

DATED

20th January 2026

Highways Act 1980

Acquisition of Land Act 1981

Sefton Metropolitan Borough Council (Maritime Corridor) Compulsory
Purchase Order 2025

Proof of Evidence: Andrew Dunsmore
CPO and Need for the Scheme

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1 Introduction

Personal Details

- 1.1 My name is Andrew Dunsmore and I am the Transport Planning Manager for Sefton Council. I have led the Development of the Maritime Corridor scheme since its inception in 2018.
- 1.2 I have 39 years' experience in the field of highways, transportation and regeneration, 35 years of which have been working for Sefton Council. I have a degree in Civil Engineering.
- 1.3 The evidence that I have prepared and provided in this Proof of Evidence has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the evidence is true, and the opinions expressed are my true and professional opinions.

Structure of this evidence

- 1.4 This evidence provides the Sefton Council overview of the case for the Scheme, including the need and the objectives.
- 1.5 My evidence addresses the following:
 - a) Section 2: Describes the existing conditions, the need and the purpose of the Scheme, covering scheme objectives and a summary of the benefits of the Scheme.
 - b) Section 3: Describes the funding mechanism for the Scheme.
 - c) Section 4: Describes the planning position of the Scheme.
 - d) Section 5: Describes the purpose and effect of the Compulsory Purchase Order (CPO) made by Sefton Council and the compelling case for it.
 - e) Section 6: Describes the conclusions of my evidence.

2 Need for and Purpose of the Scheme

Location and existing conditions

- 2.1 The Maritime Corridor covers an area of Bootle, in Sefton, a local authority area within the Liverpool City Region (LCR). Sefton is located to the north of Liverpool city centre, and encompasses the towns of Maghull, Bootle, Crosby, Formby and Southport, and the surrounding areas.
- 2.2 The Scheme is located in the south of the Sefton borough, approximately 8km north of Liverpool city centre, to the south of Switch Island (M58 Junction 1/M57 Junction 7). The area is enclosed between A5036 Dunnings Bridge Road to the north/west and A59 Ormskirk Road to the east, providing direct access to Liverpool and its hinterland.
- 2.3 Andrew Ivey's Proof of Evidence – Scheme Design has been produced to describe the proposed works and demonstrate that the land take required and identified for the Scheme in the CPO is essential.

Scheme History

- 2.4 The opening of the Liverpool2 deep water berth and the adoption of Sefton's Local Plan in April 2017 generated increased interest in development opportunities in the 'Maritime Corridor' between Switch Island and the Port of Liverpool. The Maritime Corridor Scheme began development in 2018 and sought to support economic growth in the area by supporting new development of strategic sites, with associated job creation, provide better access and facilities for existing businesses enabling them to grow as well as wider benefits to the Liverpool City Region through increased investment.
- 2.5 The scheme will deliver a series of interconnected highway, junction, and active travel improvements in separate phases, along Dunnings Bridge Road (A5036), Netherton Way (A5038), Bridle Road, Park Lane, Heysham Road, Sentinel Way and Ormskirk Road (A59).
- 2.6 As funding opportunities arose, the Scheme was split into Phases to enable delivery. The Phases for the Maritime Corridor Scheme are outlined below and shown in Figure 2.1:
 - Phase 1
Dunnings Bridge Road
Netherton Way
 - Phase 2
Bridle Road
Vesty Road to Deltic Way
Sentinel Way to Heysham Road
 - Phase 3
Park Lane

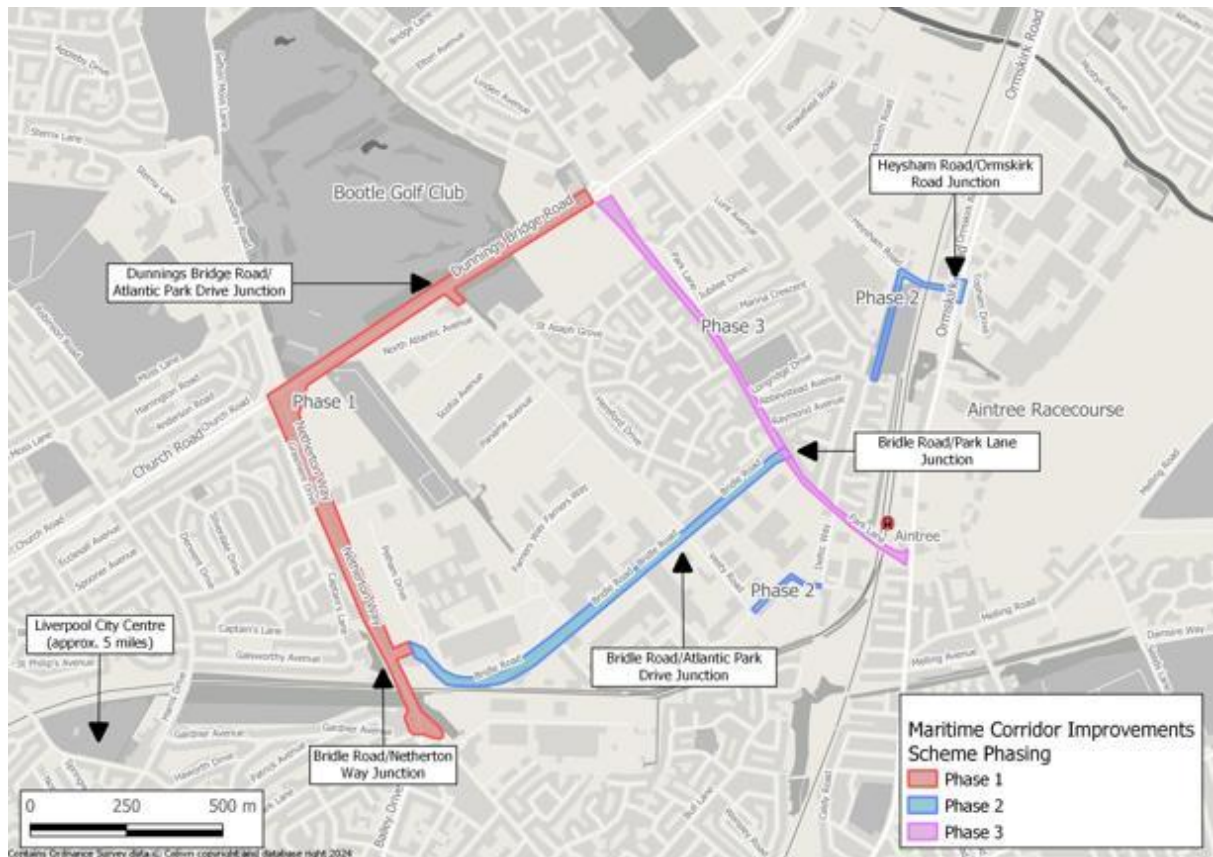


Figure 2.1 – Maritime Corridor Scheme Phasing

- 2.7 Construction of Phase 1 commenced in January 2025, and is due to complete in February 2026.
- 2.8 The Sefton Metropolitan Borough Council (Maritime Corridor) Compulsory Purchase Order 2025 (“the CPO”) concentrates solely on land required to deliver Phase 2. Phase 1 is currently under construction and scheduled to complete in February 2026. Phase 3 is subject to confirmation of future funding.

Need for the Scheme

- 2.9 The 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.
- 2.10 Given the future vision for growth in the LCR, the rationale for investment in the scheme is strong. The proposed scheme is expected to play a key supporting role in that respect for which Sefton Council is the promoter and has received support from all key stakeholders.
- 2.11 The impacts of not investing in the Maritime Corridor 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 LCRCA 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.

2.12 The Maritime Corridor Scheme improvements are required to:

- Provide improved access to key employment and retail sites, as well as Aintree rail station by alternative modes. This will allow for increased economic growth and reduced emissions in the area, contributing towards the Council's response to the climate emergency.
- 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.
- Create safer and more inclusive routes. This will be especially beneficial for families, children, elderly residents, and those with mobility challenges and provide more opportunities for more people to do the activities they would normally be excluded from. By reducing transport-related social exclusion, people and communities can realise the social, economic and environmental benefits of investment.
- Enhance walking and cycling facilities to reduce car dependency, ease congestion, and improve air quality. This shift to active travel supports net-zero targets, community health and well-being, and a better quality of life for residents.

2.13 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.

Policy Framework

2.14 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.

2.15 The scheme objectives, as outlined in Figure 2.2, are derived from the objectives of the CRSTS funding scheme. They are (as well as being outlined in Figure 2.2):

- **S1:** Improve accessibility/ connectivity to the A5036 Dunnings Bridge Road and Atlantic Park development sites.
- **S2:** Improve active travel provision to encourage walking and cycling.
- **S3:** Improve safety and perception of safety for road users across the corridor.
- **S4:** Improve local air quality.

2.16 The objectives that the Scheme achieves aligns with a wider range of National and Local Policy Frameworks as listed below (full details of this can be found within the Statement of Case):

- National Planning Policy Framework
- Department for Transport – Transport Investment Strategy (2017)

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

- Department for Transport – Decarbonising Transport (2021)

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

- Department for Transport – Gear Change (2020)

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

- Transport for the North – Strategic Transport Plan

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

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

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

- Combined Authority Transport Plan – Liverpool City Region Combined Authority (June 2019)

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

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

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

- A Local Plan for Sefton – Adopted April 2017

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

- Sefton Economic Strategy (SES) Update 2022 – 2024

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

Scheme Objectives

2.17 The above section outlines the alignment between the Maritime Corridor Scheme and key relevant National and Local and Sub-Regional policy aims and themes. The scheme supports the key policy themes of seeking improvements to the transport network, housing and employment growth, decarbonisation, improved health and well-being, inclusive connectivity and improved economic growth and performance. This shows there is a very robust policy basis for the Scheme and the CPO.

2.18 Figure 2.2 below represents the objectives, alongside the core policy themes identified.

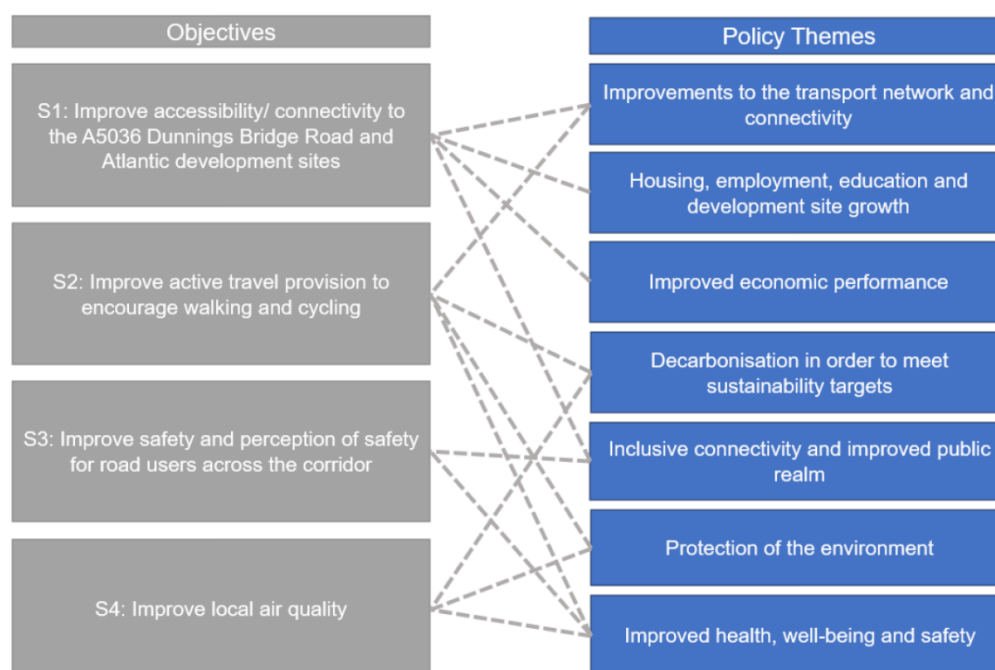


Figure 2.2 – Maritime Corridor Scheme Objectives

3 Funding

- 3.1 This section of my Proof of Evidence describes the funding mechanism for the scheme, to demonstrate that funds will be made available to build it in a reasonable timescale, subject to the completion of the statutory process.

Capital Cost

- 3.2 Throughout the development of Maritime Corridor, Sefton Council have utilised the services of cost consultants and contractors to provide construction cost estimates to inform decision making related to the progression of the scheme.
- 3.3 Following the completion of the preliminary design in 2023, AtkinsRealis produced a construction cost estimate for the entire Maritime Corridor scheme. This was used by Sefton Council and the Liverpool City Region Combined Authority to inform a rebaselining exercise for the project and define the total funding that would be allocated to the scheme.
- 3.4 At this stage, Phases 1 and 2 were estimated to cost £25.2m to deliver, including development costs including design, surveys and procurement of the works.
- 3.5 In August 2023, Balfour Beatty were engaged to undertake a feasibility study, reviewing the deliverability of the full Maritime Corridor scheme, covering all three phases. This provided Sefton Council with an outline delivery programme and a robust construction cost estimate. It was concluded that Phases 1 and 2 could be delivered within the budget of £25.2m and within the timescale of the funding window.
- 3.6 An updated budget cost estimate was completed by Balfour Beatty in August 2025, based on the detailed design that has been progressed by Atkins. The conclusion of this budget cost estimate confirmed that the scheme is still deliverable within the overall £25.2m budget.

Sources of Funding

- 3.7 An initial Grant Funding Agreement (GFA) was signed between Sefton Council and LCRCA, confirming an allocation of £0.75m to go towards the development of Maritime Corridor, covering the cost of preparatory costs such as design work and procurement of the main works Contractor.
- 3.8 Phase 1 of Maritime Corridor is being delivered by Sefton Council, using funding from the Levelling up Fund (LUF), which is managed regionally by the Liverpool City Region Combined Authority (LCRCA). A GFA was signed between Sefton Council and LCRCA, confirming an allocation of £12.3m from LUF to go towards the delivery of Maritime Corridor. This funding has been used to fund the cost of Phase 1 construction, in addition to the remaining development costs associated with Phase 2 (design costs, survey costs and other preparatory costs).
- 3.9 Phase 2 of Maritime Corridor is being delivered by Sefton Council, using funding from the City Region Sustainable Transport Settlement (CRSTS), which is managed regionally by the LCRCA. A GFA was signed between Sefton Council and LCRCA,

confirming an allocation of £12.15m from CRSTS to go towards the delivery of Maritime Corridor. This funding will be used to cover the cost of construction of Phase 2, in addition to the cost of land acquisition.

- 3.10 The above demonstrates that the funding for the Scheme comes from government sources and is allocated to the delivery of Maritime Corridor. The Secretary of State can therefore have complete confidence that the funding is in place to deliver the Scheme if the CPO is confirmed.

4 Planning

4.1 This section of my Proof of Evidence describes the Planning Strategy for the scheme.

The Planning Position

4.2 In general, the elements of the Scheme that will be delivered within the existing highway boundary will proceed on the basis that they are not defined as 'development' needing permission in Section 55 of the Town and Country Planning Act 1990. The Local Planning Authority ("LPA") has confirmed that planning permission will be required for areas which will be converted to highway. Therefore, three applications are needed for the works. These applications are:

a) Vesty Road and Deltic Way – application reference DC/2025/01800 for the "Change of use of industrial land to create a segregated cycleway and footway linking Vesty Road and Deltic Way to improve access to Bootle Football Club, erection of 9 no. 6-metre high lighting columns, 2 no. CCTV cameras mounted on the proposed columns, 3-metre high boundary fencing, engineering operations and installation of drainage works and integration with the existing drainage infrastructure"

This application was validated 18th November 2025 and a decision is expected on this application by 30th January 2026.

b) Bridle Road – application reference DC/2025/01036 for "Change of use from mixed use (on third party land) to new cycleway and footway along Bridle Road (between the junction with Farriers Way to the junction with Atlantic Park Drive / Vesty Road)". This application was validated 18th November 2025 and a decision is expected on this application by 30th January 2026.

c) Sentinel Way to Heysham Road – application reference DC/2025/01931 for "Change of use from grassland, shrubbery and trees on third party land between Sentinel Way and Ormskirk Road to new footway and cycleway"

This application was validated on 27th November 2025 and a decision is expected on this application by 30th January 2026.

4.3 The Council does not foresee any issue with the granting of planning permission, which we anticipate will be granted prior to the Inquiry, and nor will the process delay or impede the delivery of the Scheme. There is no obvious reason why such consents would be withheld and the Council is confident that they will be granted. The Inspector will be updated on this before the Inquiry opens.

5 Compulsory Purchase Order

- 5.1 The following paragraphs explain the purpose and effect of the Compulsory Purchase Orders, which has been made by Sefton Council and submitted to the Secretary of State for confirmation.

Choosing the right compulsory purchase power

- 5.2 The CPO Guidance advises acquiring authorities to use the most specific power available for the purpose in mind and to have regard to any guidance related to the use of the power.
- 5.3 The CPO was made under Sections 239 and 240 of the Highways Act 1980.
- 5.4 Sefton Council is content that the scope of the powers sought and the extent of the interests in the land and new rights to be acquired by compulsory acquisition are sufficient to enable the delivery of the Scheme, whilst also being the minimum necessary that will enable the Scheme to be delivered and achieve required objectives.

Confirmation of an Order

- 5.5 The fundamental principles that the Secretary of State will consider in deciding whether or not to confirm a compulsory purchase order are set in 'Guidance on Compulsory purchase process and The Crichel Down Rules'.
- 5.6 The requirements are that:
- A compulsory purchase order should only be made where there is a compelling case in the public interest (paragraphs 2 and 12) (Compelling case).
 - The Secretary of State will consider each case on its own merits. It is not essential to show that land is required immediately to secure the purpose for which it is to be acquired, but the Secretary of State will need to understand, and the acquiring authority must be able to demonstrate that there are sufficiently compelling reasons for the powers to be sought at this time (paragraph 13) (Land required).
 - An acquiring authority should have a clear idea of how it intends to use the land which it is proposing to acquire (paragraph 13) (Intended use).
 - An acquiring authority should be able to show that all the necessary resources are likely to be available within a reasonable timescale (paragraph 13). The acquiring authority should address sources of funding and the timing of that funding as part of its justification (paragraph 14) (Funding).
 - The acquiring authority will need to be able to show that the scheme is unlikely to be blocked by any physical or legal impediments to implementation (paragraph 15) (No impediments).
 - The Secretary of State will expect the acquiring authority to demonstrate that

they have taken reasonable steps to acquire all of the land and rights included in the order by agreement (paragraph 2) (Last resort).

- The purposes for which the compulsory purchase order is made must justify interfering with the human rights of those with an interest in the land affected, with consideration to be given to the provisions of Article 1 of the First Protocol and, in the case of a dwelling, Article 8 of the European Convention on Human Rights (paragraph 12) (Human rights).

5.7 I will deal with each of the bullet pointed elements in the Order they appear above.

Compelling Case and Public Interest

5.8 As set out in the Statement of Reasons, Statement of Case and Section 2 of this document, there is a compelling strategic and local case for the Scheme supported by robust evidence that provides the rationale for why improvements from the Maritime Corridor Scheme are in the public interest.

5.9 In summary, the Scheme will:

- Enable increased economic growth in this strategic growth area for the Borough,
- Contribute to reduced emissions in the area, supporting the Council's response to the climate emergency,
- Address the positive changes necessary to deliver a progressive and resilient transport system,
- Create safer and more inclusive routes,
- Help reduce transport-related social exclusion,
- Enhance walking and cycling facilities to reduce car dependency, ease congestion, and improve air quality.

5.10 In considering the land required by the scheme, Sefton Council has considered the negative effects that its pursuance of compulsory purchase powers would have upon those with an interest in the land required and has weighed those private individual losses against the compelling need and benefits that the Scheme would bring to the national and local economy.

5.11 Having carried out this exercise, Sefton Council believes that the public benefits of a more progressive and resilient transport system, reduced emissions, improved safety and inclusivity and the resulting enabled growth outweigh the private losses. On that basis, Sefton Council believe there is a clear and compelling case in the public interest which would justify the use of compulsory purchase powers. As such, I consider that the tests in paragraphs 2 and 12 of the Guidance, which state that a compulsory purchase order should only be made where there is a compelling case in the public interest, are met.

Land Required/Intended Use

- 5.12 Andrew Ivey's Proof of Evidence shows that the design has been rationalised to meet the objectives of the Scheme and shows the essential need to acquire the land to construct the scheme; without which the scheme cannot be built.
- 5.13 Sefton Council will be using the land for the construction of the Scheme and therefore has a clear idea of how it intends to use all the land included in the CPO. This is set out on a plot-by-plot basis in the Scheme Design Proof of Evidence.

Funding

- 5.14 Section 3 confirms that funding is already allocated to build the scheme.
- 5.15 Sefton Council have a commitment to deliver the Scheme within the CRSTS funding period and therefore plan to commence construction in 2026 in order to complete construction of the scheme by April 2027.
- 5.16 Consequently, Sefton Council can confirm that all necessary funding is available for the Scheme to proceed at the necessary time and that the test in paragraph 14 of the CPO Guidance is met.

No Impediment to the scheme proceeding (paragraph 15)

- 5.17 Scheme works within the Public Highway are not defined as 'development' needing permission in Section 55 of the Town and Country Planning Act 1990.
- 5.18 Planning permission has been sought for the remainder of the works, that sit outside of the existing public highway boundary. These planning permissions are set out in Section 4 of this report.
- 5.19 The Council does not foresee any issue with the granting of planning permission, which we anticipate will be granted prior to the Inquiry, and nor will the process delay or impede the delivery of the Scheme. There is no obvious reason why such consents would be withheld and the Council is confident that they will be granted.
- 5.20 As such, I consider that Sefton Council will meet the test in paragraph 15 of the CPO guidance.

Acquisition of Land – to demonstrate the use of the CPO is the last resort

- 5.21 Peter Eustance's Proof of Evidence demonstrates the process that Sefton Council have gone through to negotiate the voluntary acquisition of the interests in land required for the Scheme.
- 5.22 I am satisfied that the CPO is the last resort required to deliver the Scheme.

Compatibility with the European Convention on Human Rights and the Human Rights Act 1998

5.23 As set out in more detail in Section 10 of Sefton Council's Statement of Case; the Order has potential to infringe on Convention Rights of persons who hold interests in the CPO Land. Under Article 1 of the First Protocol and under Article 8, such an infringement is authorised by law provided that:

- The statutory procedures for making the CPO Order are followed and there is a compelling case in the public interest for the making and confirmation of the CPO; and
- The interference with the Convention right is proportionate to the legitimate aim served.

Conclusion

5.24 Sefton Council have considered carefully the need for the Scheme and the public benefits it would bring as set out in Section 2 of this document and the Statement of Case.

5.25 Having regard to the Convention and the Human Rights Act 1998, Sefton Council does not consider that any single affected interest is of such importance as to outweigh the important public benefits which the Scheme is forecast to deliver, if the CPO is confirmed by Secretary of State and implemented by Sefton Council.

5.26 Furthermore, Sefton Council does not consider that the cumulative private loss would be of such magnitude or severity as to outweigh the importance of the public benefits which the Scheme would deliver.

5.27 Sefton Council considers that the proposed compulsory purchase of land and rights over land is:

- Legitimate – in that if authorised by a confirmed CPO, the acquisition would be lawful
- Necessary – in that there is a need for the Scheme and the land in the CPO is essential to be acquired; and
- Proportionate – in that it takes the minimum landtake needed to improve the highway network in line with the scheme objectives.

5.28 Any infringement of the Convention Rights of those whose interests are affected by the Orders is considered by Sefton Council to be proportionate and legitimate and in accordance with domestic and retained European law.

5.29 Having studied the information and for all of the reasons above, I believe that there is a compelling case for the compulsory purchase of the land required to deliver the scheme.

6 Conclusion

- 6.1 In conclusion, this proof of evidence sets out the need for the scheme (section 2) from both a national and local standpoint, confirming the compelling case to justify the use of CPO to facilitate the delivery of the Maritime Corridor scheme.
- 6.2 Having had regard to the Convention and the Human Rights Act 1998, Sefton Council confirms that the need for the scheme and the benefits to the national and local economy outweigh the landowners' affected interests which will be impacted by the need to purchase their land.
- 6.3 This proof confirms that funding has been made available to build the scheme (section 3), and subject to the outcome of this Inquiry we would expect to start construction by March 2026.
- 6.4 As outlined in section 4, the Council does not foresee any issue with the granting of planning permission, which we anticipate will be granted prior to the Inquiry, and nor will the process delay or impede the delivery of the Scheme.
- 6.5 This Proof confirms in section 5 that the scheme meets all the requirements to use the CPO powers applied for and confirms there are no impediments to the construction of the scheme should the orders be confirmed.
- 6.6 In summary, as Transport Planning Manager for Sefton Council and having been involved in the development of Maritime Corridor since inception in 2018, I consider that:
- The Scheme layout enables the delivery of the traffic and economic benefits detailed in this evidence.
 - The Scheme benefits cannot be delivered wholly within existing highway land.
 - The land included within the CPO for the scheme is essential to deliver the proposed design.