

(b) a crescent shaped area of highway, comprising carriageway and adjoining footways, which extends for a maximum distance of 47 metres, at its western side, from a point 43 metres north-west of its junction with Tresilian Way, and has an area of 655 square metres, and

(c) a length of carriageway and footway which extends from its junction with Tresilian Way, for a distance of 17 metres

ii those lengths of highway known as Crichton Street comprising carriageway and the northern footway which extend from

(a) its junction with East Canal Wharf for a distance of 90 metres, and

(b) from a point 4 metres west of its junction with Bute Street for a distance of 25 metres

iii that length of highway known as Hope Street which extends from its junction with Wharf Street for a distance of 48 metres,

iv a length and part width of highway known as Wharf Street, comprising carriageway and footway, which extends for a maximum distance of 111 metres on its northern side from its junction with Bute Street and has a total area of 876 square metres

v the western footway of Bute Street which extends from its junction with Tresilian Way in a northerly direction for a distance of 54 metres

vi sections of highway known as Tresilian Way comprising

(a) a triangular shaped area of carriageway and footway at its junction with Bute Street and Wharf Street, 21 metres in length with a maximum width of 6 metres and an area of 75 square metres,

(b) an irregular shaped section of carriageway and footway which extends from a point 22 metres south-west of the centrepoint of its junction with Bute Street for a distance of 111 metres and has a maximum width of 18 metres and a total area of 1202 square metres,

(c) a triangular shaped area of carriageway and footway extending for a distance of 44 metres from the centrepoint of its junction with West Wharf Road with a maximum width of 11 metres and an area of 234 square metres, and

(d) an irregular shaped section of carriageway and footway which extends from the southern end of its junction with Tresilian Terrace for a distance of 60 metres and has a maximum width of 15 metres and a total area of 669 square metres

vii sections of highway known as West Canal Wharf comprising

(a) a section of carriageway, situated 56 metres south-east of its junction with West Wharf Road, extending from its boundary with the eastern footway to its boundary with the western footway with a maximum width of 2 metres and an area of 24 square metres, and

(b) an irregular shaped section of carriageway and footway which extends from a point 5 metres north of its junction with Tresilian Way for a maximum distance of 77 metres at its western side and has a maximum width of 11 metres and total area of 547 square metres

viii sections of highway known as West Wharf Road comprising

(a) a section of carriageway, situated 65 metres north-west of its junction with Tresilian Way, extending from its eastern boundary for a distance of 10 metres to the eastern boundary of the western footway with a maximum width of 2 metres and an area of 19 square metres, and

(b) an irregular shaped section of carriageway and footway which extends from its junction with Tresilian Way for a distance of 31 metres and has a maximum width of 27 metres and a total area of 378 square metres

ix an irregular shaped area of highway known as Penarth Road, situated 44 metres north-west of its junction with Tresilian Terrace, 31 metres in length, with a maximum width of 14 metres and a total area of 379 square metres

Description of the new highway to be provided under this Order

The highways to be provided are at Butetown in Cardiff and comprise

i to replace the present Tresilian Way route, a new dual carriageway from the Penarth Road/Tresilian Terrace junction generally eastwards to a new roundabout at location of existing roads, West Canal Wharf and East Canal Wharf. From this new roundabout, the new road will continue as split eastbound and westbound carriageways parallel with Crichton Street and Wharf Street respectively, to Bute Street

ii a new section of highway will run north-westwards from the new roundabout to form a revised and improved junction with Custom House Street, St Mary Street, Saunders Road and Mill

Lane at their present junction. A short length of new road will link Penarth Road to West Wharf Road, to maintain local vehicular access to West Wharf Road and West Canal Wharf

In addition cycle tracks and cycle lanes will be provided within the new and improved road infrastructure to cater, in particular, for cyclists' north-south movements. Consultations on their exact locations are continuing

SCHEDULE 2

Road infrastructure, footways, landscaped open spaces, park land and water features reservation for future light rail transit system comprising Bute Square and Bute Avenue at development site at Bute Square and Bute Avenue, Butetown, Cardiff (841)

DEPARTMENT OF THE ENVIRONMENT, TRANSPORT AND THE REGIONS

TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State for the Environment, Transport and the Regions hereby gives notice that he has made an Order, under section 247 of the above Act, entitled "The Stopping-up of Highways (County of Durham) (No 2) Order 1998", authorising the stopping-up of a length of South Railway Street, Seaham, County Durham, to enable the development described in the Schedule to this notice to be carried out in accordance with planning permission granted to Easington District Council, by Easington District Council, on 5th June 1997, under Ref DC/97/164

Copies of the Order may be obtained, free of charge, on application to the Secretary of State, at the offices of the Director, Planning, Environment and Transport, Government Office for the North East, Wellbar House, Gallowgate, Newcastle upon Tyne NE1 4TD, quoting GO-NE/97/5053/35/09, and may be inspected at all reasonable hours at the offices of Seaham Town Council, Adelaide Row, Seaham, County Durham SR7 7EF

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 16th February 1998, apply to the High Court for the suspension or quashing of the Order or of any provision contained therein

A Johnson, a Grade 7 Official in the Department of the Environment, Transport and the Regions

SCHEDULE

The planning permission granted is for an extension to the existing car park (844)

TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State for the Environment, Transport and the Regions hereby gives notice that he proposes to make an Order, under section 247 of the above Act, to authorise the stopping-up of two lengths of highway at Hayclose Mead, Woodside, Bradford

If the Order is made, the stopping-up will be authorised only in order to enable the development described in the Schedule to this notice to be carried out in accordance with the planning permission granted to Haslam Homes, by the City of Bradford Metropolitan District Council, on 7th January 1998, under Ref 97/00163/FUL

Copies of the draft Order and relevant plan may be inspected at all reasonable hours during 28 days commencing on 16th February 1998, at the offices of the District Transportation and Highways Engineer, Bradford Metropolitan District Council, 1 City Road, Bradford, and may be obtained, free of charge, from the Government Office for Yorkshire and the Humber (quoting Ref YHDOT W4705/35/1/40) at the address stated below

Any person may object to the making of the proposed Order within the period of 28 days commencing on 16th February 1998, by notice to the Secretary of State for the Environment, Transport and the Regions, quoting the above reference, at the Directorate of Planning, Transport & Environment, Government Office for Yorkshire and the Humber, PO Box 213, City House, New Station Street, Leeds LS1 4US

In preparing an objection it should be borne in mind that the substance of it may be imparted to other persons who may be affected by it and that those persons may wish to communicate with the objector about it