point on footpath SH7 414 metres north of the junction of footpath SH7 with Green Lane in a northerly, westerly, northerly and easterly direction for a distance of 222 metres. This will provide a new route to replace that part of footpath SH7 which will be stopped up.
- 6.1.12 A new highway from a point on Green Lane 70 metres south of Howgill Brook in a southerly direction for a distance of 253 metres. This is part of the proposed diversion of Green Lane over the Classified Road... A concessionary bridleway starting with a connection to Green Lane runs inside the south boundary of the Classified Road. The concessionary bridleway terminates with a connection to Halton Road and has intermediary connections to the shared use footway/cycleway on the southern side of the Classified Road and Kellet Lane.
- 6.1.13 A new highway from a point on west boundary of Kellet Lane 190 metres southwest of its junction with the entrance to Beaumont Grange in a southwesterly direction for a distance of 304 metres. This will be a temporary highway to divert Kellet Lane during the construction of the Classified Road and related works.

- 6.1.14 A new highway from a point on Kellet Lane 250 metres southwest of its junction with the entrance to Beaumont Grange in a southwesterly direction for a distance of 130 metres. This provides a realignment of Kellet Lane on a proposed bridge over the Classified Road and replaces the stopped up section of Kellet Lane and connects to the improved sections of Kellet Lane.
- 6.1.15 A new highway from a point on Halton Road 91 metres west of the centreline of the M6 Motorway in a westerly direction for a distance of 62 metres. This provides a realignment of Halton Road on a proposed bridge over the Classified Road and replaces the stopped up section of Halton Road and connects to the improved sections of Halton Road.
- 6.1.16 A new highway which will be a footpath only from a point 53 metres southwest of a point on the south boundary of Halton Road 26 metres west of the centreline of the M6 Motorway in a southerly and southwesterly direction for a distance of 135 metres. This will replace the stopped up section of footpath H49 which will be affected by earthworks associated with the Classified Road and the proposed Lower Lune Bridge.
- 6.1.17 A new highway from a point on the northern boundary of Halton Road 48 metres west of the centreline of the M6 Motorway in a northerly and westerly direction for a distance of 171 metres. This will provide a link road connecting Halton Road to the Classified Road.
- 6.1.18 A new highway from a point 24 metres south of the southern boundary of the existing A683 Caton Road 137 metres west of the centreline of the M6 Motorway in a southerly direction for a distance of 226 metres. This will provide a one way link road to connect the proposed northbound diverge slip of the M6 Motorway to the Classified Road and the A589/A683 Caton Road. It will also provide connections to the new highway to the M6 J34 Park and Ride and Croskells Farm.
- 6.1.19 A new highway from a point 26 metres south of a point on the southern boundary of the existing A683 Caton Road 119 metres west of the centreline of the M6 Motorway which runs in a southerly, easterly, southerly and finally westerly direction for a distance of 359 metres. This will provide an access to the M6 J34 Park and Ride and Croskells Farm at its northern end from the Classified Road and the A589/A683 Caton Road. There will also be a connection from the link road connecting the proposed northbound diverge sliproad of the M6 Motorway to the Classified Road and the A589/A683 Caton Road 62 metres from the northern end of the new highway. The southern end of the highway provides egress from the M6 J34 Park and Ride and Croskells Farm to the link road connecting the proposed northbound diverge sliproad of the M6 Motorway to the Classified Road and the A589/A683 Caton Road. Cyclists and pedestrians will also be able to enter and leave the Park and Ride site adjacent to the northern end of the access road.

6.2 Highways to be Improved

- 6.2.1 Northgate from a point 124 metres northwest of the centre of its junction with the A683 Lancaster Morecambe Bypass in a southeasterly direction for a distance 108 metres. This will improve the highway capacity and pedestrian facilities at the improved signalised crossroads junction of Northgate and the A683 Lancaster Morecambe Bypass.
- 6.2.2 Northgate from a point 148 metres southeast of the centre of its junction with the A683 Lancaster Morecambe Bypass in a northwesterly direction for a distance 130 metres. This will improve the highway capacity and pedestrian facilities at the improved signalised crossroads junction of Northgate and the A683 Lancaster Morecambe Bypass.
- 6.2.3 A683 Lancaster Morecambe Bypass from a point 116 metres southwest of the centre of its junction with Northgate in a northeasterly direction for a distance of 550 metres. This is for improvements to the existing dual carriageway of the A683 Lancaster Morecambe Bypass, improvements at the Northgate signalised crossroads, the provision of a new signalised T-junction on the northwest side for access to Hadrian Road and McDonald's Restaurant and the replacement of the A683/A589 Morecambe Road roundabout with a signalised crossroads connection to the Classified Road. The improvements will also include pedestrian and cyclist facilities.
- 6.2.4 Lancaster Morecambe Cycleway from a point 8 metres north of its junction with the Lancaster Morecambe Cycleway in a northeasterly direction for a maximum distance of 52 metres. This is to connect the new highway (footway and cycleway) that replaces the stopped up section of the Lancaster Morecambe Cycleway to the existing section of the Lancaster Morecambe Cycleway. This will also be a part of the pedestrian route between the A683/A589 Morecambe Road and Northgate as there is no footway provision along the improved section of the dual carriageway between the A683/A589 Morecambe Road and Northgate.
- 6.2.5 Hadrian Road from a point 101 metres east of its junction with Ryknild Way in a northeasterly direction for a distance of 140 metres. The improvement will result in a diversion of Hadrian Road to connect with the proposed new highway connection to the proposed signal controlled T-junction on the improved A683 Lancaster Morecambe Bypass. The improvement will also connect to the new highway (footway and cycleway) of the Lancaster Morecambe Cycleway, Footpath (FP12) and the private track along which Footpath (FP12) runs. Access to and from Hadrian Road and McDonalds Restaurant will be retained.

- 6.2.6 A589 Morecambe Road from the centre point of its junction with the A683 Lancaster Morecambe Bypass and A683 Morecambe Road in a northwesterly direction for a distance of 255 metres. The A589 Morecambe Road will be widened and the A683/A589 Morecambe Road roundabout will be replaced by a signalised crossroads connection to the Classified Road.
- 6.2.7 A683 Morecambe Road from the centre point of its junction with the A683 Lancaster Morecambe Bypass and A589 Morecambe Road in a southeasterly direction for a distance of 372 metres. The A683 Morecambe Road will be widened and the A683/A589 Morecambe Road roundabout will be replaced by a signalised crossroads connection to the Classified Road.
- 6.2.8 B5321 Lancaster Road/Torrisholme Road from a point 21 metres northwest of its junction with Russell Drive in a southeasterly direction for a distance of 202 metres. This improvement will result in the diversion of the B5321 Torrisholme Road/Lancaster Road along a smoother line under a proposed bridge carrying the Classified Road over the B5321 Torrisholme Road/Lancaster Road. The section of the existing B5321 Torrisholme Road/Lancaster Road which is within the footprint of the Classified Road will be stopped up. The improvement will also provide a new connection to the diversion of Barley Cop Lane. Connections to the proposed segregated footways and cycleways to the south east of the Classified Road will also be provided.
- 6.2.9 Barley Cop Lane from a point 67 metres east of its junction with the B5321 Torrisholme/Lancaster Road in a northeasterly direction for a distance of 106 metres. This connects the existing Barley Cop Lane to the new highway connecting Barley Cop Lane to the B5321 Torrisholme Road.
- 6.2.10 Powder House Lane from a point 188 metres north of its junction with Barley Cop Lane in a northerly direction for a distance of 45 metres. The improvement will connect the existing section of Powder House Lane, north of the Classified Road, to the new highway diverting Powder House Lane under the Classified Road and connecting it to Barley Cop Lane.
- 6.2.11 Barley Cop Lane from a point 54 metres southwest of the centreline of the West Coast Main Line Railway in a northeasterly and southeasterly direction for a distance of 92 metres. This will connect the diverted sections of Powder House Lane and Folly Lane to Barley Cop Lane and will provide for a proposed drainage outfall that crosses the West Coast Main Railway Line on the line of Barley Cop Lane.

- 6.2.12 Folly Lane from its junction with Barley Cop Lane in a northerly direction for a distance of 82 metres. This improvement will result in a diversion of Folly Lane to improve the existing layout and to enable the new section of Folly Lane that passes under the Classified Road to connect to Barley Cop Lane. There will also be a connection from the east side of the improved highway to the concessionary footway/cycleway that connects to the Lancaster Canal towpath and the shared use footway/cycleway adjacent to the westbound carriageway of the Classified Road.
- 6.2.13 Folly Lane from a point 17 metres south of the boundary between the two properties known as Brookside and Folly Bank in a southerly and southwesterly direction for a distance of 58 metres. This will connect the existing section of Folly Lane to the new section of Folly Lane that passes under the Classified Road.
- 6.2.14 A6 Lancaster Road from a point 114 metres north of its junction with Green Lane in a northerly direction for a distance of 178 metres. This will connect the existing A6 to the proposed diversion of the A6 Lancaster Road over the Classified Road to the existing A6 Lancaster Road. It will also connect to the new highway between the diversion and the severed section of the A6 Lancaster Road and provide a turning head on the west side of the severed section. The diversion of Lancaster Road includes a footway on the west side and in carriageway cycle lanes on both sides.
- 6.2.15 A6 Lancaster Road from a point 16 metres south of its junction with Turnpike Fold in a northerly direction for a distance of 34 metres. This will improve the severed section of the existing A6 Lancaster Road south of the Classified Road and connect to the new highway between the diversion of Lancaster Road and the severed section of the A6 Lancaster Road.
- 6.2.16 A6 Lancaster Road from a point 59 metres north of its junction with Turnpike Fold in a northerly direction for a distance of 80 metres. This will improve the severed section of the existing A6 Lancaster Road south of the Classified Road by providing a turning head on the east side of the severed section and a connection via a concessionary route to the shared use footway and two-way cycleway route alongside the westbound carriageway of the Classified Road. A concessionary footpath route on a flight of steps south of the Classified Road will act as a shortcut for more able pedestrians between the footway on the western side of the diversion of the A6 Lancaster Road and the severed section of the existing A6 Lancaster Road...

- 6.2.17 A6 Lancaster Road from a point 4 metres south of the northern boundary of the property known as Lonsdale in a southerly direction for a distance of 370 metres north of the Classified Road. This improvement will connect the new diverted route of the A6 Lancaster Road over the Classified Road to the existing A6 Lancaster Road, to the new highway between the diversion and the severed section of the A6 Lancaster Road and to the proposed Lancaster Link Road at a signalled controlled T-junction. It will also provide access to the Beaumont Gate Farm and Farm House. The proposed diversion of Lancaster Road includes a footway on the west side and in carriageway cycle lanes on both sides.
- 6.2.18 Green Lane from a point 301 metres south of its crossing of Howgill Brook in a northerly direction for a distance of 30 metres. This will connect the existing Green Lane to the south of the Classified Road to the diversion of Green Lane over the Classified Road. There will also be connections on the east side of the improved highway to the proposed concessionary bridleway inside the southern boundary of the Classified Road between Green Lane and Halton Road. A concessionary route connecting the concessionary bridleway to the shared use footway/cycleway on the southern side of the Classified Road will be provided between Green Lane and Kellet Lane.
- 6.2.19 Green Lane from a point 19 metres south of its crossing of Howgill Brook in a northerly direction for a distance of 69 metres. This will connect the existing Green Lane to the south of the Classified Road to the diversion of Green Lane over the Classified Road.
- 6.2.20 Kellet Lane from a point 52 metres southwest of its junction with the entrance to Beaumont Gate in a southwesterly direction for a distance of 206 metres. This will connect the existing Kellet Lane to the north of the Classified Road to the proposed new section of Kellet Lane over the Classified Road.
- 6.2.21 Kellet Lane from a point 379 metres southwest of its junction with the entrance to Beaumont Gate in a southwesterly direction for a distance of 173 metres. This will connect the existing Kellet Lane to the south of the Classified Road to the proposed new section of Kellet Lane over the Classified Road. There is also a connection on the west side of the improvement to the proposed bridleway between Green Lane and Halton Road running adjacent to the southern boundary of the Classified Road.
- 6.2.22 The northbound batter, verge, hardshoulder and a section of lane one of the M6 Motorway from a point 190 metres southwest of the centreline of Bottomdale Road in a northwesterly and northerly direction for a distance of 1237 metres. This is the section of the M6 Motorway affected by the construction of the proposed northbound merge sliproad and its connection to the M6 Motorway.

- 6.2.23 Halton Road from a point 118 metres west of the centreline of the M6 Motorway crossing over Halton Road in a westerly direction for a distance of 113 metres. This will connect the existing Halton Road to the west of the Classified Road to the proposed new section of Halton Road which passes over the Classified Road. There are also connections on the north side of the improved highway to the proposed shared use footway/cycleway adjacent to the westbound carriageway of the Classified Road and the concessionary bridleway between Green Lane and Halton Road which runs adjacent to the southern boundary of the Classified Road.
- 6.2.24 Halton Road from a point 15 metres west of the centreline of the M6 Motorway crossing over Halton Road in an easterly direction for a distance of 83 metres. This will connect the existing Halton Road to the east of the Classified Road to the new section of Halton Road which will pass over the Classified Road and the proposed Halton Road Link to Halton Road.
- 6.2.25 Bottomdale Road from a point 92 metres west of the centreline of the M6 Motorway in an easterly direction for a distance of 89 metres. This is for improvements to Bottomdale Road that include the lengthening of the bridge to span over the proposed northbound merge sliproad to the west of the M6 Motorway.
- 6.2.26 A683 Caton Road/Lancaster Road from a point 479 metres west of the centreline of the M6 Motorway in an northeasterly and easterly direction for a distance of 810 metres. This will connect the A683 Caton Road/Lancaster Road to the Classified Road, the proposed M6 Junction 34 Park & Ride site including Croskells Farm House, the link road connecting the A683 Caton Road to the proposed northbound diverge slip road and the proposed southbound merge and diverge slip roads.
- 6.2.27 The southbound batter, verge, hardshoulder, lane one and merge and diverge auxiliary lanes of the M6 Motorway from a point 245 metres north of the centreline of the A683 Caton Road in a southerly direction for a distance of 2035 metres. This is the section of the M6 Motorway affected by the construction of the proposed southbound merge and diverge sliproads and their connection to the M6 Motorway including the replacement of Grimeshaw Lane bridge, the removal of the existing southbound merge and diverge sliproad auxiliary lanes and the reinstatement of the M6 motorway with a full hard shoulder in this area.
- 6.2.28 The northbound batter, verge, hardshoulder and lane one of the M6 Motorway from a point 83 metres south of the centreline of Grimeshaw Lane Bridge in a northerly direction for a maximum distance of 1761 metres. This is the section of the M6 Motorway affected by the construction of the proposed northbound merge sliproad and its connection to the M6 Motorway including the replacement of Grimeshaw Lane bridge and the removal of the existing northbound merge and diverge sliproad auxiliary lanes together with the provision of a continuous hard shoulder.

- 6.2.29 The southbound lane 3, northbound lane 3 and central reserves of the M6 Motorway from a point 7 metres north of the centreline of Grimeshaw Lane Bridge in a southerly direction for a distance of 14 metres. This is to provide for the removal of the existing central pier of the existing Grimeshaw Lane Bridge.
- 6.2.30 Bridleway (BW36) from a point on Ridge Lane 69 metres southwest of the junction of Moor Lane and Ridge Lane in a northeasterly direction for a distance of 72 metres. This is connected to works associated with the replacement of Grimeshaw Lane Bridge over the M6 Motorway. The new bridge requires the diversion of the associated privately maintained access tracks to the west and east of the M6 Motorway. The bridleway (BW36) follows the route of Ridge Lane and is therefore affected by the diversion works.
- 6.2.31 Bridleway (BW37) from the junction of Moor Lane and Ridge Lane in a southerly direction for a distance of 53 metres. This is connected to works associated with the replacement of Grimeshaw Lane Bridge over the M6 Motorway. The new bridge requires the diversion of the associated privately maintained access tracks to the west and east of the M6 Motorway. The bridleway (BW37) follows the route of Moor Lane and is therefore affected by the diversion works.

6.3 Highways to be Stopped Up

- 6.3.1 Lancaster Morecambe Cycleway from a point 40 metres northeast of its junction with the Lancaster to Morecambe Cycleway in a northeasterly and northwesterly direction for a maximum distance of 205 metres. This is for the construction of a new highway and improvement of the existing highway to maintain the connection of Hadrian Road and McDonalds Restaurant to the highway network. It will be replaced by a new length of highway (footway and cycleway) along the bottom of the embankment on the northwest side of the improved A683 Lancaster Morecambe Bypass and on the north west side of the new and improved highway connecting Hadrian Road and McDonalds Restaurant to the A683 Lancaster Morecambe Bypass.
- 6.3.2 Footpath (FP12) from a point 12 metres south of a point on the centreline of Hadrian Road 108 metres west and southwest of its junction with the A683/A589 roundabout junction of the A683 Lancaster Morecambe Bypass and the A589/A683 Morecambe Road in a southwesterly direction for a distance of 48 metres. This is replaced by the improvements to Hadrian Road and part of the new highway (footway and cycleway) replacing the stopped up section of the Lancaster Morecambe Cycleway.
- 6.3.3 A northern part width of the B5321 Lancaster Road/Torrisholme Road from a point 67 metres southeast of its junction with Russell Drive in a southeasterly direction for a maximum distance of 53 metres. This is the section of the B5321 Lancaster Road/Torrisholme Road which will be crossed by the Classified Road and replaced by a diversion of the B5321 Lancaster Road/Torrisholme Road.

- 6.3.4 Barley Cop Lane from its junction with the B5321 Lancaster Road/Torrisholme Road in an easterly direction for a maximum distance of 90 metres. This is the section of Barley Cop Lane which will be crossed by the Classified Road and replaced by the proposed diversion of Barley Cop Lane.
- 6.3.5 Powder House Lane from its junction with Barley Cop Lane in a northerly direction for a maximum distance of 194 metres. This is the section of Powder House Lane which will be crossed and severed by the Classified Road and will be replaced by a new highway diverting Powder House Lane and connecting with Barley Cop Lane east of the West Coast Main Line Railway. The stopped up section south of the Classified Road boundary will become a concessionary route for pedestrians and cyclists. This concessionary route will have a concessionary connection to the shared use footway/cycleway on the southern side of the Classified Road and connect to the concessionary footway/cycleway connection to the B5321 Lancaster Road/Torrisholme Road and the concessionary footway to the new highway replacing the stopped up section of Powder House Lane.
- 6.3.6 Folly Lane from a point 76 metres north of its junction with Barley Cop Lane in a northeasterly and northerly direction for a maximum distance of 261 metres. This section of Folly Lane will be severed by the Classified Road and replaced by the diversion of Folly Lane. A concessionary route will connect the diversion of Folly Lane to the shared use footway/cycleway on the southern side of the Classified Road and the Lancaster canal towpath.
- 6.3.7 A6 Lancaster Road from a point 11 metres north of the northern boundary of the property known as Geiranger in a northerly direction for a maximum distance of 92 metres. This is the section of the A6 Lancaster Road which will be severed by the Classified Road and which will be replaced by the diversion of the A6 Lancaster Road. Highway connections to the severed sections of the existing A6 Lancaster Road north and south of the Classified Road will be provided. A concessionary route will connect the severed section of the existing A6 Lancaster Road south of the Classified Road with the shared use footway/cycleway on the southern side of the Classified Road. A concessionary route and a flight of steps south of the Classified Road will act as a shortcut for more able pedestrians between the footway on the western side of the diversion of the A6 Lancaster Road and the severed section of the existing A6 Lancaster Road. A temporary highway diverting the A6 Lancaster Road will be required during the construction period.
- 6.3.8 Footpath (SH7) from a point 414 metres north of its junction with Green Lane in a northerly, westerly and northerly direction for a distance of 144 metres. This will be replaced by a new footpath which will run adjacent to the north boundary of the Classified Road and cross over the Classified Road using the proposed Beaumont Gate Occupation Bridge and then eastwards along the proposed internal farm access track with a ramp down from the track to the existing line of the footpath.

- 6.3.9 Green Lane from a point 80 metres south of Howgill Brook in a southerly direction for a maximum distance of 209 metres. This will be replaced by a new highway diverting Green Lane over the Classified Road. A concessionary bridleway starting with a connection to Green Lane runs inside the south boundary of the Classified Road. The concessionary bridleway terminates with a connection to Halton Road and has intermediary connections to the shared use footway/cycleway on the southern side of the Classified Road and Kellet Lane.
- 6.3.10 Kellet Lane from a point 250 metres southwest of its junction with the entrance to Beaumont Grange in a southwesterly direction for a maximum distance of 130 metres. This is replaced by a new highway which realigns Kellet Lane over the Classified Road. A temporary highway will be required during the construction period. A concessionary route connecting Kellet Lane to the concessionary bridleway will be provided.
- 6.3.11 Shefferlands Lane from a point on the north boundary of Halton Road 136 metres west of the centreline of the M6 Motorway in a northwesterly and northeasterly direction for a distance of 227 metres to the west boundary of the M6 Motorway. Shefferlands Lane still appears on the Ordnance survey plans is severed by the M6 Motorway. An existing footpath diversion, probably provided when the M6 Motorway was constructed, runs along the east boundary of the M6 Motorway and connects to Halton Road east of the M6 Motorway to the severed section of Shefferlands Lane on the east side of the M6 Motorway. There is little evidence on the ground west of the M6 Motorway to support designation of Shefferlands Lane as highway, other than an existing intermittent hedge line. It has been included in the Order for completeness.
- 6.3.12 Halton Road from a point 93 metres west of the centreline of the M6 Motorway in a westerly direction for a maximum distance of 56 metres. This is replaced by a new highway alignment of Halton Road over the Classified Road. A concessionary route will connect the shared use footway/cycleway on the southern side of the Classified Road. The concessionary bridleway will terminate at its connection with Halton Road.
- 6.3.13 Footpath (H49) from a point 53 metres southwest of a point on the south boundary of Halton Road 26 metres west of the centreline of the M6 Motorway in a southerly and southwesterly direction for a maximum distance of 132 metres. This will be affected by earthworks associated with the Classified Road and the proposed Lower Lune Bridge and is replaced by the diversion of footpath H49 to the south and north of the original route.
- 6.3.14 Foundry Lane from a point on 311 metres southwest of its junction with Bottomdale Road in an easterly direction for a distance of 44 metres to the west boundary of the M6 Motorway. This is required for the construction of part of the northbound merge sliproad.

- 6.3.15 Bottomdale Road (embankments only) from a point 22 metres northwest of the centreline of the M6 Motorway in a northwesterly direction for a maximum distance of 45 metres. This is for improvements to Bottomdale Road that include the lengthening of the bridge to span over the proposed northbound merge sliproad to the west of the M6 Motorway. These embankments will be re-engineered to become part of the proposed northbound merge sliproad to the M6 Motorway.
- 6.3.16 M6 motorway northbound merge and diverge sliproads from their junction with the A683 Caton Road in a northerly and easterly direction for a distance of 243 metres. These will be replaced by a new merge sliproad to the north of the river Lune and a new diverge sliproad to the south of the A683 Caton Road.
- 6.3.17 M6 motorway southbound merge and diverge sliproads from their junction with the A683 Caton Road/Lancaster Road in a southerly and westerly direction for a distance of 246 metres. These will be replaced by new merge and diverge sliproads to the south of the A683 Caton Road/Lancaster Road.
- 6.3.18 An eastern part width of Bridleway (BW37) on Moor Lane from the junction of Moor Lane with Ridge Lane and Grimeshaw Lane in a southerly direction for a maximum distance of 35 metres. This is connected to works associated with the replacement of Grimeshaw Lane Bridge over the M6 Motorway. The new bridge requires the diversion of the associated privately maintained access tracks to the west and east of the M6 Motorway. The bridleway (BW37) follows the route of Moor Lane and is therefore affected by the diversion works. The stopped up section will be replaced by a highway improvement coincident with the realigned Moor Lane.

6.4 New Private Means of Access

- 6.4.1 New private means of access to DHL Transport Limited at a point on the north boundary of Northgate 58 metres southeast of the centreline of the A683 Lancaster Morecambe Bypass. This will replace the stopped up access to the west and move the access away from the improved signal controlled junction between Northgate and the A683 Lancaster Morecambe Bypass.
- 6.4.2 Access track from a point 34 metres west of the commencement of the existing access track on Hadrian Road in a southwesterly direction for a distance of 14 metres. This will connect the existing track with the improvement to Hadrian Road and will be coincident for part of its length with part of the new highway (footway and cycleway) replacing the stopped up section of the Lancaster Morecambe Cycleway.

- 6.4.3 New private means of access to McDonalds Restaurant from a point 8 metres north of a point on the north boundary of Hadrian Road 5 metres west of its connection to the roundabout junction of the A683 Lancaster Morecambe Bypass and the A589/A683 Morecambe Road in a northwesterly direction for a distance of 15 metres. This will replace the existing exit from the restaurant and also provide an additional entrance.
- 6.4.4 New private means of access at a point on the northern boundary of the A589 Morecambe Road 119 metres west of the centre of the roundabout junction of the A683 Lancaster Morecambe Bypass and the A589/A683 Morecambe Road. This is a new access for maintenance of the mitigation area on the western boundary of Lancaster & Morecambe College playing fields.
- 6.4.5 New private means of access from a point 147 metres south of a point on the southwest boundary of the B5321 Lancaster Road 40 metres northwest of its junction with Russell Drive in a southeasterly direction for a maximum distance of 60 metres via the proposed underpass beneath the Classified Road. This will connect Lancaster & Morecambe College main campus to the southeast of the Classified Road to the College's playing fields to the northwest of the Classified Road and does not replace an existing access.
- 6.4.6 New private means of access at a point on the northeast boundary of the B5321 Lancaster Road 63 metres southeast of its junction with Barley Cop Lane. This will give access to the field to the northwest of the B5321 Torrisholme Road between Barley Cop Lane and Endsleigh Grove. It will replace the stopped up field accesses within the boundary of the Classified Road at the junction of the B5321 Lancaster Road/Torrisholme Road and Barley Cop Lane and 25 metres southeast of the junction of the B5321 Lancaster Road/Torrisholme Road and Barley Cop Lane.
- 6.4.7 New private means of access at a point on the southeast boundary of Barley Cop Lane 156 metres southeast of its junction with Barley Cop Lane. This will give access to the open space to the south of Barley Cop Lane and does not replace an existing access.
- 6.4.8 New private means of access at a point on the southern boundary of the B5321 Lancaster Road /Torrisholme Road 13 metres southeast of its junction with Russell Drive. This will give access to the open space to the south of the B5321 Lancaster Road/Torrisholme Road and does not replace an existing access.

- 6.4.9 New private means of access from a point on the northern boundary of the B5321 Lancaster Road 61 metres southeast of its junction with Russell Drive in a northeasterly, northerly and northeasterly direction for a distance of 152 metres. This will give access to fields between Russell Drive and the Classified Road to the north of proposed mitigation measures, maintenance access to the mitigation areas and provide access to the concessionary pedestrian route through the mitigation area. It will replace the stopped up field access within the boundary of the Classified Road from the B5321 Lancaster Road 23 metres to the south east of the new private means of access.
- 6.4.10 New private means of access at a point on the western boundary of Powder House Lane 385 metres north of the centre of its crossroad junction with Barley Cop Lane. This will give access to the fields to the west of Powder House Lane and replace the stopped up field access within the boundary of the Classified Road on the northern boundary of Barley Cop Lane 15 metres east of the junction of the B5321 Lancaster Road/Torrisholme Road and Barley Cop Lane.
- 6.4.11 New private means of access from a point on the southwest boundary of the proposed diversion of Powder House Lane B5321 Lancaster Road 195 metres north of the centre of the existing crossroad junction of Powder House Lane and Barley Cop Lane. This will give access to enable [who?] of the land to carry out maintenance to the Exchange Land and does not replace an existing access.
- 6.4.12 New private means of access at a point on the northern boundary of the proposed diversion of Powder House Lane 292 metres northwest and southwest of its junction with Barley Cop Lane. This will give access to the fields to the north of the proposed diversion of Powder House Lane severed by the diversion and the Classified Road. This will replace the stopped up access on the eastern boundary of Powder House Lane at a point 133 metres north of the centre of its crossroad junction with Barley Cop Lane.
- 6.4.13 New private means of access from a point on the north boundary of the proposed diversion of Powder House Lane B5321 Lancaster Road 186 metres north of its junction with Barley Cop Lane. This will give access to fields to the east of Powder House Lane and west of the West Coast Main Railway Line and does not replace an existing access.
- 6.4.14 New private means of access from a point on the north boundary of the proposed diversion of Powder House Lane B5321 Lancaster Road 172 metres north of its junction with Barley Cop Lane. This will give maintenance access to the mitigation area to the north of the diversion of Powder House Lane and west of the West Coast Main Railway Line and does not replace an existing access.

- 6.4.15 New private means of access from a point on the northern boundary of the proposed diversion of Folly Lane 230 metres northeast and northwest of its junction with Barley Cop Lane. This will give maintenance access to the mitigation area to the north of the proposed diversion of Folly Lane between the West Coast Main Railway Line to the west and the new private means of access to the east and does not replace an existing access.
- 6.4.16 New private means of access at a point on the northern boundary of the proposed diversion of Folly Lane 284 metres northeast and northwest of its junction with Barley Cop Lane. This will give access to the fields to the north of the proposed diversion of Folly Lane and the mitigation area to the north of the diversion of Folly Lane. It will replace the stopped up field access within the boundary of the Classified Road on the northern boundary of Folly Lane at a point 78 metres northwest of its junction with Barley Cop Lane.
- 6.4.17 New private means of access at a point on the northern boundary of the proposed diversion of Folly Lane 324 metres northeast and northwest of its junction with Barley Cop Lane. This will give maintenance access to the mitigation area to the north of the proposed diversion of Folly Lane between Brookside to the north and the new private means of access to the west and does not replace an existing access.
- 6.4.18 New private means of access at a point on the northern boundary of Barley Cop Lane 32 metres east of the centreline of West Coast Main Railway Line. This will give maintenance access to the mitigation area enclosed by the Classified Road to the north, the Lancaster Canal to the east, Hammertoe Hall Lane to the south and Folly Lane to the west and does not replace an existing access.
- 6.4.19 New private means of access at a point north of the Classified Road on the east boundary of the improved section of Folly Lane 16 metres south of the southern boundary of the property known as Brookside. This will give maintenance access to the mitigation area to the east of the improved section of Folly Lane, west of the Lancaster Canal and north of the Classified Road and will replace a stopped up access 93 metres southwest of the new access.
- 6.4.20 New access from a point 24 metres southeast of the centreline of the Classified Road and 21 metres northeast of the Lancaster canal towpath in a northwesterly direction for a distance of 50 metres. This passes under the Classified Road and links fields severed by the Classified Road and east of the Lancaster Canal and does not replace an existing access.
- 6.4.21 New private means of access at a point on the western boundary of the A6 Lancaster Road 51 metres south of its junction with Turnpike Fold. This will replace the stopped up field access 18 metres south of the new access affected by the proposed turning head on the severed section of the A6 Lancaster Road south of the Classified Road.

- 6.4.22 New private means of access at a point on the western boundary of the A6 Lancaster Road 2 metres north of the northern boundary of the property known as Geiranger. This will give maintenance access to the mitigation area to the west of the A6 Lancaster Road and south of the Classified Road. It will replace the stopped access on the western boundary of the A6 Lancaster Road at a point 93 metres north of the northern boundary of the property known as Geiranger.
- 6.4.23 New private means of access from a point adjacent to the northern boundary of the Classified Road 4 metres east of the eastern boundary of the A6 Lancaster Road in a westerly direction for a distance of 24 metres. This will provide a connection from Beaumont Gate Farm under the proposed A6 Lancaster Road diversion to land severed by the diversion, the Classified Road and the link between the A6 Lancaster Road and the Classified Road.
- 6.4.24 New private means of access at a point on the western boundary of the improved A6 Lancaster Road 24 metres south of the southern boundary of the property known as Morlich. This will give maintenance access to the mitigation area to the west of the A6 Lancaster Road and north of the link between the A6 Lancaster Road and the Classified Road south of the Classified Road. It will replace the stopped up access on the western boundary of the A6 Lancaster Road at a point 93 metres north of the northern boundary of the property known as Geiranger.
- 6.4.25 New private means of access from a point on the northern boundary of the Classified Road 259 metres east of the eastern boundary of the A6 Lancaster Road in a southerly direction on an occupation bridge for a distance of 77 metres to the southern boundary of the Classified Road and does not replace an existing access. The occupation bridge will cross over the Classified Road to connect farmland severed by the Classified Road. The diversion of footpath SH7 will also use this occupation bridge.
- 6.4.26 New private means of access at a point on the western boundary of the improved Green Lane 284 metres south of Howgill Brook. This will give maintenance access to the mitigation area to the west of Green Lane and south of the Classified and does not replace an existing access.
- 6.4.27 New private means of access at a point on the eastern boundary of the improved Green Lane 84 metres south of Howgill Brook. This will give maintenance access to the mitigation area to the east of Green Lane and north of the Classified and does not replace an existing access.
- 6.4.28 New private means of access at a point on the western boundary of Green Lane 21 metres north of Howgill Brook. This will replace the stopped up field access within the boundary of the Classified Road 215 metres south of the new access.

- 6.4.29 New private means of access at a point on the western boundary of the improved section of the realignment of Kellet Lane 524 metres southwest of its junction with the entrance to Beaumont Grange. This will give access to the field to the west of Kellet Lane the existing access to which will be affected by the temporary diversion of Kellet Lane and does not replace an existing access.
- 6.4.30 New private means of access at a point on the western boundary of the improved section of the realignment of Kellet Lane 399 metres southwest of its junction with the entrance to Beaumont Grange. This will give access for maintenance to the mitigation area between the Classified Road and the proposed bridleway connection to Kellet Lane and does not replace an existing access.
- 6.4.31 New private means of access at a point on the western boundary of the improved section of the realignment of Kellet Lane 150 metres southwest of its junction with the entrance to Beaumont Grange. This will provide access to an area of mitigation works to be undertaken as part of the construction of the Classified Road and will also replace the stopped up field access within the boundary of the Classified Road 183 metres south of the new access.
- 6.4.32 New private means of access at a point on the northern boundary of Foundry Lane 91 metres west of the centreline of the M6 Motorway and opposite the entrance to the property known as Shefferlands. This will replace the stopped up field access 34 metres east of the new access which is affected by the proposed northbound merge sliproad.
- 6.4.33 New private means of access at a point on the western boundary of the proposed link between the Classified Road and Halton Road 67 metres north of its junction with Halton Road. This will give maintenance access to the mitigation area between the link road, the Classified Road and Halton Road. It will replace the access on the northern boundary of Halton Road at a point 48 metres west of the centreline of the M6 Motorway.
- 6.4.34 New private means of access at a point on the northern boundary of the improved A683 Caton Road 225 metres west of the centreline of the M6 Motorway. This will provide maintenance access to the mitigation area to the north of the A683 Caton Road and west of the Classified Road and does not replace an existing access.
- 6.4.35 New private means of access at a point on the southern boundary of the improved A683 Lancaster Road 334 metres east of the centreline of the M6 Motorway. This will replace the stopped up field accesses 122 metres west of the new access which is affected by the improvements to the A683 Lancaster Road.
- 6.4.36 New private means of access at a point on the southern boundary of the improved A683 Lancaster Road 311 metres east of the M6 Motorway centreline. This will replace the stopped up access 115 metres and 118 metres west of the new access which are affected by the improvements to the A683 Lancaster Road.

- 6.4.37 New private means of access at a point on the southern boundary of the improved A683 Caton Road 87 metres east of the centreline of the M6 Motorway. This will replace the stopped up field access 36 metres east of the new access affected by the improvement to the A683 Caton Road and will provide access to land enclosed by the A683 Caton Road, the proposed southbound diverge sliproad and the M6 Motorway.
- 6.4.38 New private means of access at a point on the northern boundary of the proposed access to the M6 J34 Park and Ride and Croskells Farm at a point 48 metres west of the Centreline of the M6 Motorway. This will provide an access to Croskells Farm House and outbuildings. This will replace the stopped up access affected by the improvements to the A683 Caton Road.
- 6.4.39 New private means of access on the western boundary of the link road between the proposed northbound diverge sliproad and the improved A483 Caton Road at a point 190 metres south of the southern boundary of the A683 Caton Road. This will provide maintenance access to land severed by the proposed northbound diverge sliproad and the link road connecting the northbound diverge sliproad to the A683 Caton Road and does not replace an existing access.
- 6.4.40 New private means of access from a point on Grimeshaw Lane 29 metres southwest of the centreline of the M6 Motorway in a northeasterly, southeasterly and northwesterly direction for a distance of 211 metres. This will replace the stopped up section of Grimeshaw Lane affected by the removal and replacement of the bridge carrying Grimeshaw Lane over the M6 Motorway and the carriageway widening on the southbound carriageway of the M6 Motorway for the construction of the proposed southbound merge sliproad and the provision of a continuous hardshoulder on both the northbound and southbound carriageways of the M6 Motorway.
- 6.4.41 New private means of access from a point on the proposed new access replacing the stopped up section of Grimeshaw Lane 48 metres northeast of the centreline of the M6 Motorway in a southeasterly direction for a distance of 51 metres. This will replace the stopped up access to the property known as Moss Side. The stopped up access is affected by the removal and replacement of the bridge carrying Grimeshaw Lane over the M6 Motorway and the carriageway widening on the southbound carriageway of the M6 Motorway for the construction of the proposed southbound merge sliproad and the provision of a continuous hardshoulder on both the northbound and southbound carriageways of the M6 Motorway.

- 6.4.42 New private means of access from a point on Moor Lane 54 metres south of its junction with Grimeshaw Lane. This will replace the stopped up access to the land south of Grimeshaw Lane between Moor Lane and the M6 Motorway. The stopped up access is affected by the removal and replacement of the bridge carrying Grimeshaw Lane over the M6 Motorway and the carriageway widening on the southbound carriageway of the M6 Motorway for the construction of the proposed southbound merge sliproad and the provision of a continuous hardshoulder on both the northbound and southbound carriageways of the M6 Motorway.
- 6.4.43 New private means of access from a point on the south side of Grimeshaw Lane 46 metres southwest of the centreline of the M6 Motorway in a southerly direction for a distance of 52 metres. This will replace the stopped up section of Moor Lane. The stopped up section is affected by the removal and replacement of the bridge carrying Grimeshaw Lane over the M6 Motorway and the carriageway widening on the southbound carriageway of the M6 Motorway for the construction of the proposed southbound merge sliproad and the provision of a continuous hardshoulder on both the northbound and southbound carriageways of the M6 Motorway.
- 6.4.44 New private means of access from the junction of Ridge Lane and Grimeshaw Lane 29 metres southwest of the centreline of the M6 Motorway in a southwesterly direction for a distance of 78 metres. This will replace the stopped up section of Ridge Lane. The stopped up section is affected by the removal and replacement of the bridge carrying Grimeshaw Lane over the M6 Motorway and the carriageway widening on the southbound carriageway of the M6 Motorway for the construction of the proposed southbound merge sliproad and the provision of a continuous hardshoulder on both the northbound and southbound carriageways of the M6 Motorway.
- 6.4.45 New private means of access from a point on the north side of the proposed access replacing the stopped up section of Ridge Lane 44 metres southwest of the centreline of the M6 Motorway in a northerly direction for a distance of 24 metres. This will connect the new access track running northwards from Grimeshaw Lane parallel to the M6 Motorway to the new access replacing the stopped up section of Ridge Lane. The existing stopped up access track running northwards from Ridge Lane is affected by the removal and replacement of the bridge carrying Grimeshaw Lane over the M6 Motorway and the construction of the proposed northbound diverge sliproad and the provision of a continuous hardshoulder on the northbound carriageway of the M6 Motorway.

6.5 Private Means of Access to be Stopped Up

- 6.5.1 Access to DCL Transport Limited on the north boundary of Northgate at a point 41 metres southeast of the centreline of the A683 Lancaster Morecambe Bypass over the width of the access. This will be replaced by a new private means of access further east away from the improved signal controlled junction of Northgate and the A683 Lancaster Morecambe Bypass.
- 6.5.2 Access to track from a point 12 metres south of the centreline of Hadrian Road 108 metres west and southwest of its junction with the A683/A589 roundabout junction of the A683 Lancaster Morecambe Bypass and the A589/A683 Morecambe Road in a southwesterly direction for a distance of 48 metres. This will be replaced by a new access track joining the remaining section of the existing access with the improvement to Hadrian Road which will be coincident for part of its length with part of the new highway (footway and cycleway) replacing the stopped up section of the Lancaster Morecambe Cycleway.
- 6.5.3 Access to McDonalds Restaurant from a point on the north boundary of Hadrian Road 14 metres west of its connection to the roundabout junction of the A683 Lancaster Morecambe Bypass and the A589/A683 Morecambe Road in a northerly direction. This will be replaced by a new private means of access providing a vehicular exit from and entry to McDonalds Restaurant from the improved Hadrian Road.
- 6.5.4 Access on the southern boundary of Barley Cop Lane at its junction with the B5321 Lancaster Road/Torrisholme Road over the width of the access. This will be replaced with a new private means of access at a point on the northeastern boundary of the B5321 Lancaster Road 36 metres southeast of its junction with Barley Cop Lane.
- 6.5.5 Access on the southern boundary of Barley Cop Lane at a point 25 metres southeast of its junction with the B5321 Lancaster Road/Torrisholme Road over the width of the access. This will be replaced by a new private means of access at a point on the northeastern boundary of the B5321 Lancaster Road 63 metres southeast of its junction with Barley Cop Lane.
- 6.5.6 Access on the northern boundary of Barley Cop Lane at its junction with the B5321 Lancaster Road/Torrisholme Road over the width of the access. This will be replaced by a new private means of access from a point on the northern boundary of the B5321 Lancaster Road 61 metres southeast of its junction with Russell Drive in a northeasterly, northerly and northeasterly direction for a distance of 15 metres.

- 6.5.7 Access on the northern boundary of Barley Cop Lane at a point 15 metres southeast of its junction with the B5321 Lancaster Road/Torrisholme Road over the width of the access. This will be replaced by a new private means of access at a point on the western boundary of Powder House Lane 385 metres north of the centre of its crossroad junction with Barley Cop Lane.
- 6.5.8 Access on the east boundary of Powder House Lane at a point 133 metres north of the centre of its crossroad junction with Barley Cop Lane over the width of the access. This field access will be replaced by a new access on the northern boundary of the proposed diversion of Folly Lane 284 metres northeast and northwest of its junction with Barley Cop Lane.
- 6.5.9 Access on the northern boundary of Folly Lane at a point 78 metres northwest of its junction with Barley Cop Lane. This access will be replaced with a new access at a point on the northern boundary of the proposed diversion of Folly Lane 284 metres northeast and northwest of its junction with Barley Cop Lane.
- 6.5.10 Access on the west boundary of Folly Lane at a point 109 metres south of the southern boundary of the property known as Brookside over the width of the access. This will be replaced with a new private means of access from a point on the northern boundary of the proposed diversion of Folly Lane 284 metres northeast and northwest of its junction with Barley Cop Lane.
- 6.5.11 Access on the east boundary of Folly Lane at a point 109 metres south of the southern boundary of the property known as Brookside over the width of the access. This will be replaced with a new access at a point north of the Classified Road on the eastern boundary of the improved section of Folly Lane 16 meters south of the southern boundary of the property known as Brookside.
- 6.5.12 Access on the western boundary of the A6 Lancaster Road at a point 69 metres south of its junction with Turnpike Fold over the width of the access. This field access is affected by a proposed turning head on the severed section of the A6 Lancaster Road to the south of the Classified Road and will be replaced by a new access 18 metres to the north of the stopped up access.
- 6.5.13 Access on the western boundary of the A6 Lancaster Road at a point 93 metres north of the northern boundary of the property known as Geiranger over the width of the access. This field access is affected by the diversion of the A6 Lancaster Road over the Classified Road and will be replaced by a new access on the western boundary of the A6 Lancaster Road 2 metres north of the northern boundary of the property known as Geiranger and by a new access to the north of the Classified Road under the proposed bridge carrying the proposed diversion of the A6 Lancaster Road over the Classified Road.

- 6.5.14 Access on the western boundary of the A6 Lancaster Road at a point 75 metres south of the southern boundary of the property known as Morlich over the width of the access. This field access is not being replaced as the land to which it currently provides access will be used for the construction of the Classified Road. This field access is affected by the proposed link between the A6 Lancaster Road and the Classified Road and will be replaced by a new access to the north of the Classified Road under the proposed bridge carrying the proposed diversion of the A6 Lancaster Road over the Classified Road.
- 6.5.15 Access on the eastern boundary of the A6 Lancaster Road at a point 57 metres south of the southern boundary of the property known as Morlich over the width of the access. This field access is affected by the proposed diversion of the A6 Lancaster Road over the Classified Road and is not being replaced as an existing alternative access is available 135 metres to the north of the stopped up access.
- 6.5.16 Access on the eastern boundary of the A6 Lancaster Road at a point 85 metres north of the northern boundary of the property known as Geiranger over the width of the access. This access is affected by the proposed diversion of the A6 Lancaster Road over the Classified Road and proposed mitigation measures. It is not being replaced by an alternative access.
- 6.5.17 Access on the west boundary of Green Lane at a point 196 metres south of Howgill Brook over the width of the access. This field access is within the boundary of the Classified Road and will be replaced by a new field access 215 metres north of the stopped up field access.
- 6.5.18 Access on the west boundary of Kellet Lane at a point 332 metres southwest of its junction with the entrance to Beaumont Grange over the width of the access. This field access is within the boundary of the Classified Road and is being replaced by a new field access 184 metres north of the stopped up field access.
- 6.5.19 Access on the east boundary of Kellet Lane at a point 301 metres southwest of its junction with the entrance to Beaumont Grange over the width of the access. This field access is not being replaced as the land to which it currently provides access will be used for the construction of the Classified Road.
- 6.5.20 Access on the east boundary of Kellet Lane at a point 208 metres southwest of its junction with the entrance to Beaumont Grange over the width of the access. This field access is not being replaced as there is an existing alternative access 276 metres to the north.
- 6.5.21 Access on the north boundary of Foundry Lane at a point 57 metres west of the centreline of the M6 Motorway over the width of the access. This field access is affected by the proposed northbound merge sliproad and will be replaced by a new field access 34 metres west of the stopped up access opposite the entrance to the property known as Shefferlands.

- 6.5.22 Access on the southern boundary of Foundry Lane at a point 31 metres west of the centreline of the M6 Motorway over the width of the access. This field access is affected by the proposed northbound merge sliproad and is not being replaced as the land it accesses will be used for the construction of the Classified Road.
- 6.5.23 Access on the northern boundary of Halton Road at a point 48 metres west of the centreline of the M6 Motorway over the width of the access. This field access is affected by the proposed link from Halton Road to the Classified Road and will be replaced with a new access at a point on the western boundary of the proposed link between the Classified Road and Halton Road 67 metres north of the junction of the proposed link with Halton Road.
- 6.5.24 Access on the northern boundary of the A683 Caton Road/Lancaster Road at a point 188 metres west of the centreline of the M6 Motorway over the width of the access. This field access is within the boundary of the Classified Road and is not being replaced by a new access.
- 6.5.25 Access on the northern boundary of the A683 Caton Road/Lancaster Road at a point 71 metres west of the centreline of the M6 Motorway over the width of the access. This field access is within the boundary of the Classified Road and is not being replaced by a new access as the land it accesses will be used for the construction of the Classified Road.
- 6.5.26 Access on the northern boundary of the A683 Caton Road/Lancaster Road at a point 124 metres east of the centreline of the M6 Motorway over the width of the access. This field access is affected by the improvements to the A683 Caton Road and will not be replaced by a new access as there is an alternative internal access from Hudson's Farm.
- 6.5.27 Access on the southern boundary of the A683 Caton Road/Lancaster Road at a point 217 metres east of the centreline of the M6 Motorway over the width of the access. This field access is affected by the improvements to the A683 Caton/Lancaster Road and the improved signal controlled junction connecting the A683 Caton/Lancaster Road and the southbound merge and diverge sliproads. It will be replaced by a new access 122 metres to the east.
- 6.5.28 Access on the south boundary of the A683 Caton Road/Lancaster Road at a point 201 metres east of the centreline of the M6 Motorway over the width of the access. This field access is affected by the improvements to the A683 Caton/Lancaster Road and the improved signal controlled junction connecting the A683 Caton/Lancaster Road and the southbound merge and diverge sliproads. It will be replaced by a new access 115 metres to the east.

- 6.5.29 Access on the south boundary of the A683 Caton Road/Lancaster Road at a point 198 metres east of the centreline of the M6 Motorway over the width of the access. This field access is affected by the improvements to the A683 Caton/Lancaster Road and improved signal controlled junction connecting the A683 Caton/Lancaster Road and the southbound merge and diverge sliproads. It will be replaced by a new access 117 metres to the east.
- 6.5.30 Access on the south boundary of the A683 Caton Road/Lancaster Road at a point 126 metres east of the centreline of the M6 Motorway over the width of the access. This field access is affected by the improvements to the A683 Caton Road and the improved signal controlled junction connecting the A683 Caton/Lancaster Road and the southbound merge and diverge sliproads. It will be replaced by a new access 36 metres to the west.
- 6.5.31 Access to the property known as Croskells Farm on the south boundary of the A683 Caton Road/Lancaster Road at a point 52 metres west of the centreline of the M6 Motorway over the width of the access. This will be replaced with a new private means of access at a point on the northern boundary of the proposed access to the M6 J34 Park and Ride and Croskells Farm at a point 48 metres west of the Centreline of the M6 Motorway.
- 6.5.32 Access to the properties known Cottams Farm and Woodend on the south boundary of the A683 Caton Road/Lancaster Road at a point 112 metres west of the centreline of the M6 Motorway over the width of the access. This access is not being replaced as the land to which it currently provides access will be used for the construction of the Classified Road
- 6.5.33 Access track known as Grimeshaw Lane from its junction with Moor Lane and Ridge Lane in a northeasterly, northwesterly and northerly direction for a distance of 224 metres. This will be replaced with a new private means of access from a point on Grimeshaw Lane 29 metres southwest of the centreline of the M6 Motorway in a northeasterly, southeasterly and northwesterly direction for a distance of 211 metres
- 6.5.34 Access track to Moor Side from its junction with Grimeshaw Lane at a point 37 metres northeast of the centreline of the M6 Motorway over the width of the access. This will be replaced with a new private means of access from a point on the southern boundary of the proposed new access replacing the stopped up section of Grimeshaw Lane 48 metres northeast of the centreline of the M6 Motorway in a southeasterly direction for a distance of 51 metres.
- 6.5.35 Access on the southern boundary of Grimeshaw Lane at a point 28 metres southwest of the centreline of the M6 Motorway over the width of the access. This will be replaced with a new private means of access from a point on Moor Lane 54 metres south of its junction with Grimeshaw Lane.

- 6.5.36 Access track known as Moor Lane from its junction with Ridge Lane and Grimeshaw Lane in a southerly direction for a distance of 54 metres. This will be replaced with a new private means of access from a point on the south side of Grimeshaw Lane 46 metres southwest of the centreline of the M6 Motorway in a southerly direction for a distance of 52 metres.
- 6.5.37 Access track known as Ridge Lane from its junction with Grimeshaw Lane and Moor Lane in southwesterly direction for a distance of 78 metres. This will be replaced with a new private means of access from the junction of Ridge Lane and Grimeshaw Lane 29 metres southwest of the centreline of the M6 Motorway in a southwesterly direction for a distance of 78 metres.
- 6.5.38 Access on the northern boundary of Ridge Lane at a point 32 metres southwest of the centreline of the M6 Motorway over the width of the access. This will be replaced with a new private means of access from a point on the north side of the proposed access replacing the stopped up section of Ridge Lane 44 metres southwest of the centreline of the M6 Motorway in a northerly direction for a distance of 24 metres.

7 REASONS FOR MAKING THE ORDER

- 7.1 A connection between Morecambe Road and a North-South Bypass of Lancaster (the future M6) was proposed as long ago as 1949 and a route north of Lancaster between the M6 Motorway and the Morecambe and Heysham area was considered at the conceptual stage in the 1950s during the development of the Lancaster Bypass. The alignment of this route would have connected Morecambe Road in the Torrisholme area with the M6 near Halton. As a result, land alongside the Lancaster and Morecambe College was protected for highway purposes in previous Lancaster Local Plans.
- 7.2 However, in 1985 a scheme identification study examined the possibility of a Western Bypass and this was subsequently selected as the basis for the route to be taken forward.
- 7.3 In the meanwhile, as part of the Council's long-standing commitment to the scheme, Phase 1 of the Heysham to M6 Link (Lancaster/Morecambe Bypass) was constructed and opened to traffic in 1994
- 7.4 The Western Route for the Classified Road was then considered at the Lancaster Local Plan Inquiry held during 1998 and 1999. The Inspector concluded that this route should be deleted from the Local Plan because the benefits that would accrue were not clear-cut and that they were outweighed by significant damage to the environment.
- 7.5 Notwithstanding the Inspector's conclusions, the Government required that further consultations and comparative assessments be undertaken. As a result the Council undertook a public consultation exercise in relation to the Western and Northern routes and this took place between June and September 2001.

- 7.6 On 6 December 2001 following the public consultation exercise the Cabinet of the Council considered the outcome of the consultation process and the comparative assessments between the two routes and the Cabinet resolved that:
- 7.6.1 The Heysham/M6 Link should remain the Council's top priority scheme for road construction in Lancashire.
- 7.6.2 In view of the environmental issues, which had to be addressed in relation to the Western Route, the Council should address the environmental impact of both the Western and Northern Routes.
- 7.6.3 If it proved impossible to proceed with the Western Route, the Council should then pursue the Northern Route.
- 7.6.4 Meanwhile, the Council would continue to invest in such traffic management measures and additional public transport options as would help to improve the situation in the interim.
- 7.7 Hence on 2 September 2004 the Highways and Transportation Cabinet of the Council determined the route of the Classified Road would generally follow the line of the Northern Route with the following resolution: -
- 7.8 "In the light of the environmental and technical assessments and advice received, including legal advice from leading counsel, the County Council supports the Northern Route option, but without the provision of the Luneside Link Bridge, and that the necessary further detailed work be undertaken in order that a Planning Application for the Heysham to M6 Link can be submitted as soon as possible."
- 7.9 In May 2005 5 Public Exhibitions held in 5 different venues north of the River Lune extended the public consultation process. As a result of the comments received at the exhibitions the proposals were amended in the Torrisholme area and an additional one-day Exhibition held in the Torrisholme area in October 2005.
- 7.10 The purpose of the Classified Road, as outlined in The Lancashire Structure Plan 1986-1996 under Policy 46(6)(iii) was to improve the inter-urban road network, (paragraph 1.1.3 of the Structure Plan), and under Policy 47 such road schemes were expected to give the best results in term of:
- Economic return;
 - Giving a major impetus to the development prospects of strategic industrial sites, seaports, airports, and areas designated for development;
 - Replacing or improving sections of road with very bad accident records;
 - Removing serious environmental problems caused by an excessive volume of through traffic;
 - Maximising the benefits of road improvements.

- 7.11 It was anticipated that the Classified Road would provide benefits in respect of all these initial objectives.
- 7.12 During the Structure Plan process in the early to mid 1990s leading to the adoption of the current Lancashire Structure Plan 1991-2006 the purpose of the Classified Road changed from being “ ... needed to complete the proposed strategic link from the Port of Heysham to the M6, and to bypass Morecambe and Lancaster town centre” (September 1993 Public Consultation Edition), to being “ ... needed to complete the proposed strategic link from the Port of Heysham to the M6 and as part of the package of measures to meet mobility needs in the Lancaster area.” (September 1994 Deposit Edition of the Structure Plan).
- 7.13 The Lancashire Structure Plan 1991-2006, issued in February 1997, eventually stated in paragraph 8.34.26 of Policy 34 that the purposes of the Classified Road were to:
- (i) *“Contribute, as one of a number of measures, to solving the traffic problems of Lancaster and improving safety and environmental conditions there. The removal of much through traffic from the bridges over the River Lune will enable existing road space to be used more effectively with priority being given to buses, cyclists and pedestrians.*
 - (ii) *Provide a direct link for Morecambe/Heysham traffic (especially port and tourism traffic) to and from the M6 Motorway, thereby avoiding the existing conflict with local Lancaster-Morecambe traffic, facilitating the efficient transport of goods and assisting the regeneration and economic development of the Lancaster-Morecambe area and particularly Heysham.”*
- 7.14 Subsequently in the Lancashire Local Transport Plan 2001/02-2005/06 Annex A – Detailed technical submission for the Heysham-M6 Link, the purposes of the Classified Road, as outlined in Section 2.2 of Annex A were stated to be: -
- (i) *“To improve communications between Morecambe/Heysham and the M6 Motorway in order to release land allocated for industrial regeneration and improve access to the Port of Heysham.*
 - (ii) *To relieve conditions in the centre of Lancaster in order to permit the continued development of alternative travel modes, particularly buses and cycles.”*
- 7.15 In the Joint Lancashire Structure Plan 2001-2016 which was adopted in March 2005 under Policy 8 : Strategic Road Network and Proposed Improvements, paragraph 6.2.11, it was stated, with regard to the purpose of the Heysham to M6 Link, that: -
- “The scheme is seen as playing a key role in improving communications between Morecambe and Heysham and the M6 Motorway, including improved access to the Port of Heysham. Its construction will remove a significant volume of traffic from the River Lune bridges in Lancaster and create opportunities to enhance provision for pedestrians, cyclists and public transport in the centre of this historic city”.*

- 7.16 In addition, paragraph 6.2.11 of Policy 8 acknowledged the importance of the route in the northwest of England: -
- “The link between the M6 and the Port of Heysham is recognised in Regional Spatial Strategy as being of regional significance.” Regional Planning Guidance for the North West (RPG13), issued in March 2003, identifies in Policy T10, Table 10.2 Regionally Significant Transport Proposals that the purpose of the scheme is to provide “an improved road link between Heysham and the M6”.*
- 7.17 The scheme objectives as outlined in both the Lancashire Local Transport Plan 2001/02-2005/06 and the Joint Lancashire Structure Plan 2001-2016 are similar. The construction of the Classified Road will fulfil these expressed purposes. The Regional Planning Strategy for the North West, which largely supersedes the Joint Lancashire Structure Plan and which now forms part of the development plan identifies the Classified Road as being of regional significance.
- 7.18 In December 2005 a planning application for the Classified Road was submitted to the Development Control section of the Council and following objections and comments from statutory and non-statutory parties and planning officers, the planning application was revised and resubmitted on 12 September 2006.
- 7.19 On 1st November 2006 the Council resolved to grant planning permission for the construction of the Classified Road. However the Secretary of State for Communities and Local Government called-in the planning application for her determination and a public local inquiry was held into the planning application between 10 July and 10 August 2007.
- 7.20 On the 7 February 2008 following consideration of the Inspector's recommendation the Secretary of State granted planning permission for the construction of the Classified Road subject to conditions.
- 7.21 A legal challenge to the Secretary of State's decision was made but was rejected by the High Court in August 2008.
- 7.22 On 25 March 2009 an application for planning permission reference no 01/09/0279 was submitted for works on 23 additional parcels of land to facilitate the development of the Road Scheme. The proposals for fifteen of the parcels involved minor changes to the sites subject to planning applications 01/05/1584 and 01/08/0821 and were designed to incorporate within the Road Scheme additional land for working space and provision of boundary hedges.
- 7.23 The proposals for the remaining parcels of land were as follows:
- 7.23.1 The erection of a ball stop fence at Lancaster and Morecambe College. The fence would measure 4m high and consist of galvanised powder coated heavy duty weld mesh panels coloured dark green.
- 7.23.2 The construction of a new farm access track at Beaumont Gate Farm, Slyne Road, Lancaster. The track would connect the farm buildings to the agricultural fields and the occupation bridge over the classified road.

- 7.23.3 The re-diversion of Howgill Brook to a route south of the original proposal under planning permission 01/05/1584.
- 7.23.4 A reduction in the height of Halton Road West Retaining Wall by the inclusion of a wider cutting slope. This would result in a reduction in height of the retaining wall from 15m on both sides to a wall sloping from north to south from a height of 5.25m to 2.76m on the eastern side of the road, and no retaining wall on the western side. The additional land would be required for the land to slope at 1:2.5 from the retaining wall and road level up to existing ground levels.
- 7.23.5 The removal of the retaining wall at Hudson's Farm, Caton to provide an embankment which would be landscaped as part of the Scheme. A 2.5m timber close boarded noise attenuation fence at the boundary of Hudson's Farm would be constructed for noise attenuation and visual mitigation.
- 7.23.6 The diversion of the Grimeshaw Lane access track and the provision of a hard shoulder approximately 5m long and 3.3m wide with a 1.5m wide verge behind, and incorporating an embankment with a 1:2.5 slope.
- 7.23.7 The provision of an access track on the eastern side of M6 motorway.
- 7.24 On 20 May 2009 the Acquiring Authority resolved to grant planning permission for the additional works subject to the completion of a planning obligation for the management of all landscaping and mitigation works for a period of 20 years. The planning obligation was completed on 15 July 2009 and the planning permission was issued on the same day.

8 INSPECTION OF DOCUMENTS

- 8.1 The following documents are available for public inspection during normal office hours at:
 - 8.1.1 Environment Directorate, Winckley House, Cross Street, Preston, PR1 3LT.
 - 8.1.2 Lancaster City Council, Palatine Hall, Dalton Square, Lancaster, LA1 1PW.
 - 8.1.3 Morecambe Branch Library, Central Drive, Morecambe, LA4 5DL.
 - 8.1.4 Lancaster Library Lancaster Central Library, Market Square, Lancaster, LA1 1HY
- 8.2 The documents are:
 - 8.2.1 The Order and accompanying plan.
 - 8.2.2 This Statement of Reasons.
 - 8.2.3 Classification of Highway A683 and plan dated 22 February 2008.
- 8.3 The documents have also been deposited with the following parish and town councils and can be viewed by appointment with the Parish or Town Clerk:
 - 8.3.1 Halton-with-Aughton Parish Council;
 - 8.3.2 Morecambe Town Council;
 - 8.3.3 Quernmore Parish Council;

8.3.4 Slyne-with-Hest Parish Council.

9 **CONTACT DETAILS FOR FURTHER INFORMATION**

9.1 Interested parties affected by the Order who wish to discuss matters with the Council should contact Clive Loffler-Thompson by one of the following means:

9.1.1 by telephone on 01772 534689

9.1.2 by e-mail to clive.loffler-thompson@lancashire.gov.uk

9.1.3 by post to Lancashire County Council, Environment Directorate, Highways and Environmental Management, Winckley House, Cross Street, Preston, PR1 3LT marked for the attention of Clive Loffler-Thompson.