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DN5052/60/1/18
DN5052/60/1/19
SW/THM8013/9

Date: 25 September 2008

Madam

HIGHWAYS ACT 1980
ACQUISITION OF LAND ACT 1981
ROAD TRAFFIC REGULATION ACT 1984
THE LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976
THE COUNTY OF DORSET (WEYMOUTH RELIEF ROAD) (SIDE ROADS) ORDER
2007 ("the SRO")
THE DORSET COUNTY COUNCIL (WEYMOUTH RELIEF ROAD) COMPULSORY
PURCHASE ORDER 2007 ("the CPO")
THE DORSET COUNTY COUNCIL (WEYMOUTH RELIEF ROAD) SUPPLEMENTARY
COMPULSORY PURCHASE ORDER 2007 ("the Supp CPO")
APPLICATION FOR CERTIFICATE UNDER SECTION 19(1)(A) OF THE ACQUISITION
OF LAND ACT 1981 IN RELATION TO COMPULSORY PURCHASE OF OPEN SPACE
AND THE GIVING OF EXCHANGE LAND IN REPLACEMENT ("the Exchange Land
Certificate")

1. I am directed by the Secretary of State for Transport and the Secretary of State for Communities and Local Government ("the Secretaries of State") to refer to the concurrent Public Local Inquiries held into the SRO and CPO between 6 and 22 November 2007 at The Heights Hotel, Isle of Portland, Dorset DT5 2EN and on 11, 12 December 2007 and, at which time the Inquiries into the Supp CPO and the Exchange Land Certificate became conjoined with the earlier Inquiries, on 11 March 2008 at the Council Chamber, County Hall, Dorchester DT1 1XJ before Mr A T Gray MRICS DIPTP MRTPI, an Inspector

appointed by the Secretaries of State to hear objections to and representations about the above named Orders submitted for confirmation and Exchange Land Certificate applied for by Dorset County Council ("the Council").

2. The SRO, CPO and the Supp CPO if confirmed by the Secretary of State for Transport would, respectively, authorise the Council to:

(a) improve highways, stop up highways, construct new highways, stop up private means of access to premises and provide new means of access to premises, all on or in the vicinity of the route of the classified road to be known as the Weymouth Relief Road which the Council are proposing to construct/improve between the A354 Weymouth Way and the A35 south of Dorchester, Dorset;

(b) acquire compulsorily land and rights over land for the purposes of the Council's construction and improvement of highways between the A354 Weymouth Way to the A354 Dorchester Road in Weymouth; the construction of a highway to connect the above mentioned highway to a proposed park and ride site and with the existing road system at Mercery Road, Mount Pleasant; for the construction of new highways, the improvement of existing highways and the provision of new means of access to premises in pursuance of the SRO; for use by the said Council in connection with the above works; to mitigate the adverse effects which the existence or use of the highways proposed to be constructed or improved will have on the surroundings; for the carrying out of works on watercourses in connection with the above works; and the provision of off-street parking place, including means of access thereto and therefrom and buildings or other facilities necessary to their use; and

(c) acquire compulsorily land for the purposes of the Council's construction and improvement of highways between the A354 Weymouth Way to the A354 Dorchester Road in Weymouth; to mitigate the adverse effects which the existence or use of the highways proposed to be constructed or improved will have on the surroundings; and for the giving in exchange for the lands which are to be compulsorily purchased which is public open space.

3. The Council has asked the Secretary of State for Communities and Local Government in respect of lands which are to be compulsorily purchased under the Supp CPO to certify for Open Space at Two Mile Coppice and Lorton Meadows Nature Reserve, being plots 10, comprising 5,688 square metres of land in the ownership of the Woodland Trust and 12, comprising 46,643 square metres of land in the ownership of the Dorset Trust for Nature Conservation ("the Open Space Land"), to which title acquisition is sought under the Supp CPO, that there will be given in exchange for such land other land, being plots 8B, as exchange for plot 10, comprising 18,716 square metres of land, and 8A, as exchange for plot 12, comprising 152,767 square metres of land ("the Exchange Land"), which would be of no less area and be equally advantageous to the persons, if any, entitled to rights of common or other rights, and to the public, as the Open Space Land which would be lost and that the Exchange Land would be vested in the persons in whom (and subject to the like rights, trusts, and incidents, as attach to) the Open Space Land purchased was vested.

THE INSPECTOR'S REPORT

4. At the close of the Inquiries the numbers of outstanding objections and representations were as follows: 9 statutory objections, 387 non-statutory objections, 46 late objections, 284 supporting representations, 533 counter-objections to the Alternative Route and 60 counter-supporters of the Alternative Route. The Inspector has considered all the objections to and representations about the Orders and the Exchange Land Certificate both as made in writing and presented orally at the Inquiries and has submitted his report to the Secretaries of State. Two copies of that report are enclosed with this letter. References in this letter to the Inspector's report are indicated by the abbreviation "IR" followed by the paragraph number in the report.

5. The Inspector's report summarises the case for the Council at IR 5.1 to IR 5.18. The case for the supporters of the Council's scheme is summarised at IR 6.1 to IR 6.7. The case for the statutory objectors and non-statutory objectors is summarised at IR 7.1 to IR 7.8 and IR 8.1 to IR 8.17 respectively, including the Council's responses to individual objections. The case for an alternative route, with counter-support and counter-objections, including the Council's response is summarised at IR 9.1 to IR 9.14. The Inspector's conclusions are detailed at IR 10.1 to IR 10.13 whilst his recommendations are given at IR 11.1 to IR 11.2.

OBJECTIONS TO THE PROPOSALS

6. The main grounds of objection to the Council's proposals were to the need for the Weymouth Relief Road ("the scheme"); that there were better alternatives to the scheme which the Council proposes; the scheme's impact, including upon landscape and visual impact, ecology including upon the nationally important designated site of Two Mile Coppice, and flora and fauna, air quality, noise and vibration, archaeology, agriculture and proposals for rights of way; and the loss of ancient woodland which is public open space and unsuitability of the exchange land to replace such lost woodland.

SUPPORT FOR THE PROPOSALS

7. The Inspector records that Weymouth and Portland Borough Council; West Dorset District Council; Sureline; Weymouth Town Centre Group; Mr Richard Drax, parliamentary candidate for South Dorset constituency; Mr Jim Knight, member of parliament for the Dorset South constituency; and Southwell Business Park & Others appeared at the Inquiries in support of the scheme. The material points were: the scheme accords with policy at all levels, the Weymouth and Portland Borough Local Plan and the West Dorset District Local Plan safeguard the alignment of the proposed Weymouth Relief Road and the park and ride facility, and the scheme's ecological mitigation is also consistent with plan policies, and planning permission for the scheme was granted in accordance with these policies; it would reduce congestion on the A354 between Weymouth and Dorchester, improve road safety and quality of life in the A354 corridor and benefit Weymouth town centre which depends on access by all traffic modes and which if it does not have the benefit of traffic relief through the Council's proposed scheme, will also impede the enjoyment of the Olympic sailing activities to be hosted at Weymouth in 2012; the economic activity of the area would be preserved and enhanced safeguarding existing and attracting new investment; it would enable the park and ride facility and bus priority measures on Dorchester Road to be implemented and

would enable other elements, including the proposed transport interchange at Weymouth Railway Station, to be implemented far more effectively; and the scheme would enable the significant enhancement of public transport provision in the corridor. There were 277 written representations in support of the scheme received in total, making similar points.

THE INSPECTOR'S CONCLUSIONS AND RECOMMENDATIONS

8. A full copy of the Inspector's conclusions and recommendations can be found at Annex B to this letter.

9. In light of his conclusions the Inspector has recommended at IR 11.1 that the Orders be confirmed subject to minor modifications proposed by the Council before or during the course of the Inquiries, details of which are included in Annex A to this letter, and at IR 11.2 that the Exchange Land Certificate be issued.

OTHER MODIFICATIONS

10. Further to the modifications recommended by the Inspector, as referred to at paragraph 9 above and included in documents DCC/18, DCC/28 and DCC/29 of the Council's documents submitted to the Inquiries, the Secretary of State proposes to incorporate additional minor technical modifications to the CPO and Supp CPO which have been put to and agreed by the Council. These are by adding the wording "except interests owned by Dorset County Council" at the end of the description of Plot 90 in the CPO and adding "246" in Article 1 of the Supp CPO. These modifications are also included in Annex A.

POST INQUIRIES CORRESPONDENCE

11. As referred to by the Inspector at IR 1.6 the Inquiries suffered from the recurrent submission of late evidence in contravention of the Inquiries Procedure Rules and the timetables agreed at the pre-inquiry meeting, which governed the Inquiries. Whilst the Inspector accepted and considered late evidence the following evidence was not accepted due to it being very late and has been considered by the Secretary of State for Transport as post inquiries correspondence. The following lists this correspondence and the main points which it raised, but does not set out its detailed content, and also of further correspondence received after the Inquiries closed:

- (i) A letter dated 23 November 2007 from Lynne Crowe providing her response to the rebuttal of her proof of evidence at the Inquiries by the Council;
- (ii) A letter dated 29 November 2007 from Ken Reed, Cyclists' Touring Club (CTC), addressed to the Secretary of State with regard to provision of cycle routes included in the 2000 Dorset Local Transport Plan of which only 10 km of 25 km of cycle routes it planned have been so far built;
- (iii) A letter dated 30 November 2007 from Mr R J Harrison, chairman of Winterborne Farrington Parish Council, reaffirming the Parish Council's position as put to the Inquiries that the entire Ridgeway area of the proposed Relief Road is unsuitable and that it should be the Council's 2005 scheme which should be favoured as an alternative to the scheme which the Council now proposes;

- (iv) A letter dated 5 March 2008 from the Council in response to (i) – (iii) above and in which it is stated that (i) and (iii) are matters addressed at the Inquiries. In relation to (ii) the Council stated that they accept that the provision for cyclists set out in the year 2000 Local Transport Plan has not yet been met. Whilst the Council would like to see a shift of large numbers of drivers to cycling that is unlikely to occur. Roadside Interview Surveys in 2001 in the Weymouth area indicated that only 2.5% of drivers would switch to cycling, however the Council is committed to the provision of improved facilities in the Weymouth/Dorchester area, with the cycling element of the Weymouth Relief Road providing certainty of over 15 kilometres of new cycleways/routes and providing opportunity for more sustainable transport choices to be made;
- (v) A letter dated 30 November 2007 from Rupert Best supporting the Weymouth Relief Road;
- (vi) A letter dated 10 December 2007 from Stephen Joseph, Director, Campaign for Better Transport (CBT), sent again with a subsequent letter of 10 March 2008, and with the two letters providing, in support of the tram-train as an alternative to the Weymouth Relief Road, two supporting documents from, and press release of, Network Rail's Strategic Business Plan 2009-2014; an article on tram-trains from Local Transport Today dated 22 November 2007; a report of a meeting of the All-Party Parliamentary Light Rail Group on 12 November 2007; and a paper version of the Powerpoint presentation on Tram-Train given by Network Rail at the All-Party meeting. CBT sought that the Secretary of State should require full information being brought forward for a tram-train strategy before taking her decision on the Council's Orders;
- (vii) An email dated 14 January 2008 to the Inquiries programme officer with an attached submission from Mr C Hopkins, representing the Campaign to Protect Rural England (CPRE) and the Woodland Trust (WT), in response to the Council's response to Closing Submissions on behalf of CPRE/WT and Natural England as delivered orally to the Inquiries on 12 December 2007;
- (viii) A letter dated 8 March 2008 from Andy Gaunt concerning his proposal of an enhanced use of the existing railway between Weymouth and Dorchester, rather than in the Council's building of a park and ride around an underused railway line, as a better approach to an integrated transport policy and raising how the price increases in oil will affect the Council's traffic predictions;
- (ix) A letter dated 23 April 2008 from Dorset County Council in response to Mr A Gaunt's letter of 8 March 2008 and that of Stephen Joseph, Director, CBT on 10 March 2008 (as referred to in (viii) and (vi) above). In this response the Council stated that Mr Gaunt's comments had already received a response from them and in which they had identified that there would be a number of practical difficulties in the introduction of a Light Rail Train system within a rural area on a line section used by network rail and two train franchisees. In respect of the CBT's submission the Council stated that Network Rail has confirmed that there are no plans to develop and implement a tram type service between Dorchester-Weymouth for any period, including 2009-2014. Furthermore, both Mr Gaunt's and CBT suggestions as alternative solutions to a Relief Road have been fully examined and responded to by the Council through the Inquiries;

- (x) A letter dated 30 May 2008 from Dorset County Council in response to the email dated 14 January 2008 from Mr C Hopkins, representing CPRE and the WT (as referred to in (vii) above);
- (xi) A report dated June 2008 from Steer Davies Gleave on behalf of CPRE and WT entitled 'Weymouth Relief Road – A practical alternative' which includes a suggested package of Clearway/parking restrictions on the A354, Improved signage, a bus quality partnership with associated improvements including a dedicated northbound bus lane on part of the A354 along with an assertive push with major employers and schools to introduce more effective travel plans, and Parking Management including a move away from long-stay parking capacity in Dorchester, together with Active management of street works and Improving flow by remodelling of Littlemoor Road junction;
- (xii) An email of 31 July 2008 from David Peacock of CPRE asking if the Secretary of State's decision on the Orders would first await conditional approval of the scheme, following an acceptable Major Scheme Business Case having been submitted to the Secretary of State;
- (xiii) A letter dated 4 August 2008 from Ken Reed, CTC, concerning the decision taken by the Weymouth and Portland Borough Council on 24 July 2008 to reverse a three year old decision to allow cycling on the promenade;
- (xiv) A letter dated 11 August 2008 from Dorset County Council in response to the letter dated 4 August 2008 from Mr Ken Reed, CTC (as referred to in (xiii) above) confirming that the decision on the promenade was taken by the Borough Council, as the responsible body for the promenade which is not a public highway, but which hopes to revoke byelaws which will allow cycling along the Preston Beach Promenade and will endeavour to provide cycling facilities between the Pavilion and Sluice Gardens as a matter of great importance;
- (xv) A letter dated 13 August 2008 from Dorset County Council in response to the report entitled "Weymouth Relief Road – A practical alternative – Report – June 2008", prepared by Steer Davies Gleave (SDG) for CPRE and the WT ("SDG Report") (as referred to in (xi) above). The Council commented that the latest SDG report is not dissimilar to a one prepared in 2003 proposing Alternatives to the Council's Relief Road scheme and which, together with its suggested alternative solutions, were raised through the Inquiries;
- (xvi) A report entitled 'A Proposal for Improving Rail Services Between Weymouth and Dorchester as Part of an Alternative Strategy to the Proposed Weymouth Relief Road' dated 29 June 2008 and submitted by Dr D R Fawell, MSc Dphi, proposing the addition of a new railway station adjacent to, and including the retention of, the large Lodmoor North park-and-ride site proposed by the Council, and a bus interchange as a rail based alternative to the proposed Weymouth Relief Road and which it is stated in turning the railway into a more attractive option could achieve sufficient modal shift from the A354 to render a Relief Road as unnecessary;
- (xvii) A letter dated 20 August 2008 from Dorset County Council in response to the report entitled 'A Proposal for Improving Rail Services Between Weymouth and Dorchester as Part of an Alternative Strategy to the Proposed Weymouth Relief

Road' dated 29 June 2008 submitted by Dr D R Fawell, MSc DPhil (as referred to in (xvi) above). The Council stated that the potential for rail-based options as an alternative to the Relief Road were fully aired at the Inquiries and the latest proposals suffer the same limitations of not meeting the need for the Council's proposals nor obviate the Council's Relief Road to meet that need; and

(xviii) A letter dated 12 September 2008 from Mr D Henshaw editor of A to B magazine with regard to tram and light rail alternatives.

THE DECISION OF THE SECRETARY OF STATE FOR TRANSPORT REGARDING THE SRO, CPO AND SUPP CPO

12. The Secretary of State for Transport has considered carefully all the objections to, and representations about, the Orders including alternative proposals put forward. She has considered the Inspector's report and accepts his conclusions, subject to the comments made below, and his recommendations. The Secretary of State has also taken matters raised in post inquiries correspondence into account but they do not alter the decision she has arrived at to accept the Inspector's conclusions as aforesaid.

13. The Secretary of State agrees with the Inspector (IR 10.13.1) that the concerns of both those organisations and local people for and against the proposals in ensuring that matters are investigated fully for the well-being of Weymouth with regard to the affect of the scheme, both good and bad, are praiseworthy. The strength of feeling in ensuring an appropriate solution to the need identified for the scheme is further evidenced by the level of post inquiries correspondence which the Secretary of State has received as listed in paragraph 11 above.

14. The Secretary of State notes that, in the main, the post inquiries correspondence seeks to further advance that either non-road alternatives to the Council's scheme, including tram or light rail, or in combination with other traffic measures to the existing highway network, might raise further question about the need for the Council's Relief Road scheme. However, like the Inspector (IR 10.3.1 – IR 10.3.2), the Secretary of State is satisfied that these options have been thoroughly investigated by the Council and that there is nothing further raised in post inquiries correspondence which leads her to disagree with the Inspector that a Relief Road scheme is a necessary and a fundamental element of an Integrated Transport Strategy to achieve the economic, environmental, social and employment needs of Weymouth/Portland and the wider area, and which either rail-based solutions, bus-based solutions coupled with park and ride facilities, or a package of non-road-building measures including rail and bus elements and other measures for discouraging road use, would not of themselves achieve. She is satisfied that the case has been made out for a Weymouth Relief Road as part of the Integrated Transport Strategy and that the Alternative Road Route suggested in objections (IR 10.9.1 – IR 10.9.6 and IR 10.13.2) has few advantages over the Council's chosen route and is rightly rejected as not preferable to the Council's route as contained in the Orders.

Other Matters

15. In coming to a decision on the Orders the Secretary of State needs to be satisfied that there is unlikely to be any impediment to implementation of the Scheme should she confirm the Orders. Although disputed by the Council, as referred to by the Inspector at IR 10.12.4, the Secretary of State notes that there may be a requirement for Natural England (NE) to issue a licence for disturbance of great crested newts and possibly bats.

The Secretary of State accepts that a licence(s) could be a requirement. However, she considers that, whilst accepting that the decision on such a licence(s) rests with NE, that given the overriding need for the Council's Weymouth Relief Road as part of an Integrated Transport Strategy, as was their primary concern, has been concluded upon, and which otherwise considers that the Council's proposed mitigation measures are appropriate, necessary and as good as can be devised she is, like the Inspector, of the opinion that subject to the provision of any additional information NE require then it might not be expected that a licence(s) should be unreasonably withheld. The Secretary of State is satisfied, accepting that any applications for a licence(s) with regard to great crested newts and possibly bats being determined by NE on their own merits, that this matter appears unlikely to become an obstacle to the reasonable prospect of the Weymouth Relief Road scheme going ahead.

16. Funding - The A354 Weymouth Relief Road was granted Programme Entry (Provisional Approval) by the Secretary of State for Transport in December 2003 with an intended Departmental funding contribution of £54.567m. Since then the promoters have reported that the total scheme costs have risen to £87.310m based on a 2009 start of works. The Department has recently received a Business Case from Dorset County Council in order to undertake a value for money assessment at the higher cost for reconfirmation of Programme Entry. This assessment has yet to be completed, as the Inspector had concluded might be the case (IR 10.12.2). This assessment is currently being undertaken in line with the Department's Guidance on Local Major Schemes and appraisal methodology. However, this is not a pre-requisite to the Secretary of State's consideration of confirmation of the Compulsory Purchase Orders, rather that she is required to be satisfied that there is a reasonable prospect of the scheme going ahead and that it is unlikely to be blocked by financial, or other, impediment. The Secretary of State acknowledges that the Council's Relief Road retains the support of the South West Regional Assembly as a retained scheme within the overall regional programme of the Regional Funding Allocations (RFA) and in which it is identified as a regional priority, for which the Secretary of State accepted the Region's advice on 6 July 2006. With this continued preceding support in mind and that the Council accepts that it would need to contribute at least 25% of any cost increase, the Secretary of State is of the view, at this time and without prejudice to her final decision upon the Council's Business Case which needs to continue to demonstrate deliverability and good value for money of the scheme, that the necessary resources are likely to be available to permit the Relief Road scheme to proceed. In this respect, those of the tests for compulsory purchase set out at the third and fourth bullet points of IR 4.7 are, at this time, satisfied and support the case for her confirmation of the Orders.

17. The Secretary of State has carefully considered whether the purposes for which the CPO and Supp CPO are required sufficiently justify interfering with the human rights of the objectors, owners and lessees and she is satisfied that they do. In particular, she has considered the provisions of Article 1 of The First Protocol to the European Convention on Human Rights. In this respect, the Secretary of State is satisfied that in confirming the CPO and Supp CPO a fair balance has been struck between the public interest and interests of the objectors, owners and lessees.

18. The Secretary of State does not consider that the objections, singly or together, constitute grounds for not proceeding with the proposals, and accepts that the modifications mentioned in paragraphs 9 and 10 are necessary and that they should be made. For these reasons she has decided to confirm -

- (i) The County Of Dorset (Weymouth Relief Road) (Side Roads) Order 2007;
- (ii) The Dorset County Council (Weymouth Relief Road) Compulsory Purchase Order 2007; and
- (iii) The Dorset County Council (Weymouth Relief Road) Supplementary Compulsory Purchase Order 2007,

with the modifications detailed at Annex A and this letter constitutes her decision to that effect.

THE DECISION OF THE SECRETARY OF STATE FOR COMMUNITIES AND LOCAL GOVERNMENT ON THE EXCHANGE LAND CERTIFICATE

19. The Secretary of State for Communities and Local Government has carefully considered the objections to her giving the Exchange Land Certificate. She agrees with the Inspector (IR 10.8.4 and IR 10.13.7) that the proposed Exchange Land is, at 171,483 square metres in total, much more extensive than the 53,331 square metres of public open space, which it will replace. She, like the Inspector, is of the view that whilst it will offer a different experience from Two Mile Coppice ancient woodland, the Exchange Land will nevertheless be suitably located and equally advantageous to the public. Accordingly, the Secretary of State has decided to issue a certificate pursuant to Section 19(1)(a) of the Acquisition of Land Act 1981 in respect of the Open Space and Exchange Land referred to in paragraph 3 above.

COMPENSATION

20. Details of compensation arising as a consequence of confirmation of a compulsory purchase order are for negotiation with the acquiring authority and not the Secretary of State. Accordingly, owners and occupiers of land included in the CPO and Supp CPO will need to be approached by the Council about the amount of compensation payable to them in respect of their interests in the land required for the proposals. If the amount cannot be agreed the matter may be referred for determination by the Lands Tribunal under the Lands Tribunal Act 1949 and the Land Compensation Act 1961.

AVAILABILITY OF DOCUMENTS

21. A copy of this letter, together with a copy of the Inspector's report has been sent to those objectors, their representatives and the other persons who appeared and made representations at the Inquiries. A copy of this letter, together with a copy of the Inspector's conclusions and recommendations, has been sent to all other supporters of the scheme and outstanding objectors. Copies will be made available on request to any other persons directly concerned. Please arrange for a copy of the Inspector's report and of this letter to be made available for inspection at the offices of the Council and at all other places used to deposit the Orders for public inspection at making stage. Any person entitled to a copy of the Inspector's report may apply to the Secretary of State for Transport, at this address within 6 weeks of the receipt of this letter, to inspect any document, photograph or plan submitted by the Inspector with the Inspector's report. Those documents, photographs or plans, are retained at this office, and will be made available at a local place of inspection.

RIGHT OF CHALLENGE

22. Notice is to be published of the issue of the Exchange Land Certificate and confirmation of the Orders. Any person who wishes to question the validity of the Exchange Land Certificate which has been issued or the confirmed Orders, or any particular provision contained therein, on the grounds that the Secretaries of State, or either of them, have exceeded their powers or have not complied with the relevant statutory requirements in issuing the Exchange Land Certificate or confirming the Orders, as the case may be, may, under the provisions of Schedule 2 to the Highways Act 1980 and section 23 of the Acquisition of Land Act 1981, do so by application to the High Court. Such application must be made within six weeks of publication of notice that the Exchange Land Certificate has been issued or the Orders have been confirmed. The High Court cannot entertain an application under the said Schedule 2 or section 23 before publication of notice that the Secretaries of State have issued the Exchange Land Certificate or confirmed the Orders, as the case may be.

We are Madam
Your obedient Servants

JULIE HUME
Authorised by the Secretary of State for
Transport to sign in that behalf

TIM McCOMBE
Authorised by the Secretary of State
for Communities and Local Government
to sign in that behalf

THE COUNTY OF DORSET (WEYMOUTH RELIEF ROAD) (SIDE ROADS) ORDER 2007

Order

Article 1(3) "bridleway" is added at line 4 after "footpath".

THE DORSET COUNTY COUNCIL (WEYMOUTH RELIEF ROAD) COMPULSORY PURCHASE ORDER 2007

Schedule: Table 1

Plots 8, 10, 12 and 91	Are deleted from the Schedule.
Plot 45	The description in column 2 is amended to read "The right to carry out such works as are necessary to upgrade existing footpath S7/FP11 to a bridleway and/or cycle track, on 2,083 square metres of arable land and stream margins, abutting and to the south west of Icen Lane between Broadway and Bincombe and south of the stream flowing south-west from Bincombe."
Plot 46c	The description in column 2 is amended to read "The right to carry out such works as are necessary to upgrade existing footpath S7/FP11 to a bridleway and/or cycle track on 155 square metres of track from the gate approx 8 metres east of the eastern boundary of Coombe Farm house eastwards for approx 14 metres."
Plot 46d	The description in column 2 is amended to read "The right to carry out such works as are necessary to upgrade existing footpath S7/FP11 to a bridleway and/or cycle track on 3,377 square metres of track, farmyard structures and arable land from Coombe Farm buildings eastwards for approx 422 metres to south of The Knoll."
Plot 79	The description in column 2 is amended to read "The right to carry out such works as are necessary to upgrade existing footpath S7/FP11 to a bridleway and/or cycle track on 1,104 square metres of track from the eastern end of Chapel Lane, Broadway, eastwards to the gate approx 8 metres east of the eastern boundary of Coombe Farm house, including the section of path beneath the Weymouth to Dorchester railway bridge."

