Dishforth to Barton Improvement A1(M) Made Order

The A1 Motorway (Dishforth to Barton Side Roads) Order 2014

August 2014
Contents

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Order

Schedule 13 and 14

The Plan Folio Key

Key Plan

Site Plans 13A, 13B and 14

Note: Site Plans 1 to 12 can be found in ‘The A1 Motorway (Dishforth to Barton Side Roads) Order 2013’ published in November 2013.
DEPARTMENT FOR TRANSPORT

HIGHWAYS ACT 1980

THE A1 MOTORWAY (DISHFORTH TO BARTON SIDE ROADS) ORDER 2014

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 12, 18 and 125 of the Highways Act 1980:

1. (1) The Secretary of State is authorised in relation to the motorway and the connecting roads to carry out the following works:

   (a) improvement of each highway named in a schedule and shown on a plan by cross hatching;

   (b) stopping up of each length of highway described in a schedule and shown on a plan by zebra hatching;

   (c) construction of a new highway along each route whose centre line is shown on a plan by an unbroken black line surrounded by stipple;

   (d) stopping up of each length of private means of access to premises described in a schedule and shown on a plan by a solid black band; and

   (e) provision of a new private means of access to premises along each route or at each location shown on a plan by thin diagonal hatching.

(2) Where a new highway is to be constructed along the same route as a new access, that new highway shall be created subject to the private rights over that new access.

(3) Each new highway is given a reference letter on a plan, which is also placed in a schedule, and will be a road unless the word “footpath” or “bridleway” appears beneath its reference letter in that schedule, in which case it will be a footpath or bridleway (as the case may be). Each new access is given a number on a plan, which is also placed in a schedule.

(4) Where a new highway is to be constructed or a new access is to be provided in connection with the stopping up of a length of highway or private means of access described in a schedule, its reference letter or number (as the case may be) is placed in that schedule opposite the description of that length.

(5) Each plan shows the works indicated in a schedule and has the same number as that schedule, and the route of the motorway and the connecting roads are shown in relation to the works shown on each plan.
2. The Secretary of State is satisfied –

(a) as respects each length of highway the stopping up of which is authorised by this Order, that another reasonably convenient route is available or will be provided before that length is stopped up, and

(b) as respects each length of private means of access the stopping up of which is authorised by this Order, that other reasonably convenient means of access to the relevant premises are available or will be provided before that length is stopped up or that no access to the relevant premises is reasonably required.

3. Each new highway shall be transferred to the North Yorkshire County Council as highway authority with effect from the date on which the Secretary of State notifies them that it has been completed and is open for traffic.

4. Immediately after the transfer of a new highway for which a classification is shown in a schedule opposite the reference letter of that new highway, that highway shall be classified accordingly.

5. Where immediately before a length of highway is stopped up pursuant to this Order there is under, in, on, over, along or across that highway any apparatus of statutory undertakers or telecommunications operators then, subject to section 21 of the Highways Act 1980, those undertakers or telecommunications operators, as the case may be, shall continue to have the same rights as respects that apparatus as they had immediately before the stopping up took place.

6. In this Order:

(1) all measurements of distance are measured along the route of the relevant highway, private means of access to premises or watercourses, as the case may be;

(2) a reference to a numbered article, schedule or plan is a reference to the article of or the schedule to this Order, or to the plan, so numbered; and “a schedule” means a schedule to this Order;

(3)(i) “classified road” as a classification for a new highway means that the highway is not a principal road for the purposes of enactments or instruments which refer to highways classified as principal roads but is a classified road for the purpose of every enactment and instrument which refers to highways classified by the Secretary of State and which does not specifically refer to their classification as principal roads;

(ii) “the connecting roads” means the special roads which the Secretary of State is authorised to provide along the routes described in Schedule 3 to the Scheme;
(iii) “new access” means a private means of access to premises authorised by this Order to be provided;

(iv) “new highway” means a highway authorised by this Order to be constructed;

(v) “the plan” means one of the plans numbered 13A, 13B and 14 and contained in the plan folio numbered HA18/MP/023, marked “The A1 Motorway (Dishforth to Barton Side Roads) Order 2014”, signed by authority of the Secretary of State for Transport and deposited at ODPM-DfT Records Management Branch, Ashdown House, Floor 13 (IMD), Ashdown House, St Leonards on Sea, Hastings, East Sussex TN37 7GA;

(vi) “principal road” as a classification for a new highway means that the highway is a principal road for the purposes of enactments and instruments which refer to highways classified as principal roads and is also classified for the purpose of every other enactment and instrument which refers to highways classified by the Secretary of State;

(vii) “the motorway” means the special road which the Secretary of State is authorised to provide along the route described in Schedule 1 to the Scheme; and

(viii) “the Scheme” means the A1 Motorway (Dishforth to Barton Section and Connecting Roads) Scheme 2008.

7. This Order shall come into force on 15th September 2014 and may be cited as ‘The A1 Motorway (Dishforth to Barton Side Roads) Order 2014’.

Signed by authority of the Secretary of State for Transport

Jeremy Bloom
Divisional Director
Highways Agency

21st July 2014
SCHEDULE 13

Locality: Middleton Tyas

Site Plan Title: Scotch Corner to Kneeton Hall Bridge and other improvements
Site Plans 13A and 13B

Highways to be improved
(See Site Plan 13B)

Kneeton Lane (C46)

Highways to be stopped up
(See Site Plan 13A)

Particulars of new highways
(See Site Plan 13B)

<table>
<thead>
<tr>
<th>Reference letter</th>
<th>Classification</th>
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The A1 Trunk Road northbound entry slip road from its junction with the Scotch Corner roundabout, north eastwards for a distance of 390 metres.

The full extents of Kneeton lay-by from a point 90 metres south of Kneeton Hall Bridge generally southwards for a distance of 270 metres.

The full extents of Kneeton Lane (C46) from a point 40 metres north west of No.4 Kneeton Cottages generally north and north eastwards for a distance of 320 metres.

Bridleway No 20.46/2 (Parish of Middleton Tyas) from its junction with the north-western boundary of the C46 Kneeton Lane northwards then westwards over Kneeton Hall Bridge for a distance of 280 metres.

(Along this route new private means of access labelled 12, 13 & 14 which includes vehicular rights is to be provided and subject thereto Bridleway labelled ‘C’ is created)
Highways to be stopped up
(See Site Plan 13A)

Footpath No 20.46/1 (Parish of Middleton in Tyas) from its junction with Bridleway 20.46/2 (Parish of Middleton Tyas) north-westwards for a distance of 10 metres.

Particulars of new highways
(See Site Plan 13B)

Reference letter Classification

Footpath - (2013-4)

(Along this route a new private means of access labelled 14 which includes vehicular rights is to be provided and subject thereto Footpath labelled ‘D’ is created)

Private means of access to be stopped up
(See Site Plan 13A)

Access to OS Parcel No. 5553 from the northern boundary of the VOSA site eastwards for a distance of 4 metres.

Exit from the VOSA site to the A1 Trunk Road northbound entry slip northwards for a distance of 4 metres.

Access to VOSA site from the eastern boundary of the A1 Trunk Road northbound entry slip eastwards for a distance of 4 metres.

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Southern access track to Violet Grange Farm from its junction with the A1 Trunk Road northbound entry slip road westwards for a distance of 4 metres.

Reference numbers of new private means of access (See Site Plan 13B)

1 (2013-4)

2 (2013-4)

3 (2013-4)

4 (2013-4)

5 & 6 (2013-4)
Private means of access to be stopped up
(See Site Plan 13A)

Northern access track to Violet Grange Farm from its junction with the A1 Trunk Road northbound entry slip road westwards for 35 metres then generally south westwards for a distance of 280 metres.

Access to Violet Grange Farm from the northern boundary of Crookacre Plantation generally westwards for a distance of 100 metres.

Reference numbers of new private means of access (See Site Plan 13B)

5 & 6 (2013-4)

Access to Violet Grange Farm from the northern boundary of Crookacre Plantation generally westwards for a distance of 100 metres.

Access to OS Parcel No 6400 from its junction with the eastern boundary of the A1 eastwards for a distance of 4 metres.

Access to OS Parcel No. 7458 from its junction with the southern boundary of Kneeton Lane (C46), southwards for a distance of 274 metres.

Access to OS Parcel No. 6776 from its junction with the southern boundary of Kneeton Lane (C46), southwards for a distance of 4 metres.

Access to OS Parcel No. 0003 from its junction with the eastern boundary of Kneeton Lane (C46), eastwards for a distance of 4 metres.

Access to OS Parcel No. 7039 from its junction with the western boundary of Kneeton Lane (C46), westwards for a distance of 4 metres.
Private means of access to be stopped up
(See Site Plan 13A)

Access to Kneeton Hall from its junction with the north-western boundary of the Kneeton Lane (C46) northwards then westwards over Kneeton Hall Bridge for a distance of 280 metres.

Reference numbers of new private means of access (See Site Plan 13B)

12 & 13

Access to Kneeton Hall Quarry (dormant) from its junction with Kneeton Hall Bridge northwards for a distance of 10 metres.

12 & 14

(2013-4)
SCHEDULE 14

Locality: Barton

Site Plan Title: Barton Interchange and other improvements

Highways to be improved
(See Site Plan 14)

- Kneeton Lane (C46) (2013-4)
- Silver Street (C12) (2013-4)
- Dere Street (Roman Road) (2013-4)

Highways to be stopped up
(See Site Plan 14)

The full extents of Kneeton Lane (C46) from a point 125 metres south west of the entrance to Under Kneeton south westwards for a distance of 115 metres.

Particulars of new highways
(See Site Plan 14)

Reference letter Classification
A Classified (2013-4)

Private means of access to be stopped up
(See Site Plan 14)

Access to disused quarry from its junction with the western boundary of the Trunk Road A1 westwards for a distance of 10 metres.

Reference numbers of new private means of access
(See Site Plan 14)

1 (2013-4)

Access to Quarry House from its junction with the northern boundary of Silver Street (C12) northwards for a distance of 20 metres.
Private means of access to be stopped up
(See Site Plan 14)

Reference numbers of new private means of access (See Site Plan 14)

Access to field from its junction with the western boundary of Kneeton Lane (C46) opposite the entrance to North Road Farm westwards for a distance of 6 metres.

Access to field from its junction with the southern boundary of Silver Street (C12), from a point 78m east of Kneeton Lane (C46) southwards for a distance of 6 metres.

Access to field from its junction with the northern boundary of Silver Street (C12), from a point 123m east of Kneeton Lane (C46) southwards for a distance of 6 metres.

3 (2013-4)

4 (2013-4)

EXPLANATORY NOTE
(This note is not part of the order)

Following the initial Secretaries of States Decision Letter (dated 31 March 2008), further development has been undertaken in connection with inclusion in the scheme proposals of a local access road between Scotch Corner Junction and Barton Interchange.

The revised proposals, shown in this Made Side Roads Order, cover the scheme proposals between Scotch Corner and Barton and are a merged version of:

- the draft ‘A1 Motorway (Dishforth to Barton Side Roads) Order 20.. Sheets 23 (part), 24 and 25’ published in March 2006 [referred in the in the schedule as ‘(2006)’]; where those parts have not been superseded by:

- the draft ‘A1 Motorway (Dishforth to Barton Supplementary Side Roads) Orders No.4 ’20., published in July 2013 [referred in the schedule as ‘(2013-4)’];

For ease of understanding the Site Plans and Schedules have been numbered to follow on from the previously published Made Side Roads Order in 2013. Site Plans 1 to 12 can therefore be found in ‘The A1 Motorway (Dishforth to Barton Side Roads) Order 2013’.
PLAN FOLIO
THE A1 MOTORWAY (DISHFORTH TO BARTON SIDE ROADS)
ORDER 2014

THESE PLANS DO NOT SHOW WIDTHS OR CONSTRUCTIONAL DETAILS

KEY PLAN SCALE 1:50,000
SITE PLAN SCALE 1:2,500

KEY
ROUTE OF NEW MOTORWAY
ROUTE OF CONNECTING ROADS
ROUTE OF NEW HIGHWAY
HIGHWAY TO BE IMPROVED
HIGHWAY TO BE STOPPED UP
PRIVATE ACCESS TO BE STOPPED UP
ROUTE OF NEW ACCESS

PLANS REGISTRY
No. HA.18/MP/023
DATE 07 JUNE 2013

SIGNED BY AUTHORITY OF THE
SECRETARY OF STATE FOR TRANSPORT
ON THE 21st JULY 2014

JEREMY BLOOM
A DIVISIONAL DIRECTOR
HIGHWAYS AGENCY