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From 19th March 1984, the office of the London Gazette will be located in Room 403, HMSO Publications Centre, 51 Nine Elms Lane, London SW8 5DR, telephone 01-211 6314/6868/7414/8813/7502. All correspondence after that date, and all copy for Gazettes to be published after 20th March 1984, should therefore be sent to that address.

## State Intelligence

### DEPARTMENT OF TRANSPORT

#### ROAD TRAFFIC

*The London-Edinburgh-Thurso Trunk Road (A1) (Kirk Deighton, Wetherby) (Prohibition of U-Turns) Order 1984*

1. The Secretary of State for Transport hereby gives notice that he proposes to make an Order under sections 1.(1), (2) and (3) of the Road Traffic Regulation Act 1967 as amended by Part IX of the Transport Act 1968, on the London-Edinburgh-Thurso Trunk Road (A1), the effect of which will be to prohibit any vehicle (other than a vehicle being used for police, fire brigade or ambulance purposes) from making a U-turn through any gap in the central reservation between the following points on the trunk road;

the southbound carriageway from a point 410 metres north of its junction with the unclassified road known as Losh Pot Lane, to its junction with the (B.1224) Wetherby-York Road,

the northbound carriageway from its junction with the unclassified road known as Losh Pot Lane to its junction with the (C.273) Wetherby Lane.

2. A copy of the proposed draft Order together with a plan illustrating the proposal and a Statement explaining the Secretary of State's reasons for proposing to make the Order may be inspected at the offices of the North Yorkshire County Council, at the No. 11 Divisional Office, Starbeck, Harrogate or may be obtained by application to the Director (Transport) Yorkshire and Humberside Region, 9th Floor, City House, Leeds LS1 4JD.

3. Any person desiring to object to the Secretary of State's proposal to make the Order should send not later than Wednesday, 14th March 1984, and to the Director (Transport's) address given above quoting reference DYH5069/41/7/TR1/6, a written statement of his/her objection and the grounds thereof.

C. Tillett, Department of Transport  
(3 SI)

### TOWN AND COUNTRY PLANNING ACT 1971

The Secretary of State for Transport hereby gives notice that he has made an Order under section 209 of the above Act entitled "The Stopping up of Highways (County of Northumberland) (No. 1) Order 1984" authorising the stopping up of lengths of Second Avenue, Back Poplar Street and Myrtle Street, all at Ashington, Northumberland, to enable development consisting of the redevelopment of the Cavendish/Milburn County First School to be carried out in accordance with outline planning permission granted by Northumberland County Council under part III of the said Act and requiring the provision of two new footpaths maintainable at the public expense, for which the Highway Authority is Northumberland County Council.

Copies of the Order may be obtained, free of charge, on application to the Deputy Director (Transport), Northern Region, Department of Transport, Wellbar House, Gallowgate, Newcastle upon Tyne NE1 4TD, (Quoting DN 506835/1/48) and may be inspected at all reasonable hours at the offices of the Wansbeck District Council, Council Offices, Wansbeck Square, Ashington.

Any person aggrieved by the Order and desiring to question the validity thereof, or of any provision contained therein, on the ground that it is not within the powers of the above Act or that any requirement of that Act or of any regulation made thereunder has not been complied with in relation to the Order, may, within 6 weeks of 22nd February 1984 apply to the High Court for the suspension or quashing of the Order or of any provision contained therein.

A. Burn, A Principal in the Department of Transport.  
(1 SI)

### TOWN AND COUNTRY PLANNING ACT 1971

*Proposed stopping up of lengths of Fir Lane and a length of footpath No. 81 at Crompton, Oldham*

The Secretary of State for Transport hereby gives notice that on the application of Oldham Borough Council he has made an order under section 209 of the above Act entitled "The Stopping up of