

# **LANCASHIRE COUNTY COUNCIL**

**THE ACQUISITION OF LAND ACT 1981  
THE HIGHWAYS ACT 1980  
THE COMPULSORY PURCHASE (INQUIRIES PROCEDURE RULES) 2007  
THE HIGHWAYS (INQUIRIES PROCEDURE RULES) 1994**

**THE LANCASHIRE COUNTY COUNCIL (FOLLY CANAL BRIDGE) SCHEME 2009**

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

**THE LANCASHIRE COUNTY COUNCIL (M6 MOTORWAY, JUNCTION 34  
IMPROVEMENTS) (CONNECTING ROADS) SCHEME 2009**

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IMPROVEMENTS) (TRANSFER OF HIGHWAYS) ORDER 2009**

DfT reference:  
DN5063/55/7/17

## **STATEMENT OF CASE**

March 2010



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## **STATEMENT OF CASE**

### **1 Introduction**

1.1 This statement comprises the composite Statement of Case which the Lancashire County Council (LCC) proposes to put forward at the inquiry in support of the proposed A683 Completion of Heysham to M6 Link Road.

1.2 In preparing this statement, the Acquiring Authority has endeavoured to provide sufficient information so that its reasons for making the Order can be properly understood.

1.3 This statement:-

1.3.1 sets out the background to the development of the A683 Completion of Heysham to M6 Link Road (Section 2)

1.3.2 sets out the need for the A683 Completion of Heysham to M6 Link Road (Section 3)

- 1.3.3 describes the alternatives to the A683 Completion of Heysham to M6 Link Road that have been rejected (Section 4)
- 1.3.4 provides a general description of the A683 Completion of Heysham to M6 Link Road including the Park and Ride Site (Section 5)
- 1.3.5 provides an overview of the Environmental Impact Assessment carried out for the A683 Completion of Heysham to M6 Link Road (Section 6)
- 1.3.6 describes the current planning position (Section 7)
- 1.3.7 sets out the Acquiring Authority's Orders which are subject to the Inquiry (Section 8)
- 1.3.8 sets out the effect of making the Compulsory Purchase Order (Section 9)
- 1.3.9 sets out the effect of making the Side Roads Order (Section 10)
- 1.3.10 sets out the effect of making the Section 106 Scheme (Section 11)
- 1.3.11 sets out the effect of making the Connecting Roads Scheme (Section 12)
- 1.3.12 sets out the effect of making a Transfer of Highway Order (Section 13)
- 1.3.13 provides a description of the objectors to the A683 Completion of Heysham to M6 Link Road and how the Acquiring Authority has and intends to engage with them (Section 14)
- 1.3.14 provides a description of the supporters to the A683 Completion of Heysham to M6 Link Road and how the Acquiring Authority has and intends to engage with them (Section 15)
- 1.3.15 provides a statement of how Human Rights have been considered (Section 16)
- 1.3.16 provides a summary of the statement (Section 17)
- 1.3.17 sets out contact details for further information (Section 18)
- 1.3.18 provides a list of Appendices to Statement of Case (Section 19)

- 1.3.19 provide a list of Documents which the Council will refer to or put in evidence at the Inquiry (Section 20)
- 1.4 Lancashire County Council's case will be supported by separate proofs of evidence detailing the following matters in more depth:-
- 1.4.1 Scheme Details, History and Current Status
  - 1.4.2 Traffic Details
  - 1.4.3 Design (Roads)
  - 1.4.4 Design (Bridges)
  - 1.4.5 Landscape and Ecology
  - 1.4.6 Noise
  - 1.4.7 Air Quality
  - 1.4.8 Planning Policy
  - 1.4.9 Land Acquisition
  - 1.4.10 Complementary Transport Measures
- 1.5 Other evidence may be presented, if required, to expand on issues that may emerge during the course of the Inquiry or in response to a particular objector.
- 1.6 The proposals for the A683 Completion of Heysham to M6 Link Road, which have been developed over a period of at least twenty years, are described in this statement. The proposals are those the County Council consider to be the optimum way of achieving the purposes set out in section 3.14.

## **2 Background**

- 2.1 The County Council, together with Lancaster City Council and other interested parties such as the Port of Heysham, have carried out numerous studies in the Lancaster area. These studies have looked at the problems of congestion in the area and possible solutions. The solutions have been assessed and those considered viable and achievable have been taken forward. All the major studies have concluded that no single measure could solve the problems of traffic congestion. A variety of inter-related measures have been proposed aimed at providing people with a real choice of mode of travel whilst at the same time restraining demand.
- 2.2 It is clear that whilst other “non road” options, such as bus priority measures, park and ride, bus quality partnerships, parking policies, traffic calming on unsuitable routes and encouraging cycling and walking, should be implemented. These would be complementary measures not alternatives to the Heysham to M6 Link.
- 2.3 The County 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 and provide for future development within the District of Lancaster, especially in Morecambe and Heysham, and improving the access to the Port of Heysham.

2.4 The County Council's long-standing commitment to the A683 Completion of Heysham to M6 Link Road 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. This initial section, part single/part dual carriageway, extends for 5.7km between Middleton Road, Heysham and Morecambe Road near Torrisholme.

2.5 Since that date, work has continued on the development of suitable proposals for a classified road connecting Phase 1 with the M6 Motorway and, after extensive consultation and a Planning Inquiry, planning permission for the A683 Completion of Heysham to M6 Link Road was granted by the Secretary of State for Communities on 7 February 2008.

### **3 The Need for the Scheme**

3.1 The need for, and the purposes of, the A683 Completion of Heysham to M6 Link Road ("the Scheme") have been tested and revised over the last two decades through the processes associated with the development plan and Local Transport Plans together with reviews and studies carried out by the County Council, sometimes in conjunction with others.

3.2 The Morecambe-Heysham peninsula is identified as the area to the west of the West Coast Main Line railway between Carlisle Bridge over the River Lune in Lancaster, to the south, and A5105 Coastal Road Bridge over the railway west of Slyne, to the north. The peninsula is nearly 4,000 Hectares in area with a population approaching 56,000.

- 3.3 The large urban areas on the peninsula are Morecambe, Heysham and the western outskirts of Lancaster with smaller developed areas at Middleton and Overton and a number of small hamlets scattered across the rural area.
- 3.4 Significant non-residential developments on the peninsula are the Port of Heysham, Heysham Nuclear Power Station, Middleton Holiday Camp and White Lund Trading Estate. Travel by road across the peninsula has been improved by the construction of the initial phase of the Heysham to M6 Link. Before Phase 1 of the Link Road was completed, all the traffic from the power station, port and adjoining industrial areas had to go through the residential area of Heysham and then through Morecambe. To avoid going through Morecambe, some traffic used B5273 Oxcliffe Road which, as a country lane with sharp bends, was unsuitable for heavy goods vehicles.
- 3.5 Further Improvements to the highway network, between the peninsula from the north-eastern terminus of the initial phase of the Heysham to M6 Link on Morecambe Road and the M6 Motorway, are urgently required. Congestion on Skerton Bridge and Greyhound Bridge over the River Lune and around the gyratory systems north and south of the river, which form the approaches to these two Lune Bridges, together with the often congested city centre one-way system, makes the completion of the Heysham to M6 Link imperative.
- 3.6 Road travel to and from the peninsula is currently via the five roads that cross the West Coast Main Line railway. They are from south to north; A683 Morecambe Road, B5321 Torrisholme Road, Barley Cop Lane, Hasty Brow Road and A5105 Coastal Road

- 3.7 Access to and from the peninsula is also restricted by the limited number of bridges over the River Lune. Greyhound and Skerton Bridges are the furthest west and are the only ones suitable for large volumes of vehicles. The next bridge for local traffic to the east is the bridge at Halton, just east of the M6. This is a very narrow bridge and anything wider than a normal car cannot fit over it. It often takes some time to cross, especially if going against the “tidal flow”. Approximately 1½ miles further east is the Crook of Lune Bridge, a narrow bridge where two cars can just pass. The only other bridge in the area is the M6 motorway bridge – whilst this could help local traffic to some extent, it requires a long diversion to Junction 35 near Carnforth. Many people avoid the northbound slip road at Junction 34 due to its unsafe layout.
- 3.8 Alternative transport access to and from the peninsula is by rail via a branch line from the West Coast Main Line railway to the north of Lancaster. Stations on this branch line are located at Bare and Morecambe. The Port of Heysham is served by an extension of this branch line from Morecambe Station into the port.
- 3.9 As mentioned above, it is considered that no single measure could resolve or even contain traffic congestion and that a variety of inter-related measures are required, including a road linking the peninsula with the M6 motorway.
- 3.10 Policy 8 of the Joint Lancashire Structure Plan 2001 – 2016 provided support to the Heysham to M6 Link with the supporting text stating 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.” This was accepted by the Examination in Public and there were no objections.

- 3.11 In the adopted Regional Spatial Strategy to 2021, the A683 west from the M6 Junction 34 is listed as a route of regional importance due to its role in linking a major port with 'routes of strategic national or national importance.' The Port of Heysham is also listed in appendix RT(b) as a regional gateway and interchange.
- 3.12 The Northwest Regional Economic Strategy 2006 also supports the completion of the Link road. Objective 76 of the Strategy (page 41) states "Grow the port of Heysham. In support, deliver related development and transport links (Heysham – M6 link)". This is in accord with one of the six key factors which the strategy says the region needs to focus on, namely (page 38) "Developing our Transport infrastructure to connect the region internally and with the rest of the world and using it more effectively".
- 3.13 The purposes of the A683 Completion of Heysham to M6 Link Road are:
- 3.14.1 To improve communications between Morecambe and Heysham and the M6 Motorway, including improving the access to Heysham Port.
- 3.14.2 To remove a significant volume of traffic from the River Lune Bridges in Lancaster.
- 3.14.3 To create opportunities for the enhancement of alternative travel modes by relieving the current traffic conditions.
- 3.14.4 To facilitate industrial and commercial regeneration.
- 3.14 The primary purpose is the improvement of communications between the M6 Motorway and the Morecambe-Heysham peninsula. Satisfying this requirement would substantially fulfil the remaining purposes for the link.

## **4 Alternative Proposals Rejected**

- 4.1 In 1985 a scheme identification study examined the possibility of a Western (Green) Route and a modified version was subsequently included in the Lancashire Structure Plan 1991 – 2006, Greening the Red Rose County (Deposit Edition)
- 4.2 The Western (Green) Route connected the existing Phase 1 of the A683 Completion of Heysham to M6 Link Road near Oxcliffe to a partly remodelled Junction 33 on the M6 Motorway near Hampson Green. The route, running mainly north to south, was 9.9km long and partly a dual 2-lane carriageway and partly a wide single carriageway all-purpose road with intermediate junctions. The scheme included links to the local road network, the dualling of some roads adjoining the route and alterations to the local road network remote from the route.
- 4.3 However a detailed environmental investigation which was carried out for both the Western (Green) Route and the current route of the A683 Completion of Heysham to M6 Link Road (Northern Route) identified that the Western (Green) Route would have impacts on European Protected Areas (Morecambe Bay cSAC/SPA and Ramsar Site including Lune Estuary SSSI) and Species (bats and great crested newts). These potential impacts would be in breach of the European Directives that have been transposed into UK law as The Conservation (Natural Habitats Ec.) Regulations 1994 (refer Regulations 44, 48, 49).
- 4.4 Leading Counsel advised that the Western Route would be in danger of running contrary to European Law whilst the Northern Route has significantly less problems and would not be in breach of the legislative requirements relating to conservation issues.

- 4.5 On 2 September 2004 the Cabinet of the County Council concluded that in light of the environmental and technical assessments and advice received, the County Council would support the Northern Route option. They went on to state that the development of an integrated and sustainable transport system for the Lancaster area, including investigations into the potential for HGV routeing, should continue in parallel with the progression of the Heysham to M6 Link.
- 4.6 A Lower Cost option to the proposed A683 Completion of Heysham to M6 Link Road was included in the Major Scheme Business Case at Programme Entry and dealt with improvements to the A683 corridor from Scale Hall Junction to M6 Junction 34, including a short section of the A6 north of Skerton Bridge and a remodelling of M6 Junction 34.
- 4.7 The Lower Cost option would provide relief to the traffic congestion on the A683 corridor and would increase the capacity of several of the traffic signal-controlled junctions by introducing additional lanes at and on the approaches to the junctions.
- 4.8 However the Lower Cost option would mean that additional road space is provided by taking space from pedestrians, cyclists and buses which is in direct contravention of County Policy. Additionally, the congestion relief that would be generated could only be transitory as local traffic currently using the unsuitable highways may move back on to the A683 corridor.
- 4.9 Additionally the Lower Cost option would fail to achieve any of the purposes of the Heysham to M6 Link given in section 3.7.

4.10 As for "non road" alternatives to the A683 Completion of Heysham to M6 Link Road the Lancaster Transportation Study, Preliminary Report May 1992 concluded that "Light Rapid Transit (LRT) might have a role to play in the long-term, but for the foreseeable future public transport is likely to be based on buses".

The reasons for this were:-

4.10.1 Without substantial property demolition, it would not be possible to provide segregation over substantial sections of the route, and therefore much of the system would necessitate on-street running.

4.10.2 It was estimated that 90% of passengers likely to use LRT would be current bus users. If this was the case, then it would have a major impact on the current bus network in the Lancaster and Morecambe areas.

4.10.3 Experience in European cities and forecasts in this country suggest that the population of an area should ideally be in excess of 300,000 before a newly developed LRT system can be made viable. The estimate of population for the whole of the Lancaster District is in the region of 140,000.

4.11 The Lancaster Transportation Study, Preliminary Report May 1992 also concluded that there seemed to be limited scope for improvement to the conventional rail system making a significant impact on future levels of traffic flow in the city centre. Even if the former station at Hest Bank were to re-open, the overall reduction in traffic entering the city centre along the A6 in 2006 would be minimal.

- 4.12 The development of trailer on freight train services (Piggyback) to operate from the Continental mainland to Ireland and Scotland, via the West Coast Main Line corridor and the Channel Tunnel is possible as the Lancaster – Morecambe – Heysham line is clear for Piggyback gauge. However the problem with ‘Piggyback’ appears to be that the West Coast Mainline would require extensive alterations in order to carry the normal size trailers.
- 4.13 Also whilst there is potential for rail freight to Heysham to open up new rail based markets and possibly transfer some goods, such as wood pulp and cars, from road to rail, in 2008 over 95% of the goods carried through Heysham was Roll on Roll off traffic. Therefore any development of rail freight facilities will not significantly change the demand for road access to the port.

## **5 Description of the Scheme**

- 5.1 The Scheme has been designed in accordance with current standards. The Scheme is a lit rural dual two all purpose carriageway with seven signal controlled junctions and two roundabout junctions. There is a short length of improved urban dual two all purpose carriageway at the western end. The proposed bridge over the River Lune (Lower Lune Bridge) has three lanes northbound and there is localised widening and increased number of lanes in the vicinity of the junctions. The Scheme includes a replacement of the severely substandard Junction 34 on the M6 Motorway. A Park & Ride site is also being provided at M6 junction 34 on the west side of the M6 motorway and south of the A683 Caton Road.

- 5.2 The improved urban dual carriageway has an existing speed limit of 40mph which will continue through College Junction and the urban section of the scheme. The speed limit will change to 50mph just beyond the first eastbound layby and continues to just beyond Beaumont Junction.
- 5.3 Beyond Beaumont Junction the link road is derestricted changing to 40mph on the approach to Shefferlands Junction. The 40mph speed limit continues through Shefferlands Junction to the Croskells Junction on the A683 Caton Road.
- 5.4 The 5.7km long existing section of the ultimate 10.5km long Heysham to M6 Link was opened to traffic in July 1994. It currently extends eastwards from a roundabout on Middleton Road in Heysham, 1km east of the Port of Heysham, to an interim terminal roundabout on Morecambe Road near Torrisholme, to the northwest of Lancaster.
- 5.5 The western rural part of the existing Link is a wide single carriageway road across the marshlands of the Morecambe-Heysham peninsula extending between the roundabout in Heysham and an intermediate roundabout at a junction with B5273 Mellishaw Lane north of Oxcliffe. The eastern urban part of the existing Link is a dual 2-lane carriageway road from the Mellishaw Lane roundabout to the Morecambe Road interim terminal roundabout and passes through the White Lund Trading Estate and between two housing developments.
- 5.6 The Scheme runs generally from west to east from the eastern end of the existing section of the Link through to the M6 Motorway at Junction 34.

- 5.7 The Scheme necessitates alterations to the eastern half of the existing road through the White Lund Trading Estate. These alterations include the remodelling of both the A683/Northgate crossroads and the A683/A589 Morecambe Road interim terminal junction, together with the inclusion of a new 'T' junction on the existing Link to replace the access to Hadrian Road. The exit from McDonalds Restaurant is removed by the remodelling of the Link's interim terminal junction.
- 5.8 The current interim eastern terminal roundabout of the existing Link at Morecambe Road will be replaced by a high capacity, multi-lane signal controlled crossroads 'College Junction'. The signal control of the crossroads will also facilitate pedestrian and cyclist movement around and across the junction.
- 5.9 From the proposed signalised crossroads of College Junction the route will initially extend northeast-wards, to the east of Torrisholme, ascending from low embankment adjacent to Morecambe Road through the campus of Lancaster and Morecambe College.
- 5.10 Through the college campus the alignment of the route will be within an area that has been "protected for highway purposes" by Local Plans since the early 1960s. The area of land that will be required for the route is currently part of a large sports field that will be on the west side of the route and part of a car parking area on its east side.
- 5.11 Noise attenuation barriers 2.5 metres in height will be positioned at the back of the verges along both sides of the route. These barriers will extend from Morecambe Road to some 100 metres beyond Torrisholme Road Bridge.

- 5.12 Continuing north-eastwards from the College Campus the route begins to curve eastwards rising on increasing height embankment across the eastern edge of the grounds of Thorpe View Day Centre to the west, then through land owned by Lancashire County Council and tenanted by Broadoak Leisure Buildings. An underpass will be provided in this area of embankment in order to maintain access from Lancaster and Morecambe College to their playing fields on the other side of the Scheme.
- 5.13 The route crosses over a realigned Torrisholme Road on the proposed Torrisholme Bridge. On the east side of the route will be a connection between the footway/cycleway alongside the route and Torrisholme Road.
- 5.14 From Torrisholme Bridge the route will continue to curve eastwards away from Torrisholme and the overhead electricity transmission lines. Vertically the route will initially fall close to the existing ground level before rising to Folly Railway Bridge. Folly Railway Bridge will span over the West Coast Main Line and diversions of Powder House Lane and Folly Lane to the west and east of the railway respectively.
- 5.15 The junction of Torrisholme Road and Barley Cop Lane will be repositioned southwest of its current location and Barley Cop Lane will remain one way up to its junction with Powder House Lane. A two-way footway/cycleway will run parallel to Barley Cop Lane from Torrisholme Road to Powder House Lane.
- 5.16 Planting along the southeast side of the route, a noise attenuation barrier and the planted false cutting will assist in screening the elevated route from the residential properties in Endsleigh Grove that are elevated around the top of a knoll.

- 5.17 Planting and one attenuation pond will be located to the south of the route in the narrow triangular area framed by the route, Barley Cop Lane and the West Coast Main Line. This pond will form part of one of the surface water outfalls for the Scheme. Mounding and planting west and east of the West Coast Main Railway Line and north of the route will assist in screening Folly Railway Bridge from the countryside to the north of the Scheme.
- 5.18 From Folly Railway Bridge the route continues to climb on embankment to a summit crossing over the Lancaster Canal at the proposed Folly Canal Bridge. For the next 150 metres, the route is at or near existing ground level before going into cutting with a maximum depth of 12 metres. Folly Lane is diverted parallel to the West Coast Main Line passing under Folly Railway Bridge before turning sharply eastwards to run parallel to the route before joining the existing Folly Lane.
- 5.19 Properties on Folly Lane are screened from the route by landscaped mounding to the east of the West Coast Main Line and by some localised landscaped mounding. The rectangular field bounded to the north, east, south and west by the route, Lancaster Canal, Barley Cop Lane and Folly Lane respectively will be reshaped using surplus material and landscaped. The ground will be formed to mimic the drumlins shaping the local topography and will screen the route from properties and land to the south and east.
- 5.20 After crossing over the Lancaster Canal on Folly Canal Bridge the route falls towards A6 Lancaster Road, which it crosses, just below ground level. The south side of the Scheme changes from embankment to cutting to shallow embankment but is screened by either landscaped mounding or false cutting right up to the A6 Lancaster Road.

- 5.21 Approximately 400 metres to the east of Folly Canal Bridge is Beaumont Junction roundabout. The east edge of the roundabout lies on a shallow hedged ridge. The roundabout is between 6 and 12 metres below existing ground level. Lancaster Road Link connects the roundabout (Beaumont Junction) to A6 Lancaster Road. Lancaster Road Link is connected to the A6 Lancaster via the signal controlled Lancaster Road Junction. Lancaster Road Link is predominantly in cutting but additional screening is provided to the north west of Lancaster Road Junction.
- 5.22 The A6 Lancaster Road is diverted over the proposed route in a shallow 'S bend'. Lancaster Road Bridge carries the A6 over the route and also provides access from Beaumont Gate Farm to the quadrant formed by Lancaster Road Link. Additionally a connection is provided from the shared use cycleway/footway on the south side of the route to the severed southern section of the A6 Lancaster Road.
- 5.23 From A6 Lancaster Road the route climbs steadily for 850 metres to its high point. The first 350 metres are in cutting with a maximum depth of some 13 metres. Beaumont Gate Occupation Bridge provides a link from Beaumont Gate Farm to the north to the severed fields to the south of the route. A Footpath is also diverted over Beaumont Gate Occupation Bridge on a segregated footway.

- 5.24 Although the route is still rising to the east of Beaumont Gate Occupation Bridge the existing ground is falling into the shallow valley of Howgill Brook. The route is on shallow embankment for some 200 metres and is screened to the south by false cutting and landscaping. The route continues to climb once more going into cutting approximately where the overhead electricity transmission line crosses the route. To the east of the transmission line Beaumont Bridge carries a diverted Green Lane over the route.
- 5.25 Continuing eastwards from Green Lane the route is in shallow cutting augmented on the northern side by landscaped false cutting. A bridleway is to be provided commencing from Green Lane and running along the south edge of the Scheme footprint. The bridleway continues through to Halton Road incorporating an at grade crossing of Kellet Lane.
- 5.26 Kellet Lane is carried over the route on an on line high level bridge as the route starts to descend to Shefferlands Junction. This cutting severs an unnamed watercourse whose outflow will be piped down the cutting slope and under the carriageway before being pumped back up the cutting slope back into its course. Shefferlands Junction is a four-leg roundabout in cutting with connections to the M6 Motorway northbound, Halton Road to the south and, also to the south, to A683 Caton Road, via a bridge under Halton Road and a low level bridge over the River Lune.

- 5.27 The north arm of Shefferlands Junction is the northbound on slip road that is two lanes throughout its length. This climbs parallel to the M6 Motorway for one kilometre. This slip road is in cutting throughout its length except for a short length. A retaining wall on the east side will be required to support the M6 Motorway. The slip road passes under an extended Foundry Lane Bridge that also spans the motorway. The link to Halton Road is a short single carriageway road to provide access to the Motorway for Halton village and Halton Army Training Camp.
- 5.28 Moving south from Shefferlands Junction the route passes under the proposed Halton Road Bridge. Halton Road Bridge is on the existing line of Halton Road. The bridleway from Green Lane and a connection from the 3 metre shared footway/cycleway connect to Halton Road to the west of the route.
- 5.29 The route runs parallel to the M6 Motorway emerging from the River Lune escarpment to cross over the River Lune and Lune Cycleway on the low level River Lune Bridge. A connection to the Lune Valley path and cycleway is provided on the west side of the route just before the signal controlled Croskells Junction.
- 5.30 Croskells Junction is a large traffic signal controlled crossroads approximately 200 metres west of the existing M6 Motorway Bridge over the A683 Caton Road. Full turning movements are provided on all the arms except for the southern arm.
- 5.31 The traffic signal controlled Bulk Green Junction to the east of the M6 Motorway will connect the south facing slip roads to A683 Caton Road. The southbound exit slip road diverges from the motorway soon after the motorway crosses over the Lune Valley path and cycleway. To achieve a diverge to current standards the A683 Caton Road Bridge and the M6 Motorway will be widened by about 9 metres.

- 5.32 Linked to the Scheme will be a Park and Ride at Croskells Farm, west of the M6 Motorway and south of existing Junction 34. The Park and Ride will provide 502 parking spaces and is located between the motorway and the proposed northbound exit slip road. Access to the Park and Ride site will be via the amended Croskells junction for vehicles approaching from the north, west and east. For southbound vehicles from the M6 motorway access will be via an auxiliary lane on the link road between the end of the M6 northbound exit slip road and the A589/A683 Caton Road and will connect to the amended Croskells junction access. There will be only one exit route from the Park and Ride site, through the signalised "T" junction at the end of the proposed M6 northbound exit slip road.
- 5.33 The Park and Ride will function as a complementary transport measure and part of a package of public transport measures that will be implemented as a result of the construction of the Scheme. The Park and Ride will reduce traffic flows along Caton Road towards Lancaster and enable the Acquiring Authority to provide an in-bound bus lane along part of Caton Road.
- 5.34 The Park and Ride is designed to accommodate motorists travelling from the M6 Motorway and other major routes heading for the centre of Lancaster. The Park and Ride proposal will, as a complementary measure to other transport proposals, encourage a positive image of public transport. It will serve to increase public confidence in good quality reliable public transport services and act as a catalyst in increasing the use of other mainstream public transport services.

- 5.35 As the site is approximately 3 km from the centre of Lancaster city and close to an attractive cycle route along the River Lune, cycling will be a realistic alternative to the private car. During peak periods, it may be quicker to cycle into Lancaster city centre rather than use other modes of transport. Some car drivers may therefore wish to use the site to park and then cycle to the city. Cycle storage will be provided to support cycling from the site.
- 5.36 Cycle crossing facilities will be included in the traffic signal controlled junction on Caton Road at the end of the link road from the M6 northbound exit slip road to provide access to the Lune Valley Ramble Cycleway/Footway "Millennium Cycleway".
- 5.37 The water from the link road east of Green Lane and north of the River Lune together with the water from the proposed northbound on slip will be taken, via an interceptor, and will flow into the River Lune by an existing outfall adjacent to the motorway bridge. No attenuation is required as the outfall is direct into the river.
- 5.38 South of the River Lune water from the existing motorway and slip roads and from Caton Road all outfall via a drain that runs beneath the car park of the Holiday Inn into the River Lune. With the Scheme in place, the motorway and slip road drainage will be taken via a new outfall into the River Lune adjacent to the existing motorway bridge. The water from the County Council's area of roads, including the Park and Ride site, will outfall via an interceptor and the existing outfall under the hotel car park. No attenuation is required.

- 5.39 Running down the A6 there is an existing culvert known as Slynedales Culvert which drains the catchment area around Slyne and Hest Bank. The culvert is undersized and as a result there is a regular flooding problem in Slyne. After meetings with Slyne with Hest Parish Council and local residents it was decided to improve the Slynedales culvert outfall so it would take a substantial amount of the link road drainage and also provide an improved outlet for the Slyne area. No attenuation is required on this proposal as it outfalls directly into the River Lune so saving on attenuation ponds and the Morecambe Road outfall did not require improving. Therefore all the water from the Scheme between Green Lane and the canal is taken, via an improved Slynedales culvert and an interceptor to outfall directly in the River Lune.
- 5.40 Drainage from Lancaster Canal to Torrisholme Road is taken to an attenuation pond south of the scheme, just west of Powder House Lane, discharging via an interceptor into the realigned water course to the east of Torrisholme Road. The drainage from Torrisholme Road and Morecambe Road will be attenuated within the road embankment and discharged via an interceptor into the existing ditch that passes through the college grounds. Use of attenuation measures regulates the flow in storm conditions to mitigate any flooding problems downstream. The attenuation pond will be lined to prevent percolation of the water into the underlying ground.

## **6 Environmental Impact Assessment**

### **6.1 Air Quality**

6.1.1 The planning permission was accompanied by an Environmental Impact Assessment and the County Council will produce evidence to update the information that has changed since the Planning Inquiry.

6.1.2 The previous Environmental Statement reported that within 200m of the existing road network, there are 17,756 properties where local air quality would be improved and 3,545 where local air quality would be made worse.

6.1.3 In relation to total emissions, due to the regeneration of the Morecambe/ Heysham Peninsula and additional traffic using the proposed Scheme would lead to a marginal increase in emissions over the total network.

6.1.4 In relation to localised impacts at locations within 200 metres of the proposed Scheme; all these locations will have pollutant concentrations, when the proposed Scheme opens in 2010, which are well within the relevant Air Quality Standard.

### **6.2 Cultural Heritage**

6.2.1 The scheduled monuments and Grade I and II\* Listed Buildings will face only a minimal adverse impact from the Scheme, as will the majority of Grade II Listed Buildings and Conservation Areas. However a number of the sites of Archaeological Interest will be more severely affected, which may also damage their local context and complexity. Many of these are of unknown date and significance. Mitigation measures will be implemented to reduce the impact along the entire route and with these in place the overall impact on Cultural Heritage will be a slight negative.

### 6.3 Disruption due to Construction

6.3.1 During the construction of a major road scheme such as this disruption would be unavoidable and hence wherever possible mitigation measures would be incorporated in the works either as temporary or permanent works. Also careful programming by the contractor of the construction phase of the works would assist in keeping disruption to a minimum and hence any programme submitted would be carefully vetted by the supervising authority.

### 6.4 Ecology and Nature Conservation

6.4.1 Overall the Scheme will replace land that is mainly improved grassland, of relatively low ecological value, with a combination of unimproved grassland (some of which will be species-rich), areas of open and dense shrub planting and tracts of new native woodland, with additional new ponds and other wildlife features. Some features will be lost and cannot be replaced, mainly the low value improved grassland. But, over a timeframe of the 20 year management agreement it is confidently predicted that the new plantings established during the Scheme, including the enhancement of existing hedges, will result in a net positive impact compared to the existing situation and makes a significant contribution to improving biodiversity in the local area.

- 6.4.2 The mitigation and compensation measures proposed are predicted to reduce or avoid anticipated negative impacts on key receptors like the river corridor, bats and vascular plants, including orchids and notable trees. Following mitigation, enhancement and compensation; impacts on these receptors are expected to be neutral to minor or moderate positive. In time, the new planting schemes will provide habitats of greater ecological interest than the low value habitats they replace.
- 6.4.3 The length of hedgerows removed or curtailed by the Scheme will be replaced and an overall greater length created using a combination of translocation (for ecologically important hedgerows) and new planting. These translocated and new hedgerows will take full account of the species mix and characteristics of the current stock along the Scheme corridor. In particular the Scheme perimeter will be largely hedged. This will reduce the risk of collision for birds and bats by encouraging these species to be deflected back into the landscape rather than attempt to cross the Scheme. A new network of connections will be created either side of the Scheme as compensation for the severance of connections that currently cross the Scheme.
- 6.4.4 In the long term, the impact on notable trees can also be successfully mitigated against, although for the foreseeable future sections of removed trees with veteran characters will be re-located next to other mature trees and new trees will be planted to eventually become inoculated by fungi and invertebrates from these donor sections. This is expected to ensure the persistence of organisms dependant on dead and dying timber.

6.4.5 It is proposed to compensate for the partial loss of the notable grassland fungus communities at Valley Meadow (this was originally identified as important because of the presence of Pink Waxcap fungus that was regarded as a threatened species then but is not regarded as such currently) by translocating turves, even though the likely success of these measures in re-establishing the community may be uncertain. This will draw on expert advice and attempt translocation using a variety of techniques. But, it is acknowledged that a negative impact of minor significance may persist. Our evidence will set out the measures to mitigate this loss.

## 6.5 Landscape and Visual Impacts

6.5.1 Landscape Impact Assessment uses a different methodology from Visual Impact Assessment but each methodology is specifically designed to identify the impacts of major highway scheme.

6.5.2 The methodology for Landscape Impact Assessment is set out in the Department for Transport (DfT) Local Transport Plan, Transport Analysis Guidance (TAG) Unit 3.3.7/3.3.8 and includes a table with a description of 7 levels of impact; 3 beneficial or positive, 1 neutral and 3 adverse or negative.

6.5.3 This methodology defines that the final overall landscape impact assessment should always conclude with the worst value overriding all other values found in the development which in this case was found to be Large Adverse.

- 6.5.4 The methodology for assessing Visual Impact is set out in the DfT, Design Manual for Roads and Bridges, Volume 11(1993 amended 1994) Section 3, Part 5, which categorises visual change on each receptor within a scale of 7 levels of impact; 3 beneficial, 1 no change and 3 adverse. Receptors in this context include; residential properties, public buildings, public open space and footpaths and are identified within a defined area known as the Zone of Visual Influence.
- 6.5.5 This methodology does not give a concluding overall score but is based on the impact on each individual receptor. This ranged from No Change to Substantial Adverse in both year 0 and year 15. Again further evidence will be presented to the Inquiry.
- 6.6 Land Use
- 6.6.1 Woodend and Broadoak Leisure Buildings Ltd would both be demolished as part of the scheme. Woodend is a detached private property by the A683 Caton Road. Broadoak Leisure Buildings Ltd is a business operating by Lancaster Road.
- 6.6.2 Overall the Scheme affects local farms to varying levels. The land required for the Scheme is made up of land classified as Grade 3a, 3b and 4 and some of it would be used for accommodation works i.e. provision of tracks, corrals, ditches access/service areas etc.
- 6.6.3 Subgrade 3a (good quality agricultural land) is land capable of consistently producing moderate to high yields of a narrow range of arable crops, especially cereals, or moderate yields of a wide range of crops including cereals, grass, oilseed rape, potatoes, sugar beet and the less demanding horticultural crops. The loss of Subgrade 3a land would lead to a moderate negative impact.

6.6.4 Subgrade 3b (moderate quality agricultural land) is land capable of producing moderate yields of a narrow range of crops, principally cereals and grass or lower yields of a wider range of crops or high yields of grass which can be grazed or harvested over most of the year. Grade 4 (poor quality agricultural land) is land with severe limitations which significantly restrict the range of crops and/or level of yields. It is mainly suited to grass with occasional arable crops (e.g. cereals and forage crops) the yields of which are variable. In moist climates, yields of grass may be moderate to high but there may be difficulties in utilisation. The grade also includes very droughty arable land. The loss of Subgrade 3b and Grade 4 land in terms of national agriculture land resource would not be significant. Evidence will be presented to the Inquiry about the measures proposed to reduce and mitigate severance.

## 6.7 Traffic Noise and Vibration

6.7.1 As with all highway improvement schemes; the Scheme would have both adverse and beneficial effects with respect to road traffic noise. The previous Environmental Statement reported that 3,633 properties would experience an increase in noise levels with 14,885 properties benefiting from lower noise levels. Consideration has been given to appropriate mitigation measures for the scheme, such as screening and a low noise road surface to minimise any residual noise impacts. Updated information will be presented to the Inquiry

6.7.2 The main population centre that will be affected is Torrisholme where a considerable number of properties would experience an increase in noise level. For the properties affected by the scheme consideration would be given to noise insulation measures. Eligibility will depend on satisfying the criteria set out in the Noise Insulation Regulations.

6.7.3 Good maintenance of all carriageway surfaces is essential in minimising ground-borne vibration. Therefore, because all carriageway surface levels constructed as part of the Scheme works would be subject to rigorous control, it is not considered that ground-borne vibration would result in damage to properties. While the number of properties that lie within 40 metres of the various roads comprising the Scheme would 168, it is not considered that any of these would suffer any damage from air or ground-borne vibrations.

6.7.4 Further consideration will be given to potential noise and noise and vibration effects as a consequence of updated road traffic data and revised DMRB guidance with respect to the noise and vibration assessment of highway schemes. The updated noise and vibration assessment will be presented at the Inquiry as well as information as to how noise and vibration effects will be mitigated.

6.8 Pedestrians, Cyclists, Equestrians and Community Effects

6.8.1 The route does sever existing non-vehicular corridors but these will all be maintained. Additionally, a new unbroken cycle/pedestrian route will be provided along the majority of the route, adding a new link to the local network between the Morecambe Cycleway and the Lune Millennium Cycleway. A new bridleway will run from Green Lane to Halton Road. Good connections to existing routes should attract both commuter and recreational use. The removal of significant levels of traffic, and particularly rat-running traffic, from inappropriate roads will also lead to improved conditions for pedestrians, cyclist and equestrians. In conclusion, the overall assessment for these types of road users is considered to be moderate beneficial.

## 6.9 Vehicle Travellers

6.9.1 Without the completion of the Heysham to M6 Link levels of congestion in Lancaster will continue to grow. In the assessment year 2025, vehicle travellers will experience high levels of driver stress for the majority of the working day. Travellers on public transport will also suffer increased levels of stress as road traffic congestion impacts on the journey times and reliability of bus services.

6.9.2 The completion of the Heysham to M6 Link is predicted to remove a significant level of longer distance traffic from the congested Lune Bridges and improve journey times for travellers in Lancaster District. The Scheme will provide an accessible, fast, safer and more reliable route from the Morecambe-Heysham peninsula to and from the M6 Motorway. It replaces an urban and semi-urban route with a predominantly rural landscaped route with lay-bys. Cutting restricts views for over half of the route's length, however open views are available. Traveller care, views and driver stress are all improved. In conclusion, the overall assessment, taking into consideration both 'view from the road' and 'driver stress' is that the impact on vehicle travellers of the Completion of Heysham to M6 Link would be moderately beneficial.

#### 6.10 Water Quality and Drainage

6.10.1 On a scheme of this magnitude it is inevitable that there will be environmental effects remaining after the mitigation measures. At the western end of the Scheme there will be some land take on the flood plain especially the Morecambe and Lancaster College playing fields. The ditch across the playing fields will need to be relocated and it will take a while for the eco-environment of the new ditch to establish itself.

6.10.2 The potential run-off from highway drainage of the outfall points, excluding those adjacent to the M6 Motorway, will have a slightly adverse environmental impact even though the run-off will be treated and the discharge flow into watercourses controlled. It is unavoidable that some small ditches and drains will be lost to the Scheme. However, at both Howgill Brook and Long Bank Brook compensation lengths of watercourse will be introduced. The introduction of interceptors on both outfalls adjacent to the M6 Motorway will ensure that the quality of highway water discharging into the River Lune at this location will improve

## 6.11 Geology and Soils

6.11.1 The alignment of the route is such that the majority of the cut areas are at the eastern end of the site and the fill areas at the western end. The route crosses natural ground for the majority of its length, with the possible exception of the grounds of Lancaster Morecambe College and other localised areas.

6.11.2 No designated geological features, important mineral resources or major aquifers will be affected by the Scheme. The crossing of the River Lune will have localised impacts on this geomorphological feature of local to Borough importance. There are no known areas of contaminated land which will be affected by the route. There are no known features of the local geology which would be a constraint on the construction of the proposed Scheme.

## 7 The Planning Position

7.1 The Lancashire Structure Plan 1991-2006, adopted in February 1997, stated in paragraph 8.34.26 of Policy 34 that the purposes of the A683 Completion of Heysham to M6 Link Road were to:

7.1.1 *“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.”*

7.1.2 *“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.”*

7.2 In the Joint Lancashire Structure Plan 2001-2016, which was adopted in March 2005 (the “JLSP”), 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:

7.2.1 *“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”.*

7.3 In addition, paragraph 6.2.11 of Policy 8 of the JLSP acknowledged the importance of the route in the northwest of England:

- 7.3.1 *“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”.*
- 7.4 The JLSP has now been substantially superseded by the current Regional Spatial Strategy for the North West which now forms part of the statutory development plan and which contains reference in to the Road Scheme being of regional significance. It will assist in the delivery of the economic objectives for Morecambe which is a Regional Priority Area and for the Port of Heysham, a Regional Gateway Port (Policy CNL4)
- 7.5 The Secretary of State for Communities and Local Government granted planning permission for the Scheme on 7 February 2008 having had regard to a unilateral undertaking under section 106 of the Town and Country Planning Act.
- 7.6 A legal challenge was lodged by an objector to the Scheme against the decision of the Secretary of State to grant planning permission. The challenge was heard in the High Court on 28 and 29 August 2008 but was unsuccessful.
- 7.7 In granting planning permission for the Heysham to M6 Link, the Secretary of State considered that the road scheme accorded with the Development Plan as a whole. At the time of the decision the Development Plan consisted of the Regional Spatial Strategy for the North West (RPG 13), The Joint Lancashire Structure Plan 2001 -2016 and the Lancaster District Local Plan.

- 7.8 Since the scheme was granted planning permission, the composition of the Development Plan has changed due to the changes to the development plan system introduced by the Planning and Compulsory Purchase Act 2004. RPG 13 has been replaced by a new Regional Spatial Strategy to 2021 and the Local Plan has been partially replaced by the adopted Lancaster District Local Development Framework – Adopted Core Strategy. The policies of the Joint Lancashire Structure Plan are no longer current.
- 7.9 The County Council will present evidence at the inquiry to demonstrate that the Heysham to M6 Link scheme remains in accordance with the policies of the current Development Plan as expressed in the Regional Spatial Strategy, the Lancaster City Local Development Framework Core Strategy and the saved policies contained in the Lancaster District Local Plan.
- 7.10 Since the planning permission for the main Heysham to M6 Link Scheme was granted three further planning permissions have been granted for development associated with the overall road scheme and which are included within the Compulsory Purchase Order. These permissions include two for the proposed Park and Ride (ref nos. 1/08/0821 and 1/09/0654) and permission (ref no.1/09/0279) for additional land to provide extra working width and to accommodate various minor amendments to the scheme design.
- 7.11 The County Council will present evidence to demonstrate that the land included within the CPO is required to build the scheme and to secure the mitigation measures that form part of the overall road scheme and accompanying complimentary measures and which are the subject of planning conditions attached to the planning permissions or unilateral undertakings.

7.12 The County Council will present evidence to demonstrate that the environmental impacts of the scheme continue to be acceptable in terms of the policies of national guidance or the Development Plan or that they can be made so through the conditions or unilateral undertakings that form part of the planning permissions for the scheme or associated developments.

## **8 The Orders to be subject of the Inquiry**

8.1 The Orders to be subject of the Inquiry are a Compulsory Purchase Order, Side Roads Order, Section 106 Scheme, Connecting Road Scheme and Transfer of Highway Order.

8.2 The Lancashire County Council (Torrisholme to the M6 Link (A683 Completion of Heysham to M6 Link Road)) Compulsory Purchase Order 2009 (CPO) was made and advertised under sections 239, 240, 246 250 and 260 of the Highways Act 1980 (the "1980 Act"), section 40 of the Road Traffic Regulation Act 1984 (the "1984 Act") and section 28 of the Acquisition of Land Act 1981 (the "1981 Act"). The powers in the 1980 Act enable the Acquiring Authority to acquire land compulsorily and acquire rights compulsorily by creating new rights for the following purposes:

8.2.1 The construction of new highways which are to be highways maintainable at the public expense, the improvement of existing highways and the improvement or development of frontages to a highway or of the land adjoining or adjacent to that highway;

8.2.2 In connection with the carrying out of works relating to a classified road and special road authorised by a Side Roads Order made under section 14 and section 18 of the Act;

- 8.2.3 The mitigation of any adverse affects which the existence or use of any highway proposed to be constructed by the Acquiring Authority will have on the surroundings of the highway.
- 8.2.4 Section 40 of the 1984 Act enables the Acquiring Authority to acquire land compulsorily to provide off-street parking places together with means of entrance to and egress from them where it appears to the Acquiring Authority to be necessary for the purpose of relieving or preventing congestion of traffic.
- 8.3 The Lancashire County Council (Torrisholme to the M6 Link (A683 Completion of Heysham to M6 Link) Classified Road) (Side Roads) Order 2009 was made and advertised under sections 14, 18 and 125 of the Highways Act 1980 ("the 1980 Act") (SRO). Section 14 of the Act authorises the Council in relation to a classified road:-
- 8.3.1 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;
- 8.3.2 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.
- 8.3.3 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.

- 8.3.4 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.
- 8.4 The Lancashire County Council (Folly Canal Bridge) Scheme 2009 was made and advertised under section 106 of the Highways Act 1980 (“the 1980 Act”). The powers in section 106(3) of the 1980 Act authorise the County Council to make a scheme for the construction of a bridge over navigable waters as part of a proposed highway which is to be a highway maintainable at the public expense by the County Council.
- 8.5 The Lancashire County Council (M6 Motorway, Junction 34 Improvements) (Connecting Roads) Scheme 2009 (“the Scheme”) was made and advertised under section 16 of the Highways Act 1980 (“the 1980 Act”). The powers in section 16(3) of the 1980 Act authorise the Council to make a scheme to provide, along a route prescribed by the Scheme a special road for the use of traffic of any class prescribed in the Scheme.
- 8.6 The Lancashire County Council (M6 Motorway, Junction 34 Improvements) (Transfer of Highway) Order 2009 (“the Order”) was made and advertised under section 18 of the Highways Act 1980 (“the 1980 Act”). The powers in section 18 of the 1980 Act authorise the Council to make an order transferring to a special road authority a highway which is comprised in a scheme made under section 16 of the 1980 Act and which is a highway for which the special road authority are not the highway authority.

8.7 A co-ordinated decision by the Secretary of State on the five Orders will be required.

## **9 The effect of the Compulsory Purchase Order**

9.1 The Compulsory Purchase Order (CPO) procedure is being implemented so that the County Council may acquire, without unreasonable delay, all the land needed for the construction of the A683 Completion of Heysham to M6 Link Road.

9.2 All owners and occupiers with an interest in land have been approached and asked if they would be prepared to enter into negotiations with the Acquiring Authority for the purchase of their interest. Detailed negotiations are taking place with a number of landowners and occupiers and the Acquiring Authority has already purchased a number of plots. The plots that have already been purchased have been retained in the CPO in order to ensure that any remaining interests in those plots are also acquired. It is intended, subject to legal procedures, to start the construction of the Scheme in 2011. Therefore the Acquiring Authority has concluded that acquisition by agreement is unlikely to occur in all cases or in any event within sufficient time to ensure that the programme for the construction of the Scheme is met. There are also a few interests, for example where the owner is unknown, where it will not be possible to acquire the interest except by way of the Order.

9.3 74.10 Hectares of land required for the construction of the A683 Completion of Heysham to M6 Link Road and associated drainage work is shown coloured pink on the Compulsory Purchase Order 2009 Plans and is predominately agricultural land.

- 9.4 39.60 Hectares of land is required for the mitigation of the adverse effects of the A683 Completion of Heysham to M6 Link Road is shown coloured pink on the Compulsory Purchase Order 2009 Plans and is predominately agricultural land.
- 9.5 Of the 113.70 Hectares of land to be acquired, the majority is agricultural land. Just less than 50% of the agricultural land to be acquired is good quality, Grade 3a and just over 50% is moderate quality, Grade 3b and poor quality Grade 4 land.
- 9.6 In addition to the acquisition of land needed for the construction of the Scheme, the Order authorises the Acquiring Authority to acquire rights over additional land. The type of rights to be acquired are as follows:
- 9.6.1 Plots 8 and 10; the right for workspace to maintain and strengthen an existing bridge on the A683 Lancaster Morecambe Bypass.
- 9.6.2 Plot 42; the right for working space and access to erect and maintain boundary fence/ noise attenuation Fence Ball Stop fence.
- 9.6.3 Plot 45; the right for working space to erect and maintain boundary fences and embankments; to carry out and maintain landscaping works; to construct a new access track; to construct and maintain wing walls; to construct and maintain a retaining wall; to install and maintain drainage.
- 9.6.4 Plot 47; the right for workspace to demolish building in adjoining land.
- 9.6.5 Plot 52; the right for working space and access to construct and maintain retaining wall.
- 9.6.6 Plots 66 and 68; the right for working space to install and maintain drainage pipes; to construct and maintain drainage headwall.

- 9.6.7 Plots 87,88,89 and 90; the right to construct and maintain a bridge to carry the Heysham to M6 Link Road and the right for working space to construct earthworks for Folly Lane and Powder House Lane Diversions including the right to swing the jib of a crane, loaded or unloaded, in connection with development on adjoining land.
- 9.6.8 Plots 93, 94, 95, 96, 97, 102, 103 and 104; the right for working space to maintain a new bridge to carry the Heysham to M6 Link Road and to construct sheet pile canal protection including the right to swing the jib of a crane, loaded or unloaded, in connection with development on adjoining land.
- 9.6.9 Plots 98 and 101, the right to construct and maintain a temporary bridge to carry the Heysham to M6 Link Road including the right to swing the jib of a crane, loaded or unloaded, in connection with development on adjoining land.
- 9.6.10 Plots 98 and 100; the right to construct and maintain a highway drain under Lancaster canal and towpath.
- 9.6.11 Plots 113 and 146; the right for access to construct and maintain new bridge including the right to swing the jib of a crane, loaded or unloaded, in connection with development on adjoining land.
- 9.6.12 Plot 114; the right of access to construct and maintain new bridges; for inspection of Habitat Creation Area; to maintain culverted watercourse and headwall.
- 9.6.13 Plots 115 and 117; the right to construct and maintain a new bridge over the Heysham to M6 Link Road.
- 9.6.14 Plots 116 and 118; the right to construct and maintain a new bridge over the Heysham to M6 Link Road; the right of access for inspection of Habitat Creation Area and to maintain culverted watercourse and headwall.

- 9.6.15 Plot 119; the right of access for inspection of Habitat Creation Area and to maintain culverted watercourse and headwall.
- 9.6.16 Plot 151; the right to swing the jib of a crane, loaded or unloaded, in connection with development on adjoining land.
- 9.6.17 Plot 152; the right for working space to construct and maintain a new bridge to carry the Heysham to M6 Link Road and reshaping existing cutting slope including the right to swing the jib of a crane, loaded or unloaded, in connection with development on adjoining land.
- 9.6.18 Plot 156; the right to construct and maintain a culvert and the right to swing the jib of a crane, loaded or unloaded, in connection with development on adjoining land.
- 9.6.19 Plot 157; the right to construct and maintain a culvert.
- 9.6.20 Plots 159 and 161; the right for working space to construct and maintain the widened A683 Caton Road and erect and maintain boundary fence/hedges.
- 9.6.21 Plot 160; the right for working space to construct and maintain the widened A683 Caton Road and erect and maintain boundary fence/hedges and the right to maintain an existing culvert.
- 9.6.22 Plots 162 and 163; the right to maintain an existing culvert.
- 9.6.23 Plots 164 and 170; the right for working space to construct and improve the existing access.
- 9.6.24 Plot 169; the right for working space to modify the existing abutments and wing walls and for the widening of the M6 Motorway.
- 9.6.25 Plots 171, 172 and 173; the right for working space to construct and maintain highway for improvements.

9.6.26 Plots 203 and 204; the right for access to carry out construction work on adjoining land in relation to the scheme and thereafter to maintain the built structures.

9.7 Plots 12, 13, 14, 15, 17, 18, 19, 21, 22, 23, 24, 25, 26, 29 (part), 39, 40, 41, 64, 65 and 66 (New Rights) are currently in use as open space. The Acquiring Authority has made an application to the Secretary of State for Communities for a certificate under Section 19(1), Section 28 and paragraph 6 of Schedule 3 of the Acquisition of Land 1981 Act. Plots 12, 23, 39, 40, 41, and 66 are required to widen and/or drain an existing highway. Plots 13, 14, 15, 17, 18, 19, 21, 22, 24, 25, 26, 29 (part), 64 and 65 are required to construct the new road and it is proposed to acquire additional land (Plots 20, 27, 29, 31, 60, 62, 68, 69, 71, 74, 75 and 77) for use as open space in exchange for the land to be taken. These Plots will be vested in the owners of the Plots currently used as open space as described in the Schedule. The vesting will take place on the latest of the following dates:

9.7.1 the date on which the Order becomes operative;

9.7.2 the date on which the Plot which is currently in use as open space is vested in the Acquiring Authority;

9.7.3 the date on which the corresponding Plot to be provided in exchange is vested in the Acquiring Authority.

9.8 The County Council will produce evidence to show that the land and rights contained with the Compulsory Purchase Order are required for the completion of the Heysham to M6 Link Road and where exchange land is being provided for open land required for the Scheme, that such exchange land is not less in area than the open land and that it is equally advantageous to the public. Where the open land is required for the widening of the existing highway, the County Council will show that the giving of exchange land is unnecessary.

## **10 The effect of the Side Roads Order**

10.1 New Highways to be provided

10.1.1 A new highway (footpath and cycleway) to 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.

10.1.2 A new highway to 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.

10.1.3 A new highway, part of the diversion of Barley Cop Lane, to maintain the northeast bound one-way vehicular connection from Torrisholme Road.

10.1.4 A new highway to replace the stopped-up section of Powder House Lane and maintain the connection of Powder House Lane to Barley Cop Lane.

10.1.5 A new highway to connect with the improved sections of Folly Lane and to replace the stopped-up section of Folly Lane.

- 10.1.6 A new highway to the south of the Classified Road to connect the severed section of the A6 Lancaster Road to the diversion of the A6 Lancaster Road over the Classified Road.
- 10.1.7 A new highway to form part of the diversion of Lancaster Road over the Classified Road and to replace the severed and stopped up sections of the A6 Lancaster Road.
- 10.1.8 A new highway to link the Classified Road to the A6 Lancaster Road.
- 10.1.9 A new highway as a temporary highway to divert the A6 Lancaster Road during the construction of the Classified Road and related works.
- 10.1.10 A new highway to the north of the Classified Road to connect the severed section of the A6 Lancaster Road to the diversion of the A6 Lancaster Road over the Classified Road.
- 10.1.11 A new highway (footpath) to divert footpath SH7 over the Classified Road on the proposed Beaumont Gate Occupation Bridge.
- 10.1.12 A new highway to divert of Green Lane (locally known as Black Cat Lane) over the Classified Road.
- 10.1.13 A new highway as a temporary highway to divert Kellet Lane during the construction of the Classified Road and related works.
- 10.1.14 A new highway to realign Kellet Lane on a proposed bridge over the Classified.
- 10.1.15 A new highway to realign Halton Road on a proposed bridge over the Classified.
- 10.1.16 A new highway (footpath) to divert footpath H49 under the proposed Lune Lower Bridge.
- 10.1.17 A new highway to connect Halton Road to the Classified Road.

10.1.18 A new highway to 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.

10.1.19 A new highway to provide an access to and egress from the M6 J34 Park and Ride and Croskells Farm complex. Cyclists and pedestrians will also be able to enter and leave the Park and Ride site adjacent to the northern end of the new highway.

## 10.2 Highways to be Improved

10.2.1 Northgate to increase the highway capacity and pedestrian facilities at the enlarged signalised crossroads junction of Northgate and the A683 Lancaster Morecambe Bypass.

10.2.2 A683 Lancaster Morecambe Bypass 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.

10.2.3 Lancaster Morecambe Cycleway to connect the new highway (footpath 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.

- 10.2.4 Hadrian Road to connect to the improvement will result in a diversion of Hadrian Road to connect with the new signalised T-junction on the northwest side of the A683 Lancaster Morecambe Bypass. The improvement will also connect to the new highway (footpath 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.
- 10.2.5 A589/A683 Morecambe Road will be widened to provide sufficient capacity at the new signalised crossroads connection to the Classified Road (College Junction) which will replace the existing roundabout junction with the A683 Lancaster Morecambe Bypass.
- 10.2.6 B5321 Lancaster Road/Torrisholme Road will result in an improved alignment and cyclist facilities under the proposed bridge carrying the Classified Road. The improvement will also provide a new connection to the diversion of Barley Cop Lane and the footway/cycleway adjacent to the westbound carriageway of the Classified Road.
- 10.2.7 Barley Cop Lane to connect the existing Barley Cop Lane to the new highway connecting Barley Cop Lane to the B5321 Torrisholme Road.
- 10.2.8 Powder House Lane to 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.
- 10.2.9 Barley Cop Lane to connect the diverted sections of Powder House Lane and Folly Lane to Barley Cop Lane and for a proposed drainage outfall under the bridge carrying the West Coast Main Railway Line over Barley Cop Lane.

10.2.10 Folly Lane to connect to the diversion of Folly Lane and improve the junction with 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.

10.2.11 Folly Lane to connect the diversion of Folly Lane to the existing section of Folly Lane.

10.2.12 A6 Lancaster Road to connect to the proposed diversion of the A6 Lancaster Road over the Classified Road and to connect to the new highway between the diversion and the severed sections of the A6 Lancaster Road. Turning heads will be provided on the severed sections of the A6 Lancaster Road. A connection to the footway/cycleway adjacent to the westbound carriageway of the Classified Road will be provided. This improvement will connect the A6 Lancaster Road to the proposed Lancaster Link Road at a signalled controlled T-junction. Access to Beaumont Gate Farm and Farm House will also be provided. The proposed diversion of Lancaster Road includes a footway on the west side and in carriageway cycle lanes on both sides.

10.2.13 Green Lane to connect the existing Green Lane to the diversion of Green Lane over the Classified Road. There will also be a connection 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.

- 10.2.14 Kellet Lane to connect the existing Kellet Lane to the proposed new section of Kellet Lane over the Classified Road. There is also a connection to the proposed concessionary bridleway between Green Lane and Halton.
- 10.2.15 The northbound batter, verge, hardshoulder and a section of lane one of the M6 Motorway affected by the construction of the proposed northbound merge sliproad and its connection to the M6 Motorway.
- 10.2.16 Halton Road to connect to the existing Halton Road with connections to the proposed shared use footway/cycleway adjacent to the westbound carriageway of the Classified Road, the proposed concessionary bridleway between Green Lane and Halton Road and the proposed Halton Road Link.
- 10.2.17 Bottomdale Road affected by the lengthening of the bridge to span over the proposed northbound merge sliproad to the west of the M6 Motorway.
- 10.2.18 A683 Caton Road/Lancaster Road for widening for two traffic signal controlled junctions. The signal controlled junction west of the M6 Motorway will be a crossroads junction to connect to the Classified Road, the proposed M6 Junction 34 Park & Ride and Croskells Farm complex and the link road connecting the A683 Caton Road to the proposed northbound diverge slip road. The signal controlled junction east of the M6 Motorway will be a T-junction to connect to the southbound merge and diverge slip roads.

- 10.2.19 The southbound batter, verge, hardshoulder, lane one and merge and diverge auxiliary lanes 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.
- 10.2.20 The northbound batter, verge, hardshoulder and lane one 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.
- 10.2.21 The southbound lane 3, northbound lane 3 and central reserves of the M6 Motorway to provide for the removal of the existing central pier of the existing Grimeshaw Lane Bridge.
- 10.2.22 Bridleways (BW36 & BW37) affected by 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 bridleways (BW36 & BW37) follow the route of Ridge Lane and Moor Lane respectively and are therefore affected by the diversion works.

### 10.3 Highways to be Stopped Up

- 10.3.1 Lancaster Morecambe Cycleway 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 (footpath 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.
- 10.3.2 Part of footpath (FP12) affected by the proposed access to Hadrian road and McDonalds Restaurant. 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.
- 10.3.3 A northern part width of the B5321 Lancaster Road/Torrisholme Road 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.
- 10.3.4 Part of Barley Cop Lane which will be crossed by the Classified Road and replaced by the proposed diversion of Barley Cop Lane.

- 10.3.5 Part of Powder House Lane which will be crossed 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 part of the concessionary route for pedestrians and cyclists connecting the shared use footway/cycleway on the southern side of the Classified Road to the concessionary footway/cycleway routes running parallel to Barley Cop Lane between the B5321 Torrisholme Road and Powder House Lane diversion.
- 10.3.6 Part of Folly Lane which 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.
- 10.3.7 Part of A6 Lancaster Road which will be severed by the Classified Road and 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.

- 10.3.8 Part of footpath (SH7) which will be crossed by the Classified Road and 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 on 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.
- 10.3.9 Part of Green Lane which will be crossed by the Classified Road and will be replaced by a new highway diverting Green Lane over the Classified Road.
- 10.3.10 Part of Kellet Lane which will be crossed by the Classified Road and will be replaced by a new highway carrying 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.
- 10.3.11 Shefferlands Lane west of the M6. Shefferlands Lane, which 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.

10.3.12 Part of Halton Road which will be crossed by the Classified Road and will be 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.

10.3.13 Part of footpath (H49) 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.

10.3.14 Part of Foundry Lane affected by the construction of part of the northbound merge slip road. Foundry Lane is a cul-de-sac and will be shortened by this stopping up.

10.3.15 Bottomdale Road (embankments only) affected by 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.

10.3.16 M6 motorway northbound merge and diverge slip roads. 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.

10.3.17 M6 motorway southbound merge and diverge slip roads. These will be replaced by new merge and diverge sliproads to the south of the A683 Caton Road/Lancaster Road.

10.3.18 An eastern part width of Bridleway (BW37) on Moor Lane from the junction of Moor Lane with Ridge Lane and Grimeshaw Lane. 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.

#### 10.4 New Private Means of Access

10.4.1 New private means of access to DHL Transport Limited that 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.

10.4.2 Access track that will connect the existing track for the benefit of land and paddock situated south of 8 Ermine Place LA3 3BU and west of A683 Lancaster Morecambe Bypass with the improvement to Hadrian Road and will be coincident for part of its length with part of the new highway (footpath and cycleway) replacing the stopped up section of the Lancaster Morecambe Cycleway.

10.4.3 New private means of access to McDonalds Restaurant will replace the existing exit from the restaurant and also provide an additional entrance.

10.4.4 New private means of access that will provide a new access for maintenance of the mitigation area on the western boundary of Lancaster & Morecambe College playing fields.

- 10.4.5 New private means of access that will connect Lancaster & Morecambe College's playing fields to the College main campus. The playing fields will be severed from the College main campus by the Classified Road.
- 10.4.6 New private means of access that 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.
- 10.4.7 New private means of access that will give access from Barley Cop Lane to the proposed open space to the south of Barley Cop Lane and does not replace an existing access.
- 10.4.8 New private means of access on the northern boundary of the B5321 Lancaster Road that 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 and proposed open space. It will replace the stopped up field access from the B5321 Lancaster Road within the boundary of the Classified Road.
- 10.4.9 New private means of access on the western boundary of Powder House Lane that 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 east of its junction with the B5321 Lancaster Road/Torrisholme Road.

- 10.4.10 New private means of access on the southwest boundary of the proposed diversion of Powder House Lane that will give maintenance access for Lancashire County Council and pedestrian access to the proposed open space and does not replace an existing access.
- 10.4.11 New private means of access on the northern boundary of the proposed diversion of Powder House Lane that 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.
- 10.4.12 New private means of access on the north boundary of the proposed diversion of Powder House Lane B5321 Lancaster Road that 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.
- 10.4.13 New private means of access on the north boundary of the proposed diversion of Powder House 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.
- 10.4.14 New private means of access on the northern boundary of the proposed diversion of Folly Lane that 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.

- 10.4.15 New private means of access on the northern boundary of the proposed diversion of Folly Lane that 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.
- 10.4.16 New private means of access on the northern boundary of the proposed diversion of Folly Lane that 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 will not replace an existing access.
- 10.4.17 New private means of access on the northern boundary of Barley Cop Lane that will give maintenance access to the mitigation area enclosed by the Classified Road to the north, the Lancaster Canal to the east, Hammerton Hall Lane to the south and Folly Lane to the west and will not replace an existing access.
- 10.4.18 New private means of access at on the east boundary of the improved section of Folly Lane that 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 southwest of the new access.
- 10.4.19 New access parallel to and east of the Lancaster canal that passes under the Classified Road and links fields severed by the Classified Road and will not replace an existing access.
- 10.4.20 New private means of access on the western boundary of the A6 Lancaster Road that will replace the stopped up field access affected by the proposed turning head on the severed section of the A6 Lancaster Road south of the Classified Road.

- 10.4.21 New private means of access on the western boundary of the A6 Lancaster Road that 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 north of the property known as Geiranger.
- 10.4.22 New private means of access that 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.
- 10.4.23 New private means of access on the western boundary of the improved A6 Lancaster Road that 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. It will replace the stopped up access on the western boundary of the A6 Lancaster Road north of the known as Geiranger.
- 10.4.24 New private means of access over the Classified Road on Beaumont Gate Occupation Bridge that will connect farmland severed by the Classified Road and will not replace an existing access. The diversion of footpath SH7 will also use this occupation bridge.
- 10.4.25 New private means of access on the western boundary of the improved Green Lane that will give maintenance access to the mitigation area to the west of Green Lane and south of the Classified and will not replace an existing access.

- 10.4.26 New private means of access 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 will not replace an existing access.
- 10.4.27 New private means of access on the western boundary of Green Lane that will replace the stopped up field access within the boundary of the Classified Road south of the new access.
- 10.4.28 New private means of access on the western boundary of the improved section of the realignment of Kellet Lane that 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 will not replace an existing access.
- 10.4.29 New private means of access on the western boundary of the improved section of the realignment of Kellet Lane that will give access for maintenance to the mitigation area between the Classified Road and the proposed bridleway connection to Kellet Lane and will not replace an existing access.
- 10.4.30 New private means of access on the western boundary of the improved section of the realignment of Kellet Lane that 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 south of the new access.
- 10.4.31 New private means of access on the northern boundary of Foundry Lane that will replace the stopped up field access affected by the proposed northbound merge sliproad.

10.4.32 New private means of access on the western boundary of the proposed link between the Classified Road and 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 west of the centreline of the M6 Motorway.

10.4.33 New private means of access on the northern boundary of the improved A683 Caton Road that will provide maintenance access to the mitigation area to the north of the A683 Caton Road and west of the Classified Road and will not replace an existing access.

10.4.34 New private means of access on the southern boundary of the improved A683 Lancaster Road 334 that will replace the stopped up field access west of the new access and affected by the improvements to the A683 Lancaster Road.

10.4.35 New private means of access on the southern boundary of the improved A683 Lancaster Road that will replace the stopped up accesses west of the new access and affected by the improvements to the A683 Lancaster Road.

10.4.36 New private means of access on the southern boundary of the improved A683 Caton Road that will replace the stopped up field 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.

10.4.37 New private means of access on the northern boundary of the proposed access to the M6 J34 Park and Ride and Croskells Farm that 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.

10.4.38 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 that 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 will not replace an existing access.

10.4.39 New private means of access that 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.

10.4.40 New private means of access on the proposed new access replacing the stopped up section of Grimeshaw Lane that 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.

10.4.41 New private means of access on Moor Lane that 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.

10.4.42 New private means of access on the south side of Grimeshaw Lane that 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.

10.4.43 New private means of access that 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.

10.4.44 New private means of access on the north side of the proposed access replacing the stopped up section of Ridge Lane that 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.

#### 10.5 Private Means of Access to be Stopped Up

10.5.1 Access to DCL Transport Limited on the north boundary of Northgate. 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.

10.5.2 Part of access track to land bordered by Hadrian Road Housing Estate, A683 Lancaster Morecambe Bypass and Lancaster to Morecambe Cycleway. 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 (footpath and cycleway) replacing the stopped up section of the Lancaster Morecambe Cycleway.

10.5.3 Access to McDonalds Restaurant from a point on the north boundary of Hadrian Road. 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.

- 10.5.4 Two accesses to grazing land on the southern boundary of Barley Cop Lane. These 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.
- 10.5.5 Access to pastureland on the northern boundary of Barley Cop Lane. This will be replaced by a new private means of access from the B5321 Lancaster Road.
- 10.5.6 Access to pastureland on the northern boundary of Barley Cop Lane. This will be replaced by a new private means of access on the western boundary of Powder House Lane north of the tie-in of the proposed diversion of Powder House Lane with Powder House Lane.
- 10.5.7 Access to pastureland on the eastern boundary of Powder House Lane. This will be replaced by a new access on the northern boundary of the proposed diversion of Powder House Lane.
- 10.5.8 Two accesses to pastureland on the northern and western boundary of Folly. These accesses will be replaced with a new access on the northern boundary of the proposed diversion of Folly.
- 10.5.9 Access to pastureland on the eastern boundary of Folly Lane. This will be replaced with a new access on the eastern boundary of the improved section of Folly north of the Classified Road.
- 10.5.10 Access to pastureland on the western boundary of the A6 Lancaster Road south of its junction with Turnpike Fold. 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 north of the stopped up access.

10.5.11 Access to pastureland on the western boundary of the A6 Lancaster Road north of the property known as Geiranger. 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 immediately north 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.

10.5.12 Access to pastureland on the western boundary of the A6 Lancaster Road south of the property known as Morlich. 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.

10.5.13 Access to pastureland on the eastern boundary of the A6 Lancaster Road south of the property known as Morlich. 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 to the north of the stopped up access.

10.5.14 Access to pastureland on the eastern boundary of the A6 Lancaster Road north 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 as access will be available within the affected farm.

- 10.5.15 Access to pastureland on the west boundary of Green Lane south of Howgill Brook. This field access is within the boundary of the Classified Road and will be replaced by a new field access to the north of the stopped up field access.
- 10.5.16 Access to pastureland on the west boundary of Kellet Lane. This field access is within the boundary of the Classified Road and is being replaced by a new field to the north of the Classified Road.
- 10.5.17 Access to pastureland on the east boundary of Kellet Lane southwest of its junction with the entrance to Beaumont Grange. 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.
- 10.5.18 Access to pastureland on the east boundary of Kellet Lane southwest of its junction with the entrance to Beaumont Grange. This field access is not being replaced as there is an existing alternative access to the north.
- 10.5.19 Access to manège and paddocks on the north boundary of Foundry Lane west of the M6 Motorway. This access is affected by the proposed northbound merge sliproad and will be replaced by a new access west of the stopped up access opposite the entrance to the property known as Shefferlands.
- 10.5.20 Access to pastureland on the southern boundary of Foundry Lane west of the centreline of the M6 Motorway. 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.

10.5.21 Access to pastureland on the northern boundary of Halton Road west of the M6 Motorway. This field access is affected by the proposed link from Halton Road to the Classified Road and will be replaced with a new access for maintenance of the landscape area bounded by the proposed link between the Classified Road and Halton Road, Halton Road and the Classified Road.

10.5.22 Two accesses to pastureland on the northern boundary of the A683 Caton Road west of the centreline of the M6 Motorway and south of the existing northbound merge and diverge slip roads. These field accesses are within the boundary of the Classified Road and are not being replaced by a new access. A new access for the maintenance of the landscape mitigation area replacing this pastureland and the existing northbound merge and diverge slip roads will be provided on the northern boundary of the A683 Caton Road west of the Classified Road.

10.5.23 Access to pastureland on the northern boundary of the A683 Caton Road west of the centreline of the M6 Motorway. 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.

10.5.24 Access to pastureland on the northern boundary of the A683 Caton Road east of the centreline of the M6 Motorway. 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.

- 10.5.25 Access to pastureland on the southern boundary of the A683 Lancaster Road east of the centreline of the M6 Motorway. This 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 to the east.
- 10.5.26 Two accesses one to pastureland and one to a field access track on the southern boundary of the A683 Lancaster Road east of the centreline of the M6 Motorway. These field accesses are 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. They will be replaced by a new access to the east.
- 10.5.27 Access to pastureland on the southern boundary of the A683 Caton Road east of the centreline of the M6 Motorway. This field access to land bounded by the A683 Caton Road, the M6 motorway and the existing southbound diverge slip road 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 to the west.
- 10.5.28 Access to the property known as Croskells Farm on the south boundary of the A683 Caton Road west of the centreline of the M6 Motorway. This will be replaced with a new private means of access to the northern boundary of the proposed access to the M6 J34 Park and Ride and Croskells Farm.

10.5.29 Access to the properties known as Cottams Farm and Woodend on the south boundary of the A683 Caton Road west of the centreline of the M6 Motorway. 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

10.5.30 Part of the access track known as Grimeshaw Lane from its junction with Moor Lane and Ridge Lane across the M6 Motorway on Grimeshaw Lane Bridge and along the eastern boundary of the M6 Motorway. This is affected by the proposed works on the M6 Motorway including the connection of a new southbound on slip road and the provision of a continuous hardshoulder on the northbound carriageway. It will be replaced with a new private means of access between the start and end of the stopped up section and across the proposed replacement Grimeshaw Lane Bridge.

10.5.31 Access track to the property known as Moor Side from its junction with Grimeshaw Lane east of the centreline of the M6 Motorway. This is affected by the stopping up of part of Grimeshaw Lane and will be replaced with a new private means of access on the southern boundary of the proposed new access replacing the stopped up section of Grimeshaw Lane.

10.5.32 Access to pastureland on the southern boundary of Grimeshaw Lane west of the centreline of the M6 Motorway. This is affected by the stopping up of part of Grimeshaw Lane and will be replaced with a new private means of access on the eastern boundary of Moor Lane.

- 10.5.33 Part of access track known as Moor Lane southwards from its junction with Ridge Lane and Grimeshaw Lane. This is affected by the proposed works on the M6 Motorway including the provision of a continuous hardshoulder on the northbound carriageway. This will be replaced with a new length of access track.
- 10.5.34 Part of access track known as Ridge Lane from its junction with Grimeshaw Lane and Moor Lane. This is affected by the proposed works on the M6 Motorway including the provision of a continuous hardshoulder on the northbound carriageway. This will be replaced with a new length of access track.
- 10.5.35 Part of field access track for Cuckoo Farm on the northern boundary of Ridge Lane southwest of the centreline of the M6 Motorway. This is affected by the stopping up of part of Ridge Lane and will be replaced with a new private means of access on the northern boundary of the proposed new access replacing the stopped up section of Ridge Lane.

## **11 The effect of the Section 106 Scheme**

- 11.1 The bridge to be constructed (Folly Canal Bridge) subject to the Section 106 Scheme will carry the new classified road across the Lancaster Canal. The main supporting arch spans 20.37m at a skew of 11 degrees to the link and is supported on piled foundations. The bridge will be 36.0m wide overall. Headway above normal water level (as controlled by the overflow weir at Skerton Basin, to north of the Lune Aqueduct measured at 21.06m above Ordnance Datum, December 2008) will vary over the width of the canal. A minimum headway of 2.7m will be provided adjacent to the east bank rising to a maximum of 5.01m at midspan of the arch. A minimum clear navigable waterway of 12.1m will be provided at the location of the bridge.

11.2 There will be a 2.5 metre wide raised verge on the north west of the Bridge and a 3.5 metre wide combined footway and cycleway on the south-east side of the Bridge.

11.3 The Council's proposals have been the subject of lengthy discussions with British Waterways who have confirmed that they have no objections to the proposals.

## **12 The effect of the Connecting Roads Scheme**

12.1 The Scheme will comprise of:-

12.1.1 A new road to connect the northbound carriageway of the M6 Motorway with a roundabout to be constructed as part of Phase 2 of the Heysham to M6 Link Road.

12.1.2 A new road to connect the northbound carriageway of the M6 Motorway to a proposed link road between the 34 Park & Ride site which is to be provided west of the motorway and the A693 Caton Road.

12.1.3 A new road to connect the southbound carriageway of the M6 Motorway to the A683 Caton/Lancaster Road.

12.1.4 A new road to connect the A683 Caton/Lancaster Road to the southbound carriageway of the M6 Motorway.

12.2 The new M6 Junction 34 will incorporate signalised junctions, west and east of the M6 motorway. The M6 northbound exit slip road will connect with the signalised crossroads at Caton Road west of the M6 via a short section of county road between Caton Road and the signalised exit from the Park and Ride site. The M6 southbound exit and entry slip roads will connect with Caton Road at a signalised "T" junction east of the M6.

12.3 The new roads will be open to use by traffic of Classes I and II of the classes of traffic set out in Schedule 4 of the 1980 Act.

### **13 The effect of the Transfer of Highway Order**

13.1 The highways to be transferred comprise the following:-

13.1.1 A new road to connect the northbound carriageway of the M6 Motorway with a roundabout to be constructed as part of Phase 2 of the Heysham to M6 Link Road.

13.1.2 A new road to connect the northbound carriageway of the M6 Motorway to a proposed link road between the 34 Park & Ride site which is to be provided west of the motorway and the A693 Caton Road.

13.1.3 A new road to connect the southbound carriageway of the M6 Motorway to the A683 Caton/Lancaster Road.

13.1.4 A new road to connect the A683 Caton/Lancaster Road to the southbound carriageway of the M6 Motorway.

13.2 The new M6 Junction 34 will incorporate signalised junctions, west and east of the M6 motorway. The M6 northbound exit slip road will connect with the signalised crossroads at Caton Road west of the M6 via a short section of county road between Caton Road and the signalised exit from the Park and Ride site. The M6 southbound exit and entry slip roads will connect with Caton Road at a signalised "T" junction east of the M6.

### **14 Objectors**

14.1 Letters were received from a total of 19 Statutory Objections, although Slyne with Hest Parish Council has already withdrawn. Letters were also received from 463 Non-Statutory Objections, many covering issues which were debated at length at the Planning Inquiry.

14.2 Objections from statutory undertakers

- 14.2.1 Of the Statutory Objections there are four from Statutory Undertakers because of the effect on their apparatus. These objections are from Network Rail, United Utilities (Water), O2 and National Grid (Gas).
- 14.2.2 Network Rail Infrastructure Limited own Plots 86 to 90 which comprise land adjoining and over the West Coast Main Line. Network Rail has objected to the CPO on the basis that operational railway land will be adversely affected but has confirmed that it is its intention to enter into an agreement with the Council to enable it to withdraw its objection. A draft agreement is under discussion with the majority of items agreed. As well as requiring the acquisition of a small area of land the Council is seeking to enter into an oversail agreement with Network Rail in relation to Plots 87, 88 and 90. Network Rail has appointed a surveyor to agree compensation and working arrangements and negotiations are taking place.
- 14.2.3 United Utilities (Water) own Plots 51 and 52. United Utilities (Water) have formally objected to the CPO as it will affect land which it owns and operates in connection with its statutory functions as a water undertaker. The land required for the Scheme is part of the grounds on which stands a meter house. Discussions have taken place with United Utilities Water plc to seek to minimise disturbance to the use of the meter house. Agreement is being sought with United Utilities (Water) which will enable it to withdraw its objection.
- 14.2.4 O2 have a telecommunications mast on Plot 168 which is required for the Scheme. O2 have objected to the Scheme on the basis that the objection will be withdrawn if a suitable undertaking is given by LCC to accommodate its continued requirements to provide the level of mobile phone service and coverage already enjoyed by the general public at this location

14.2.5 The County Council has offered O2 an alternative site near the current site of one of the Vodafone masts on Plot 179. Plots 168 and 179 are adjacent to the M6 and only divided by the Caton Road. O2 and Vodafone have entered into a national site sharing agreement and are investigating site rationalisation. O2 is investigating the technical possibilities of the proposed new site. O2 is discussing with Vodafone whether this will be a joint site and with Hutchinson 3G UK Limited whether it wants to have an antenna on the possible new joint O2 and Vodafone mast.

14.2.6 National Grid (Gas) have an interest in Plots 203 and 204 which is land required for the Scheme. National Grid (Gas) has objected to the CPO and an agreement giving assurances that the safety and safe operation of its apparatus and interests will be maintained is in preparation. Negotiations and discussions have been held with National Grid (Gas) pipelines over a number of years as the Scheme has been developed to ensure that its pipelines and other apparatus are protected.

### 14.3 Other Statutory Objectors

14.3.1 There are four objections from businesses; these are from ATS (tyre and exhaust fitting) because of the effect on their access; Holiday Inn because of the effect on their access, loss of valuable land and loss of trade during construction; McDonalds because of concerns over their car park and ease of deliveries and Broadoak Leisure Buildings (firm based on Torrisholme Road) which is a general objection to the Scheme.

14.3.2 ATS, trading as ATS Euromaster Limited, owns Plot 2, which is land required for the Scheme. ATS has objected to the Scheme because the construction of the road would widen Northgate into a major link and necessitate taking part of the frontage to the property, which would have an adverse effect on the business, making access to the premises more difficult for customers. In addition ATS claim there will be a significant adverse impact on business during the construction phase. There is also a more general objection to the route chosen and the effectiveness of the Scheme. The owner's agent had already been contacted to open negotiations. Plot 2 is required for the construction of the Scheme. The Acquiring Authority has proposed the acquisition of land at Plot 2 could be reduced from 55 square metres to 19 square metres with the additional 36 square metres to be utilised during construction under an essential licence for working space to widen the highway, which would then be returned to the owner. In order to minimise disruption as much as possible during the construction phase, the Council would liaise closely with ATS and access would be maintained during construction.

14.3.3 Plots 158 to 162 form part of the grounds to the Holiday Inn Hotel which is land required for the Scheme. The owner, HI (Lancaster) Limited, has objected to the CPO due to the possible detrimental effects of the Road Scheme on its interests both during construction and on completion. The managing agent for the owner, Realstar, is dealing with the objection. Realstar has confirmed that it has no objection in principle to the Scheme and if the Council can address its concerns it would have no problem in withdrawing its objection. Realstar has appointed a surveyor to deal with the compensation aspects of the land acquisition. An initial site meeting was held on 5 February 2010. The County Council will produce evidence to show how noise and disturbance will be kept to a minimum during construction. Compensation provisions for injurious affection are available where a claim is properly made out.

14.3.4 Plots 33 to 35 are owned and occupied by McDonalds Restaurants Limited which is land required for the Scheme to facilitate the construction of the proposed signal controlled junction on Morecambe Road. McDonalds has objected to the Road Scheme. McDonalds is prepared in principle to work with LCC to agree a design and methodology for the Scheme to ensure that the business is safeguarded. The County Council's proposals for the Scheme will alter the current access arrangements to the McDonalds restaurant site and there are proposals for alternative circulation and car parking arrangements. On 28 August 2009 these proposals were sent to Montagu Evans on behalf of McDonalds for consideration. No reply was received. A meeting to discuss and try and address McDonald's concerns was held on 18 February 2010.

- 14.3.5 The Council already owns the freehold to Plots 53 and 58. The Plots are currently subject to a lease granted to Broadoak Leisure Buildings, which was outside the protection of the Landlord and Tenant Act 1954 at the time the CPO was advertised. One of the Directors of Broadoak Leisure Buildings has objected to the CPO by submitting one of the standard letters of objection with no specific reference to his own tenancy. The tenant has found alternative premises for part of his business and has refused the offer of a further year's tenancy until the beginning of 2011, for the whole site. Therefore a new lease, also outside the protection of the Landlord and Tenant Act 1954, has been entered into to enable the tenant to vacate part of the site as soon as he wishes and which will enable the Council to take possession of the remainder of the site (or all of the site if necessary) at an appropriate time to enable construction of the Scheme to go ahead.
- 14.4 Three statutory objections are from people who rent land for pony paddocks because of the potential loss of the pony paddocks.

- 14.4.1 The owners of Plots 61-63, which is pasture and grazing land that is required for the Scheme, have appointed a surveyor and solicitor to negotiate the sale of their land. The land is primarily to be used for landscape mitigation and exchange land. The three reputed tenants at the time the CPO was advertised have only short term grazing licences with no security of tenure. All three tenants have objected to the CPO because of the loss of grazing land. In addition Major Parsonage has mentioned possible inconvenience in accessing the remainder of the paddock; inconvenience during construction and change of outlook from rural to urban. Mrs Owen has also set out concerns regarding her house at 23 Russell Drive including noise, light, car pollution, possible flooding and loss of agricultural land behind her house. A response offering a meeting to address their concerns has been made.
- 14.5 Four statutory objections are from residents; one of which is because of the impact on his garden; another, a different person from the same address, as a general objection and two others which are a general objection to the Scheme.

- 14.5.1 The owner of Plot 125, which is land required for the Scheme, owns Beaumont Grange. Beaumont Grange, together with all the properties being part of the Slyne Woods Management Company Limited, namely 1 to 8 Slynewoods, The Coach House and the farm buildings behind Slynewoods also have rights relating to a water supply, including rights of access, entry and use of a private water pipe in land which is being acquired for the Road Scheme. An initial meeting has been held with representatives of the Slyne Woods Management Company Limited and the owner of Beaumont Grange and the Council is investigating the various options for ensuring the continuation of the water supply. The owners of 1 Slynewoods and 6 Slynewood have submitted a general objection concerning the choice of route. A reply to the owner of 6 Slynewoods objection has been sent which addresses their general objection. The Council will also provide an up-date consideration for the continuation of the water supply.
- 14.5.2 Plot 38 is part of the garden of 16 Hyndburn Close which is owned by Mr Andrew Pickup. The property is occupied by Mr Pickup's father, who has also objected to the scheme on general grounds. A reply has been sent to Mr Pickup's father which addresses his general objection. The owner has been approached to open negotiations for the acquisition of his interest in the 122 square metres of land required for the Road Scheme and has appointed a surveyor and solicitor. An internal inspection of 16 Hyndburn Close is being arranged with the owner's surveyor to assess what compensation can be offered.
- 14.6 Statutory objections have also been received from Morecambe Town Council, Lancaster and Morecambe College and Torrisholme Cricket and Social Club.

- 14.6.1 Following an extraordinary meeting of the Town Council on 8 December 2009, a motion was proposed by one their council members and passed. The motion confirmed that Morecambe Town Council objected on the grounds of inconvenience caused to the general public, loss of amenities and environmental damage, which will adversely affect residents, flora and fauna. An offer has been made to Morecambe Town Council on several occasions by County Council officers to attend a meeting to discuss the Scheme and address their concerns. So far no response has been received from Morecambe Town Council.
- 14.6.2 Plots 42 to 48 are owned and occupied by Lancaster and Morecambe College, which is land required for the Scheme. Whilst the College does not object to the Link Road in principle it has objected to the CPO on the basis that contact with the Council to date has been inadequate and there has been insufficient discussion regarding mitigation measures and protection for the College.
- 14.6.3 At the public inquiry into the planning application in 2007, the County Council entered into a Unilateral Undertaking pursuant to section 106 of the Town and Country Planning Act 1990 to carry out works at Lancaster and Morecambe College with a view to mitigating the effects of the Scheme on the College. Three of the College's playing fields which are located to the northwest of the campus will be affected by the Scheme. These playing fields will be separated from the main campus by the new road but an underpass beneath the Classified Road will be constructed to maintain access.

14.6.4 The Scheme will also take part of the land currently used for playing fields but the pitches themselves can be retained by re-orientating them and improving their drainage. The County Council in the Unilateral Undertaking agreed to relay the three playing fields on the new orientation in advance of works starting on the link road in order to minimise disturbance to the College. Subsequently the College decided that rather than having its pitches relayed it would prefer to accept compensation (assessed on the basis of the work which would have been done to relay the pitches) which it would put to a scheme to install an all weather pitch on the current rugby pitch. The County Council has confirmed its agreement to this proposal in principle and the College is seeking the agreement of Sport England to it. Sport England which withdrew its objection to the planning application on the basis of the original unilateral undertaking to relay the pitches. Updated information will be provided to the inquiry

14.6.5 The College has additional playing fields one of which lies to the southwest of the campus and which, whilst not directly affected by the Road Scheme, has already had its drainage and playing surface improved by the County Council. The County Council has handed back the improved playing field to the College so that it would be able to be used to its maximum potential whilst the proposed works to the three other playing pitches in the summer of 2010 were carried out. In view of the alternative proposal outlined above these works to the three pitches are not now to be carried out this summer.

14.6.6 The County Council is also in negotiation with the College and its agent concerning noise mitigation measures, car parking and landscaping as well as in relation to the acquisition of the College's land interests required for the Road Scheme. If agreement can be reached some of the areas required for landscape mitigation measures might be able to be removed from the CPO provided an essential licence and future maintenance access can be agreed.

14.6.7 Torrisholme Cricket and Social Club has an interest in Plot 61, which is land required for the Scheme, in respect of a Restriction as detailed in registered title LAN71447 and service easements for the benefit of the Club. A response to the objection has been sent to the Club and the County Council has expressed the hope that the objection can be resolved. The County Council has also asked for details of the service easements so that arrangements can be made to ensure that the Club experiences no interruption in the supply of services to its property.

#### 14.7 Summary

14.7.1 Discussions are therefore being held with representatives of all the Statutory Objectors. The County Council will continue to seek to reach agreement with all the Statutory Undertakers and Statutory Objectors, but it is likely that not all the Statutory Objections will be withdrawn before the Orders Inquiry.

14.7.2 Therefore it is likely that not all the Statutory Objections will be withdrawn before the Orders Inquiry. The Acquiring Authority will produce evidence to show that the land take required for the Scheme is as contained in the CPO.

#### 14.8 Non statutory objections

- 14.8.1 Many of the non statutory objections raise issues which were addressed at the planning inquiry into the scheme and the nature of those objections are summarised below. Three raised more specific issues.
- 14.8.2 The general objections, often in standard format letters, raise the following issues:-
- 14.8.3 The scheme will increase CO2 emissions, conflicting with international policy.
- 14.8.4 Lancashire County Council has not assessed other routes sufficiently.
- 14.8.5 The area's congestion will increase considerably, not decrease.
- 14.8.6 Alternative measures to address local traffic problems have never been presented officially or put out for local consultation.
- 14.8.7 A new road has been the only option advanced by the County Council.
- 14.8.8 These are all felt to be matters which were addressed at the public inquiry into the planning application and where relevant will be covered in the in the acquiring Authority's general evidence setting out the background to the scheme and its planning status.
- 14.8.9 Transport Solutions for Lancaster and Morecambe has claimed that the River Lune is navigable at the site of the proposed Lune Lower Bridge and therefore they say the Council should have published and submitted for confirmation a Scheme under the Section 106 of the Highways Act 1980 for it. Lancashire County Council does not accept that there are any rights of navigation on the River Lune at the site of the proposed Lune Lower Bridge.

14.8.10 Extensive investigations have been made concerning the definition of navigable waters both in general terms and in relation to this particular stretch of the River Lune. A meeting was held with the Trustees and Secretary of Lansil Sports and Social Club and the Chairman of the Lansil Angling Club, who is also the member representing fishing on Lansil Sports and Social Club Committee. Lansil Sports and Social Club has indicated that the stretch of the River Lune in its control is not a navigable water. The Club has agreed the use of the water by various rowing clubs, etc and the terms and conditions for use of the water are controlled by the Club; there is no general right of navigation.

14.8.11 The Bridleways Society has objected due to the effect on two existing Bridleways, which are disrupted by the construction of the Scheme. The County Council proposes to provide a new Bridleway to the south of the Scheme running from Halton Road to Green Lane and will continue negotiations to see if any agreement can be reached with these objectors.

14.8.12 The Ramblers Association have objected as they are requesting alterations to the Footpath provision; the County Council is considering these objections in detail and will continue negotiations to see whether the objections can be met.

## **15 Supporters**

15.1 Fourteen letters of support were received. Long term support for the Scheme has historically come from:-

15.1.1 Lancaster and Wyre MP – Ben Wallace

15.1.2 Lancashire County Councillors

15.1.3 Lancaster City Councillors

15.1.4 Heysham Port Limited

15.1.5 Lancaster and District Chamber of Commerce and Industry

15.1.6 Lancaster and Morecambe Vision Board

15.1.7 Carnforth Chamber of Trade

15.1.8 Carnforth Town Council

## **16 Human Rights**

16.1 The Human Rights Act 1998 incorporated the European Convention on Human Rights (the "Convention") into domestic law; the aim of which is to protect the rights of the individual. In resolving to make these Order, the Council has carefully considered the rights of property owners under the Convention against the wider public interest.

16.2 The articles of the Convention which are of importance in circumstances where the Council is considering making a CPO are:

### 16.2.1 Article 1 of the First Protocol to the Convention

16.2.2 This protects the right of everyone to the peaceful enjoyment of possessions. No one can be deprived of possessions except in the public interest and subject to the relevant national and international laws.

### 16.2.3 Article 6

16.2.4 This entitles those affected by the Scheme to a fair and public hearing.

### 16.2.5 Article 8

16.2.6 This protects private and family life, home and correspondence. No public authority can interfere with these interests except if it is in accordance with the law and is necessary in the interest of national security, public safety or the economic well-being of the country.

- 16.2.7 The approach to be taken to give effect to rights under the Convention is also reflected in paragraph 17 of ODPM Circular 06/2004, which states:
- 16.2.8 “A Compulsory Purchase Order should only be made where there is a compelling case in the public interest. An acquiring authority should be sure that the purposes for which it is making a Compulsory Purchase Order sufficiently justify interfering with the human rights of those with an interest in the land affected, having regard, in particular to the provisions of Article 1 of the First Protocol to the European Convention on Human Rights and, in the case of a dwelling, Article 8 of the Convention.”
- 16.2.9 The European Court of Human Rights has recognised in the context of Article 1 that "regard must be had to the fair balance that has to be struck between competing interests of the individual and of the community as a whole". Both public and private interests are to be taken into account in the exercise of the Council's powers and duties as a local planning authority. Any interference with a Convention right must be necessary and proportionate.
- 16.3 The Council considers that there is no practical alternative means of achieving the aims set out in the preceding sections of this statement without some interference with human rights and that, in light of the public benefit which would arise from the implementation of the Scheme, compulsory acquisition in this case is therefore a necessary and proportionate measure in the public interest. The Scheme has been designed to minimise interference with the peaceful enjoyment of a person's land and possessions under article 1 of the First Protocol of the Human Rights Act 1998 and to the right to family life under Article 8.

- 16.4 The Acquiring Authority consider that the public benefit in promoting the Road Scheme for the benefit of the people of the area outweighs the harm caused by the use of compulsory purchase powers to acquire third party land for the Scheme. The Council has therefore concluded that it would be appropriate to make the Orders and Schemes.
- 16.5 In addition to the publicity and consultation on the planning application for the Scheme and ensuing public inquiry, all the known owners and occupiers of land within the Order Land have been contacted regarding the Scheme. In processing the Order and other related Orders, the Acquiring Authority has complied with all relevant legislation and regulations which provide an opportunity for those affected to object to the Orders and have their representations considered at a public inquiry. The land to be acquired for the Scheme has been kept to a minimum. The public interest can only be safeguarded by the acquisition of this land and it is considered that such acquisition would not place a disproportionate burden on the affected land owners. In addition, the Scheme already has the benefit of various planning permissions the grant of which involved the weighing all material planning considerations including the public benefit of pursuing the Road Scheme against any disruption and interference that would be caused to individual rights.
- 16.6 Those parties, whose interests are acquired under the Order, or who suffer injurious affection, will be able to claim compensation under the relevant provisions of the Compensation Code.

16.7 Because of changes to the design of the link road it will be necessary to prepare a supplementary Compulsory Purchase Order and a supplementary Side Road Order. Approval will be sought in order that the Cabinet Member for Highways and Transport authorises the making of these Orders and that all necessary steps are taken to secure the making, confirmation and implementation of the Orders and Schemes including the publication of all notices and the presentation of the Council's case at any Public Inquiry.

## **17 Summary**

17.1 The Planning Inquiry Report to the Secretary of State for Communities and Local Government, which led to the granting of Planning permission for the A683 Completion of Heysham to M6 Link Road in February 2008, was submitted by the Planning Inspector Mr C J Tipping in November 2007.

17.2 The report concluded in paragraph 8.3.4 'if a new road completing the Heysham to M6 link is to be built on a northern alignment, it must essentially follow the route currently promoted by LCC.' The Inspector was convinced the route promoted by the County Council is essentially on the right alignment.

17.3 In paragraph 8.3.11 'If the admitted congestion problems of Lancaster and the Morecambe/Heysham peninsula are to be addressed by building a new road to link Heysham directly with the M6, the only viable and therefore by definition the most appropriate and sustainable alignment is that promoted by LCC.' The Inspector was convinced the route promoted by the County Council is in the best general location.

- 17.4 In paragraph 8.3.26 'I conclude that the objectives of the Scheme cannot be met by alternative measures and that a new road is accordingly required.' The Inspector was convinced the solution promoted by the County Council was correct.
- 17.5 In paragraph 8.12.4 'in respect of a number of impacts, including noise and air quality, the adverse impact on some receptors near the proposed route would be offset or more than offset by benefits for others'. The Inspector was convinced the Scheme is in the public interest.
- 17.6 The County Council will produce evidence at the Inquiry to show that the findings of the Secretary of State in granting planning permission for the Scheme remain valid, that the Scheme remains the appropriate solution to the transport problems identified in Section 3 above and that it should be supported and allowed to go ahead by confirmation of the Orders.

## **18 Contact Details for Further Information**

- 18.1 Interested parties affected by the Orders who wish to discuss matters with the Council should contact Steven McCreesh by one of the following means:
- 18.1.1 by telephone on 01772 534690;
- 18.1.2 by e-mail to [steven.mccreesh@lancashire.gov.uk](mailto:steven.mccreesh@lancashire.gov.uk);
- 18.1.3 by post to Lancashire County Council, Environment Directorate, Highways and Environmental Management, Winckley House, Cross Street, Preston PR1 3LT marked for the attention of Steven McCreesh.

## **19 Appendices to Statement of Case**

### **Extracts from:**

- 19.1 Lancaster Transportation Study, Preliminary Report May 1992. Extract covers Conventional Rail and Light Rapid Transit.

- 19.2 Design Manual for Roads and Bridges, Volume 11, Section 3, Part 5. Landscape Effects.
- 19.3 Report to the Secretary of State for Communities and Local Government. Extract covers the Inspectors conclusions with regard to the Scheme.
- 19.4 Joint Lancashire Structure Plan 2001 – 2016. Extract covers the inclusion of the Scheme as a proposed improvement to the Strategic Road Network.
- 19.5 Lancaster District Local Plan. Extract covers the inclusion of the Scheme as part of the Lancaster District Local Plan.
- 19.6 Lancaster District Local Development Framework – Adopted Core Strategy 2003 – 2021. Extract covers the inclusion of the Scheme as part of the Lancaster District Local Development Framework – Adopted Core Strategy 2003 – 2021.
- 19.7 Regional Spatial Strategy to 2021. Extract covers the inclusion of the Scheme as part of the Regional Spatial Strategy to 2021 and the inclusion of the Port of Heysham in Policy RT 6.
- 19.8 Examination in Public into the Regional Spatial Strategy. Extract shows that the Panel that heard the Examination in Public into the Regional Spatial Strategy supported the idea of the Scheme and the inclusion of the Port of Heysham in Policy RT 6.
- 19.9 Northwest Regional Economic Strategy 2006. Extract covers the inclusion of the Scheme as part of the Northwest Regional Economic Strategy 2006.
- 19.10 The Conservation (Natural Habitats Ec.) Regulations 1994. Extract covers the granting of licences and the general provisions for protection of European sites.
- 19.11 Department for Transport, Transport Analysis Guidance (TAG) Unit 3.3.7/3.3.8. The Landscape and the Townscape Sub-Objectives.

- 19.12 Statutory Objections to the orders and schemes.
- 19.13 Replies currently completed to Statutory Objections to the orders and schemes.
- 20 Documents which the Council will refer to or put in evidence at the Inquiry (available for inspection)**
- 20.1 Objections to the orders and schemes
- 20.2 Highways Act (1980) (Sections 14, 18, 239, 240, 246, 250 and 260)
- 20.3 Road Traffic Regulation Act 1984 (Section 40)
- 20.4 Acquisition of Land Act 1981 (Section 28)
- 20.5 Water Resources Act 1991 (Section 109)
- 20.6 Code of Practice for Works affecting British Waterways
- 20.7 M6 Heysham Link Flood Risk Assessment (Issue 3)
- 20.8 Technical Note 5 (Tide Locking)
- 20.9 Technical Note 6 (Revised Pier Configuration and Span Blockage)
- 20.10 Completion of Heysham to M6 Link Planning Application December 2005  
Environmental Statement Volume 1 – Part A Report
- 20.11 Completion of Heysham to M6 Link Planning Application December 2005  
Environmental Statement Volume 1 – Part B Figures
- 20.12 Completion of Heysham to M6 Link Planning Application December 2005  
Environmental Statement Volume 1 – Part C Environmental Impact Tables
- 20.13 Completion of Heysham to M6 Link Planning Application December 2005  
Environmental Statement Volume 1 – Part D Appendices
- 20.14 Completion of Heysham to M6 Link Planning Application December 2005  
Environmental Statement Volume 2 Non-Technical Summary

- 20.15 Completion of Heysham to M6 Link Planning Application December 2005  
Environmental Statement Volume 3 – Technical Assessment Reports Part A:  
General Reports
- 20.16 Completion of Heysham to M6 Link Planning Application December 2005  
Environmental Statement Volume 3 – Technical Assessment Reports Part B:  
Ecology and Nature Species Reports
- 20.17 Completion of Heysham to M6 Link Planning Application December 2005  
Response to Objections and Comments
- 20.18 Completion of Heysham to M6 Link Planning Application December 2005  
Application Documents
- 20.19 Completion of Heysham to M6 Link Statement to Accompany Planning Application
- 20.20 Completion of Heysham to M6 Link Planning Application Plan Drawing No.  
11063/301 Sheet 1 of 3
- 20.21 Completion of Heysham to M6 Link Planning Application Plan Drawing No.  
11063/301 Sheet 2 of 3
- 20.22 Completion of Heysham to M6 Link Planning Application Plan Drawing No.  
11063/301 Sheet 3 of 3
- 20.23 Completion of Heysham to M6 Link Revised Planning Application Plan Drawing  
No. 11063/301 Sheet 1A of 3
- 20.24 Completion of Heysham to M6 Link Revised Planning Application Plan Drawing  
No. 11063/301 Sheet 2A of 3
- 20.25 Completion of Heysham to M6 Link Revised Planning Application Plan Drawing  
No. 11063/301 Sheet 3A of 3

- 20.26 Completion of Heysham to M6 Link Planning Application December 2005 Revised Planning Application Report (September 2006)
- 20.27 Completion of Heysham to M6 Link Revised Planning Application Plan Drawing No. 11063/301 Sheet 1B of 3
- 20.28 Completion of Heysham to M6 Link Revised Planning Application Plan Drawing No. 11063/301 Sheet 2B of 3
- 20.29 Completion of Heysham to M6 Link Revised Planning Application Plan Drawing No. 11063/301 Sheet 3B of 3
- 20.30 Secretary of State Decision including Planning Conditions
- 20.31 Planning Permissions (ref nos 1/08/0821, 1/09/0654 and 1/09/0279)
- 20.32 Report to County Council's Development Control Committee on 1<sup>st</sup> November 2006.
- 20.33 Consultations received in relation to Planning Application
- 20.34 Lancaster Transport Strategy Report (1998)
- 20.35 Local Transport Plan 2006/07–2010/11 Completion of Heysham to M6 Link Major Scheme Business Case at Programme Entry July 2005
- 20.36 Local Transport Plan 2006/07–2010/11 Completion of Heysham to M6 Link Major Scheme Business Case at Programme Entry Annex A, Appraisal Summary Table, Worksheets and Supporting Documentation
- 20.37 Local Transport Plan 2006/07–2010/11 Completion of Heysham to M6 Link Major Scheme Business Case at Programme Entry Annex C, Local Model Validation Report and Forecasting Report
- 20.38 Local Transport Plan 2006–2010 Volume 1: Our Plans
- 20.39 Local Transport Plan 2006–2010 Volume 2: Our Strategy

- 20.40 Lancashire County Council Cabinet Report of the Environment Director  
Determination of Route
- 20.41 Cabinet – 2 September 2004 Report of the Environment Director Appendix A  
Comparison of Schemes
- 20.42 Lancashire County Council Cabinet Report of the Environment Director  
Determination of Route Decision
- 20.43 Government Office for the North West Letter to Lancaster City Council Lancaster  
District Local Plan Concerning Proposed Modifications
- 20.44 Lancashire County Council Reply to Lancaster City Council's Response to  
Planning Application December 2005
- 20.45 Lancashire County Council Development Control Committee Extract of Minutes of  
Meeting November 2006
- 20.46 Network Rail Letter concerning Track Possessions
- 20.47 The Eddington Transport Study
- 20.48 Access and Transport Strategy Development & Appraisal Brief for Technical  
Assistance
- 20.49 North West Regional Freight Strategy
- 20.50 Public Attitudes to the Heysham to M6 Link Road Summary Report Research  
Study Conducted for Lancashire County Council
- 20.51 Calculation of Road Traffic Noise
- 20.52 Extract British Plant Communities Volume 1 Woodlands and Scrubs
- 20.53 Completion of Heysham to M6 Link Economic Impact Report – June 2007
- 20.54 Joint Lancashire Structure Plan – Supplementary Planning Guidance Landscape  
and Heritage

- 20.55 North West Ports Economic Trends and Land Use Study
- 20.56 Port of Heysham Rail Freight Study
- 20.57 Heysham Port Development of Rail Freight Link
- 20.58 Lancaster and Morecambe Vision
- 20.59 Independent Review of the Major Scheme Business Case (by consultants KPMG and Atkins for the Department for Transport)
- 20.60 Lancashire Structure Plan 1991 – 2006 Explanatory Memorandum (Policy 34)
- 20.61 Letter from J.R.Mace (Leader of Lancaster City Council) to Graham Harding (LCC) dated 30<sup>th</sup> June 2007 Re: Public Inquiry : Heysham M6 Link
- 20.62 Letter from J.R.Mace (Leader of Lancaster City Council) to Graham Harding (LCC) dated 30<sup>th</sup> June 2007 Re: Completion of Heysham M6 Link
- 20.63 Lancaster and Morecambe College – Draft Construction Programme
- 20.64 PPS1 Delivering Sustainable Development
- 20.65 BS 5400: Steel Concrete and Composite Bridges. (Parts 1,4,5,10)
- 20.66 BS EN 1317-1-1998 Road restraint systems (Parts 1,2)
- 20.67 Circular Roads No 61/72 Routes for Heavy and High Abnormal Loads
- 20.68 Railway Approved Code of Practice GC/Rc5510: Recommendations for the Design of Bridges (2000) (for full list of other Network Rail Standards, refer to RSSB, Railway Safety and Standards Board)
- 20.69 Addendum to (June 2007) Economic Impact Report
- 20.70 Noise Insulation Regulations 1975
- 20.71 Noise Insulation (Amended Regulation) 1988
- 20.72 British Standard 5228: Part 1 - Code of Practice for noise and vibration control on construction and open sites, Noise, 2009.

- 20.73 British Standard 5228: Part 2 - Code of Practice for noise and vibration control on construction and open sites, Vibration, 2009
- 20.74 980430 Railtrack Roads (E) Letter Bridge Costs
- 20.75 060630 Network Rail Roads (E) Letter Folly Railway Bridge Possessions
- 20.76 The Lancashire County Council (Folly Canal Bridge) Scheme 2009
- 20.77 The Lancashire County Council (Torrisholme to the M6 Link (A683 Completion of Heysham to M6 Link) Classified Road) (Side Roads) Order 2009
- 20.78 The Lancashire County Council (M6 Motorway, Junction 34 Improvements) (Connecting Roads) Scheme 2009
- 20.79 The Lancashire County Council (Torrisholme to the M6 Link (A683 Completion of Heysham to M6 Link Road)) Compulsory Purchase Order 2009
- 20.80 The Lancashire County Council (M6 Motorway, Junction 34 Improvements) (Transfer of Highway) Order 2009
- 20.81 The County Council reserves the right to introduce additional documents as may be relevant and will endeavour to notify all relevant parties of any such documents as soon as possible.