

DATED

30 September 2025

Highways Act 1980

Acquisition of Land Act 1981

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

The Acquiring Authority's Statement of Case

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1. Introduction

1.1 On the 12th day of June 2025 Sefton Council made the Sefton Metropolitan Borough Council (Maritime Corridor) 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 Order Land") covers land required for junction and active travel improvements to be delivered. The Order Land is better described in Section 4 of this Statement.

1.3 The CPO was made to facilitate the Maritime Corridor (MC) highway improvement scheme. 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 Statement is produced in accordance with Rule 7 of the Compulsory Purchase (Inquiries Procedures) Rules 2007.

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 and it also relates to the requirements imposed on the 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. The council require compulsory purchase powers so that they can acquire the required land to enable the Scheme to be delivered within the necessary timescale. Compulsory Purchase powers are being sought as a last resort in this instance.
- 2.3 The CPO will enable the acquisition of all interests in the 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 CPO 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 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. The study area 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.

3.2 The scheme will deliver a series of highway, junction, and active travel improvements in separate phases, along Dunnings Bridge Road (A5036), Netherton Way (A5038), Bridle Road, Park Lane, Heysham Road and Sentinel Way, which will improve connectivity and accessibility, and support economic development and growth in the area. There are a number of key residential and employment sites located within the vicinity of the Maritime Corridor study area, including the Strategic employment sites at Atlantic Park and A5036 Dunnings Bridge Road East, both part of the LCR Growth Strategy. These employment sites and other Business Parks such as Vesty Business Park on Bridle Road and Northern Trust's Sefton Business Park on Deltic Way are key allocations within Sefton's Local Plan and are essential to meet the demand for employment growth in the area.

3.3 The Phases for the Maritime Corridor Scheme are outlined below:

Phase 1

Dunnings Bridge Road
Netherton Way

Phase 2

Bridle Road
Vesty Road to Deltic Way
Sentinel Way to Heysham Road

- 3.4 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.
- 3.5 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.
- 3.6 Land is required beyond the highway boundary to facilitate Phase 2 of the scheme, with land acquisition required to enable the proposed designs along Bridle Road, between Vesty Road and Deltic Way, and between Sentinel Way and A59 Ormskirk Road to comply with National design standards and National Policy.
- 3.7 Public costs are being mitigated because junction improvements being delivered in Phase 1 are contained within the existing owned 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 has been let and the works commenced in November 2024.

3.8 Bridle Road

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.

The proposed works on Bridle Road are shown on the drawings contained within Appendix 1.

The new cycle route along Bridle Road will provide a new route, which will form part of a coherent active travel network.

Bridle Road connects Netherton Way in the south with Park Lane to the north and provides access to several industrial estates and properties in addition to some residential properties.

The Scheme will construct new active travel infrastructure within this strategic area, providing better access to employment and linking to onwards public transport, including Aintree rail station.

The proposals along Bridle Road are to construct a new segregated footway and cycleway between Netherton Way and Vesty Road.

Bridle Road currently has footways on both sides of the carriageway along the full length.

In order to comply with LTN 1/20 Cycle infrastructure design guidance, a width of 3.0m is required to achieve this with a 0.75m offset from the edge of the carriageway. Additionally, a 2m footway is also proposed. Therefore, a total width of 5.75m is required from the edge of the carriageway to facilitate this infrastructure. Additional width is required adjacent to bus stops to facilitate a floating bus stop arrangement.

There is insufficient space within the highway boundary to facilitate this infrastructure, and therefore additional land is being sought to deliver the scheme that meets national design standards.

The proposed cycle and pedestrian infrastructure will connect to new infrastructure currently under construction along Netherton Way to the south and to other Phase 2 proposals along Vesty Road and Deltic Way.

3.9 Vesty Road to Deltic Way

The proposed works in the area around Vesty Road and Deltic Way are shown on the drawings contained within Appendix 2.

The Scheme will construct new active travel infrastructure between Vesty Road and Deltic Way, a route that currently does not exist. This new link will form a vital component of the overall scheme, linking the wider Maritime Corridor scheme to Park Lane, the A59 and Aintree rail station. Providing this connection through to the rail network will enable and encourage more sustainable travel choices, reducing car dependency.

The proposals for new active travel infrastructure along Bridle Road are planned between Netherton Way and Vesty Road. To the north of Vesty Road, there are constraints adjacent to the highway which mean that land acquisition to provide LTN 1/20 compliant infrastructure is not viable. Therefore an alternative route between Vesty Road and Park Lane has been explored.

In order to achieve this, a new route between Vesty Road and Deltic Way is proposed, which runs through three different plots of land. There is currently no access for pedestrians or cyclists along the line of this new route.

In order to comply with LTN 1/20 guidance, a total width of 5.0m is required to provide this infrastructure, comprising a 3.0m wide cycle track and a 2.0m wide footway.

The entire route runs through private land, and therefore land is being sought to accommodate the high quality active travel link. As mentioned, the proposed cycle and pedestrian infrastructure will connect to the proposed route along Bridle Road and to the existing infrastructure along Park Lane.

This will provide:

- Good connectivity between the Vesty Business Park and Aintree Rail Station. Therefore, this new route will form an important strategic part of a coherent active travel network.
- These improvements will benefit supporters travelling to Bootle FC stadium on matchdays by offering a significantly shorter route between the football club and the rail station.
- This enhanced connection will encourage sustainable travel to the venue and help alleviate matchday parking congestion

3.10 Sentinel Way to Heysham Road

This new route along Sentinel Way and Heysham Road will establish a new connection, forming part of a coherent, high quality active travel network.

The proposed works including Heysham Road and Sentinel Way are shown on the drawings contained within Appendix 3.

The proposals along Sentinel Way and Heysham Road are to construct a new segregated footway and cycleway between Park Lane and A59 Ormskirk Road.

There is currently a shared use piece of infrastructure between Sentinel Way and Heysham Road, and the junction between Sentinel Way and Park Lane currently has footways around the junction.

In order to comply with LTN 1/20 guidance, a total width of 5.0m is required along the route between Sentinel Way and Heysham Road to provide segregated cycleway and footway infrastructure, comprising a 3.0m wide cycle track and a 2.0m wide footway. Cycle tracks, complying with design standards are also proposed at the junction of Park Lane and Sentinel Way and a 4.0m wide shared use path is proposed along Heysham Road, adjacent to Ormskirk Road.

Land is needed where there is insufficient space within the highway boundary to accommodate this infrastructure.

The proposed cycle and pedestrian infrastructure will connect to other Phase 2 schemes along Vesty Road and Deltic Way to the south, while introducing a new crossing over the A59, reducing severance and enhancing access towards Aintree Retail Park in the north.

4. The 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, including LTN 1/20. Whilst every effort has been made to ensure that the scheme can be contained within the existing 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 high quality active travel facilities. Also included is a section of land linking Vesty Road with Deltic Way which is landscaped, including grassed areas and other vegetation.

- 4.2 Most of the land required borders the highway and is made up of low quality grassed verge, landscaped areas and hardstanding. Not all of the land between Vesty Road and Deltic Way directly borders the highway, but the land is required to create a new continuous route for non-motorised road users. This land is made up of grassed and landscaped areas. 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. 21 plots are identified, many of which are small. These are within 7 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 CPO 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 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.

5.2 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.

5.2 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.

6.2 The objectives of the MC derive from two business cases as a result of two funding stream, CRSTS and LUF. The objectives are outlined below.

CRSTS objectives are:

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.

LUF objectives

S1: Reduce congestion.

S2: Improve air quality.

S3: Provide better connectivity to employment sites.

S4: Support economic growth.

S5: Improve levels of health and wellbeing.

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

National Policy and Sub-National Policies

National Planning Policy Framework

6.3 The NPPF sets out core principles for transport planning at paragraph 109. The Maritime Corridor 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.

Department for Transport – Transport Investment Strategy (2017)

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

6.5 The key themes of the policy are listed below:

Improved transport network

Enhancement of productivity and support for local growth

Enhancement of global competitiveness

House growth

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

6.6 The Maritime Corridor Scheme Phase 1 and Phase 2 will support 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, such as in employment and housing growth.

Department for Transport – Decarbonising Transport (2021)

6.7 This Decarbonisation plan outlines the role that changes to the transport network and the way people travel has on the UK's wider decarbonisation strategy and outlines a series of commitments to for all modes.

6.8 The key themes of the policy are listed below:

Decarbonisation of all modes of transport
 Encouraging model shift
 Enhanced efficiency of transport

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

6.9 The Maritime Corridor Scheme aims to improve the efficiency of the existing highway network while also enabling mode shift towards active modes through enhancement of active travel provision.

Department for Transport – Gear Change (2020)

6.10 Gear Change (A bold vision for cycling and walking) presents the Government's vision for transforming the transport system in favour of active modes.

6.11 The key themes are listed below:

Healthier and happier communities
 Enhanced safety
 Enhanced accessibility

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

6.12 The Maritime Corridor Scheme's active travel elements closely align with Gear Change's ambitions to improve the quality, safety and availability of cycle routes and pedestrian facilities that connect communities and services.

Transport for the North – Strategic Transport Plan

6.13 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 leaders, from across the whole of the North of England who collectively represent all the region's 15 million citizens. TfN's vision is outlined below:

6.14 *“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”.*

6.15 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
✓	✓	✓	✓

6.16 The Maritime Corridor Scheme supports the Strategic Transport Plan through improvements to the transport network which will allow for improved accessibility to key employment development sites, encouraging economic growth. Improvements to active travel provision will allow for improved social inclusion and support decarbonisation through modal shift.

Sub-Regional and Local Policies

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

6.17 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 has the vision and in order to support the city region and achieve the transport vision, have set six goals.

6.18 The key themes of the policy are listed below:

Improved transport connectivity and accessibility to key sites

Support for economic success of the region

Improved health, wellbeing and safety
Development of a low emission transport system

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

6.19 The Maritime Corridor Scheme strongly supports the LTP in that transport network improvements will allow for improved accessibility to key development sites, through provision of a more resilient network. 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 Transport Plan – Liverpool City Region Combined Authority (June 2019)

6.20 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 Strategic Investment Fund. A core vision and the strategic objectives set out below have been developed in order to tackle with the city regions key issues and challenges, around Growth and Jobs; Modal Shift and People Centred approach.

6.21 The key themes of the policy are listed below:

Improved transport connectivity and accessibility to key sites supporting economic development
Inclusive transport network
Improved health, wellbeing and safety
Zero carbon LCR by 2040

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

6.22 The Maritime Corridor Scheme strongly supports the Combined Authority Transport Plan. Improvements to 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 LCR target to be zero carbon by 2040.

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

6.23 The Liverpool City Region's Plan for Prosperity establishes a comprehensive framework for achieving long-term economic and social prosperity across the region.

6.24 The key themes of the policy are listed below:

Inclusive economic growth

LCR 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
✓	✓		✓

6.25 The Maritime Corridor 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, whether car users, due to reduced congestion and improved journey times or active travel users who can now effectively engage in walking and cycling. 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 – Adopted April 2017’

6.26 The adopted Local Plan for Sefton sets out a strategic pathway through which new developments will help meeting the needs of communities within Sefton. It will help shape Sefton over the next 15 years (2015 to 2030), identifying priority areas for investment in employment, housing, and infrastructure sectors.

6.27 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
✓	✓	✓	✓

6.28 The Maritime Corridor Scheme is aligned with the Sefton Local Plan, in that transport improvements seek to facilitate housing and employment growth within the 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. The scheme will

contribute towards the objectives of the Local Plan through addressing congestion and capacity issues and creating conditions for growth in the area.

Sefton Economic Strategy (SES) Update 2022-2024

6.29 The SES Update replaces the Sefton Economic Strategy, that was adopted in 2019, this is done to provide a narrative following the post-pandemic economic climate.

6.30 Sefton Vision 2030 – SES Update aligns with the Council's long term vision. *“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”.*

6.31 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
✓	✓	✓	

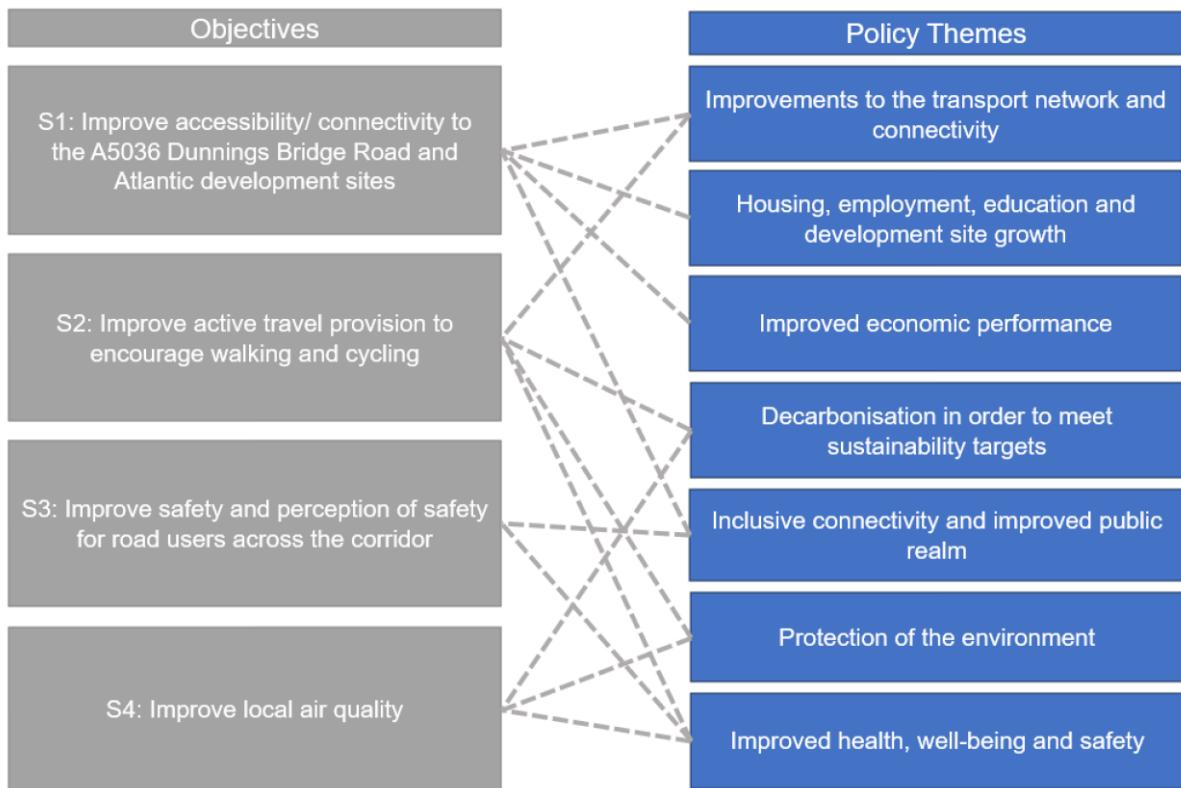
6.32 The Maritime Corridor Scheme supports the Sefton Economic Strategy Update, as improvements to the active travel provision will improve connectivity and accessibility to strategic employment sites at A5036 Dunnings Bridge Road and Atlantic Park. The scheme will allow for better access to key employment sites and upgrades to active travel provision will promote social inclusion.

Summary

6.33 The above section clearly demonstrates an 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.

Figure 1 below represents the objectives, alongside the core policy themes identified.

Figure 1



7. Planning position and other approvals

7.1 The Local Planning Authority ("LPA") has confirmed that planning permission will be required for areas which will be converted to highway. Three applications are needed for the works. These applications are

- Vesty Road and Deltic Way – application reference DC/2025/01136 for the "conversion of third party land to construct a new footway and cycleway to link Vesty Road and Deltic Way". This application was validated 15th July 2025.
- Bridle Road – application reference DC/2025/01036 for "obtaining and transferring third party land to create a new continuous footway and cycleway along Bridle Road for the length between the junction with Farriers Way and the junction with Vesty Road / Atlantic Park Drive". This application was originally submitted to the Council on 15th July 2025. However, details have since been amended and the application has been withdrawn and resubmitted. This is due to be validated during week commencing 30th September 2025.
- Sentinel Way to Heysham Road – planning application will be submitted during week commencing 30th September 2025.

7.2 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. There is no obvious reason why such consents would be withheld and the Council is confident that they will be granted.

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 development funding to enable this to progress.

8.2 The LCRCA secured some funding from the Levelling Up Fund to contribute to the funding of the Scheme. This was subject to a Business Case, compiled by the LCRCA, being approved. As this had to be funded within a time window, which has now been extended, a Grant Funding Award (GFA) was issued for Phase 1 of the scheme. Subsequently a GFA was made, reviewed and signed by both parties in November 2024.

8.3 The offer of funding of £12.3m, to fund all costs included in Phase 1, was 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 any costs of acquisition of any land interests required for Phase 2.

8.4 The Full Business Case for Phase 2 was submitted in September 2024. This was approved by the LCRCA at its meeting in November 2024. A GFA covering the costs of Phase 2, valued at £12.15m was received in March 2025.

8.5 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 recognises 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 and will be summarised below.
- 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 Order Land through negotiation. Whilst discussions are continuing with the outstanding owners and occupiers that remain within the Order Land, it is unlikely that agreement will be reached with all interested parties within a reasonable timescale.
- 9.6 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. The CPO is therefore a last resort.
- 9.7 Since the OBC stage, the scheme objectives have been refined to establish linkages with the CRSTS funding objectives and reflect the business strategies for the scheme promoters and regional bodies.
- 9.8 The proposed Maritime Corridor scheme comprises an interconnected series of highway network improvements on the Key Route Network, designed to

improve access and connectivity between a key strategic area of employment growth and the surrounding residential areas and other connecting public transport modes, including Aintree rail station, connecting people with jobs.

9.9 Highway improvements are required to allow effective accessibility to road users to the newly developed Atlantic Park Development site, proposed development areas, including the land off Farriers Way, and existing employment areas along Bridle Road, including Vesty Business Park.

9.10 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.

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

Operational

- Increased journeys made by private cars due to limited facilities for walking and cycling.
- Impacts on safety along key routes.

Social

- Limited access and opportunities to employment and social opportunities via sustainable modes.
- Reduced ability for users to use active travel infrastructure and limits opportunities such as improved health through walking and cycling.

Environmental

- Limited modal shift due to active modes resulting in restricted impact of transport on environment i.e. contribute to increased greenhouse gases emissions and deterioration of air quality.
- The new path and entrance to Bootle FC will reduce vehicular access to Vesty Business Park for supporters attending Bootle FC matches

Economic

- 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 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 could result in failure to deliver the Scheme in a timely manner, which may result in funding ceasing to be available. This would result in the Scheme not being completed and the benefits identified above would not be secured.

- 9.13 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.
- 9.14 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 has 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

Everyone has the right to respect for his private and family life, his home and his correspondence.

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. Objections

- 11.1 A total of six objections have been received in relation to the CPO. The Council has considered all of the objections made and has responded to each of the Objectors in writing or has otherwise been in discussion with them. The Council remains committed to the pursuit of the Scheme as it is described in this Statement (and previously in the Statement of Reasons). The Council is satisfied that the acquisition of land to undertake the works envisaged remains justified and meets the necessary tests.
- 11.2 The points of objection which have been made together with the Council's response to the points is set out in the table at Appendix 4. The Council will address all such matters within the evidence it will produce for the public inquiry. The Council will be presenting evidence at the public inquiry to substantiate its responses as indicated. The Council reserves the right to add to or alter the response given if additional information is brought forward in support of an objection
- 11.3 The Council will continue to engage with all objectors up to and including at the public inquiry. That process has already commenced with the Council seeking to engage with all objectors or their agents to identify the Council's position and to discuss matters by way of a written response to the objection made or via other direct means, with the intention, if possible, to lead to points of objection being met. The Council will seek to continue that approach to examine whether points of objection can be resolved with objections withdrawn. The Council will keep the DfT informed in respect of those various matters especially where objections are met.
- 11.4 Appended to this Statement of Case, marked “Appendix 4” is a table setting out, for each remaining objector, their identity, the property affected, the grounds of the objection and a summary of the Authority's response to that objection.

12. Other Matters

Related Orders/Applications

12.1 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. These are commonly required orders for any highway works to the network and the Council does not consider there to be any risk that such orders will not be issued.

Special Considerations affecting the Order Land

12.2 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.

12.3 The land affected does not fall within any other designation of protected status.

12.4 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

12.5 Issues of compensation are irrelevant to the confirmation of the CPO. But for context purposes, 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.

12.6 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.

12.7 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;

Guide 1 – Compulsory Purchase Procedure

Guide 2 – Compensation to Business Owners and Occupiers

Guide 3 – Compensation to Agricultural Owners and Occupiers

Guide 4 - Compensation to Residential Owners and Occupiers

12.8 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

12.9 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

12.10 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

13. Documents to be referred to at the Inquiry

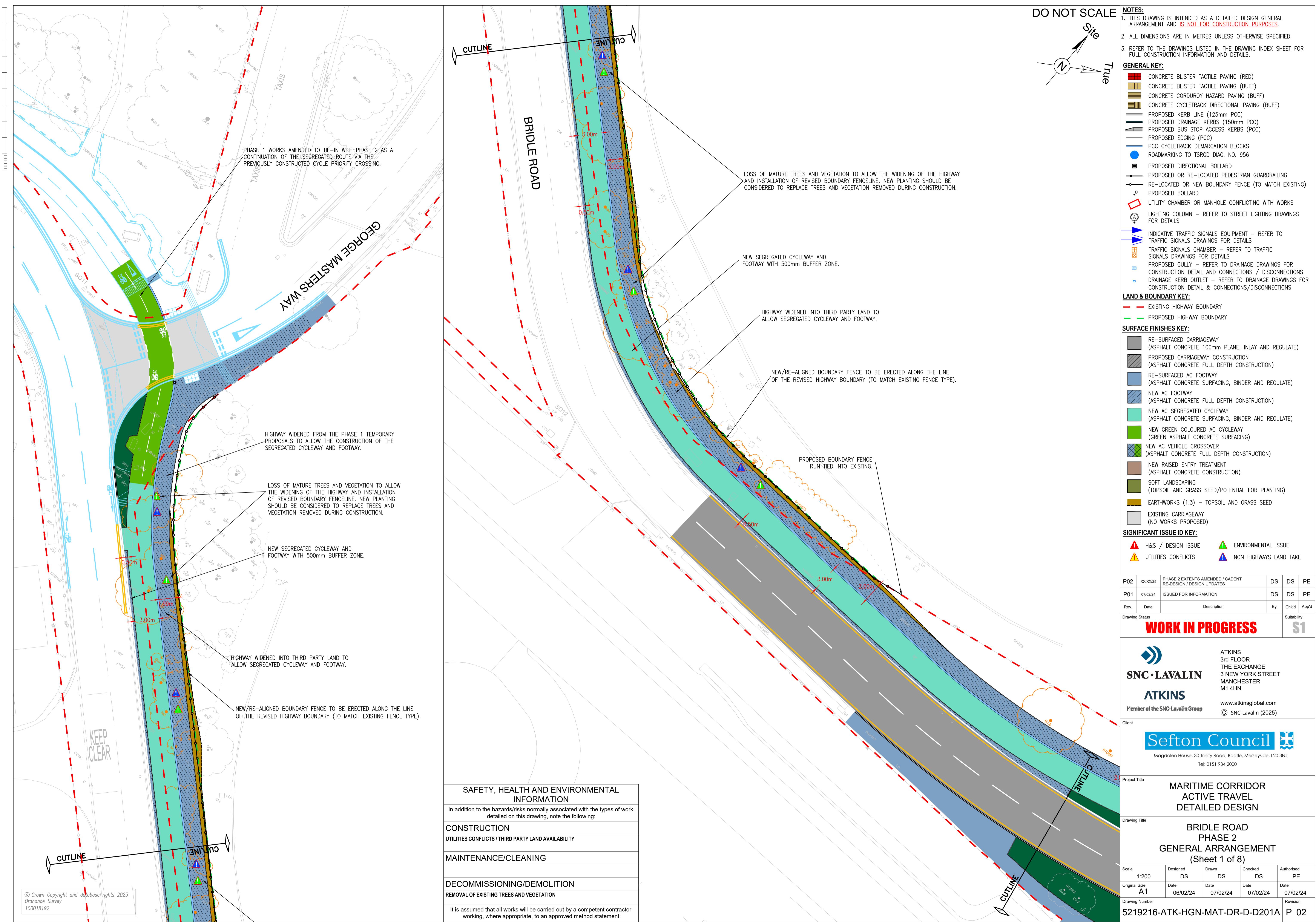
13.1 Should it be necessary to hold a Public Inquiry into the Order, the Council may refer to, or put in evidence, the following documents. The Council reserves the right to add or amend the list as necessary:

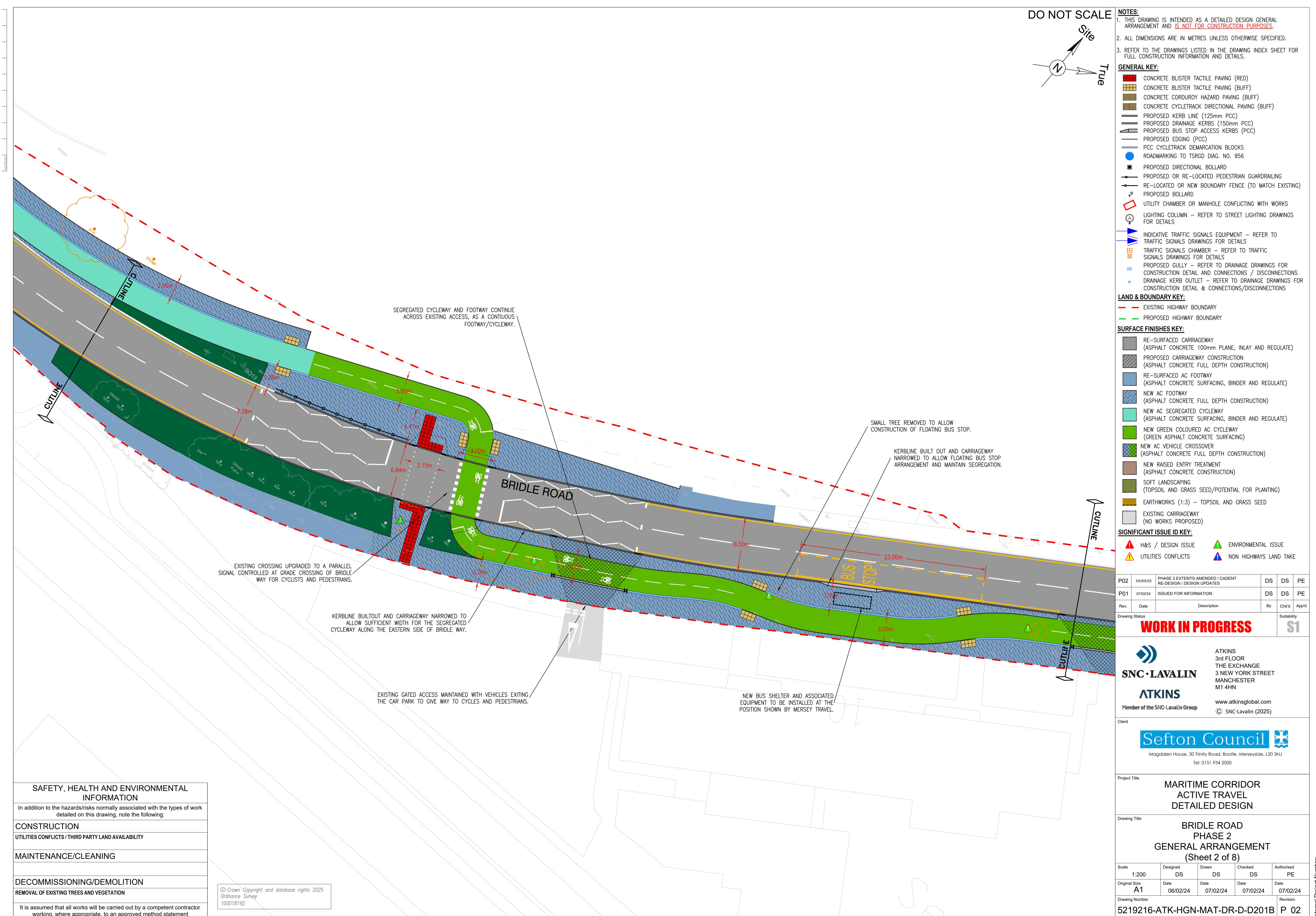
(a) Council reports and minutes to grant planning permission and resolve to make the Order.

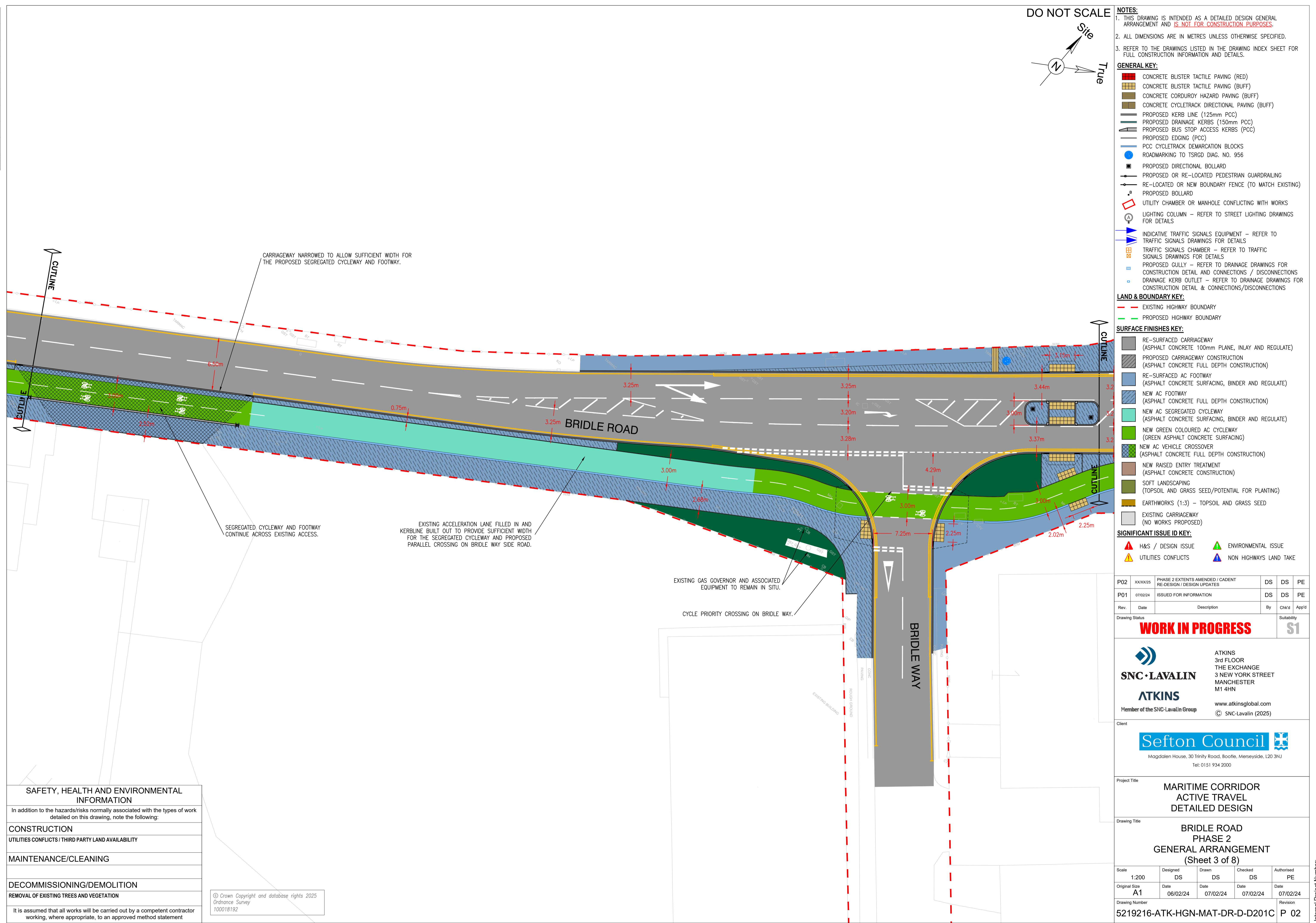
- (b) Planning application and planning permission for the Scheme and selected related accompanying material and correspondence.
- (c) Selected Scheme drawings.
- (d) Relevant Guidance
- (e) Accompanying material and correspondence relevant to the above planning applications and Order.

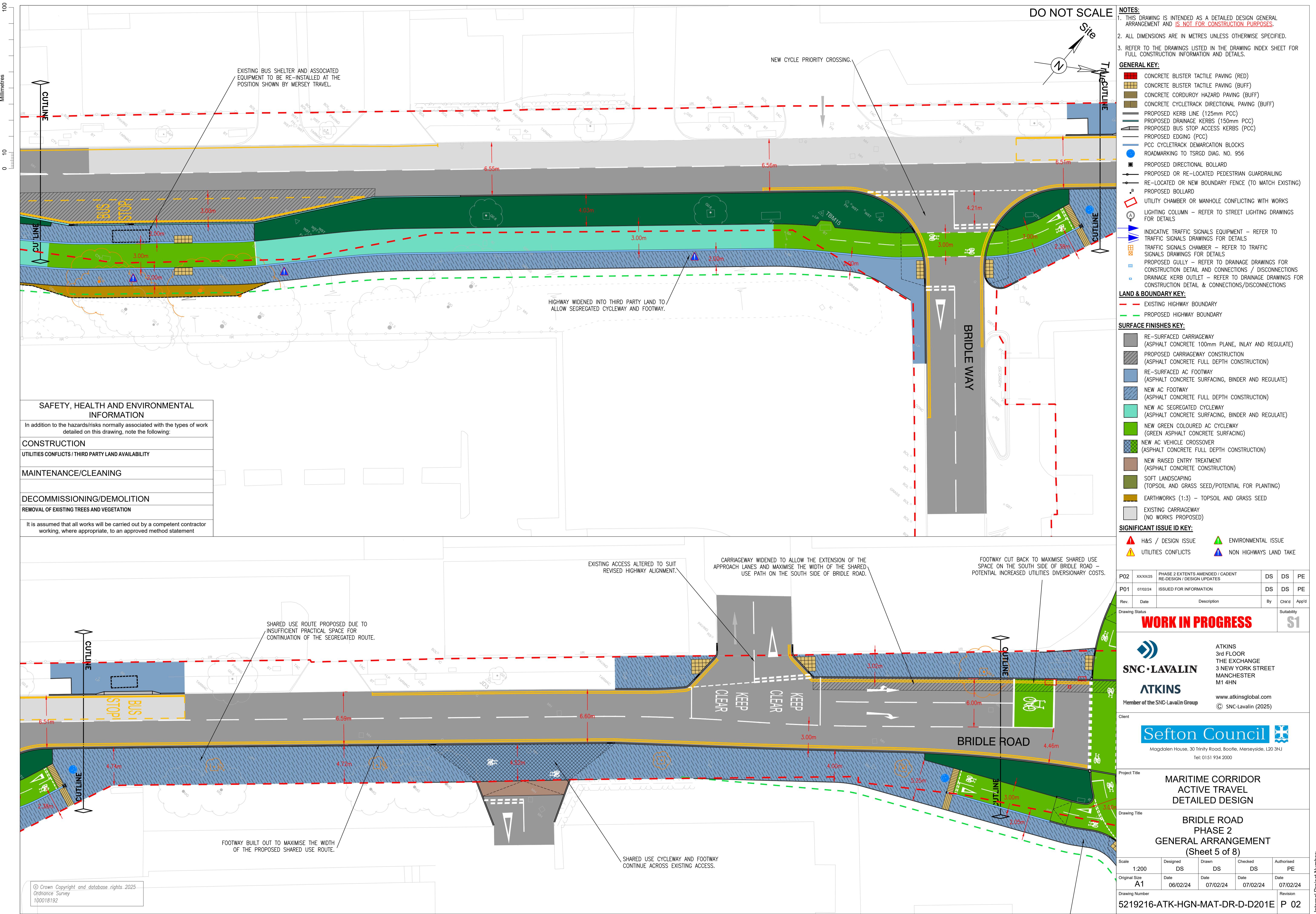
Appendix 1
Bridle Road General Arrangement Drawings

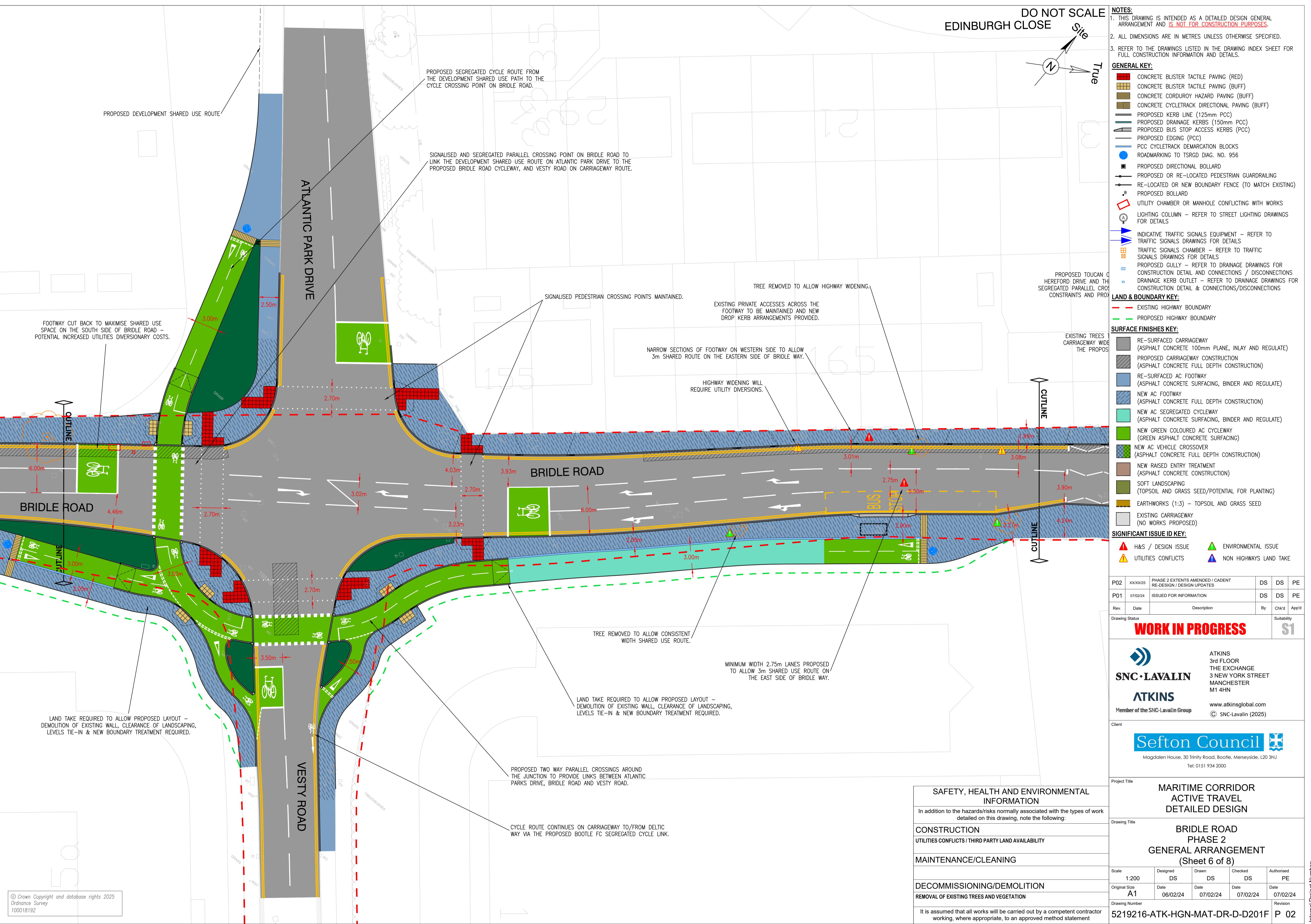
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- 5219216-ATK-HGN-MAT-DR-D-D201B
- 5219216-ATK-HGN-MAT-DR-D-D201C
- 5219216-ATK-HGN-MAT-DR-D-D201D
- 5219216-ATK-HGN-MAT-DR-D-D201E
- 5219216-ATK-HGN-MAT-DR-D-D201F
- 5219216-ATK-HGN-MAT-DR-D-D201G
- 5219216-ATK-HGN-MAT-DR-D-D201H

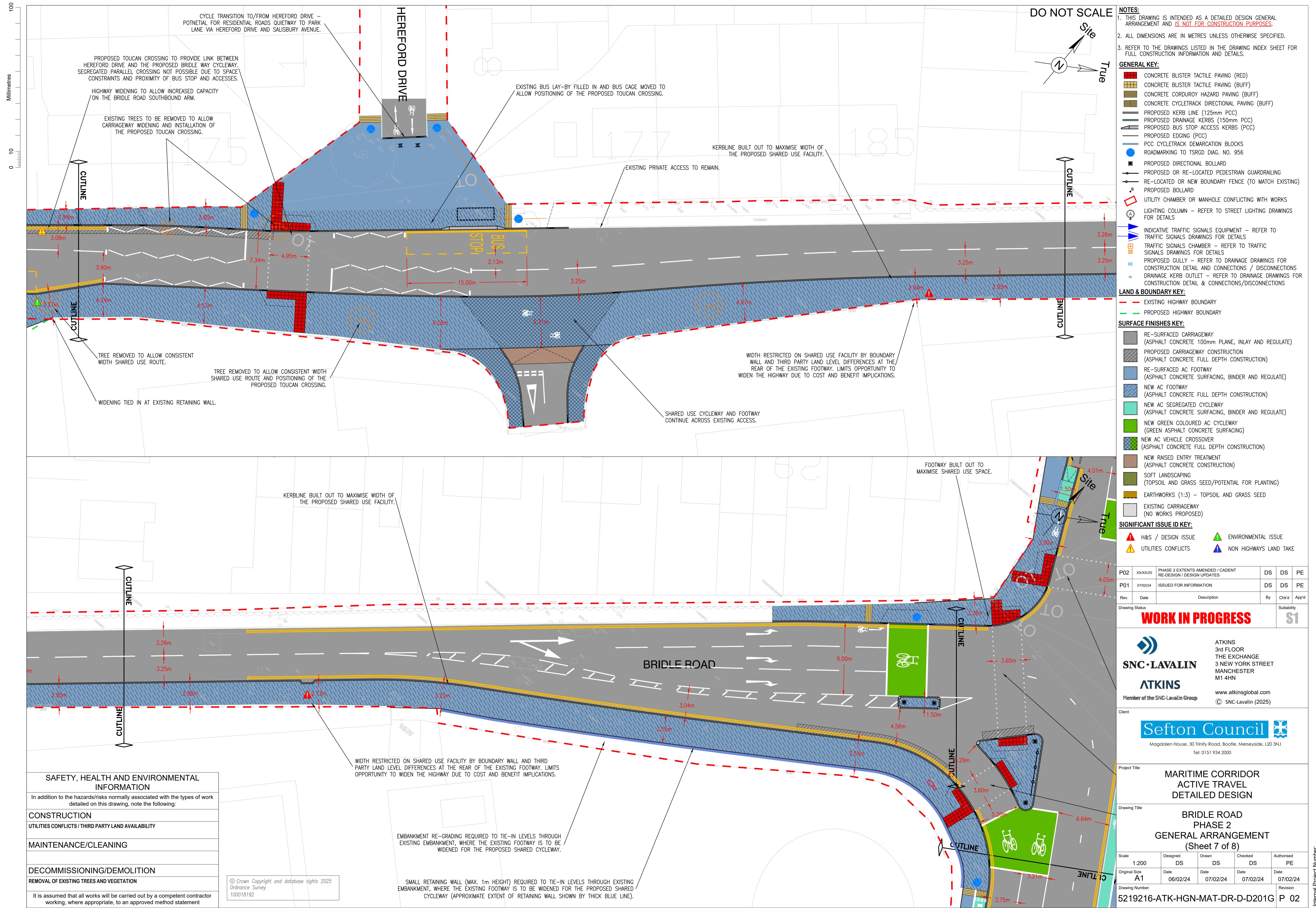






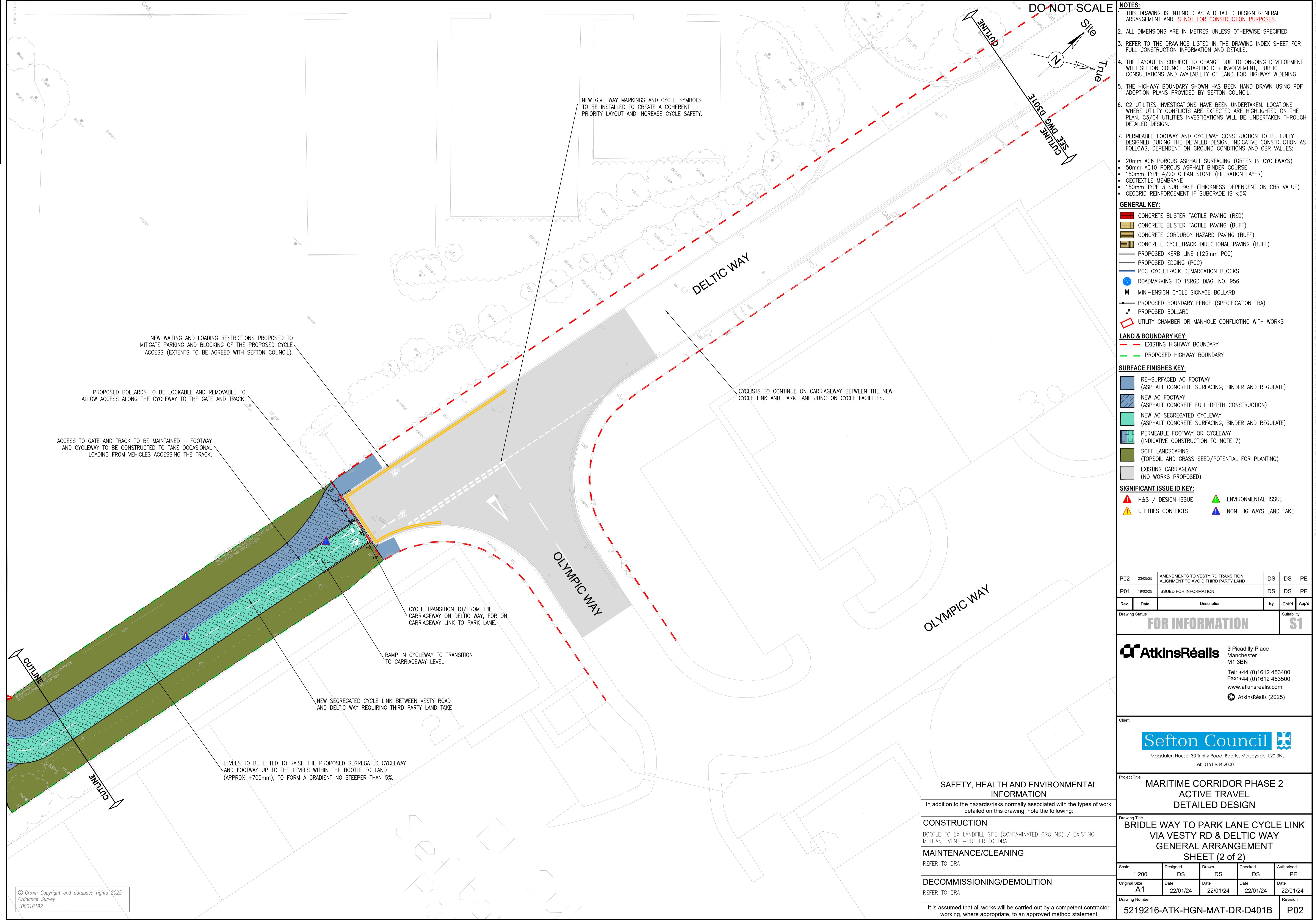






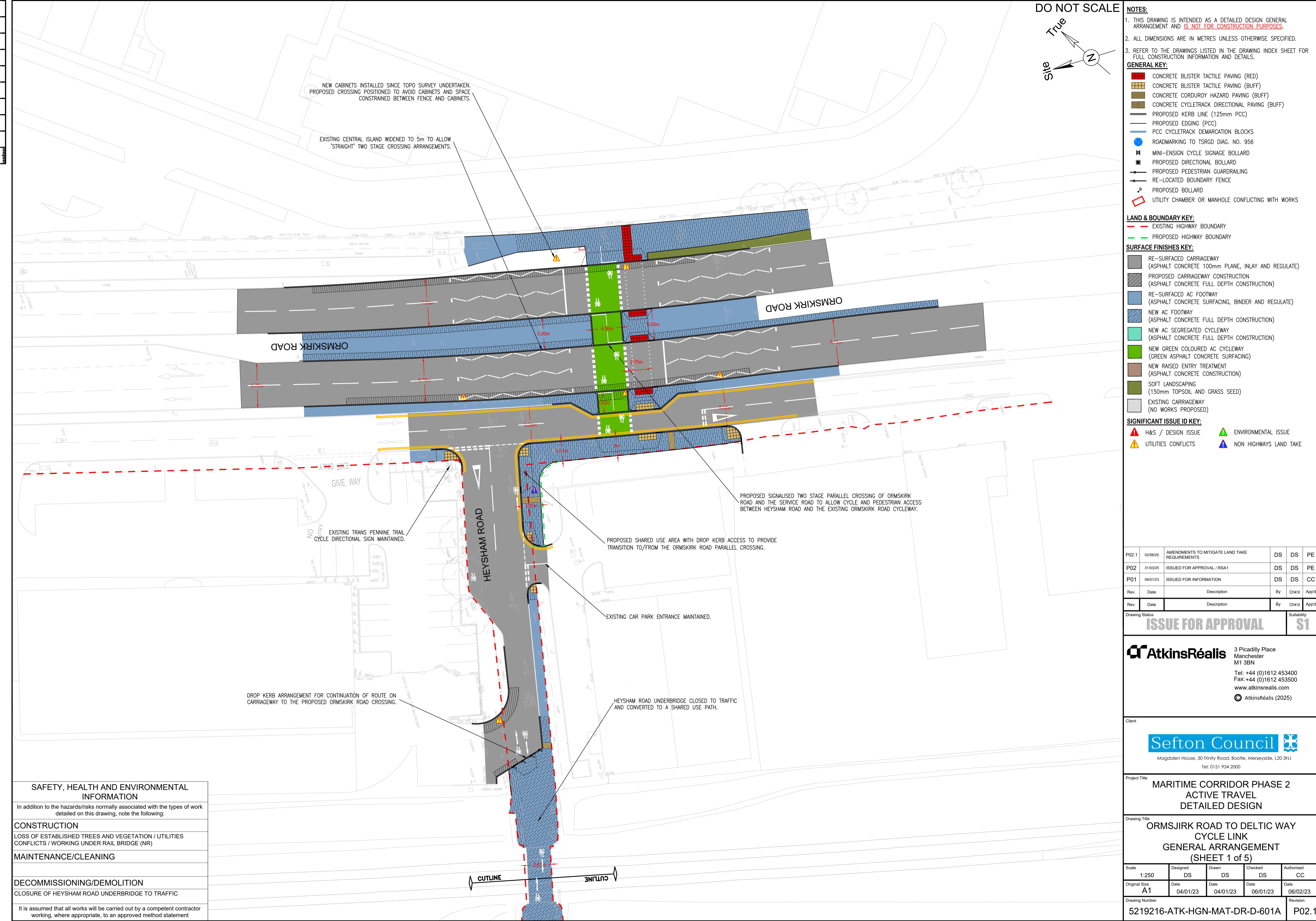
Appendix 2
Vesty Road to Deltic Way General Arrangement Drawings

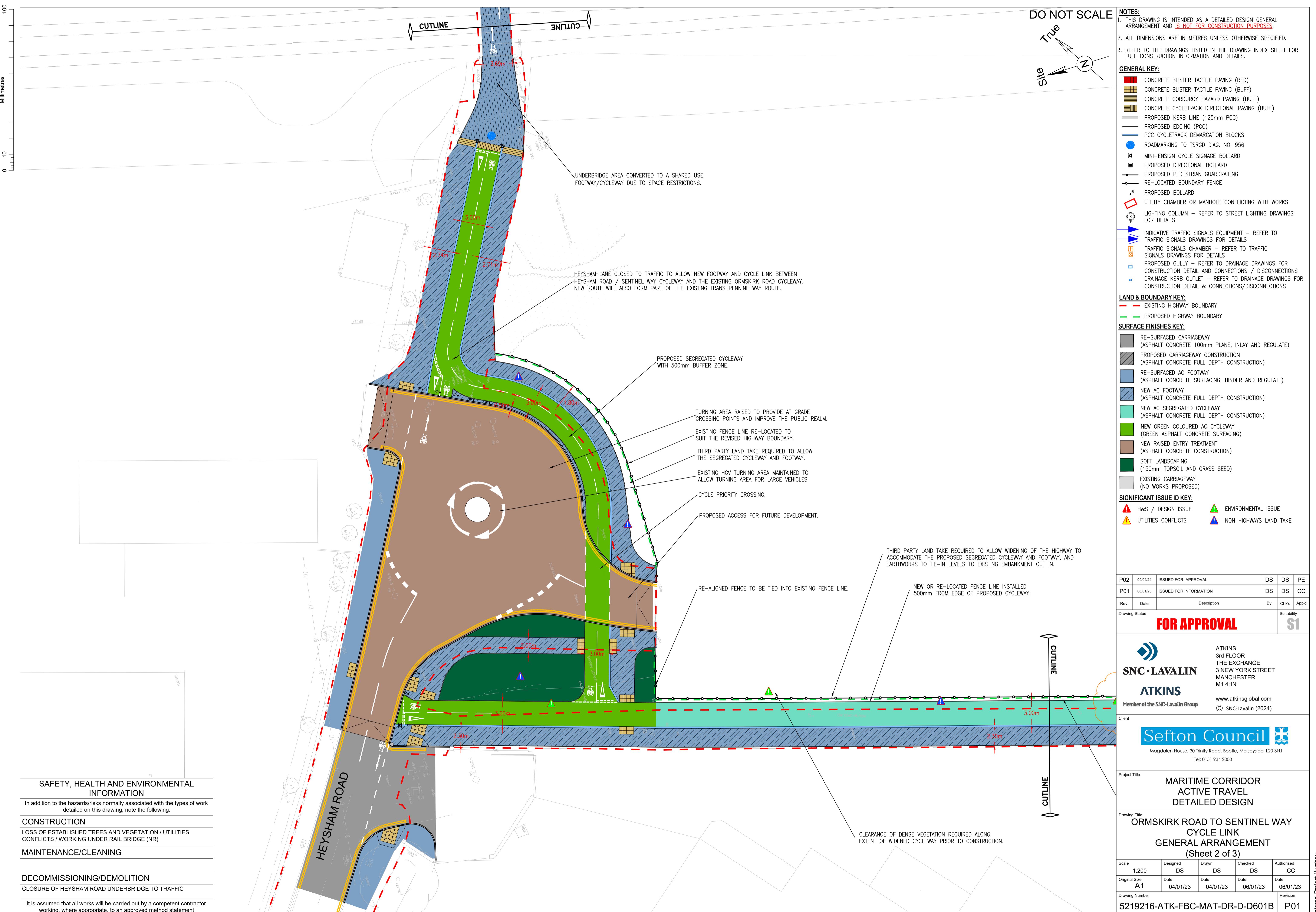
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- 5219216-ATK-HGN-MAT-DR-D-D401B,

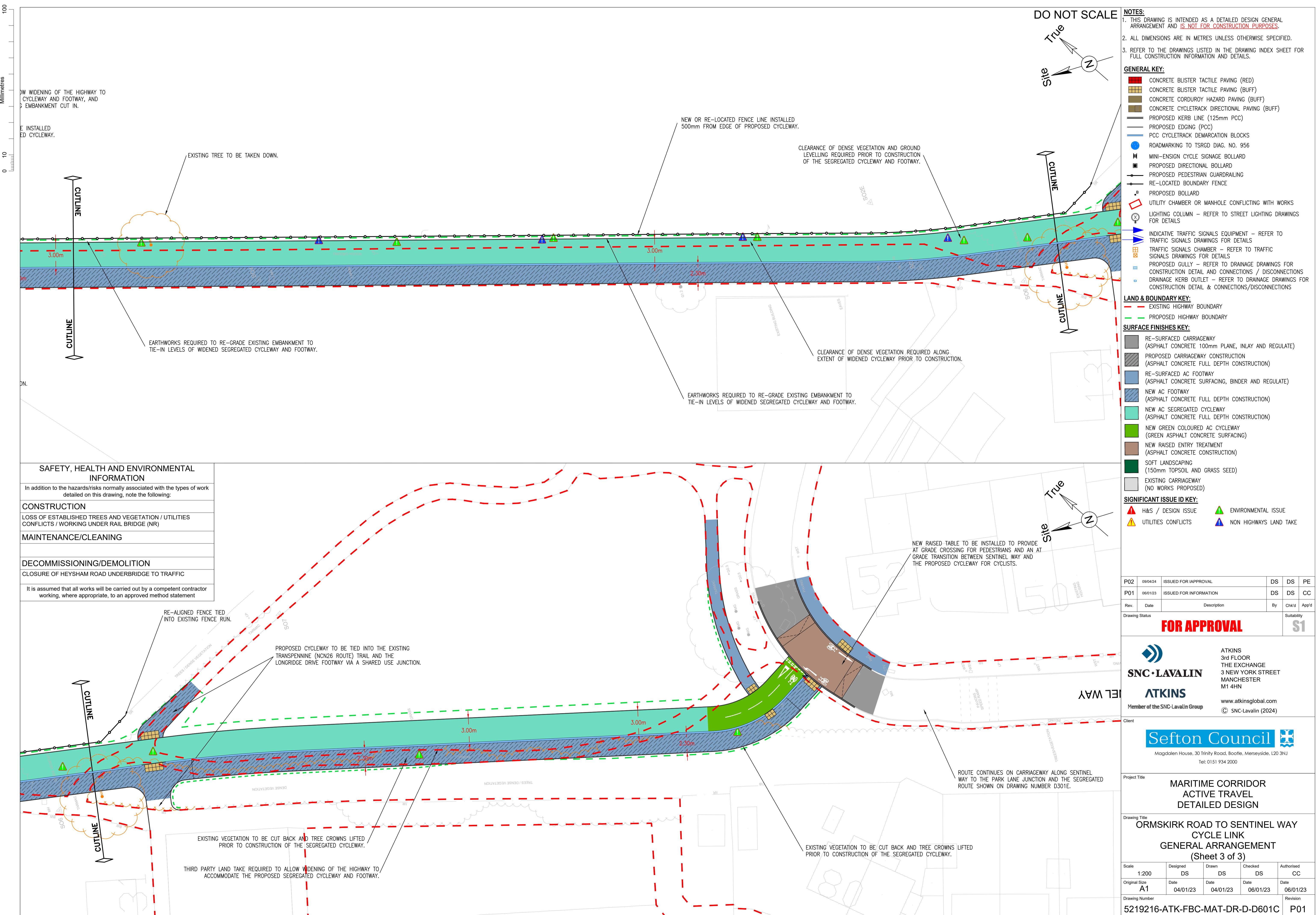


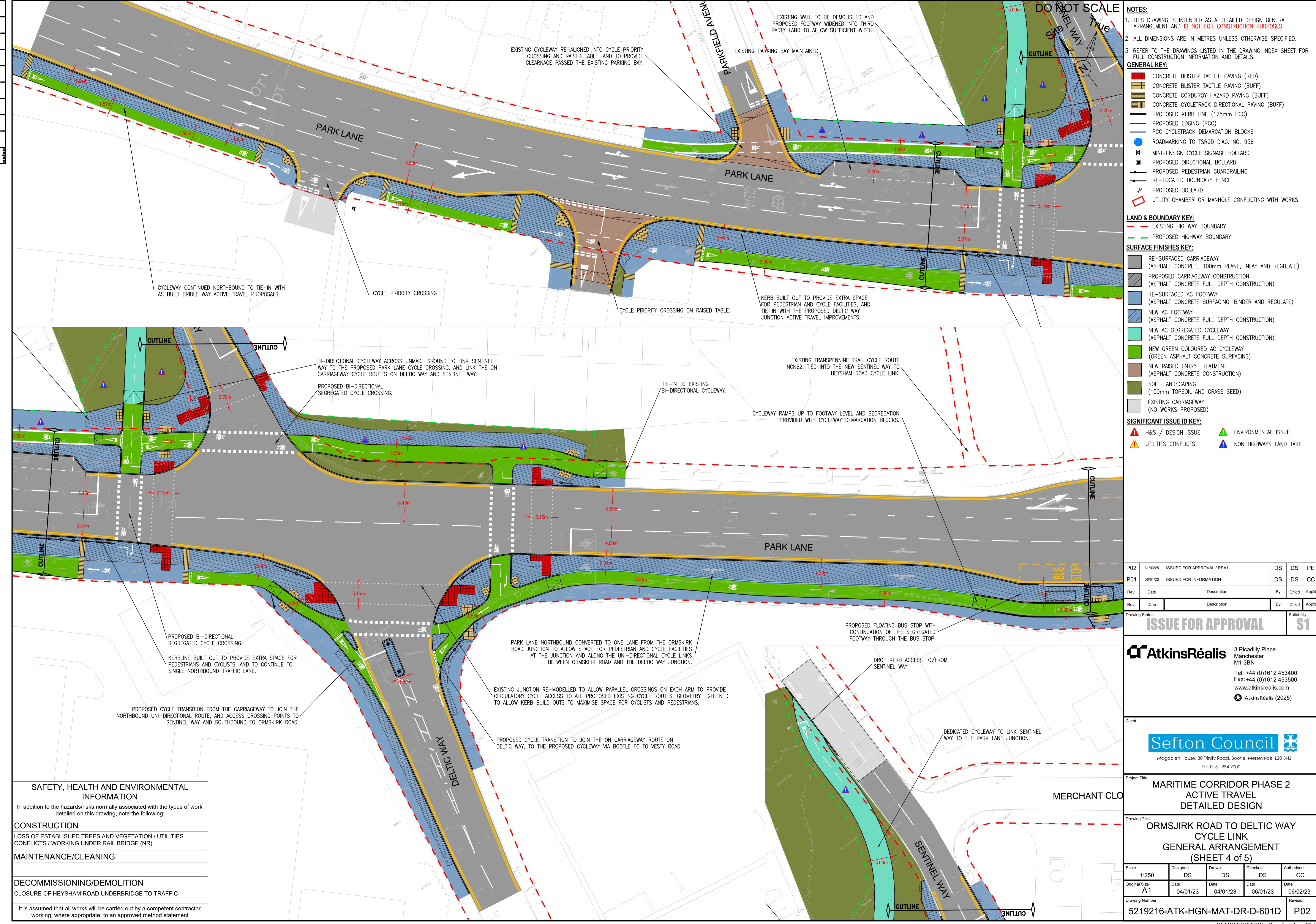
Appendix 3
Sentinel Way to Heysham Road General Arrangement Drawings

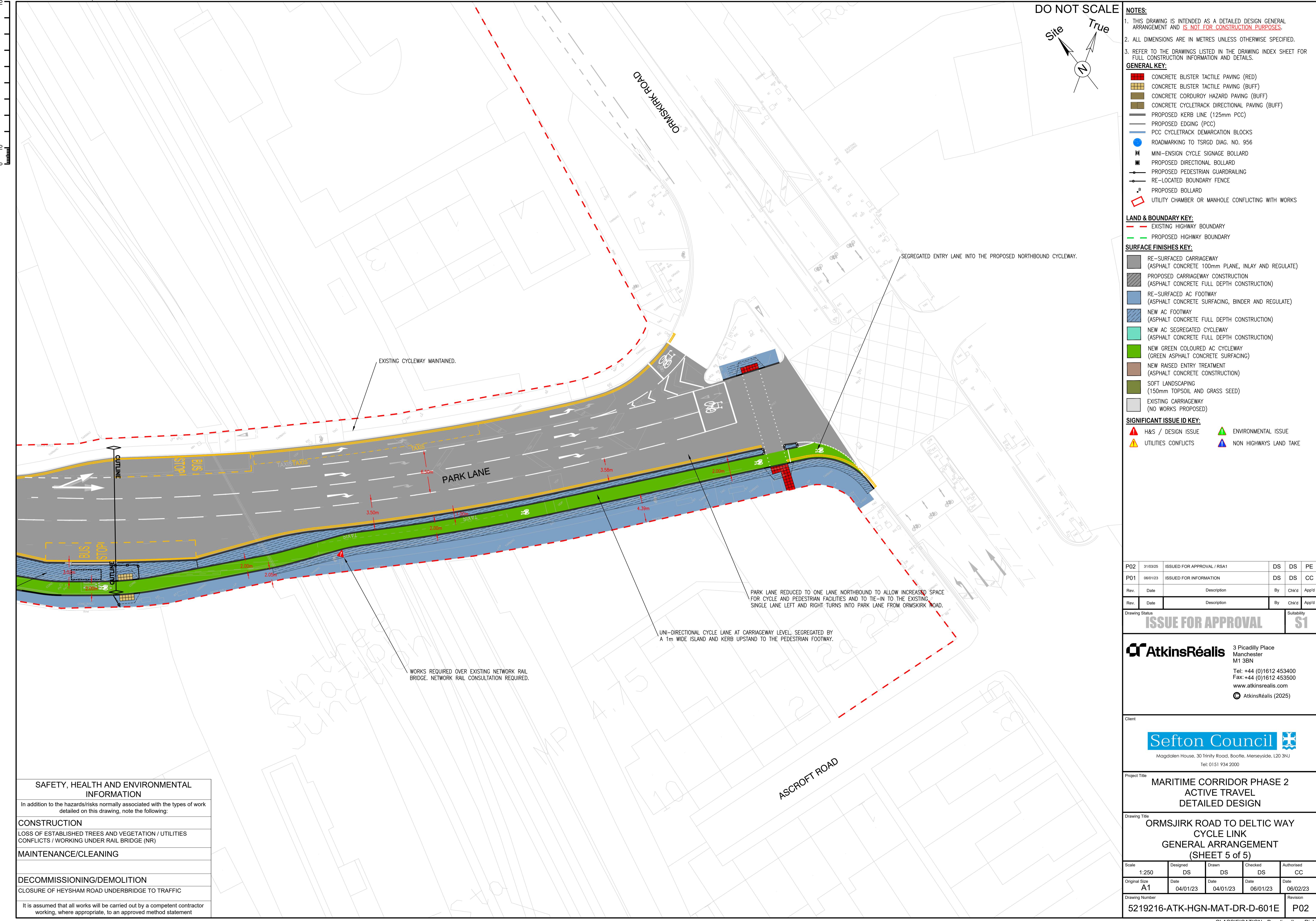
- 5219216-ATK-HGN-MAT-DR-D-D601A,
- 5219216-ATK-HGN-MAT-DR-D-D601B,
- 5219216-ATK-HGN-MAT-DR-D-D601C,
- 5219216-ATK-HGN-MAT-DR-D-D601D,
- 5219216-ATK-HGN-MAT-DR-D-D601E.











Appendix 4

Statutory Objections

	Objector	Plot No's	Agent Acting	Grounds of Objection	Response
1	Portfield Investments	16,18,19	Sanderson Weatherall	<p>1. Consultation should be more than a formality; it should involve genuine dialogue, allowing parties to express their views and concerns and potentially influence the acquiring authority's decisions</p> <p>2. Authorities must carefully consider the responses received during consultation and demonstrate how they have taken these into account when deciding whether to proceed with the CPO</p> <p>3. It's crucial for acquiring authorities to document all engagement with affected parties, including the steps taken, the information provided, and how responses were considered.</p>	<p>Sefton Council have been consulting and engaging on the Maritime Corridor scheme over the last 5 years. This has involved a formal public consultation period in 2021 and again in 2023.</p> <p>As part of the consultation process in 2023, all of the landowners affected by the CPO were contacted and given an opportunity to provide feedback. From this point, Sefton Council commenced discussions that sought to acquire all land by agreement, and this has been the Council's intention throughout this process.</p> <p>It is felt by the Council that the responses received through this process demonstrated support for the scheme that aligned with the overall aims of Maritime Corridor. However, it is acknowledged that there was some feedback received relating to the security of the Vesty Business Park that need to be addressed. Consequently, Sefton Council have developed the design of the scheme further, considering aspects such as lighting, boundary treatment and CCTV coverage to address concerns relating to security. Sefton Council have also engaged with Merseyside Police to understand their view on the proposals. The Council are committed to implementing measures that will address the concerns of the Vesty Business Park owner and tenants.</p> <p>Sefton Council are arranging face to face discussions with the business park tenants during week commencing 29th September to present some updated design proposals and to continue the discussions with the formal objectors to the CPO. Sefton Council are also seeking to meet with Portfield Investments again to present updates of the scheme and seek further feedback. Sefton Council are committed to working with the objector to implement improvements to the proposals that will enhance the security of the business park, whilst maintaining a stance that this element of the scheme is a vital link in realising the full benefits of the overall Maritime Corridor proposals.</p>
2	Aubrey and Rachel Weis	20	Axis	<p>1. Scheme will adversely impact Retained Land as land required part of main frontage</p> <p>2. Scheme will impact Vehicular Access</p> <p>3. Council not justified requirement to take land</p> <p>4. Require mitigation measures to address impact on businesses and estate</p>	<p>Sefton Council have been seeking to open dialogue with the landowners of Plot 20 since September 2023 to discuss the acquisition of this plot of land by agreement. Sefton Council have always been open to making amendments to the design to alleviate concerns of the affected landowners as long as this does not adversely affect the integrity of the Maritime Corridor scheme and the intended aims of the project. This is evidenced through negotiations with other landowners party to this CPO.</p> <p>An offer for the acquisition of this plot of land, including Heads of Terms, was presented to the landowner on 03/07/2025.</p> <p>1. The current site has approximately 12m width of green space on the frontage with Bridle Road which includes some vegetation. Sefton Council are seeking to acquire up to 3m width of this currently unused green space to provide enhanced active travel infrastructure. Previous proposals showed the requirement to remove 5no. trees within this space, however, the design has been rationalised to retain all trees within this land.</p> <p>2. The design has taken into account all existing access points into the site and will ensure that these will remain unaffected.</p> <p>3. The Statement of Case sets out the justification for the project, with the Maritime Corridor Full Business Case as a supporting document. An overall aim of Maritime Corridor is to achieve a coherent Active Travel Network to support economic growth in the area around A5036 Dunning's Bridge Road, Netherton Way, Bridle Road, Park Lane and A59 Ormskirk Road. A key aspect of this is the connectivity through to Aintree Station.</p> <p>It was initially sought to achieve this through the reallocation of road space in the first instance, however, given the industrial nature of Bridle Road and the high volume of HGV traffic using this corridor, it is not possible to achieve the required widths solely through road space reallocation. Therefore, additional land beyond the existing highway boundary is required to achieve infrastructure in line with current national guidance.</p> <p>4. Sefton Council are open to considering any mitigation measures that the landowner requests, however, to date, we have not received any specific request relating to this.</p>
3	Your Housing	1,2,4,8,9,10,11,12,13	Deloittes LLP	<p>The Council has not made sufficient effort to acquire the land via negotiation and therefore the CPO is premature and unjustified. There has not been a balanced view between the intention of the Council and the concerns of YHG whose interest in land is being acquired compulsorily</p>	<p>Your Housing Group have been seeking to secure planning permission on the parcel of land that Sefton Council are seeking to acquire. When the CPO was made, this planning application had been rejected on two occasions.</p> <p>Since the making of the CPO, the planning application has now been approved on appeal.</p> <p>Sefton Council have since worked with Your Housing Group to co-ordinate the design of both Maritime Corridor and the Your Housing Group development and have since reached an agreement on this. YHG will provide the infrastructure that Sefton are seeking within their development. Both parties are now working towards a removal of YHG's objection to the CPO on the following basis:</p> <ul style="list-style-type: none"> - YHG will provide the infrastructure within their development. This will be covered by a S278 agreement. - Sefton Council will agree not to act on a successful CPO decision on this basis. However, should YHG fail to provide the agreed infrastructure within a 3 year time period, Sefton Council will exercise their right to acquire the land by CPO and deliver the scheme as intended.

4	Vesty Business Park	16,18,19	County Planning	<p>1.The proposal fails to adopt appropriate means and recommendations, for example, Secured By Design principles, in order to deter and prevent crime and anti-social behaviour. The proposals would result in a dark, dingy alley way that would in-time become a hot-spot for criminality;</p> <p>2.The details of the scheme are inadequate in failing to provide CCTV surveillance with well-lit spaces benefitting from natural surveillance by neighbours and businesses.</p>	<p>It is acknowledged that the Vesty Business Park tenants have fed back concerns relating to security of the estate and Sefton Council are acting on these points. Consequently, Sefton Council have developed the design of the scheme further, considering aspects such as lighting, boundary treatment and CCTV coverage to address concerns relating to security. Sefton Council have also engaged with Merseyside Police to understand their view on the proposals. The Council are committed to implementing measures that will address any concerns of the Vesty Business Park owner and tenants. This includes a full scheme of lighting along the route, adequate boundary treatment to prohibit members of the public from venturing off the intended route, whilst also maintaining visibility as far as possible. CCTV will also be provided to cover the full route, and it is anticipated that the provision of CCTV will form a planning condition for the scheme. Sefton Council are arranging face to face discussions with the business park tenants during week commencing 29th September to present some updated design proposals and to continue the discussions with the formal objectors to the CPO. Sefton Council are committed to working with the objector to implement improvements to the proposals that will enhance the security of the business park, whilst maintaining a stance that this element of the scheme is a vital link in realising the full benefits of the overall Maritime Corridor proposals.</p>
5	Network Rail	Scheme	Network Rail (NRIL)	NRIL objecting on grounds of Rights and Historic Rights being impacted upon by proposals	Sefton Council have been working with Network Rail to move towards the removal of their objection to the CPO. It is Sefton Council's view that Network Rail's current rights across the land parcels affected by the scheme will not be affected by the CPO. To date Sefton Council have completed all forms and responded to all requests from Network Rail which it is hoped will lead to a removal of the objection by Network Rail.
6	SP Energy Networks	Scheme	SP Energy Networks	SPEN objecting to the scheme's impact on SPM assets which are within the proposed Order limits	As part of the design process for the project, Sefton Council have gone through SPEN's formal asset protection process which is defined under the New Roads and Street Works Act (NRSWA) and have progressed to the C4 stage of this process. All details of ongoing discussions with SPEN regards these applications have been passed onto them as proof that we are following due process to ensure that SPEN assets are not adversely affected by the works and that we will pay for any diversion works required. Sefton Council are now, at the request of SPEN, exploring opportunities to provide SPEN with confirmation that they will follow due process with regards to the protection and diversion of any SPEN apparatus affected by the scheme. It is anticipated that this will lead to the removal of their objection.

Appendix 5

Consultation Schedule

Maritime Corridor Improvements - Key Stakeholder Information

Revised Plot No's	Name of Company/Individual	Corridor	Comments/Record of Contact
1,2,4, 8, 9,10, 11, 12, 13	Your Housing ("YH")	Heysham Road	<p>16.10.23 - Agent at WSP acting for YH contacted SLC regarding arranging meeting to discuss initial proposals</p> <p>30.11.23 - Contact at YH contacted to say he is retiring and confirming who will be taking his place</p> <p>25.02.25 - SLC arranged round table meeting with YH and WSP and Council for 6.3.25</p> <p>03.03.25 - SLC sent details of plots and meeting attendees to WSP after request</p> <p>06.03.25 - SLC met with WSP and YH.</p> <p>07.03.25 - Email from Neighbourhood Planning Manager (NPM) . SLC responded on 10.03.25 informing him that had meeting with YH on 06.03</p> <p>02.04.25 - SLC forwarded Notice of Requisition (NoR). YH raised queries post meeting and SLC responded</p> <p>11.04.25 - SLC received details from NPM re NoR. called to confirm details arrived</p> <p>14.04.25 - SLC called NPM to confirm arrival of details</p> <p>17.04.25 - SLC emailed YH re contact in late summer</p> <p>07.05.25 - SLC emailed request for YH to update regarding their proposals</p> <p>23.06.25 - SLC emailed details re CPO. YH responded that they have Planning and seek to set up meeting.</p> <p>02.07.25 - Met to progress post Planning Appeal. Agreed to progress between WSP and SC re design and works</p> <p>11.07.25 - Deloitte Submitted Objection for YH to DoT</p> <p>15.07.25 - SLC called YH and emailed post discussion. Clarified that plots 12 & 13 can be discussed. Followed up with YHG agents</p> <p>16.07.25. Initial Meeting with YHG agents. Discussions re PLots 12 & 13 very contingent on discussions re plots 1-11. SLC to send Fee Undertaking request to SC solicitors</p> <p>21.07.25 - YH agent sent across proposals for route and clashes. To Progress with SC</p> <p>12.08.25 - SLC followed up with Deloitte re progress</p> <p>08.09.25 - Email from Deloitte re actions and fees. SLC reverted and sought confirmation from SC.</p>
3	Map Property Investments ("MPI")	Heysham Road	<p>12.02.25 - MPI called SLC post Brabners letter. SLC ran through proposals and sent email with scheme details. MPI to consider and revert</p> <p>26.02.25 - SLC chasing up MPI to arrange meeting</p> <p>11.03.25 - SLC chased up MPI re email of 26.02</p> <p>18.03.25 - SLC chased up previous emails</p> <p>02.04.25 - SLC emailed Notice of Requisition</p> <p>03.06.25 - SLC emailed re revised areas and only seeking plot 3. Informed will be issuing CPO Notice</p> <p>23.06.25 - SLC emailed copy of CPO to MPI</p> <p>01.07.25 - SLC called MPI - To call him back on mobile on 02.07.25</p> <p>02.07.25 - SLC called MPI. Passed case to his office team who will call back.</p>
5, 6, 7	Bellway Homes ("BH")	Heysham Road	<p>11.02.25 - SLC emailed BH attaching Brabners Letter</p> <p>12.02.25 - SLC forwarded details to BH of land required</p> <p>13.02.25 - BH to view land plot and revert once seen</p> <p>26.02.25 - SLC chased up to meet</p> <p>03.03.25 - SLC sent across updated details of land required to BH</p> <p>06.03.25 - SLC sent offer to BH post morning meeting</p> <p>25.03.25 - SLC called and emailed to chase up offer of 06.03.25</p> <p>31.03.25 - SLC emailed and called to chase up offer of 06.03.25</p> <p>02.04.25 - SLC emailed Notice of Requisition</p> <p>10.04.25 - SLC called - BH on leave until 14.04.25</p> <p>11.04.25 - BH contacted SLC re RFI and now dealing with case</p> <p>14.04.25 - SLC contacted BH to progress case. Spoke and sent across email to BH from February.</p> <p>30.04.24 - SLC called to progress with BH - BH to call back</p> <p>01.05.25 - BH contacted SLC and requested HoT to be sent. SLC prepared HoT and sent to BH.</p> <p>12.05.25 - BH contacted SLC regarding Pre Contract Pack and requirements for one</p> <p>22.05.25 - SLC spoke BH and emailed Brabners regarding Contract Pack Query</p> <p>06.08.25 - SLC emailed BH to chase up solicitors</p>
14	Northern Trust ("NT")	Deltic Way	<p>23.11.23 - Site Meeting re rerouting proposed path.</p> <p>08.02.24 - Emailed revised plans to NT - await response</p> <p>08.05.24 - Met with NT. NT are willing to extinguish part of leases to allow Sefton take the road and path elements of titles back to enable scheme. SLC to check with Council.</p> <p>09.05.24 - Follow up emails post meeting on 08.05</p> <p>10.07.24 - NT emailed to say they are taking solicitors advice on how best to progress</p> <p>29.07.24 NT in touch to take case forward. SLC seeking instructions</p> <p>21.08.24 - NT emailed - solicitors in touch with Brabners - SLC sent holding response</p> <p>11.09.24 - SLC sent Council draft Heads of Terms</p> <p>25.09.24 - SLC sent draft Heads of Terms to NT</p> <p>12.12.24 - SLC sent email re Brabners letter</p> <p>08.02.25 SLC sent heads of terms</p> <p>10.02.25 - SLC emailed NT attaching Brabners Letter</p> <p>02.04.25 - SLC emailed Notice of Requisition. NT acknowledged</p> <p>28.08.25 - SLC contacted re Rights of way required by NT</p> <p>01.09.25 - NT responded re plan on which Rights to be shown</p> <p>08.09.25 - HE responded - HE need to resolve at property Level and they requested revised HoT co-opting in HE into NT</p>

15	Bootle Football Club ("BFC")	Vesty Road	<p>11.10.23 - SLC made initial contact to arrange meeting and discussion regarding re-routing Cycle Path on perimeter of BFC land. BFC said that members had raised query of foot access from Heysham Road so they were favourable. BFC also knows number of local owners</p> <p>12.10.23 - SLC to meet BFC on 17.10.23 then with SC and BFC Trustees on 30.10.23</p> <p>30.10.23 - SLC met with BFC with SC. Looked at proposals which were acceptable to all and will discuss further at meeting on 01.11.23</p> <p>01.11.23 - Met on site and BFC outlined possibilities and how could work with project. To arrange meeting with designers and Northern Trust if possible regarding southern access to land</p> <p>23.11.23 - Meeting with BFC, Northern Trust and Atkins to consider whether route can be designed. Topographical Surveys of land will be required. Will also require access from adjacent third party owned land</p> <p>07.02.24 - Emailed across revised Design Plan to allow new access. Awaiting response</p> <p>15.04.24 - Arranged site meeting for 29.04.24</p> <p>29.04.24 - Site Meeting with BFC</p> <p>12.12.24 - SLC updated re Brabners letter</p> <p>10.02.25 - SLC emailed BFC attaching Brabners Letter</p> <p>13.02.25 - SC sent across BFC Lease for LR purposes</p> <p>02.04.25 - SLC emailed across Requisition Notice</p> <p>04.06.25 - SLC called to arrange meeting to follow up actions. Agreed for 16.06.25</p> <p>11.06.25 - Call with SLC/BFC re site meeting and whether can undertake actions in summer or whether affected by works.</p> <p>16.06.25 - Met onsite with SLC/BFC/SC. Discussed case and agreed to send across Terms</p> <p>03.07.25 - SLC sent across Heads of Terms</p> <p>16.07.25 - BFC requested details of Brabners for details re fees</p> <p>05.08.25 - SLC emailed re design of Fencing/Turnstiles</p> <p>12.08.25 - SLC chased up email of 05.08.25</p>
16, 18, 19	Portfield Investments ("PI")	Bridle Road	<p>22.11.23 - PE emailed and called re land at corner of Bridle/Vesty Road</p> <p>23.11.23 - PE follow up call and text</p> <p>04.12.23 - SLC met with PI on TEAMS Call. PI said the scheme is extremely well run and presented and the proposals, especially the path to Bootle FC creates an "escapees ratrun". He is also unenthusiastic as to the road widening at Bridle Road junction which he sees as unnecessary. Any change to the estate requires input and consent from the 18 long leaseholders on the estate.</p> <p>12.02.24 - PI responded very negatively to proposal and not willing to work with us.</p> <p>17.02.25 - PI in contact with Elaine Field claiming not heard from Sefton Council. SLC called PI and reminded of correspondence of 02.24. PI had hoped problem would go away. SLC to arrange meeting with SC/Designers and PI and tenants. SLC to send plan of route.</p> <p>17.02.25 PI emailed SLC with summary of objections and required confirmation that previous objections been raised with SC</p> <p>25.02.25 - SLC contacted PI requesting dates to meet with SC to discuss</p> <p>11.03.25 - SLC called and emailed PI to arrange dates to meet with SC - in week of 8-10 April. To confirm when heard from SC</p> <p>13.03.25 - SLC emailed PI chasing up meeting dates</p> <p>14.03.25 - PI responded - SLC emailed re points raised and called 18.03.25 to chase up agreed dates.</p> <p>24.03.25 - SLC called to chase up meetings</p> <p>25.03.25 - SLC called - no answer</p> <p>31.03.25 - Arranged meeting with PI/Zak Property (ZP) on 02.04.25</p> <p>02.04.25 - Met with ZP/PI/SLC/SC - Still unhappy at route and impact upon estate.</p> <p>02.04.25 - SLC sent Notice of Requisition</p> <p>04.04.25 - SLC called PI. Unproductive meeting as differences of opinions regarding letter. SLC to confirm with SC/Brabners and respond.</p> <p>07.04.25 - SLC sent PI holding email whilst awaiting response from SC</p> <p>13.04.25 - SLC sent PI holding email whilst awaiting response from SC</p> <p>15.05.25 - PI emailed requesting response re Council Consultation</p> <p>19.05.25 - SLC response re Council update.</p> <p>21.05.25 - SLC sent email to PI re response concerning Sefton Council Consultation</p> <p>03.06.25 - SLC sent email to PI re letter to tenants of Vesty Business Park</p> <p>04.06.25 - PI responded with alterations to letter and queries re Consultation. SLC pointed PI to SC re letter, Reminded of email re Consultation and informed of ZP being removed from CPO</p> <p>09.06.25 - SLC sent PI updated letter from SC which is to be circulated. Sent subsequent email updating that letter was originally sent by SC Mailing company on 13 May.</p> <p>23.06.25 - SLC emailed PI details of CPO. PI responded that returns from leave on 30.06.25 and will be objecting to CPO.</p> <p>30.06.25 - SLC contacted regarding setting up meeting re making offer. PI responded that wanted to appoint agents. SLC sent across CPA Contacts and RICS advice. PI also forwarded responses from tenants regarding objections to Planning</p> <p>05.07.25 - PI sent across letter objecting to proposals</p> <p>08.07.25 - SLC emailed PI requesting details of letter and who sent to. Also correcting some errors in letter regarding the proposals. Later Response from PI with all issued emails and response. SLC responded to PI email</p> <p>09.07.25 - SLC emailed PI re details of email at DoT</p> <p>11.07.25 - PI submitted Complaint to SC re Consultation and objection to CPO.</p> <p>14.07.25 - SLC called PI to discuss Objection. Is open to discuss Bridle Road plots and will be appointing Sanderson weatherall to deal with cases. To send confirmation once agreed.</p> <p>17.07.25 - SLC texted to PI to update that on leave and hoped to speak prior to departure. Sent email</p> <p>05.08.25 - SLC called PI to follow up on previous correspondence. PI stated that would do all possible to stop route. Wasn't happy with consultation or fact told that money had to be spent in specific timescale. SLC followed up with email and sent link to Planning Application</p> <p>09.08.25 - PI emailed. Unhappy at poor response from SC and also poor consultation re Planning. SC to respond re initial point. SLC called on 11.08 re Planning</p> <p>13.08.25 - Sanderson Weatherall (SW) been appointed by PI and sent across Fee Proposals - SLC seeking SC instructions. Spoke to SW and sent across details</p> <p>20.08.25 - PI responded to SC email of 19.08.25 - disagreed with stance SC taken</p> <p>01.09.25 - SLC called SW to discuss way forward and approach taken and how to make progress. SW to discuss with PI.</p> <p>16.09.25 - SLC spoke to SW - PI awaiting designs - SLC chased up SC to get designs</p>

20	Rachel and Aubrey Weis ("RAW")	Bridle Road	<p>11.10.23 - SC requested SLC contact landowners regarding pre-planning queries</p> <p>12.10.23 - SLC written to RAW making initial contact</p> <p>05.12.23 - Update Letter sent to RAW</p> <p>20.02.25 - SLC emailed Bowcliffe LLP in Leeds who Highgate Properties suggested acted for RAW. Awaiting response</p> <p>02.04.25 - Notice of Requisition sent to RAW</p> <p>10.04.25 - Benjamin Hassan of Control Property Group sent completed Requisition Notice. PE contacted - CPG to appoint surveyors later in month.</p> <p>06.05.25 - Axis been appointed to act for RAW. SLC responded to email and called Axis to arrange site meeting.</p> <p>06.05.25 - SLC emailed across details re land required</p> <p>07.05.25 - SLC/Axis met on site and discussed case and tenancies</p> <p>08.05.25 - SLC put Abbey Commercial in touch with Axis</p> <p>23.06.25 - SLC emailed details of CPO to Axis - Query from Axis re Details</p> <p>26.06.25 - Correspondence with Axis re land required - valuation of plots for negotiations</p> <p>30.06.25 - Call with Axis re land requirements and approach to Valuation. Require details of Abbey Solicitors</p> <p>03.07.25 - SLC sent Offer and Revised HoT to Axis.</p> <p>11.07.25 - Axis sent in Objection to DfT</p> <p>14.07.25 - Axis emailed SLC re Objection and subsequently discussed on 15.07.25. Discussed issue of impact upon landholding - will further post A/L on 04.08.25</p> <p>05.08.25 - SLC emailed Axis to pursue negotiations</p> <p>08.08.25 - SLC/Axis spoke. Axis to seek further instructions from RAW but on A/L</p> <p>14.08.25 - PE called AXIS - 50 minute Call - Issue for RAW is any residual impact and having Transport Study undertaken to clarify if affected. Also want to know what is being agreed with Tenant as facing loss of rent for area taken - SLC noted that if Tenant didn't request rent reduction then RAW would gain if compensated. Axis to contact once can respond with counter offer.</p> <p>26.08.25. SLC called Axis to discuss case. Axis awaiting details from Advisors to RAW re Transport impacts. Client on A/L</p>
20	Abbey Commercial Investments ("ACI")	Bridle Road	<p>11.10.23 - SC requested SLC contact landowners regarding pre-planning queries</p> <p>12.10.23 - SLC written to ACI making initial contact - Tried further via LinkedIn</p> <p>06.03.23 - SC to send update letter</p> <p>11.02.25 - Brabners letter sent - no response</p> <p>01.04.25 - SLC phoned ACI post introduction from L51 Developments. Discussed basics of Project and arranged Teams Meeting with ACI and agent at Eddisons on 09.02.25. SLC emailed wsp for programme details</p> <p>02.04.25 - SLC emailed across Notice of Requisition</p> <p>09.04.25 - Met with ACI and Eddisons</p> <p>07.05.25 - SLC Emailed ACI to inform of descoping of one of plots sought from ACI</p> <p>08.05.25 - SLC Emailed Eddisons re details of Axis</p> <p>23.06.25 - SLC emailed details of CPO to ACI. ACI acknowledged</p> <p>24.06.25 - SLC called Eddisons re case. Eddisons acts as land agent but not necessarily on all matters for ACI. Suggested am better to email ACI direct and cc Eddisons into matter</p> <p>30.06.25 - SLC emailed ACI chasing Solicitors details to progress discussions with Axis/Raw</p> <p>05.08.25 - SLC emailed ACI to chase up negotiations</p> <p>14.08.25 - SLC emailed ACI explaining urgency to start negotiations</p> <p>14.08.25 - Called Eddisons - he passed on details of AD's solicitor (MB) - SLC called and contacted her and she will pick up with ACI.</p> <p>18.08.25 - MB chased up instructions from ACI. Awaiting Response</p> <p>08.09.25 - SLC chased up MB re ACI contact</p> <p>17.09.25 SLC chased up MB re ACI contact</p>
21	Domino - UK/Printing Sciences ("D")	Bridle Road	<p>13.02.25 - SLC sent details to Property Manager - SLC to chase up</p> <p>11.03.25 - SLC left VM for D to chase up</p> <p>11.03.25 - SLC emailed D with details of requirement</p> <p>18.03.25 - SLC chased up email of 11.03</p> <p>31.03.25 - SLC chased up email of 11.03</p> <p>02.04.25 - SLC emailed Notice of Requisition</p> <p>08.05.25 - SLC inspected site and requirement</p> <p>23.06.25 - SLC emailed details of CPO</p> <p>30.06.25 - SLC sent follow up chasing email</p> <p>01.07.25 - Left VM post correspondence with KF on 30.06.25</p> <p>03.07.25 - SLC left further VM chasing up query re Instructing surveyors</p> <p>17.07.25 - SLC left VM and cahsing email re instruction of surveyors as no further contact from Domino</p> <p>25.07.25 - Aspin and Co(AC) contacted as been instructed by Domino</p> <p>05.08.25 - SLC made initial contact with AC</p> <p>12.08.25 - SLC emailed AC re progressing case and put in touch with KF for Freeholders</p> <p>01.09.25 - SLC called AC and emailed basic details of land required</p> <p>04.09.25 - SLC called AC to chase up. To speak on 08.09.25 once AC been to see site</p> <p>10.09.25 - SLC sent AC chasing email</p>
21	KFIM	Bridle Road	<p>31.03.25 - SLC emailed initial details. KFIM responded</p> <p>01.04.25 - SLC sent details of required land</p> <p>02.04.25 - SLC sent Notices of Requisition</p> <p>11.04.25 - Email from KFIM with RFI details</p> <p>14.04.25 - SLC acknowledged email and asked for details of advisors</p> <p>08.05.25 - SLC inspected site and requirement</p> <p>23.06.25 - SLC emailed KFIM details of CPO</p> <p>30.06.25 - SLC sent follow up chasing email. KFIM responded KF been appointed. SLC called KF and emailed details</p> <p>10.07.25 - SLC and KF met at CPA and discussed background to case and land being taken. KF to consider information and contact SLC</p> <p>31.07.25 - KFIM emailed to check that negotiations started.</p> <p>SLC responded on 04.08.25 confirming contact made.</p> <p>10.01.25 - Met KF at CPA and briefed with background</p> <p>10.02.25 SLC emailed KFIM to check that negotiations started.</p>