

DATED

12 June 2025

Highways Act 1980

Acquisition of Land Act 1981

Sefton Metropolitan Borough Council (Southport Eastern Access)

Compulsory Purchase Order 2025

The Acquiring Authority's Statement of Reasons

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5217408-ATK-HGN-SEA-DR-D-D501A
5217408-ATK-HGN-SEA-DR-D-D501B
5217408-ATK-HGN-SEA-DR-D-D501C

Appendix 2 – Southport Eastern Access General Arrangement Drawings

5217408-ATK-HGN-SEA-DR-D-D301A,
5217408-ATK-HGN-SEA-DR-D-D301B
5217408-ATK-HGN-SEA-DR-D-D301C

Appendix 3 – Consultation Schedule

1. Introduction

- 1.1 On the 12 June 2025 Sefton Council made the Sefton Metropolitan Borough Council (Southport Eastern Access) Compulsory Purchase Order 2025 ("the CPO").
- 1.2 The land and the interests over land proposed to be compulsorily acquired pursuant to the CPO ("the CPO Order Land") covers land required for junction and active travel improvements to be delivered. The CPO Order Land is better described in Section 4 of this Statement.
- 1.3 The CPO was made to facilitate the Southport Eastern Access (SEA) highway improvement scheme, which includes junction improvements and new walking and cycling infrastructure. The proposals are better described in Section 3 of this Statement ("the Scheme").
- 1.4 Sefton Metropolitan Borough Council ("the Council") is the highway authority, as defined by the Highways Act 1980 ("the 1980 Act").
- 1.5 This is a non-statutory statement provided in compliance with paragraph 21 of the Ministry of Housing, Communities & Local Government Guidance on Compulsory Purchase Processes 2024 and the Crichel Down Rules 2017. We have also had regard to the DfT's Local Authority Circular 2/97: Notes on the preparation, drafting and submission of compulsory purchase orders for highway schemes and car parks for which the Secretary of State for Transport is the confirming authority.

2. Background Information

- 2.1 Section 239 of the Highways Act 1980 Act provides that any highway authority may acquire land required for the construction of a highway which is to be a highway maintainable at the public expense for the improvement of a highway, being an improvement which they are authorised by this Act to carry out in relation to the highway.
- 2.2 The Council have determined that compulsory purchase is necessary to guarantee the land acquisition required to enable the construction of the Scheme and deliver the improvements and benefits associated with it. The need to deliver the schemes within time constraints is further considered below but relates primarily to the availability of funding for the Scheme and the requirements imposed on the use of that funding. In Section 3, consideration is given to the background to the Scheme and the desire of the Council to deliver this Scheme and its benefits. Without the use of compulsory purchase powers the Council are satisfied it is unlikely that it will be possible to acquire the

necessary land to enable the Scheme to be delivered within the necessary timescale. Compulsory Purchase is a last resort in this instance.

- 2.3 The CPO will enable the acquisition of all interests in the CPO Order Land which are not currently within the control of the Council (other than mining interests and any other interests specifically excluded) as set out in the schedules to the CPO. The land to be acquired under the CPO is shown coloured pink on the Order Maps associated with the CPO.
- 2.4 The Council acknowledges that a compulsory purchase order can only be made if there is a compelling case in the public interest to support the making and confirmation of an order. After careful consideration the Council considers that there is a compelling case in the public interest to make the CPO to deliver the highway improvements proposed by the Scheme.

3. The Scheme

- 3.1 The Southport Eastern Access Improvement Scheme focuses on the eastern approach to Southport Town Centre in an area which is recognised as having a mixture of light industrial, retail, and residential uses. The area includes key access routes into the town and town centre as well as residential areas and major retailers and employers, including at Southport Business Park and Southport and Formby Hospital. It provides an important gateway to the town centre and seafront development area, for supporting and improving the visitor economy, which is vital for the town. The eastern access to Southport is a key commuter route providing access to/from the town and West Lancashire and the motorway network (M58 and M6). Currently, the eastern side of Southport suffers from accessibility and traffic congestion issues. Additionally, future development proposals will create additional pressure on the existing highway network, including routes on the Liverpool City Region (LCR) Key Route Network (KRN) within Southport.
- 3.2 The area can experience traffic congestion particularly at peak hours and on days when significant numbers of visitors travel to the town. It also has limited walking and cycling (active travel) links. This can cause traffic delays and air pollution, as well as limiting the accessibility of employment and leisure opportunities for those choosing more sustainable modes of travel. The aim of the scheme is to therefore to tackle these issues and create safe walking and cycling routes whilst also improving traffic conditions. This will enhance safety, the overall public realm and attractiveness of the routes/area. The scheme consists of four junction/corridor improvements outlined below:
- 3.3 The Phases for the Southport Eastern Access Scheme are outlined below:

Phase 1

- a. Bispham Road / Norwood Road junction improvement.
- b. Sussex Road / Norwood Road junction improvement.

Phase 2

- c. Kew Roundabout junction improvement.
- d. Foul Lane Cycleway Enhancement (corridor improvement).

- 3.4 The proposals have been shaped by existing and forecast operational, safety, socio-economic and environmental issues in the study area. The core scheme is considered to deliver on government objectives at a local, sub-regional and national level, in line with a strategy that seeks to promote economic development and improve accessibility to communities, including via active modes. It is also closely aligned with a number of ongoing developments within the region.
- 3.5 Overall, the case for change is a strong one. Without intervention, it is expected that existing congestion and active travel accessibility issues will persist, and key regional and local objectives will not be achieved.
- 3.6 CPO Land is required to facilitate Phase 2 of the scheme, with land acquisition required to enable the proposed designs at Kew Roundabout and along Foul Lane to comply with National design standards and National Policy.
- 3.7 It should be noted that the junction improvements being delivered in Phase 1 are contained within the Highway. As such no land is required and the CPO process does not apply to these elements of the Scheme. The contract for the works to deliver Phase 1 have been let and the works commence in March 2025.

3.8 Foul Lane

The proposed works on Foul Lane are shown on the drawings contained within Appendix 1.

Foul Lane is a road between Kew Roundabout and Crowland Street, located on the eastern side of Southport. Foul Lane can be accessed by motor vehicles from both ends, but the road is stopped up to motor traffic part way along.

As part of the Scheme, Foul Lane will be fully opened up to vehicular traffic. No land beyond the current highway boundary is required to facilitate this.

Foul Lane currently has footways on both sides of the carriageway along the full length. There are currently no restrictions to pedestrian movements.

As part of the Scheme, a new cycle track is proposed along the eastern side of the carriageway. In order to comply with LTN 1/20, Cycle infrastructure design guidance, a width of 3m is required to achieve this with a 0.5m offset from the edge of the carriageway. Additionally, a 2m footway is also proposed. Therefore, a total width of 5.5m is required from the edge of the carriageway to facilitate this infrastructure.

There is insufficient space within the highway boundary to facilitate this infrastructure, and therefore additional land is required to accommodate a design that meets design standards.

To the north of Foul Lane, Wennington Road is designated as an active travel route and Kew Roundabout to the south is also proposed to be developed as part of the Scheme to include new footway and cycleway infrastructure. Therefore, this new cycle route along Foul Lane will provide a coherent route between Kew Roundabout and Wennington Road, which will form part of a coherent active travel network.

3.9 Kew Roundabout

The proposed works on Kew Roundabout are shown on the drawings contained within Appendix 2.

Kew roundabout is a 6-arm roundabout to the east of Southport and is a significant junction on the main route into the town from the east, along the A570. There are several retail parks around the junction.

Kew roundabout has a wide circulatory carriageway, with hatching against the central island. As part of the scheme, it is proposed to introduce capacity improvements at the junction, which will increase storage capacity on some approaches to the junction. In addition, it is proposed to narrow the circulatory carriageway, with a view to improving safety at the junction.

There are currently footways around the junction. However, there are no formal crossing points at the junction and it is a hostile environment for pedestrians. This is supported by the feedback that the Council has received from public engagement that has been undertaken.

It is proposed to improve the pedestrian and cycle infrastructure at the junction, by providing new segregated footway and cycleway infrastructure around the junction and along all approaches. Cycle tracks are proposed at 2.5m width, with footways proposed at 2m wide. This is to comply with LTN 1/20. The proposals also include the construction of new signalised crossing points across all arms of the junction.

Whilst the carriageway will be narrowed, enabling the footways to be widened into the carriageway, there is still insufficient width in the highway boundary to accommodate the infrastructure proposed, and therefore land beyond the highway boundary is needed to accommodate a design that meets design standards.

The new infrastructure proposed at Kew Roundabout will connect to either existing or planned new infrastructure on all arms of the roundabout, and therefore, this new infrastructure will form a key part of the active travel network in this area of Southport, and is critical to maximising the coherence of the network.

4. The CPO Order Land

- 4.1 The scheme includes localised widening of the carriageway to ease congestion and the introduction of active travel measures to comply with the standards set out in design guidance, not least LTN 1/20. Whilst every effort has been made to ensure that the scheme can be contained within the highway boundary it is recognised that this has not been possible in order to deliver a scheme which meets the overall objectives of improving safety, reducing congestion and providing quality active travel facilities.
- 4.2 All the land required borders the highway and is made up of grassed verge, landscaped areas and hardstanding. No buildings are included in the land required. The Council do not require the compulsory acquisition of any land lying beyond the 220m limit specified in the Highways Act Section 249(1) and in Column 1 of Part 1 of Schedule 18.
- 4.3 The Order Map in respect of the Order comprises 4 sheets. 54 plots are identified, many of which are small. These are within 11 freehold ownerships.
- 4.4 The land coloured pink on the Order Map will be acquired by Sefton Council.
- 4.5 A land referencing exercise has been undertaken to determine ownership and any rights or similar interests which may be relevant to an acquisition process. A land agent has been appointed to carry out negotiations with landowners and their agents. These discussions commenced in Spring 2023.
- 4.6 Negotiations with the landowners and occupiers of properties affected by the CPO are ongoing and will continue during the compulsory purchase order process. The Council would prefer to acquire any necessary land or other interests by private agreement if this can be achieved and any compulsory purchase order, if confirmed, would be used as a method of last resort to acquire the land or interests affected.

- 4.7 Confirmation of the CPO will enable Sefton Council to acquire compulsorily land required for the Scheme, that has not been secured through negotiation, in order to construct the scheme.

5. The need to deliver the Scheme

- 5.1 The impacts of not investing in the SEA scheme will be wide-ranging and varied. Existing operational, safety, socio-economic and environmental issues will persist and may worsen, particularly in light of forecast growth in the corridor, therefore failing to achieve the aims and objectives at national, regional, sub-regional and local level. Without the proposed interventions, the key ambition of LCR and Sefton Council to deliver improvements to highway and active travel infrastructure, thereby supporting social and economic growth and wider aims of the CRSTS funding will not be realised.

5.2 Highways improvements are required:

- To support better management of future congestion caused by the current traffic and new traffic from the anticipated growth;
- To address the positive changes necessary to deliver the progressive and resilient transport system that is required to support sustainable growth and prosperity in the area by supporting the delivery for housing and economic growth; and
- To provide access to key employment and retail sites, which will allow for increased growth; as well as reduced emissions in association with the climate emergency.

5.3 Improvements to active travel provision are also required:

- To promote active modes by improving walking and cycling facilities in the study area by putting less reliance on car journey, creating a positive impact on environmental, thus providing social, economic, and environmental benefits to the community.
- To promote route choices and encourage local community to undertake more journeys on foot or by bike inducing modal shift by putting less dominance on cars, thereby coming a step closer to improve air quality and improve health and well-being and contributing towards net-zero and sustainability goals.

- 5.4 Overall, the case for change is a strong one as the persistence of existing congestion and active travel accessibility issues, will see the continuation of key problems within the area.

6. Policy Framework

- 6.1 The Scheme is supported at national, regional and local policy levels in Sefton. The Scheme supports and complements the Council's approach towards improving its economy and employment and transport facilities. This policy basis forms part of the justification as to why there is a compelling case in the public interest.

National Policy

National Planning Policy Framework

The NPPF sets out core principles for transport planning at paragraph 109. The SEA scheme responds to many of those core principles:

c) understanding and addressing the potential impacts of development on transport networks;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

- 6.2 The objectives of the SEA scheme are:

- **S1** - Improve resilience/capacity of the transport network to support future growth across Southport;
- **S2** - Improve accessibility/connectivity to the key employment, housing, retail and leisure opportunities within the Town Centre and Seafront within the corridor by active modes;
- **S3** - Improve active travel provision to encourage walking and cycling;
- **S4** - Improve safety and perception of safety for road users across the corridor;
- **S5** - Improved local air quality.

The Scheme objectives (CRSTS) are assessed against National and Local Policy Frameworks as set out below;

Transport Investment Strategy (Department for Transport, 2017)

6.3 The Transport Investment Strategy sets out the guidance from which department investment decisions should be considered.

6.4 The key themes of the policy are listed below:

- Improved transport network.
- Enhancement of productivity and support for local growth.
- Enhancement of global competitiveness.
- Housing growth.

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4	Alignment with S5
✓	✓	✓	✓	✓

6.5 The SEA scheme supports the Transport Investment Strategy in that its objectives are firmly based on improvements to the transport network and the productivity and growth benefits that will come alongside transport improvements. These benefits include housing and employment growth.

Decarbonising Transport (Department for Transport, 2021)

6.6 This plan to decarbonise transport outlines the role that changes to the transport network and the way people travel has on the UK's wider decarbonisation strategy. The plan includes a series of commitments for all transport modes which contribute to the overarching goal of reducing carbon emissions from transport.

6.7 The key themes of the policy are listed below:

- Decarbonisation of all modes of transport.
- Encouraging modal shift.
- Enhanced efficiency of transport network.

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4	Alignment with S5
	✓	✓		✓

6.8 The SEA aims to improve the efficiency of the existing highway network while also enabling a modal shift towards active modes of transport fuelled through enhancing provision of infrastructure.

Gear Change (Department for Transport, 2020)

6.9 Gear Change (A bold vision for cycling and walking) presents the Government's vision for transforming the transport system in favour of pedestrians and cyclists.

6.10 The key themes of the policy are listed below:

- Healthier and happier communities.
- Improved safety.
- Enhanced accessibility.

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4	Alignment with S5
	✓	✓	✓	✓

6.11 The SEA scheme's active travel elements closely align with Gear Change's ambition to improve the quality, safety, and availability of cycle routes and pedestrian infrastructure that connects communities and services.

Strategic Transport Plan (Transport for the North, 2024)

6.12 Transport for the North (TfN) is the voice of the North of England for transport; a statutory body of elected leaders, and a partnership of business leader, from across the entirety of the North of England that collectively represent the region's 15 million citizens. TfN's vision is outlined below:

"By 2050 the North of England will have become a thriving, socially inclusive region. Our communities, businesses and places will all benefit from sustainable economic growth, improved health and wellbeing and access to opportunities for all. This will be achieved through a transformed, zero-emission, integrated, safe and sustainable transport system, which will enhance connectivity, resilience, and journey times for all users."

6.13 The key themes of the policy are listed below:

- Improved economic performance.
- Enhanced social inclusion.
- Rapid decarbonisation.

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4	Alignment with S5
✓	✓	✓		✓

6.14 The SEA scheme supports the Strategic Transport Plan through improvements to the transport network which will allow for improved accessibility to key development sites, to support economic growth. Improvements to active travel provision will allow for improved social inclusion and support decarbonisation through supporting a modal shift.

Regional Objectives

The Third Local Transport Plan for Merseyside (Merseytravel, 2011)

6.15 The third Local Transport Plan for Merseyside (LTP) provides the statutory framework for the policies and plans that will guide the future provision of transport in Merseyside. The local plan aims to support the city region's transport offering and have set out six goals to achieve this.

6.16 The key themes of the policy are listed below:

- Improved transport connectivity and accessibility to key sites.
- Support for economic growth.
- Improved health, wellbeing, and safety.
- Development of a low emission transport system.

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4	Alignment with S5
✓	✓	✓	✓	✓

6.17 The SEA scheme strongly supports the LTP in that transport improvements will allow for improved accessibility to key development sites. Furthermore, Upgrades to active travel infrastructure will benefit the health, safety, and wellbeing of users and will allow for increased uptake of low emissions transport modes.

Combined Authority Travel Plan (Liverpool City Region Combined Authority, 2019)

6.18 This document articulates the city region's vision for transport and is closely linked with its Transforming Cities Funding programme, which forms a part of the Strategic Investment Fund. The objectives of the plan are to tackle a set of key issues facing the city region which are economic growth and job creation, a modal shift, and taking a people centred approach.

6.19 The key themes of the policy are listed below:

- Improved transport connectivity and accessibility to key sites.
- Inclusive transport network.
- Improved health, wellbeing, and safety.
- Zero carbon Liverpool City Region by 2040.

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4	Alignment with S5
✓	✓	✓	✓	✓

- 6.20 The SEA scheme strongly supports the Combined Authority Transport Plan. Improvements to the transport network capacity will allow for improved transport connectivity and accessibility to key sites. Active travel provision and congestion reductions will improve the health, well-being, and safety of users and will significantly contribute to reduction in emissions, in line with the Liverpool City Region target to be net zero carbon by 2040.

A Plan for Prosperity (Liverpool City Region Combined Authority, 2022)

- 6.21 The Liverpool City Region's Plan for Prosperity establishes a comprehensive framework for achieving long-term economic and social prosperity across the city region.
- 6.22 The key themes of the policy are listed below:
- Inclusive economic growth.
 - Liverpool City Region as a leader in the transition to a net-zero economy.
 - Strengthen international trade and investment opportunities.

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4	Alignment with S5
✓	✓	✓	✓	✓

- 6.23 The SEA scheme is aligned with the above plan, as improvements to the transport network will allow for greater accessibility to key growth sites for all users. This can apply to car and bus users, due to reduced congestion providing improved journey times, or those travelling by means of active travel who can then engage in walking and cycling on a safer and more expansive network. The development of low-cost mode accessibility will further social inclusion and reduce emissions in line with net-zero ambitions.

Local Policy

A Local Plan for Sefton (Sefton Council, 2017)

- 6.24 The adopted Local Plan for Sefton sets out a strategic pathway through which new developments will help meet the needs of communities within Sefton. It will help shape Sefton over the next 15 years (2015-2030), identifying priority areas for investment in employment, housing, and infrastructure sectors.
- 6.25 The key themes of the policy are listed below:
- Housing and employment growth
 - Improved accessibility to development sites
 - Protection of the environment

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4	Alignment with S5
✓	✓	✓	✓	✓

- 6.26 The SEA scheme is aligned with the Sefton Local Plan in that transport improvements seek to facilitate housing and employment growth within an area through improved network performance and accessibility to key development sites. Active travel improvements and reductions in congestion, will mean significant environmental benefits within the area.

Sefton Economic Strategy (SES) Update (Sefton Council, 2022-2024)

- 6.27 The SES Update replaces the Sefton Economic Strategy which was adopted in 2019. This is done to provide a narrative following the economic climate after 'lockdown' policies in 2020/2021.

“An economy that connects Sefton to the City Region and beyond, in which businesses, employees, jobseekers, working age adults and young people receive the help they need, and the benefits of growth are maximised for the people and places of the Borough.”

- 6.28 The key themes of the policy are listed below:

- Improved accessibility to employment and education
- Social inclusion
- Housing and employment growth

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4	Alignment with S5
✓	✓	✓	✓	

- 6.29 The SEA scheme supports the SES update, as improvements to the transport network seek to improve connectivity within Southport and the wider Liverpool City Region. Within this the improvements will allow for better access to key housing, employment and education sites and upgrades to active travel provision will promote social inclusion.

Southport Town Deal (Sefton Council, 2021)

- 6.30 In November 2019, the Local Government Secretary invited 100 towns to develop proposals for a Town Deal with the Government – each one receiving up to £25 million investment from the national £3.6 billion Town Fund. Southport now forms part of the Town Deal initiative and can access up to £25 million of central government funding. The funding will help towns unlock their full

potential, helping to raise living standards and productivity across the country drawing up ambitious plans to transform their town's economic growth prospects with a particular focus on improved transport, broadband connectivity, skills, and culture.

6.31 The key themes of the policy are listed below:

- Improved transport connectivity and access to key sites
- Improved accessibility to employment and education

Alignment with S1	Alignment with S2	Alignment with S3	Alignment with S4	Alignment with S5
✓	✓	✓	✓	

6.32 The SEA scheme is aligned with the Southport Town Deal in that improvements to the transport network will allow for improved access to key development sites. These improvements will help Southport to unlock its potential in terms of housing, employment, education, and general economic growth.

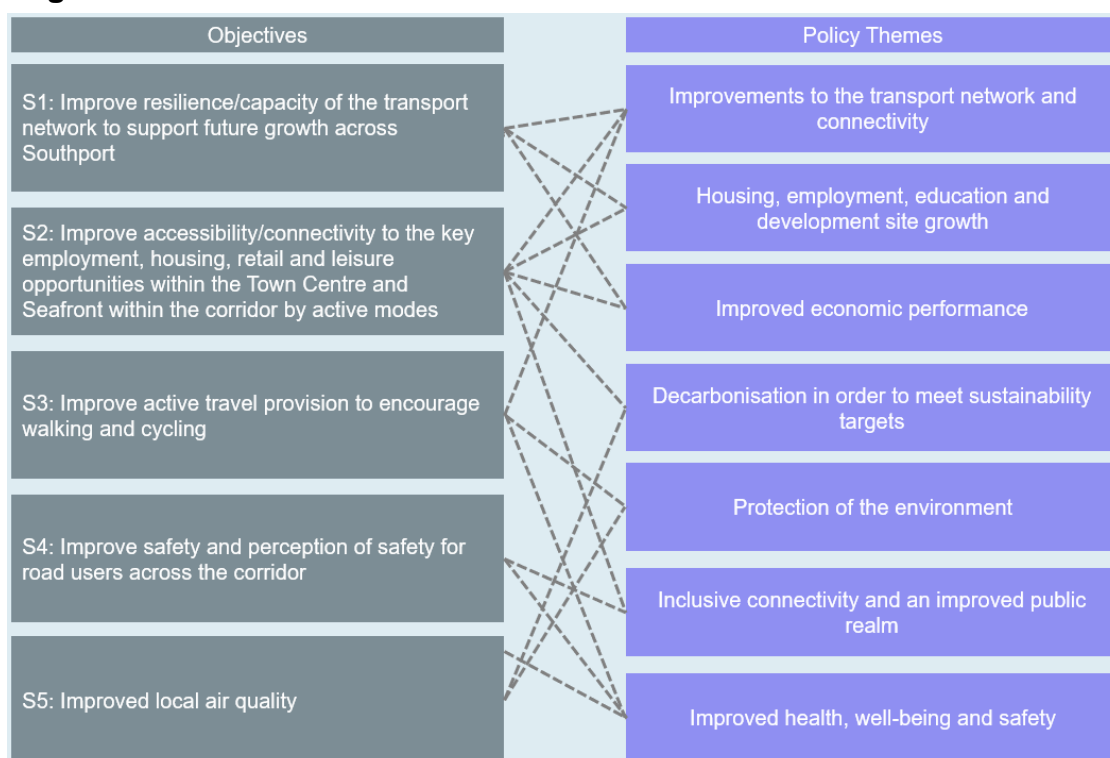
Summary

A Local Plan for Sefton (Sefton Council, 2017)

6.33 The above section clearly demonstrates an alignment between the SEA scheme and key relevant national, regional, and local policy aims and themes. The scheme supports the key policy themes of seeking improvements to the transport network, decarbonization, housing and employment growth, improved health and wellbeing, inclusive connectivity, and improved economic growth and performance.

Figure 1 below presents the scheme's objectives alongside policy themes identified.

Figure 1



7. Planning position and other approvals

- 7.1 Agreement has been reached with the Local Planning Authority that the areas which will be converted to highway will need Planning Approval. Two applications will be submitted, one for the Foul Lane area and one for Kew Roundabout.
- 7.2 To support the application, a number of environmental studies have been completed. The reports and other supporting information will be completed and Planning Applications submitted in April and May 2025. The Council does not foresee any issue with the granting of planning permission, and nor will the process delay or impede the delivery of the Scheme.

8. Funding Proposals

- 8.1 The Council, as sponsor for the Scheme, submitted an outline business case to the Liverpool City Region Combined Authority (LCRCA) for funding to assist the delivery of the Scheme. The Outline Business Case was approved and the Council invited to develop a Full Business Case. The LCRCA insisted that the scheme design be developed as part of this process and provided developing funding to enable this to progress.

- 8.2 A full business case was submitted in July 2024 to LCRCA. They approved the case and funding of £16.3 m at its meeting in September 2024. Subsequently a Grant Funding Award was made, reviewed and signed by both parties in January 2025. This offer was subsequently accepted by the Council and the funding brought into the Council's Capital programme at its meeting in November 2024. The funding awarded will meet the total costs of delivering phases 1 and 2 of the Scheme, including the costs of acquisition of any land interests.
- 8.3 The GFA confirms that the funding will be available until March 2027. This will ensure the completion of the elements of the Scheme for which the CPO relates.

9. Justification for using compulsory purchase powers

- 9.1 Section 239 and 240 of the 1980 Act will be employed to acquire the necessary land to construct and maintain the Scheme.
- Section 239 of the 1980 Act enables a highway authority to acquire land required for the construction of a highway (other than a trunk road) which is to become maintainable at the public expense as well as any land required for the improvement of a highway.
 - Section 240 of the 1980 Act enables a highway authority to acquire land required for the use in connection with the construction or improvement of a highway and the carrying out of a diversion or other works to watercourses.
- 9.2 The Council recognise that a compulsory purchase order can only be made if there is a compelling case in the public interest, which justifies the overriding of private rights and interests in the land to be acquired. The Council are satisfied that a compelling case exists here for the reasons set out in the preceding sections of this Statement.
- 9.3 The current issues associated with the area have been considered earlier in this Statement. The Scheme has been carefully designed to bring about active travel and junction improvements whilst designed sympathetically to require the minimum amount of land necessary to deliver the Scheme. There is therefore a need for the Scheme.
- 9.4 Those affected by the CPO, including all freehold owners, occupiers and lessees have been invited to enter into discussions with the Council with a view to agreeing appropriate terms for the acquisition of the land required to deliver the Scheme. These negotiations began in Spring 2023 and are ongoing and will continue until the CPO is confirmed.

- 9.5 The Council has sought (and is continuing to seek) to acquire all of the third-party interests in the CPO Order Land through negotiation. Whilst discussions are continuing with the outstanding owners and occupiers that remain within the CPO Order Land, it is unlikely that agreement will be reached with all interested parties within a reasonable timescale. The Council have determined to make the CPO to secure the outstanding interests and rights required to enable the implementation of the Scheme to deliver the identified public benefits to the area. Discussions will however continue with those affected by the CPO in an endeavour to secure the land affected by the CPO, or rights over such land, by agreement with a view to limiting those interests which may need to be acquired compulsorily. This approach is in accordance with national guidance and best practice. Full details of the consultation and engagement undertaken with affected landowners to date can be found appended to this document.
- 9.6 The proposed SEA scheme comprises an interconnected series of highway network improvements on the Key Route Network designed to improve access to and through Southport and to alleviate the increase in traffic from new developments. The scheme will enhance the current infrastructure improvements required to support economic growth in the town and improve traffic management and accessibility. It will improve access to the town centre and seafront and to current and proposed development sites in eastern Southport. All of this is in line with national, regional and local policy as set out above.
- 9.7 Highways improvements are required in order to allow effective accessibility for road users to key employment and retail sites, which will allow for increased growth; as well as the achievement of associated benefits such as improved visitor experiences and reduced emissions in association with the climate emergency.
- 9.8 The FBC also identifies a need for improvements to active travel provision, as without intervention, accessibility challenges and inequalities, safety concerns and social and well-being barriers will remain. Effective active travel provision is also crucial to the achievement of a modal shift away from private car usage towards increased usage of sustainable modes, which would be a crucial contribution towards net-zero and sustainability goals.
- 9.9 Overall, the case for change is a strong one as the persistence of existing congestion and active travel accessibility issues, will see the continuation of key problems within the area.
- 9.10 The scheme objectives have been refined in order to reflect the evolved scope of the SEA scheme. The FBC objectives aim to address the problems outlined earlier in this section, reflect the business strategies for the scheme promoters

and regional bodies and align with the objectives of the City Region Sustainable Transport Settlements (CRSTS) fund.

9.11 If the scheme were not to progress the following impacts are predicted ;

Operational

- Congestion worsens within the study area and across Southport as a whole.
- Decrease in speeds impacting network reliability.
- Increased journeys made by private cars due to limited facilities for walking and cycling.
- Increase in vehicle queues and delays at key junctions along the corridor impacts on safety along the B5276, Foul Lane and Kew Roundabout.
- Inadequate active travel provision would remain, resulting in low uptake.

Social

- Limitation of access to employment and social opportunities.
- Lower living standards for the existing and future residence.
- Reduced ability for users to use active travel infrastructure for leisure purposes.

Environmental

- Lower speeds, and idling of vehicles at congested junctions leading to increased Greenhouse Gas emissions, deterioration in Air Quality.
- Reduced ability to for users to travel via active means.

Economic

- Visitors are deterred from visiting Southport, particularly on busy days thus reducing visitor spend.
- Businesses choose to invest elsewhere: LCR potentially loses out to Greater Manchester, Warrington and other regional competitors.
- Economic growth in Sefton (and wider LCR) is stifled resulting in reduced job creation.
- Increased travel costs to businesses (due to congestion / delay) that use the junctions and to users, as active travel accessibility is limited.
- Conditions deter business investment, which impacts on the local and regional economy.

9.12 The Council is satisfied that the delivery of the Scheme is fundamental to support the visitor and local economy of Southport.

9.13 Funding has been secured to deliver the Scheme, if the land is available to do so. Although, as already stated, negotiations will continue with landowners affected by the proposals. The Council are satisfied that it is necessary to make the CPO in order to ensure that the land can be made available to deliver the Scheme in a timely and expedient manner. Should negotiations not be successful whilst enabling certainty in programming the delivery of the Scheme,

it can result in failure to deliver the Scheme in a timely manner may result in funding ceasing to be available and the benefits identified above would not be secured. The CPO is a last resort.

- 9.14 Following confirmation of the CPO Sefton Council will utilise appropriate powers, either through the use of a Notice to Treat and Notice of Entry or by way of a General Vesting Declaration, to secure ownership of the Order Land.
- 9.15 It is the Council's opinion that the proposed CPO is necessary to facilitate the delivery of the Scheme and that the statutory requirements for the use of compulsory purchase powers under the Highways Act 1980 have been met. The Order Land has been determined to be the minimum needed to deliver the Scheme and the Scheme has been designed carefully to minimise the impact on those with land interests in the area. Given the significant public benefits that will be achieved with the delivery of the Scheme and the support of local, regional and national policy, it is considered that the use of compulsory purchase powers is necessary and justifiable in the public interest.

10. Consideration of Human Rights Issues

- 10.1 The Human Rights Act 1998 incorporated into UK law the European Convention on Human Rights ("the Convention"). The Convention includes provisions which aim to protect the rights of the individual (including companies and other corporate bodies). In resolving to make the CPO, The Council considered the rights of the property owners affected by the CPO generally and, in particular, under the following Articles of the Convention:

Article 1 of the First Protocol

Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.

The preceding provisions shall not, however, in any way impair the right of a State to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties.

Article 6 – Right to a Fair Trial

In the determination of his civil rights and obligations or of any criminal charge against him, everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law. Judgment shall be pronounced publicly but the press and public may be excluded from all or part of the trial in the interest of morals, public order or national security in a

democratic society, where the interests of juveniles or the protection of the private life of the parties so require, or to the extent strictly necessary in the opinion of the court in special circumstances where publicity would prejudice the interests of justice...

Article 8 Right to respect for private and family life

- I. Everyone has the right to respect for his private and family life, his home and his correspondence.*
- II. There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.*

- 10.2 In each of the articles referred to above (and in respect of many of the provisions of the Convention) the rights afforded to an individual are “qualified rights”; this means that they do not prevent proposals affecting those rights providing the interference is proportionate and justified. The public authority seeking to affect those rights is obliged to satisfy itself that it has struck the correct balance between the rights of the individuals affected and the public interest in delivering the Scheme.
- 10.3 As set out above, the Council considers that the Scheme will deliver significant public benefits to the area. In the circumstances, and given that the interests affected by the proposals will be limited, given the scale of the Scheme and the nature of the land interests affected, the Council consider that the proposed CPO would not constitute an unlawful interference with the individuals' property rights given the overall public benefits which will be delivered if the Scheme is progressed.
- 10.4 Furthermore, the compulsory purchase process clearly provides for those affected to have a right to object to any order being confirmed and this objection will be considered by an independent Inspector appointed by the Secretary of State for Transport. Any objection may also be considered through a public inquiry. Notwithstanding this, any person affected by the proposed orders will be entitled to compensation proportionate to any loss they may incur as a result of their rights or interests being affected by the CPO.
- 10.5 Paragraph 6.1 of the October 2024 MHCLG Guidance on the Compulsory Purchase Process provides that:

“...acquiring authorities are bound by the Public Sector Equality Duty as set out in Section 149 of the Equality Act 2010.

- 10.6 The Council considers that making the Order to bring forward the Scheme is justified and there is no unlawful discrimination.
- 10.7 The Public Sector Equality Duty has been considered at each stage of the key decision-making process for the Scheme. An Equalities Impact Assessment was carried out when the Council decided to make the Order. Consideration of any impact is ongoing and will be reviewed regularly in light of information about affected parties and will include engagement with all affected parties on an ongoing basis. The Council is aware of and has had due regard (and will continue to have due regard to) its Public Sector Equality Duty.

11. Other Matters

Related Orders/Applications

- 11.1 Traffic Regulation Orders will also be promoted by the Council to reflect the changes to the highway network that the Scheme will introduce. These will be promoted under the provisions of the Road Traffic Regulation Act 1984 and will not form part of the CPO process. However the provisions of the 1984 Act will require the proposed Traffic Regulation Orders to undergo a public consultation process before any orders are made.

Special Considerations affecting the Order Land

- 11.2 No listed buildings are directly affected by the CPO and none of the land that would be affected by the CPO is within a conservation area.
- 11.3 The land affected does not fall within any other designation of protected status.
- 11.4 Statutory undertaker's equipment will be affected by the proposed works. As the works are highways works, it is not proposed that any removal of apparatus will be required and affected undertakers will retain their apparatus in the adopted highway; some, however, will be required to be diverted to a new location. No operational land belonging to any statutory undertakers will be affected by the proposed Scheme and those affected will be asked to confirm this. In any event, provision exists for the relevant Minister to certify that land can be taken by way of compulsory purchase if he is satisfied that it would have no significant detrimental effect on the undertaking in question. In this case, the Secretary of State with authority to confirm the CPO (or to approve its confirmation by the Council) is the Secretary of State who would certify in respect of the undertaker affected.

Compensation Issues

- 11.5 As part of the compulsory purchase order process the Council has entered into discussions with the land owners and occupiers that would be affected if the CPO is confirmed. As part of those discussions the Council has sought to discuss compensation issues as well as seeking to agree to acquire any land needed to enable the Scheme by agreement with those affected.
- 11.6 These negotiations will continue to take place with the intention of seeking to acquire any land interests which may be needed to deliver the Scheme by agreement, rather than compulsorily wherever possible.
- 11.7 Provision is made by statute with regard to compensation for the compulsory purchase of land or interests in land as well as for the depreciation in the value of properties affected by the Scheme. More information is given in a series of guides published by the Department for Communities and Local Government, namely;
- a) Guide 1 – Compulsory Purchase Procedure
 - b) Guide 2 – Compensation to Business Owners and Occupiers
 - c) Guide 3 – Compensation to Agricultural Owners and Occupiers
 - d) Guide 4 - Compensation to Residential Owners and Occupiers
- 11.8 Copies of these Guides can be obtained online from <https://www.gov.uk/government/collections/compulsory-purchase-system-guidance#compulsory-purchase-and-compensation:-plain-english-guides> or directly from the Department of Transport.

Contact Information

- 11.10 Owners and occupiers or tenants of properties affected by the proposed CPO, who wish to discuss the CPO and who want to understand how they may be affected by the CPO, or who wish to discuss the option of acquiring their interest in the land by agreement, should contact:

Andrew Dunsmore, Andrew.Dunsmore@sefton.gov.uk

- 11.10 Further information on the engineering aspects of the Scheme and the highway works which may be involved can be obtained by contacting:

Andrew Dunsmore, Andrew.Dunsmore@sefton.gov.uk

Inspection of documents

- 11.10 Documents and large scale plans can be inspected at the following locations:

Building	Times
----------	-------

Southport Library Lord Street Southport PR8 1DJ	10am – 5pm Monday to Friday 10am – 2pm Saturday
--	--

11.10 Copies of the documents can also be inspected at the following website
<https://www.sefton.gov.uk/parking-roads-travel/major-highway-projects-in-sefton/southport-eastern-access/phase-2-foul-lane-kew-roundabout/compulsory-purchasing-orders-sea/>

12. Next Steps

12.1 Objections to the compulsory purchase order for the Scheme will be considered by the Secretary of State for Transport and he may, in appropriate circumstances, determine to call a public inquiry to consider any objections. Please note the deadline for receipt of representations set out in the Notice you have received.

12.2 Letters of support or objection to the CPO should be addressed to:

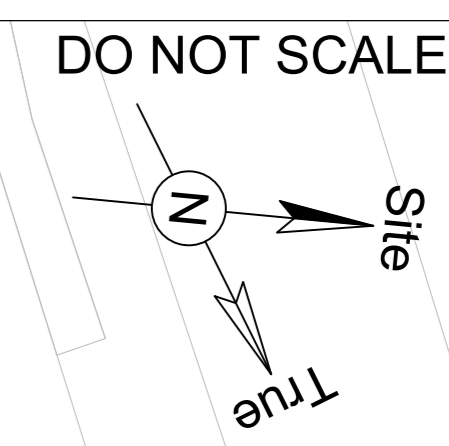
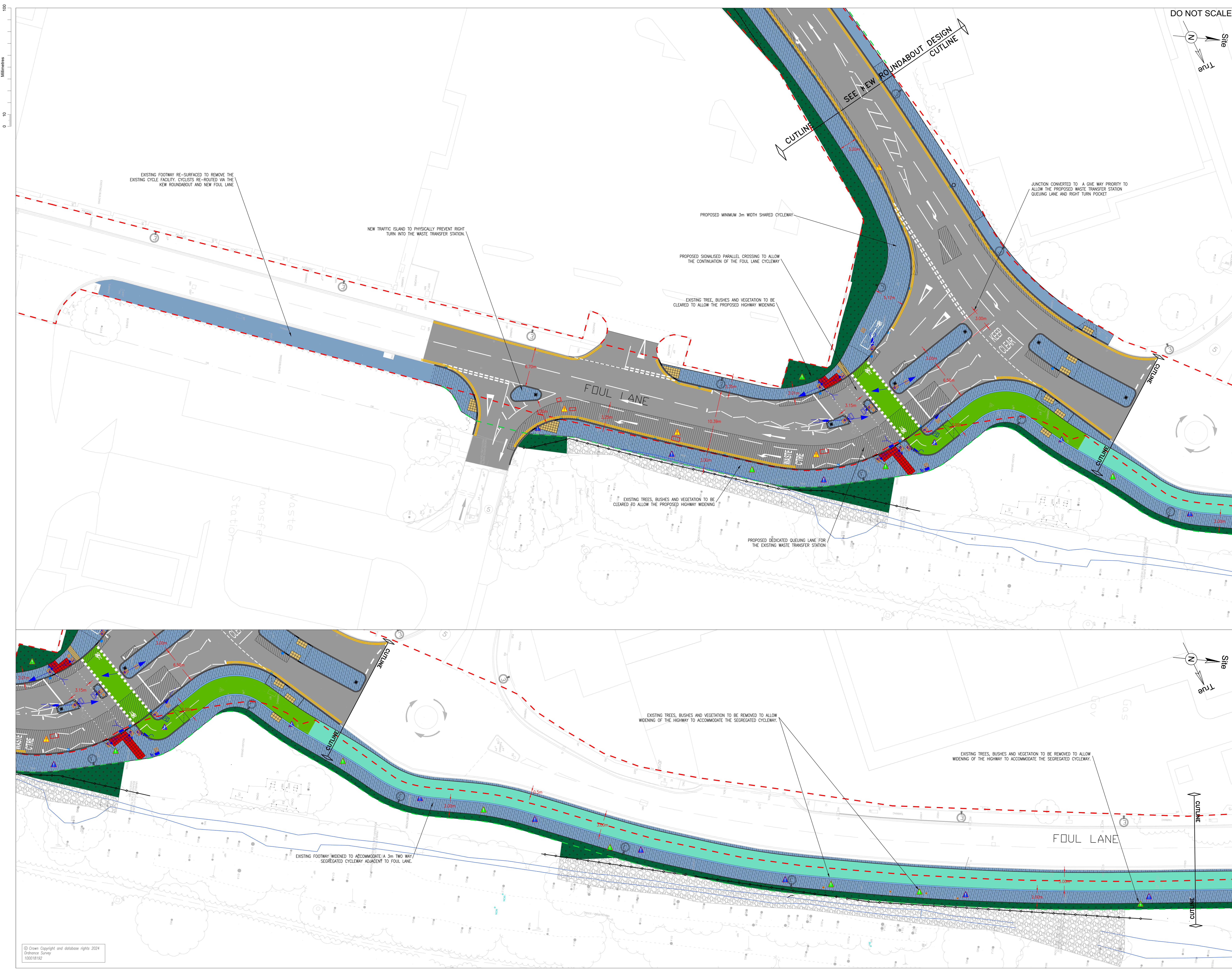
Secretary of State for Transport
National Transport Casework Team
Tyneside House
Skinnerburn Road
Newcastle Business Park
Newcastle upon Tyne
NE4 7AR
nationalcasework@dft.gov.uk

Appendix 1

Foul Lane General Arrangement Drawings

- 5217408-ATK-HGN-SEA-DR-D-D501A
- 5217408-ATK-HGN-SEA-DR-D-D501B
- 5217408-ATK-HGN-SEA-DR-D-D501C

0 10 100
Millimetres



NOTES:

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- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
- REFER TO THE DRAWINGS LISTED IN THE DRAWING INDEX SHEET FOR FULL CONSTRUCTION INFORMATION AND DETAILS.
- THE LAYOUT IS SUBJECT TO CHANGE DUE TO ONGOING DEVELOPMENT WITH SEFTON COUNCIL, STAKEHOLDER INVOLVEMENT, PUBLIC CONSULTATIONS AND AVAILABILITY OF LAND FOR HIGHWAY WIDENING.
- THE HIGHWAY BOUNDARY SHOWN HAS BEEN HAND DRAWN USING PDF ADOPTION PLANS PROVIDED BY SEFTON COUNCIL.
- DUE TO THE PRESENCE OF PEAT AND UNFAVOURABLE GROUND CONDITIONS, ATKINS AND BALFOUR BEATTY ARE UNDERTAKING GROUND INVESTIGATION WORK TO DETERMINE REMEDIAL WORKS THAT WILL BE NECESSARY TO CARRIAGEWAY, FOOTWAY AND CYCLEWAY SUB STRUCTURES, AND ALSO WORKS REQUIRED TO INFILL THE DISUSED BOUNDARY DITCH.

GENERAL KEY:

- 450x450mm CONCRETE BLISTER TACTILE PAVING (RED)
- 450x450mm CONCRETE BLISTER TACTILE PAVING (BUFF)
- CONCRETE CORDUROY HAZARD PAVING (BUFF)
- CONCRETE CYCLETRACK DIRECTIONAL PAVING (BUFF)
- PROPOSED KERB LINE (125mm PCC)
- PROPOSED EDGING (PCC)
- PCC CYCLETRACK DEMARCATION BLOCKS
- ROADMARKING TO TSRD DIEG. NO. 956
- MINI-EXISN CYCLE SIGNAGE BOLLARD
- PROPOSED DIRECTIONAL BOLLARD
- EXISTING MESH STEEL SECURITY BOUNDARY FENCE RE-LOCATED
- EXISTING STEEL PALLISADE BOUNDARY FENCE RE-LOCATED
- PROPOSED PEDESTRIAN GUARDRAILING
- PROPOSED BOLLARD
- UTILITY CHAMBER OR MANHOLE CONFLICTING WITH WORKS
- LIGHTING COLUMN - REFER TO STREET LIGHTING DRAWINGS FOR DETAILS
- INDICATIVE TRAFFIC SIGNALS EQUIPMENT - REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- TRAFFIC SIGNALS CHAMBER - REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- PROPOSED GULLY - REFER TO DRAINAGE DRAWINGS FOR CONSTRUCTION DETAIL AND CONNECTIONS / DISCONNECTIONS

LAND & BOUNDARY KEY:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

SURFACE FINISHES KEY:

- RE-SURFACED CARRIAGEWAY (PLANE, INLAY AND REGULATE)
- PROPOSED CARRIAGEWAY CONSTRUCTION (FULL DEPTH CONSTRUCTION/NARROW WIDENINGS)
- RE-SURFACED AC FOOTWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW AC FOOTWAY (ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
- NEW AC SEGREGATED CYCLEWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW GREEN COLOURED AC CYCLEWAY (GREEN ASPHALT CONCRETE SURFACING)
- NEW RASSED ENTRY TREATMENT (ASPHALT CONCRETE CONSTRUCTION)
- SOFT LANDSCAPING (100mm TOPSOIL AND GRASS SEED)
- SOFT LANDSCAPING (UP TO 300mm TOPSOIL AND GRASS SEED)
- EXISTING DITCH EXCAVATED BACKFILLED AND GROUND LEVELLED - EXTENTS, MATERIALS AND DEPTHS TO BE CONFIRMED BY ONGOING GROUND INVESTIGATIONS BY ATKINS AND BALFOUR BEATTY (REFER TO NOTE 6).
- EXISTING CARRIAGEWAY
- (NO WORKS PROPOSED)

SIGNIFICANT ISSUE ID KEY:

- H&S / DESIGN ISSUE
- UTILITIES CONFLICTS
- ENVIRONMENTAL ISSUE
- NON HIGHWAYS LAND TAKE

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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CONSTRUCTION

UTILITIES CONFLICTS / THIRD PARTY LAND AVAILABILITY / POOR GROUND CONDITIONS DUE TO PRESENCE OF PEAT

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

REMOVAL OF TREES AND VEGETATION / BACKFILLING OF DRAINAGE DITCH

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

P02	22/07/24	CHANGES TO WASTE CENTRE ACCESS / R&O CYCLEWAY AMENDED TO SHARED / ISSUED FOR ROAD	DS	DS	PE
P01	16/09/23	ISSUED FOR DETAILED DESIGN & C3 INVESTIGATIONS & RS&AZ COSTING	DS	DS	CC
Rev.	Date	Description	By	Chkd	Apprd
Drawing Status			S2		

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Tel: 0151 934 2000

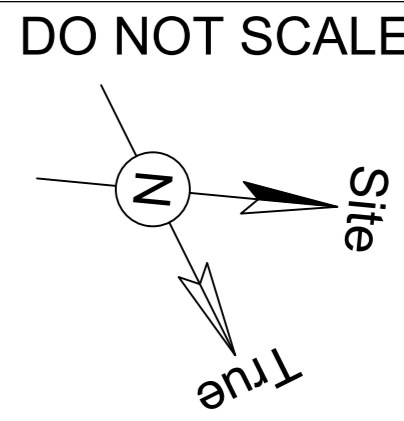
Project Title
**SOUTHPORT EASTERN APPROACHES (SEA)
DETAILED DESIGN**

Drawing Title
**FOUL LANE
ENHANCED CYCLEWAY
GENERAL ARRANGEMENT
(Sheet 1 of 3)**

Scale	1:200	Designed	DS	Drawn	DS	Checked	DS	Authorised	CC
Original Title	A0	Date	15/09/22	Date	15/09/22	Date	16/09/22	Date	23/09/22
Drawing Number	5217408-ATK-HGN-SEA-DR-D-D501A								P02

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 2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
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 5. THE HIGHWAY BOUNDARY SHOWN HAS BEEN HAND DRAWN USING PDF ADOPTION PLANS PROVIDED BY SEFTON COUNCIL.
 6. DUE TO THE PRESENCE OF PEAT AND UNFAVOURABLE GROUND CONDITIONS, ATKINS AND BALFOUR BEATTY ARE UNDER TAKING GROUND INVESTIGATION WORK TO DETERMINE REMEDIAL WORKS THAT WILL BE NECESSARY TO CARRIAGEWAY, FOOTWAY AND CYCLEWAY SUB STRUCTURES, AND ALSO WORKS REQUIRED TO INFILL THE DISUSED BOUNDARY DITCH.

- GENERAL KEY:**
- 450x450mm CONCRETE BUSTER TACTILE PAVING (RED)
 - 450x450mm CONCRETE BUSTER TACTILE PAVING (BUFF)
 - CONCRETE CORDUROY HAZARD PAVING (BUFF)
 - CONCRETE CYCLETRACK DIRECTIONAL PAVING (BUFF)
 - PROPOSED KERB LINE (125mm PCC)
 - PROPOSED EDGING (PCC)
 - PCC CYCLETRACK DEMARCATION BLOCKS
 - ROADMARKING TO TSRD D162: NO. 956
 - MINI-EXISITION CYCLE SIGNAGE BOLLARD
 - PROPOSED DIRECTIONAL BOLLARD
 - EXISTING MESH STEEL SECURITY BOUNDARY FENCE RE-LOCATED
 - EXISTING STEEL PALLISADE BOUNDARY FENCE RE-LOCATED
 - PROPOSED PEDESTRIAN GUARDRAILING
 - PROPOSED BOLLARD
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 - LIGHTING COLUMN - REFER TO STREET LIGHTING DRAWINGS FOR DETAILS
 - INDICATIVE TRAFFIC SIGNALS EQUIPMENT - REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
 - TRAFFIC SIGNALS CHAMBER - REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
 - PROPOSED GULLY - REFER TO DRAINAGE DRAWINGS FOR CONSTRUCTION DETAIL AND CONNECTIONS / DISCONNECTIONS

- LAND & BOUNDARY KEY:**
- EXISTING HIGHWAY BOUNDARY
 - PROPOSED HIGHWAY BOUNDARY

- SURFACE FINISHES KEY:**
- RE-SURFACED CARRIAGEWAY (PLANE, INLAY AND REGULATE)
 - PROPOSED CARRIAGEWAY CONSTRUCTION (FULL DEPTH CONSTRUCTION/NARROW WIDENING)
 - RE-SURFACED AC FOOTWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
 - NEW AC FOOTWAY (ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
 - NEW AC SEGREGATED CYCLEWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
 - NEW GREEN COLOURED AC CYCLEWAY (GREEN ASPHALT CONCRETE SURFACING)
 - NEW RASSED ENTRY TREATMENT (ASPHALT CONCRETE CONSTRUCTION)
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 - EXISTING CARRIAGEWAY (NO WORKS PROPOSED)
- SIGNIFICANT ISSUE ID KEY:**
- H&S / DESIGN ISSUE
 - UTILITIES CONFLICTS
 - ENVIRONMENTAL ISSUE
 - NON HIGHWAYS LAND TAKE

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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UTILITIES CONFLICTS / THIRD PARTY LAND AVAILABILITY / POOR GROUND CONDITIONS DUE TO PRESENCE OF PEAT

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

REMOVAL OF TREES AND VEGETATION / BACKFILLING OF DRAINAGE DITCH

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P01	16/09/23	ISSUED FOR DETAILED DESIGN & C3 INVESTIGATIONS & RS&A2 COSTING	DS	DS	CC
Rev.	Date	Description	By	Chkd	Apprd
Drawing Status					Substantially

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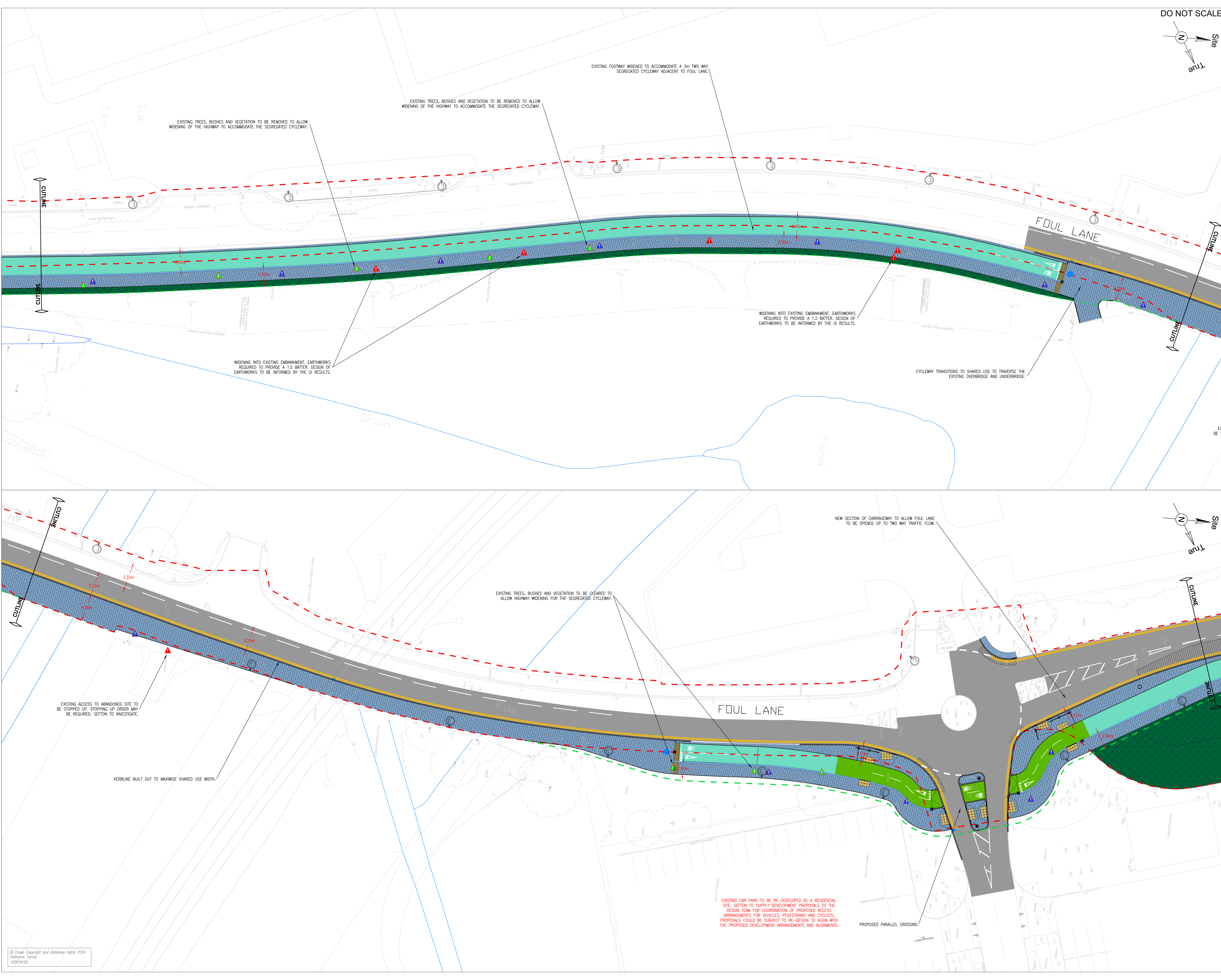
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**SOUTHPORT EASTERN APPROACHES (SEA)
DETAILED DESIGN**

Drawing Title
**FOUL LANE
ENHANCED CYCLEWAY
GENERAL ARRANGEMENT
(Sheet 2 of 3)**

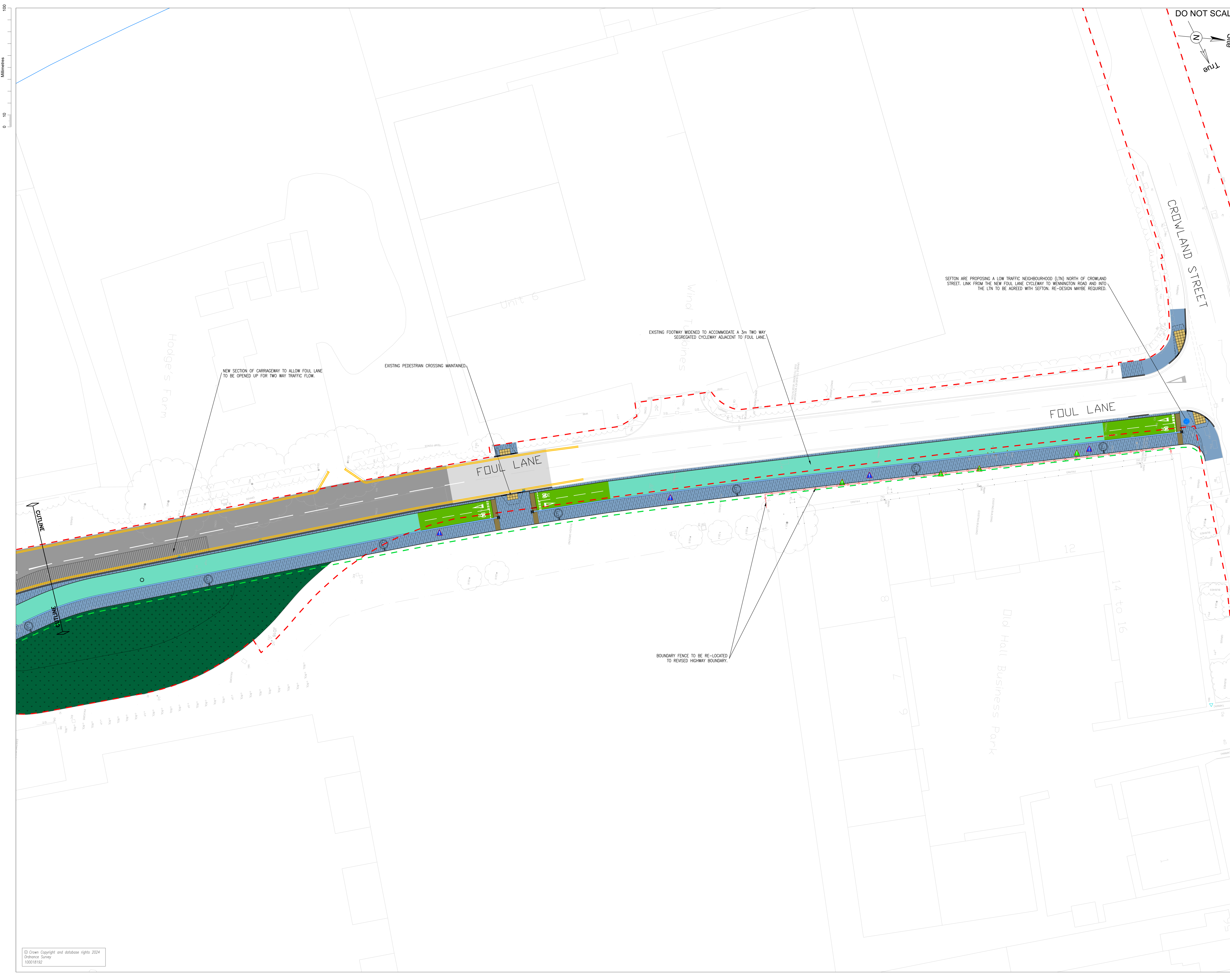
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Drawing Number
5217408-ATK-HGN-SEA-DR-D-D501B

P02



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Millimetres



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- EXISTING CARRIAGEWAY
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SIGNIFICANT ISSUE ID KEY:

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P01	16/09/23	ISSUED FOR DETAILED DESIGN & C3 INVESTIGATIONS & RSA2 COSTING	DS	DS	CC

Drawing Status: **FOR RSA2** Suitability: **S2**

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Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 3HU
Tel: 0151 934 2000

Project Title

SOUTHPORT EASTERN APPROACHES (SEA) DETAILED DESIGN

Drawing Title

FOUL LANE ENHANCED CYCLEWAY GENERAL ARRANGEMENT (Sheet 3 of 3)

Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	CC

Original Size	Date	Date	Date	Date
A0	15/09/22	15/09/22	16/09/22	23/09/22

Drawing Number: **5217408-ATK-HGN-SEA-DR-D-D501C** Revision: **P02**

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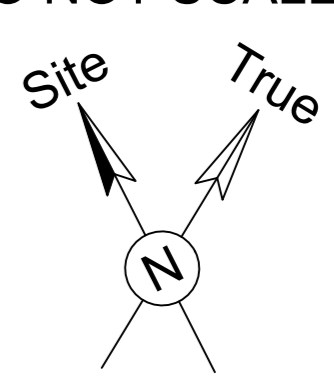
Appendix 2

Southport Eastern Access General Arrangement Drawings

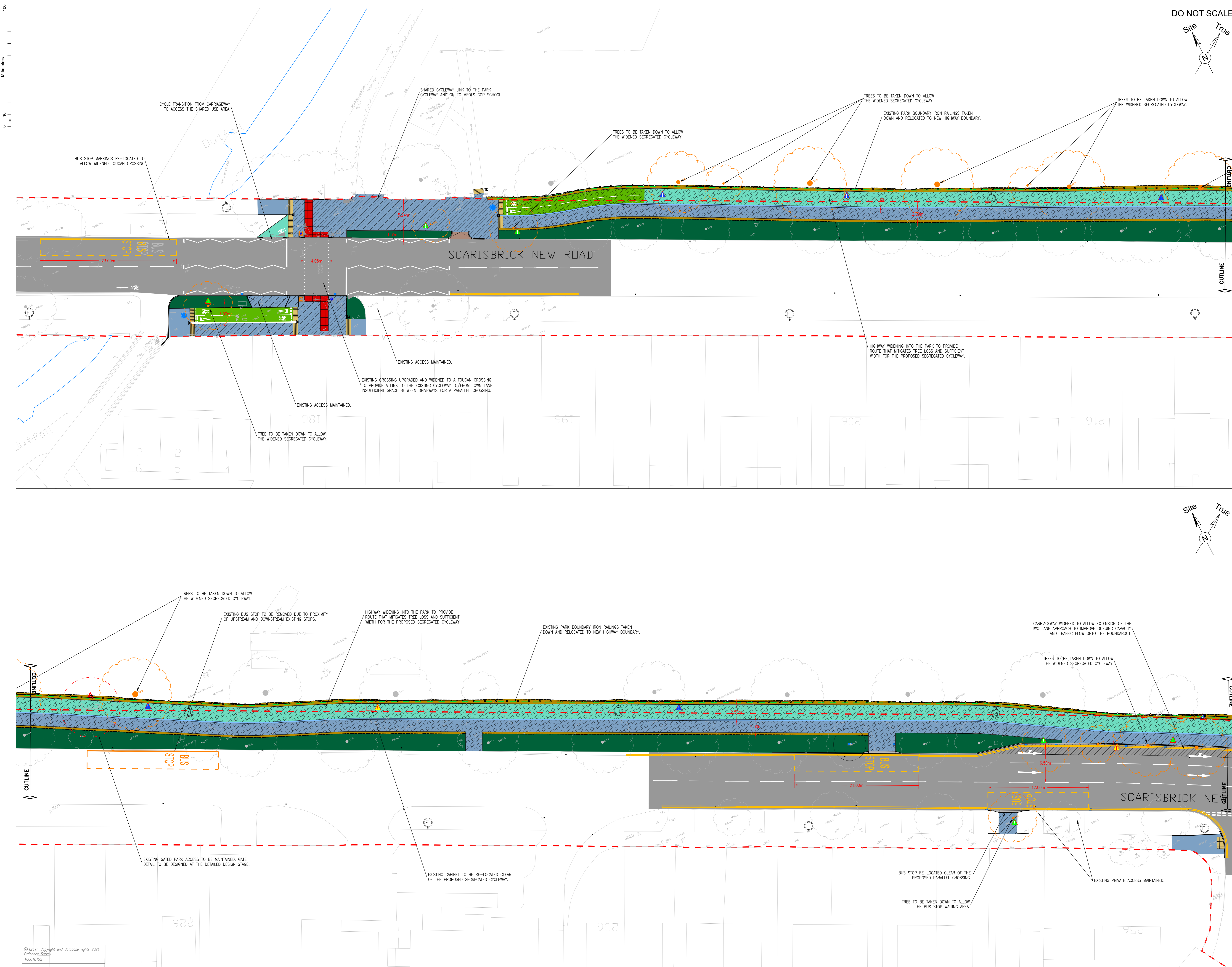
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Millimetres
0 10 100

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 - PCC CYCLETRACK DEMARCATION BLOCKS
 - ROADMARKING TO TSRD DIAG. NO. 956
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 - NON HIGHWAYS LAND TAKE



- SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**
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- MAINTENANCE/CLEANING**
- DECOMMISSIONING/DEMOLITION**
- REMOVAL OF EXISTING TREES AND VEGETATION
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- | Rev. | Date | Description | By | Chkd | Apprd | Suitability |
|------|----------|--|----|------|-------|-------------|
| P02 | 23/09/24 | AMENDMENTS TO SCARISBRICK RD CYCLEWAY / 160 CYCLEWAY CHANGES TO SHARED / RS&A2 | DS | DS | PE | |
| P01 | 16/09/23 | ISSUED FOR DETAILED DESIGN & CS INVESTIGATIONS & RS&A2 COSTING | DS | DS | CC | |
- ISSUE FOR RS&A2**
- S1**

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Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 3HU
Tel: 0151 934 2000

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Project Title
SOUTHPORT EASTERN APPROACHES (SEA) DETAILED DESIGN

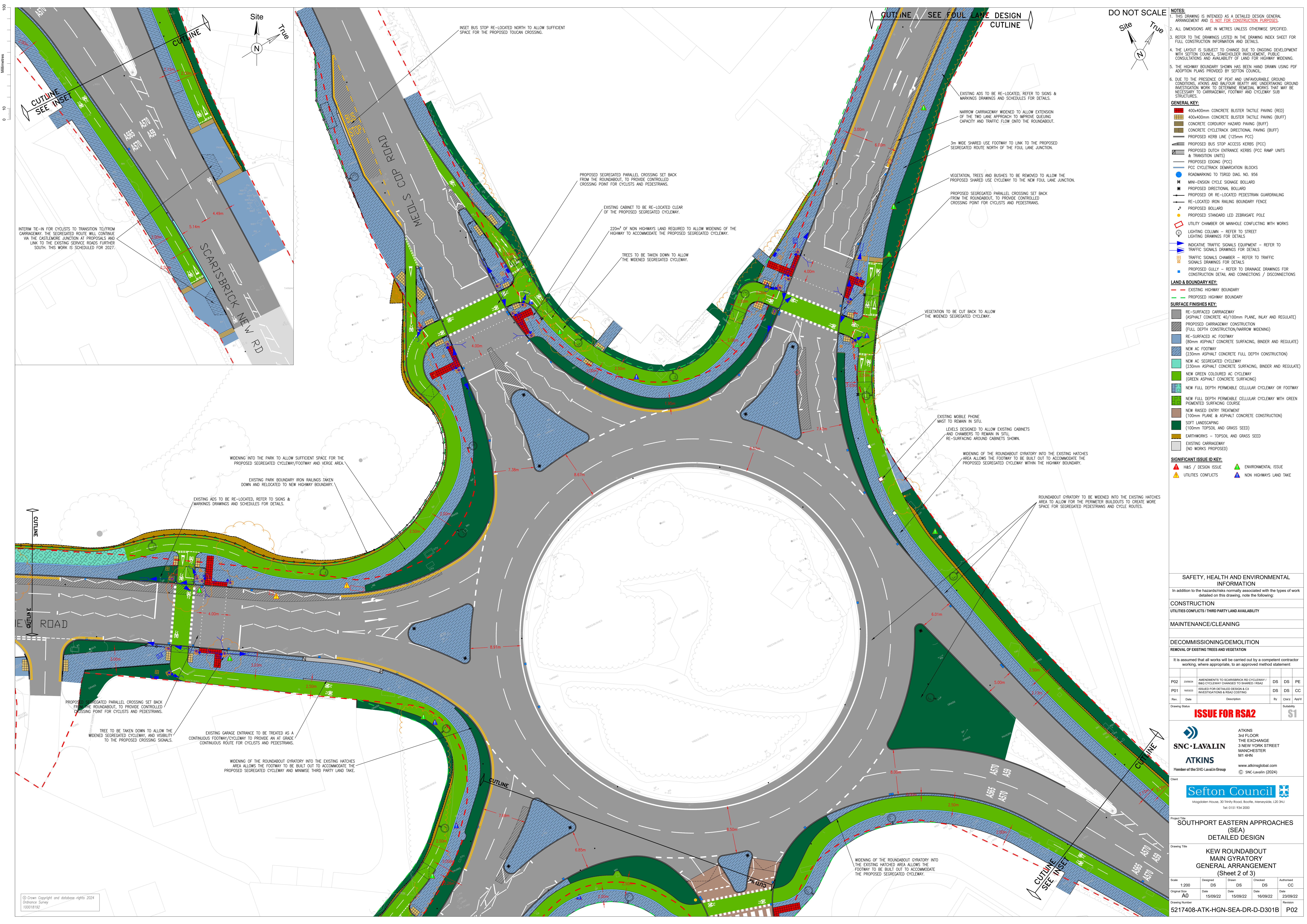
Drawing Title
**KEW ROUNDABOUT
SCARISBRICK NEW ROAD NORTH ARM
GENERAL ARRANGEMENT
(Sheet 1 of 3)**

Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	CC

Original Size	Date	Date	Date	Revision
A0	15/09/22	15/09/22	16/09/22	23/09/22

Drawing Number
5217408-ATK-HGN-SEA-DR-D-D301A

Revision
P02



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Rev.	Date	Description	By	Chkd / Apprd
Drawing Status			Suitability	
ISSUE FOR RSA2			S1	

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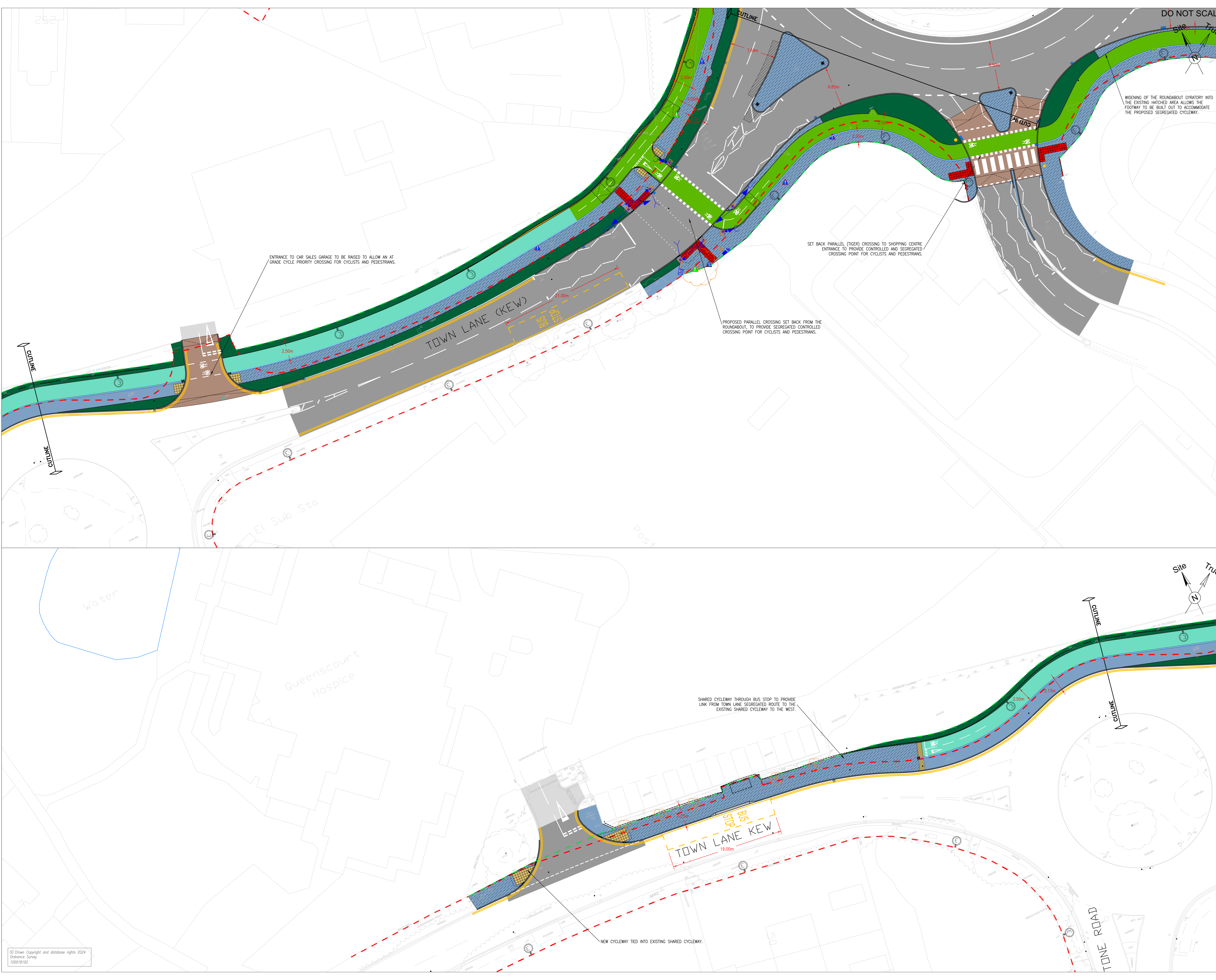
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Project Title		SOUTHPORT EASTERN APPROACHES (SEA)	
Drawing Title		DETAILED DESIGN	
Drawing Title		KEW ROUNDABOUT MAIN GYRATORY GENERAL ARRANGEMENT (Sheet 2 of 3)	
Scale	1:200	Designed	DS
Original Size	A0	Date	15/09/22
Drawing Number	5217408-ATK-HGN-SEA-DR-D-D301B	Drawn	DS
		Date	15/09/22
		Checked	DS
		Date	16/09/22
		Authorised	CC
		Date	23/09/22
		Revision	P02

0 10 100
Millimetres



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P01	16/09/23	ISSUED FOR DETAILED DESIGN & COST INVESTIGATIONS & RS&Z COSTING	DS	DS	CC
Rev.	Date	Description	By	Chkd	App'd
Drawing Status					

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Project Title
SOUTHPORT EASTERN APPROACHES (SEA)

Drawing Title
**KEW ROUNDABOUT
TOWN LANE
GENERAL ARRANGEMENT
(Sheet 3 of 3)**

Scale	1:200	Designed	DS	Drawn	DS	Checked	DS	Authorised	CC
Original Size	A0	Date	15/09/22	Date	15/09/22	Date	16/09/22	Date	23/09/22
Drawing Number	5217408-ATK-HGN-SEA-DR-D-D301C								P02

Appendix 3

Consultation Schedule

Southport Eastern Access - Key Stakeholder Information			
Revised Plot No's	Name of Company/Individual	Corridor	Comments/Record of Contact
1,3,4	L&C Developments (Southport) Limited ("L&C")	Eastern Access Scheme	<p>Plots 1-4. Plot 2 is unregistered Freehold sandwiched by plots 1&3.</p> <p>25.01.2024 - Telephone Conversation</p> <p>01.02.2024 - Initial Email Contact</p> <p>07.02.2024 - Meeting attending with the landowner. Ran through scheme rational and concerns. Main concern was proximity to fire escape.</p> <p>07.02.2024 - Follow up correspondence asking the landowner to confirm issues raised on the call.</p> <p>22.02.2024 - Issued a plan detailing landtake as well as the requested measurements, concern was proximity to fire escape</p> <p>27.03.2024 - Correspondence with L&C regarding landtake</p> <p>08.04.2024 - Requesting landtake measurements from Atkins</p> <p>16.04.2024 - SLC confirmed initial design landtake to L&C, confirming it was subject to change</p> <p>29.05.2024 - SLC chased L&C via email for acceptance of landtake.</p> <p>30.05.2024 - L&C require Financial Offer from SC. SLC to advise</p> <p>19.08.2024 - SLC undertook a review of land values.</p> <p>19.08.2024 - SC to review scheme to attempt to lessen landtake.</p> <p>23.10.24 - SLC requested availability for a meeting on 13.11.24 from SC.</p> <p>13.11.24 - SLC met L&C on site. Hoped that Foul Lane would reopen (SLC subsequently confirmed). reconciled to trees being removed but wanted some form of replanting considered - SLC to revert with offer - aim by 22.11.SLC subsequently email L&C with info re Titles and Foul Lane reopening</p> <p>12.12.24 - SLC updated L&C re Brabners Letter. L&C not happy re loss of Green Space or sum offered</p> <p>12.02.25 - Brabners letter sent</p> <p>12.03.25 - L&C arranged meeting for 20.03.25</p> <p>20.03.25 - Meeting with SLC & L&C to discuss issues regarding land acquisition. SC left to consider whether they would resurface car park</p> <p>02.04.25 - SLC sent across Notice of Requisition</p> <p>17.04.25 - SLC/SC met re costings and approach to respond to L&C</p> <p>23.04.2025 - SLC reverted to L&C with an offer 29.04.2025 and agreed terms</p> <p>02.05.25 - SLC issued a first draft HOTs to L&C</p> <p>15.05.25 - SLC agreed final draft of HOTs with Brabners</p> <p>16.05.25 - SLC issued revised HOTs to L&C</p>
5,6	Homes England ("HE")	Foul Lane	<p>27.02.25 - HE contacted post Brabners letter</p> <p>05.03.25 - SLC/HE Teams Meeting. Picked up discussions post AI discussions - No of practical queries sent onwards to wsp/SC</p> <p>02.04.25 - HE raised queries from last meeting - SLC forwarded for response</p> <p>08.04.25 - SLC arr meeting for 09.04.25 with HE Liverpool</p> <p>09.04.25 - SLC met with HE in Liverpool. Discussed background and safeguarding land for scheme. SC to meet at suitable time re Highway Agreement</p> <p>08.05.25 - HE acknowledged receipt of Notice for Requisition - to sedn response</p> <p>19.05.25 - HEI sent email chasing actions from Council concerning Highways Agreement. SLC passed onto wsp to follow up with SC</p> <p>21.05.25 - HEI sent completed RFI</p> <p>22.05.25 - SLC emailed HE</p> <p>29.05.25 - wsp now reverted to main contact with HE</p>

7, 9, 11, 12, 17 & 19	Mersey Waste ("MW")	Eastern Access Scheme	<p>22.05.24 - SLC contacted MW initially to outline re GI requirement and works. wsp to follow up when next in touch</p> <p>17.06.24 - SLC had meeting with MW regarding requirements for GI works. MW forwarded plans and details for Site Safety. SLC forwarded to SC and awaiting response re Licence</p> <p>15.07.24 - SLC picked up with MW post leave and GI discussion - Forwarded details to Balfour Beatty (BB) who are agreeing locations for Boreholes</p> <p>29.07.24 - SLC forwarded RAMS to MW from BB and they liasing prior to works.</p> <p>05.08.24 - Finalised RAMS between MW and BB</p> <p>19.08.24 - BB Confirmed GI completed without note</p> <p>18.09.24 - SLC emailed post GI confirming current state of play</p> <p>12.12.24 - SLC updated MW re Brabners letter</p> <p>16.01.25 - SLC arranged Ecology Access to site and meeeting for 10.2.25 with MW</p> <p>05.02.25 - SLC met with MW re land acquisition. Drafted Heads of Terms</p> <p>11.02.25 - SLC emailed MW attaching Brabners Letter and Heads of Terms post Brabners input</p> <p>03.03.25 - SLC sent details of updated acquisition date to MW. SC await hearing what land required from MW. MW requested Bruton Knowles to value land</p> <p>05.03.25 - Arranged meeting for 10.03.25</p> <p>10.03.25 - Met as planned. BK appointed to deal with negs and SLC contacted BK.</p> <p>13.03.25 - SLC received email from BK as being appointed. SLC responded and aim to convene in week comm 17.03.25</p> <p>20.03.25 - SLC forwarded details of B&Q email to MW re congestion. To follow up with BK re plot</p> <p>20.03.25 - SLC emailed MW re Sefton comments regarding access off Foul Lane roundabout. MW responded they would proceed without this access</p> <p>20.03.25 - SLC called BK and left message to call back</p> <p>25.03.25 - SLC called BK and left message to call back</p> <p>31.03.25 - SLC called BK and left message to call back</p> <p>02.04.25 - SLC sent Notice of Requisition to MW and BK</p> <p>07.04.25 - SLC contacted Brabners re details of land. SLC chased up BK and emailed secretary to chase up</p> <p>08.04.25 - Received email from BK re terms. To speak prior to taking forward</p> <p>10.04.25 - emailed BK re fees</p> <p>11.04.25 - BK responded and waived need for PO. SLC to raise fee levels with SC.</p>
15	Reaper Limited ("RL")	Eastern Access Scheme	<p>29.01.2024 - Letters Sent to RL</p> <p>08.02.2024 - RL Acknowledged ownership</p> <p>10.04.2024 - SLC made offer to RL which rejected - in Negotiations</p> <p>15.04.2024 - Arranging meeting to discuss detail behind the site</p> <p>29.05.2024 - To chase update regarding whether RL can be designed out of the scheme, alternatively take advise from legals.</p> <p>23.10.24 - SLC issued final offer to RL - SC to rely on CPO powers if agreement cannot reached.</p> <p>24.10.24 - RL appointed Wignalls land agents (WLA) as representatives. SLC issued HOTs and project background to them.</p> <p>12.12.24 - SLC updated re Brabners letter</p> <p>21.01.25 - SLC in negotiations with WLA</p> <p>11.02.25 - SLC emailed WLA attaching Brabners Letter</p> <p>17.03.25 - SLC issued completed HOTs.</p> <p>26.03.25 - SLC chased HOTs.</p> <p>03.04.25 - SLC forwarded Notice of Requisition</p> <p>14.04.25 - SLC circulated confirmed HOT's</p> <p>22.04.2025 - SLC confirmed to WLA that Brabners were dealing with professional fees, and that the CPO boundary would not be amended to include all RL owned land.</p>
19	Veolia ES Merseyside & Halton Limited ("VES")	Eastern Access Scheme	<p>11.02.25 - VES contacted SLC post Brabners letter. SLC ran through proposals over TEAMS and emailed details across.</p> <p>02.04.25 - SLC sent Notice of Requisition</p>

21	Colliers Investment on Behalf of Leicestershire Pension Fund ("CI")	Foul Lane	<p>*Contacted to make initial contact</p> <p>* 15.11.23 SLC informed CI that now received correspondence from B&Q. To meet once met with Designers next to confirm land affected</p> <p>* 12.12.24 SLC informed CI of Brabners letter. CI raised some queries for SLC to respond to</p> <p>* 18.12.24 SLC responded to CI with details of land required and contact with B&Q</p> <p>*11.02.25 - SLC emailed CI attaching Brabners Letter. CI responded that no further action from CI as appointment passed to DTZ Investors</p>
21	DTZ Investors on behalf of Leicestershire Pension Fund ("DTZ")	Foul Lane	<p>11.02.25 SLC emailed introductory email post DTZ appointment</p> <p>12.02.25 - SLC arranged meeting with DTZ for 18.02.24 and email with details and photos</p> <p>18.02.25 - SLC held meeting with DTZ. Covered background and post meeting sent plan and draft HoT. DTZ to appoint Cushman's to deal with CPO as same group</p> <p>12.03.25 - SLC emailed chasing up compensation surveyors details</p> <p>20.03.25 - SLC emailed post call with B&Q chasing up</p> <p>31.03.25 - SLC chased up again</p> <p>02.04.25 - SLC sent Notice of Requisition</p> <p>15.04.25 - SLC chased up Notice of Requisition</p>
21	B&Q	Eastern Access Scheme	<p>15.11.23 - B&Q contacted SLC post initial consultation</p> <p>16.11.23 - SLC responded - arr meeting 22.11.23</p> <p>22.11.23 - Met on Teams - covered issues arising and sent plans and details</p> <p>12.12.24 - SLC contacted re Brabners letter</p> <p>16.12.24 - B&Q acknowledged receipt</p> <p>12.02.25 - SLC forwarded letter and plan</p> <p>19.03.25 - B&Q called SLC re issues at store to be forwarded to MW and also wanted to know details of LCC agents so can tie up with them.</p> <p>20.03.25 - SLC Emailed reponse of action</p> <p>31.03.25 - Updated that chasing up DTZ for response</p> <p>02.04.25 - SLC sent Notice of Requisition</p> <p>02.04.25 - B&Q acknowledged receipt of Notice</p> <p>15.04.25 - SLC chased up Notice of Requisition</p>
23,25,27,28	Aldi Stores Limited ("ASL")	Eastern Access Scheme	<p>Leased to ASL - 18.01.24 - Initial email to Property Team</p> <p>19.01.24 - Email from Lamb & Swift(LS) informing acting for ASL.</p> <p>22.01.24 - Contacted LS to arrange meeting</p> <p>29.01.24 - SLC had meeting with LS re ASL Occupation and impact of scheme. SLC sent email update post meeting</p> <p>20.03.24 - SLC in email correspondence - ASL own the site. BNP Paribas had mortgage on the site</p> <p>22.05.24 - SLC contacted re GI works</p> <p>17.06.24 - SLC chased up and few queries re Programme from LS</p> <p>05.08.24 - Final details re GI works commencing later in week. Details for BB to undertake at store</p> <p>19.08.24 - BB Confirmed GI completed without note</p> <p>18.09.24 - SLC emailed post GI confirming current state of play</p> <p>23.10.24 - SLC contacted LS regarding ASL ownership details</p> <p>12.12.24 - SLC sent LS update re Brabners letter. LS acknowledged</p> <p>11.02.25 - SLC emailed LS attaching Brabners Letter</p> <p>06.03.25 - Met LS - SLC to draft HoT's</p> <p>12.03.25 - SLC email LS draft HoT's</p>
14,23,22,25,27,28	BNP Paribas ("BNPP")	Eastern Access Scheme	<p>28.10.24 - ASL forwarded details and SLC emailed BNPP with initial request to contact so can progress discussions.</p> <p>29.10.24 - BNPP responded - information sent to their property advisors</p>

14,23,22, 25,27,28	UBS	Eastern Access Scheme	<p>30.10. Arranged meeting for 05.11.24</p> <p>05.11.24 - Held Teams Meeting. SLC outlined programme and land requirement. To follow up with email</p> <p>06.11.24 - Emailed UBS with details of land requirement, timings and land plots</p> <p>06.11.24. Response from UBS to be aware of issue on Tenants</p> <p>12.12.24 - SLC updated UBS re Brabners letter. UBS acknowledged on 13.12.24</p> <p>11.02.25 - SLC emailed UBS attaching Brabners Letter</p> <p>17.02.25 - UBS acknowledged letter. To contact further.</p> <p>02.04.25 - SLC sent across Notice of Requisition</p> <p>02.04.25 - UBS acknowledged Notice and due to appoint surveyors</p> <p>03.04.25 - Met with Savills who are advising BNPP. SLC forwarded Notice of Requisition sent to UBS.</p> <p>15.04.25 - SLC chased up Notice of Requisition</p> <p>22.04.25 - SLC chased up Notice of Requisition. Met with Savills re details of land</p>
14,23,22, 25,27,28	Savills - Managing Agents for Meols Cop Retail Park	Eastern Access Scheme	<p>29.10.24 - Email to UBS re proposals for the scheme. Details passed by LS</p> <p>04.11.24 - SLC arranged meeting with Savills on 11.11.24</p> <p>06.11.24 - Email copied to UBS. Project to account for impact upon Tenants. With 12+ months can plan. To meet on 11.11.24</p> <p>11.11.24 - Meeting to discuss proposals and impact upon Retail Park</p> <p>13.11.24 - SLC inspected site - noted land to be taken and Totems. Emailed details of land required to Savills.</p> <p>12.12.24 - SLC updated Savills re Brabners letter</p> <p>11.02.25 - SLC emailed Savills attaching Brabners Letter</p> <p>17.02.25 - Savills acknowledged. Savills CPO Team to be appointed</p> <p>12.03.25 - SLC emailed chasing up compensation surveyors details</p> <p>18.03.25 - SLC emailed Savills - he away</p> <p>26.03.25 - SLC chased up meeting with Savills</p> <p>31.03.25 - SLC chased up meeting with Savills</p> <p>01.04.25 - Arranged Meeting.</p>
32,36, 41	Catherine Ingrid Hesketh/Hugh William Inge-Innes-Lillingston - Manorial Rights	Manorial Rights	<p>12.03.25 - SLC contacted Savills and put in touch with Former Smith Gore office.</p> <p>26.03.25 - SLC sought details from Brabners post Savills contact</p> <p>31.03.25 - Brabners passed on details of Savills Contact re parties involved. Arranged meeting on 01.04.25</p> <p>01.04.25 - SLC Met with Savills. ran through plots where Manorial Rights required. Sent across email with Maps and details of sites. Savills to respond with further details and response from Trustees</p> <p>02.04.25 - SLC sent across Notice of Requisition</p> <p>11.04.25 - Savills sent across RFI details. SLC acknowledged</p> <p>30.04.25 - SLC sent chasing email</p>

42,44	Malhurst Limited/Lupo Limited ("ML")	Eastern Access Scheme	<p>21.02.2024 - Letters to landowner</p> <p>29.02.2024 - Correspondence with ML requesting a meeting and updating the client.</p> <p>21.03.2024 - SLC met with ML to discuss the impact of the scheme.</p> <p>26.03.2024 - SLC in email correspondence with ML</p> <p>16.04.2024 - Further information requested from the council</p> <p>09.07.2024 - SLC emailed ML offer to surrender lease</p> <p>14.08.2024 - ML offered method of surrender to PE.</p> <p>12.12.2024 - SLC updated ML re Brabners letter</p> <p>11.02.25 - SLC emailed ML attaching Brabners Letter</p> <p>19.03.25 - SLC met with ML re land transfer. Main concerns cover ongoing works affecting traffic to PFS.SLC responded and raised query with SC re transfer of BNG credits</p> <p>02.04.25 - SLC sent Notice of Requisition</p> <p>15.04.25 - SLC chased up Notice of Requisition</p> <p>28.04.2025 - SLC confirmed to MLt that the council would cover BNG requirements in exchange for land.</p> <p>16.05.25 - SLC chased ML for an update on BNG and HOTs.</p> <p>19.05.25 - ML responded that didn't want to engage re BDV proposals. Yet to confirm re HoT's</p>
45,46,47,48,49	Johnsons Cars Limited ("JCL") NOW COMPLETED		<p>25.01.2024 - Telephone Conversation</p> <p>01.02.2024 - Initial Email Contact</p> <p>09.02.2024 - Telephone Chaser</p> <p>14.02.2024 - Telephone Chaser</p> <p>14.02.2024 - Email Chaser</p> <p>21.02.2024 - Telephone Chaser</p> <p>29.02.2024 - Telephone Chaser</p> <p>04.03.2024 - Telephone Chaser</p> <p>21.03.2024 - SLC spoke to JCL and arranged a teams meeting.</p> <p>26.03.2024 - SLC met with JCL to discuss impact of the scheme</p> <p>26.03.2024 - SLC in email correspondence with JCL</p> <p>16.04.2024 - Further information requested from SC</p> <p>22.05.24 - SLC emailed re GI requirements.</p> <p>17.07.2024 - SLC email regarding surrender of lease. Dates land required requested from SC.</p> <p>01.08.24 - Agreed final details with JCL re GI</p> <p>14.08.2024 - SLC prepared draft HOTs for surrender. With wsp for approval.</p> <p>19.08.24 - BB Confirmed GI completed without note</p> <p>18.09.24 - SLC emailed post GI confirming current state of play.</p> <p>24.10.24 - SLC issued HOTs for surrender of leased area.</p> <p>12.12.24 - SLC updated re Brabners letter</p> <p>11.02.25 - SLC emailed JCL attaching Brabners Letter</p>

50,51 & 52	Queenscourt Hospice ("QH")	Eastern Access Scheme	<p>01.02.2024 - Initial Contact</p> <p>14.02.2024 - Meeting arranged for 21.02.2024</p> <p>21.02.2024 - Met with QH No show stopping concerns. Most around access and effect on carpark.</p> <p>22.02.2024 - Issuing updated plans and answers to queries following on from meeting on 21.02.2024. Awaiting an update from the director.</p> <p>08.04.2024 - Correspondence with QH regarding boundary treatment</p> <p>16.04.2024 - Further information requested from the council</p> <p>17.07.2024 - SLC email regarding surrender of lease. Dates land required requested from SC.</p> <p>14.08.2024 - SLC prepared draft HOTs for surrender. With SC for approval.</p> <p>24.10.24 - SLC issued HOTs for surrender of leased area.</p> <p>28.10.24 - QH have appointed HH Legal - SLC sent over HOTs and background information.</p> <p>12.12.24 - SLC updated re Brabners letter</p> <p>11.02.25 - SLC emailed QH attaching Brabners Letter</p> <p>07.03.25 SLC met with wsp to discuss works outside of Lease area.</p> <p>10.03.25 wsp confirmed SLC approach.</p> <p>10.03.25 SLC confirmed approach to QH.</p> <p>27.03.25 SLC chased.</p> <p>03.04.25 SLC forwarded Notice of Requisition</p> <p>11.04.25 - RFI returned to Brabners</p> <p>22.04.2025 - SLC issued QH letter to SC for review.</p> <p>12.05.25 - SLC reviewed QH title matters with Brabners.</p>
53	Tesco Stores Limited ("TSL")	Eastern Access Scheme	<p>18.01.24 - Initial email to Property Team. Referred to TSEstates Manager for region. Arranged Teams Call for 22.01.24</p> <p>22.01.24 - Teams Call where ran through proposals in Tesco landscaping area. TSL noted that if works in December that is the Blackout Period for works on their site as disrupt Christmas Traffic. Otherwise was happy with proposal. SLC sent TSL plan of scheme and email with proposals</p> <p>22.05.24 - SLC contacted TSL re GI works and update</p> <p>17.06.24 - SLC chased up TSL re GI requests</p> <p>19.08.24 - BB Confirmed GI completed without note</p> <p>18.09.24 - SLC emailed post GI confirming current state of play</p> <p>12.12.24 - SLC updated re Brabners letter</p> <p>11.02.25 - SLC emailed TSL attaching Brabners Letter</p> <p>12.03.25 - SLC sent email chasing up further negotiations</p> <p>20.03.25 - SLC called TSL - to contact Planning manager internally. SLC sent draft HoT's</p> <p>02.04.25 - SLC sent Notice of Requisition</p>

54	McDonalds Restaurants Limited ("MRL")	Eastern Access Scheme	<p>18.01.24 - Initial email to Property Team</p> <p>22.01.24 - Email from MRL. SLC sent plan of scheme and email with proposals and suggestions of times to meet.</p> <p>30.01.24 - Teams meeting with MRL. Ran through proposals and answered questions re timing and impact on McDonalds. MRL to send SLC plan so can do overlay of road scheme.</p> <p>22.05.24 - SLC contacted re GI works. MRL requested Overlay Plan</p> <p>05.08.24 - Call from MRL to SLC - finalising details re GI later in week</p> <p>19.08.24 - BB Confirmed GI completed without note</p> <p>18.09.24 - SLC emailed post GI confirming current state of play</p> <p>12.12.24 - SLC updated re Brabners letter</p> <p>11.02.25 - SLC emailed MRL attaching Brabners Letter</p> <p>13.02.25 - SLC emailed MRL overlay plan</p> <p>17.02.25 - MRL acknowledged plan</p> <p>12.03.25 - SLC sent email chasing up further negotiations</p> <p>19.03.25 - Montagu Evans (ME) contacted as instructed by MRL - SLC emailed back with details</p> <p>20.03.25 - SLC met ME</p> <p>02.04.25 - SLC forwarded Notice of Requisition</p> <p>11.04.25 - RFI returned by ME</p> <p>14.04.25 - SLC met ME on Teams call. Outlined scheme and impact upon MRL. ME to liaise with MRL whetehr they look to put in extra lane and whether the scheme affects</p>
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