

**THE LANCASHIRE COUNTY COUNCIL (A582 CROSTON ROAD JUNCTION IMPROVEMENTS) COMPULSORY PURCHASE ORDER 2026**

**STATEMENT OF REASONS FOR MAKING THE COMPULSORY PURCHASE ORDER**

**1 INTRODUCTION**

- 1.1 This is the Statement of Reasons of Lancashire County Council (the "Acquiring Authority") for making the Lancashire County Council (A582 Croston Road Junction Improvements) Compulsory Purchase Order 2026 (the "Order").
- 1.2 In preparing this statement, the Acquiring Authority has endeavoured to provide sufficient information in order that the reasons for making the Order can be properly understood.
- 1.3 This statement provides:
- 1.3.1 A brief description of the order land and its location, topographical features and present use (Section 2);
- 1.3.2 An explanation of the use of the particular enabling power (Section 3);
- 1.3.3 An outline of the authority's purpose in seeking to acquire the land (Section 4);
- 1.3.4 A statement of the authority's justification for compulsory purchase, with regard to Article 1 of the First Protocol to the European Convention on Human Rights, and Article 8 if appropriate (Section 5);
- 1.3.5 A statement justifying the extent of the scheme to be disregarded for the purposes of assessing compensation in the 'no-scheme world' (Section 6);
- 1.3.6 A description of the proposals for the use or development of the land (Section 7);
- 1.3.7 A statement about the planning position of the order site (Section 8);
- 1.3.8 Information relating to any special considerations affecting the order site e.g. ancient monument, listed building, conservation area, special category land, consecrated land, renewal area, etc (Section 9);

- 1.3.9 Details of how the acquiring authority seeks to overcome any obstacle or prior consent needed before the order scheme can be implemented e.g. need for a waste management licence (Section 10);
- 1.3.10 Details of any views which may have been expressed by a government department about the proposed development of the order site (Section 11);
- 1.3.11 What steps the authority has taken to negotiate for the acquisition of the land by agreement (Section 12);
- 1.3.12 Any other information which would be of interest to persons affected by the order e.g. proposals for rehousing displaced residents or for relocation of businesses (Section 13);
- 1.3.13 Details of any related order, application or appeal which may require a co-ordinated decision by the confirming minister e.g. an order made under other powers, a planning appeal/application, road closure, listed building (Section 14); and
- 1.3.14 If, in the event of an inquiry, the authority would intend to refer to or put in evidence any documents, including maps and plans, it would be helpful if the authority could provide a list of such documents, or at least a notice to explain that documents may be inspected at a stated time and place (Section 15).

## **2 DESCRIPTION OF THE ORDER LAND**

### **2.1 Location of the Croston Road Junction**

- 2.1.1 The Scheme sits on the A582 to the south of Preston. The A582 connects to the A59 to the southwest of Penwortham, and at its southeastern end connects with the strategic road network (SRN) at the M65 western terminus via the A6. The A582 facilitates journeys north of Leyland and around the south of the settlements of Lostock Hall, Tardy Gate, and west of Middleforth and Lower Penwortham. The junction is located at the confluence of six roads; Croston Road (north), Croston Road (south), A582 Flensburg Way, A582 Farington Road, Fidler Lane and Enterprise Drive.
- 2.1.2 Where not in residential use, the surrounding land is predominantly designated as Green Belt and Employment Land. To the east and west, the

landscape is dominated by agricultural land with a few agricultural buildings and to the north by residential properties which are predominantly two storey detached homes lining Croston Road and in several small cul-de-sacs. To the south there is a mix of employment land, residential properties, agricultural buildings, agricultural land, and woodland.

- 2.1.3 The land the subject of the order consists of 9 separate land take parcels, all of which are required by the scheme in order for the scheme, as designed, to be delivered. The existing land use for these parcels include: land designated as Green Belt, land allocated for employment uses and existing highways land. The topography of the landscape is relatively flat with level differences along the existing highway boundary and the River Lostock.
- 2.1.4 In addition to the acquisition of land needed for the construction of the scheme, the Order authorises the Acquiring Authority to acquire rights over additional land. A single plot is required for this purpose.

### **Plot Details & Justification**

#### Plots 1 and 3

- 2.2 Plots 1 and 3 consists of land which is designated Green Belt within the South Ribble Local Plan, and it is also partially designated adopted highway. These plots are required to facilitate the proposed widening of the highway along the northwest side of the junction. Their inclusion enables the construction of new adopted highway, highway verge and associated landscaping, together with an acoustic fence and tree planting designed to provide screen for users of the adjacent fishing lakes from traffic noise and the visual impact of the road.

#### Plot 2

- 2.3 Plot 2 comprises part of a previously developed site that is designated as Green Belt within the South Ribble Local Plan. The land benefits from planning permission for the erection of start-up commercial units (ref. 07/2023/00257/FUL). The portion of land identified as Plot 2 is required to

accommodate new adopted highway and highway verge, as the carriageway in this location is to be widened.

#### Plot 4

- 2.4 Plot 4 comprises land designated as Green Belt within the South Ribble Local Plan. This plot is required to enable the proposed widening of the highway along the southwest side of the junction, allowing for the construction of new adopted highway and additional highway verge.

#### Plot 5

- 2.5 Plot 5 is an area of land which is currently designated as Green Belt within the South Ribble Local Plan. It is required to accommodate an acoustic fence and tree planting to provide screening for users of the adjacent fishing lakes from traffic noise and the visual impact of the road.

#### Plot 6

- 2.6 Plots 6 is currently designated as Green Belt within the South Ribble Local Plan. The land is required to accommodate an acoustic fence and tree planting to provide screening for users of the adjacent fishing lakes from traffic noise and the visual impact of the road.

#### Plot 7

- 2.7 Plot 7 is required to accommodate an acoustic fence and tree planting to provide screening for users of the adjacent fishing lakes from traffic noise and the visual impact of the road and to accommodate new adopted highway and highway verge.

#### Plot 8

Plot 8 is an area of employment land as designated within the South Ribble Local Plan. The plot is required to accommodate the proposed attenuation pond, its outfall to the River Lostock, and a new access point onto Enterprise Drive. Acquisition of this land is essential, as the attenuation pond is necessary to ensure that surface water runoff and its discharge into the river

are managed safely and sustainably. Additional land adjacent to the river is also needed to enable the planting and landscaping works required to meet the scheme's Biodiversity Net Gain (BNG) obligations.

#### Plot 9

Plot 9 comprises land currently used as the access road to Lancashire Business Park and is designated as Green Belt within the South Ribble Local Plan. Although it is not designated highway, its established use for access is recognised and acknowledged. The land is required for the scheme to accommodate the attenuation pond and to provide the shared use footpath connection from the Croston Road junction to Enterprise Drive.

#### Plot 10

- 2.8 Plot 10 is a small area of land adjacent to the River Lostock and is designated as part of a Wildlife Corridor within the South Ribble Local Plan. It is enclosed on three sides by Plot 8. This land is not required for permanent acquisition, but it will be required as working space to carry out embankment, drainage, fencing and landscaping activities in the surrounding area. Without this space the working area becomes significantly constrained. It is also anticipated that this area could be used as a laydown space for materials that will be used on the same working day, with no materials or equipment left there overnight.

### **3 POWERS UNDER WHICH THE ORDER IS MADE**

- 3.1 The Order is made under sections 239, 240, 246, 250, & 260 of the Highways Act 1980 (the "1980 Act") and all the other enabling powers. The powers in the 1980 Act enable the Acquiring Authority to acquire land compulsorily and acquire rights compulsorily by creating new rights for the following purposes:

- The upgrading and realigning of existing highways which are to be highways maintainable at the public expense namely "The Croston Road Junction" which will comprise the alteration from a double roundabout layout to a 3 signalised 'T' junctions layout.



- New section of off-carriageway 4.5m wide shared use cycle track to the south of the proposed attenuation pond, and 2 short lengths of 3m wide footpath improvement/diversion to maintain links to the existing network of public rights of way.
- All of the above proposed construction of highways and works required in connection with their construction.
- The carrying out of drainage works in connection with the construction of highways.
- The improvement or development of frontages to a highway or of the land adjoining or adjacent to that highway.
- The mitigation of any adverse effects which the existence or use of any highway proposed to be constructed by the Acquiring Authority.
- The mitigation of any adverse effects caused by the diversion of public rights of way crossed by any highway proposed to be constructed, by the creation of new lengths of public footpath to provide links to the existing network of public rights of way.

#### **4 OUTLINE OF THE ACQUIRING AUTHORITY'S PURPOSE IN SEEKING TO ACQUIRE THE LAND**

4.1 The Acquiring Authority is proposing to construct an upgrade to an existing junction (Croston Road Junction – A582). The Authority seeks to acquire land to enable the delivery of the Croston Road Junction upgrade, a scheme designed to improve road capacity and travel times through the junction. The associated acquisitions are essential to assemble the land required to accommodate the Scheme and to allow the development to proceed in accordance with the relevant Local Development Framework and the Authority's statutory duties under the Planning and Compulsory Purchase Act 2004.

4.2 The purpose of the scheme is to:

- Reduce congestion on arterial routes between Preston City Centre and the Strategic Road Network.

- Support Economic Growth in South Ribble through full development of, and access to the Lancashire Central strategic employment site.
- Support the delivery of housing sites south of Preston.
- Support sustainable and active modes by facilitating the provision of bus network improvements and enhanced walking and cycling facilities on routes connecting South Ribble to key economic sites in Preston City Centre and the Lancashire Central strategic employment site.

4.3 The acquisition of the land is necessary because the Authority cannot achieve these objectives without securing control of the land the subject of this order. Voluntary negotiations have been pursued but have not resulted in agreements from all interested landowners. Therefore, the use of compulsory purchase powers is justified to ensure the timely and coordinated delivery of the scheme, for which there is a compelling case in the public interest and consistent with national and local planning policy.

## **5 JUSTIFICATION FOR COMPULSORY PURCHASE WITH REGARD TO HUMAN RIGHTS**

5.1 The Human Rights Act 1998 incorporated into domestic law the European Convention on Human Rights ('the Convention'). The Convention includes provisions in the form of Articles, the aim of which is to protect the rights of the individual.

5.2 The following articles of the Convention are relevant to the determination as to whether the Order should be confirmed:

- Article 6 entitles those affected by the powers sought in the Order to a fair and public hearing by an independent and impartial tribunal;
- Article 8 protects the right of the individual to respect for his private and family life, his home and his correspondence. A public authority cannot interfere with these interests unless such interference is in accordance with the law and is necessary in the interests of, inter alia, national security, public safety or the economic wellbeing of the country; and,



- Article 1 of the First Protocol protects the right of everyone to peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest and subject to the relevant national and international laws. As with Article 8, any interference with possessions must be proportionate and in determining whether a particular measure is proportionate a fair balance must be struck between the public benefit sought and the interference with the rights in question.

5.3 The Order has the potential to infringe the human rights of persons who own property in the Order Land. Such infringement is authorised by law provided:

- The statutory procedures for obtaining the Order are followed and the acquisition of the land is justified because there is a compelling case in the public interest for the making of the Order; and,
- Any intervention with the Convention right is proportionate to the legitimate aim served.

5.4 The existing Croston Road Junction is affected by significant existing congestion which substantially prevents and inhibits the efficient movement of vehicles along the A582 corridor. The current roundabout arrangement is operating close to capacity during peak periods, that results in delays and queuing that adversely affect reliability for all road users, including freight traffic serving the Lancashire Business Park. The improvement scheme will deliver substantial benefits to traffic flow capacity, reliability and journey times.

5.5 The congestion on the A582 is also expected to worsen as the area becomes more developed. High car dependency and limited network capacity will put additional strain on the A582 resulting in further delays for residents, commuters and businesses. As a result of the existing Croston Road junction becoming more congested, there is additional pressure on nearby local routes to take more traffic, such as the B5254 through Lostock Hall, which results in delays to bus services and increased noise and air pollution.

- 5.6 The scheme is designed to provide enhanced pedestrian and cycle facilities. The introduction of shared-use paths and new signal-controlled crossing points is expected to reduce the number of on-road cycle collisions associated with existing junction layout.
- 5.7 Consistent with up-to-date Government policy in “Guidance on the Compulsory Purchase Process” (Updated 31 January 2025) at paragraphs 2.1 and 12.3 the use of compulsory purchase powers in this case is proposed because it is expedient to do so and where it is considered there is a compelling case in the public interest to make the order.
- 5.8 The Scheme has been designed to minimise interference with the peaceful enjoyment of a person's possessions under article 1 of the First Protocol of the Human Rights Act under which no one is to be deprived of their possessions except in the public interest. Any interference with the right has to be provided for by law and strike a fair balance between the public interest and the protection of the rights of the individual. The Acquiring Authority considers that the Croston Road junction upgrade is demonstrably in the public interest and that this outweighs the harm caused by the use of compulsory purchase powers to acquire third party land for the scheme.
- 5.9 The scheme will affect private means of access and a Side Roads Order has been prepared to ensure highway connections are not adversely affected and to provide for private accesses to be managed safely onto the improved Classified Road. The private means of access to the Lancashire Business Park along the existing private road Enterprise Drive will be incorporated into the improved highway, the improved highway will terminate at a point on Enterprise Drive which will continue as a private means of access. The private means of access to Model Farm will be relocated. In processing the Order and other related Orders, the Acquiring Authority has complied with all relevant legislation and regulations that provide an opportunity for those affected to object to the Orders and have their representations considered at a public inquiry. The land to be acquired for the Scheme which is the subject of the Order has been kept to the minimum necessary to construction the road and associated mitigation measures. The

public interest can only be safeguarded by the acquisition of this land; and such acquisition would not place a disproportionate burden on the affected landowners.

- 5.10 Planning permission for the Scheme was granted on 21 January 2026, following consideration of material planning matters, including the balance between the public benefits of delivering the Scheme and the level of disruption or interference that may arise to individual rights.

## **6 JUSTIFICATION OF THE EXTENT OF THE SCHEME TO BE DISREGARDED FOR THE PURPOSES OF ASSESSING COMPENSATION IN THE 'NO-SCHEME WORLD'**

- 6.1 In accordance with sections 6A to 6E of the Land Compensation Act 1961 (as amended), compensation payable in respect of land compulsorily acquired must be assessed on the basis that the scheme for which the land is acquired did not exist. The acquiring authority is therefore required to identify the extent of the scheme and to explain which elements are to be disregarded when establishing the open market value of land in the "no scheme world".
- 6.2 For the purposes of this Order, the authority considers the "scheme" to comprise the development proposals set out within the Croston Road Junction planning application (LCC/2025/0008), together with the associated infrastructure works and land assembly required to deliver the junction improvements. This includes the use of the Order Land to upgrade the Croston Road junction, as approved by the Council on 21 January 2026.
- 6.3 The geographic extent of the scheme includes the Order Land, together with any additional land required temporarily to facilitate access, construction and other associated works necessary to deliver the development. These works are integral to the scheme and would not reasonably be expected to occur independently of it. They therefore fall within the scope of the scheme to be disregarded when assessing compensation.
- 6.4 In the absence of the scheme, the land is considered to remain in its existing planning and highway context, with no assumed uplift in value arising from the proposals promoted by the authority. The planning baseline in the no scheme

world is therefore the lawful existing use of the land, together with any alternative use that could reasonably have been expected to come forward without reliance on the scheme.

6.5 The defined extent of the scheme is supported by the Council's formal decisions relating to the junction upgrade, including the approval of the planning application and the resolution to make this Order. These documents demonstrate the evolution and scope of the scheme, establish its coherence as a single integrated project, and justify the area within which scheme effects must be disregarded for the purpose of assessing compensation.

6.6 Accordingly, any increase or decrease in the value of interests within the Order Land that is attributable to the scheme, or to the prospect of the scheme, will be disregarded when determining compensation. The authority is satisfied that the extent of the scheme identified above reflects the statutory requirements and provides a clear and appropriate basis for valuation in the no scheme world.

## **7 DESCRIPTION OF THE SCHEME**

7.1 The Scheme comprises the removal of an existing double roundabout and its replacement with three interconnecting signalised T-junctions.

7.2 It is situated on a parcel of land which is approximately 4.81 hectares in size, with the majority of this being existing highways land. The proposed Scheme includes the following:

- The removal of the double roundabout system to be replaced with 3 signalised T-junctions with the prioritisation of the A582;
- The installation of new connecting junctions at Croston Road (north and south) and the re-routing of Enterprise Drive to ensure safe operation;
- Improvements to road crossings, with the installation 3 integrated Toucan crossings, across Croston Road, Enterprise Drive and the A582;



- Improvements to shared use footways and cycleways and improved conditions of existing public rights of way;
- The implementation of a technology package to provide bus and heavy vehicle priority through signals which ensure efficient co-ordination of the traffic flows; and,
- The installation of ecological, landscape, flood and noise mitigation measures.

7.3 The Scheme will also include the use of a temporary compound to the west of Stanifield Lane junction. This parcel of land associated with this element of the Scheme is not the subject of this CPO.

7.4 The proposal will benefit from a full landscaping scheme which includes landscape/ecological mitigation measures and features which have been deemed to be required during completion of the Biodiversity Metric which is a requirement of the planning application. In order to comply with current highway design drainage and water quality standards the proposed junction design features 1 attenuation pond.

## **8 THE PLANNING POSITION**

8.1 The A582, of which this Scheme is a part, is located to the north of Leyland and the southwest of Preston and is part of the Major Road Network (MRN) in central Lancashire. The MRN is a network of highways in England identified as having five central objectives which are as follows:

- reduce congestion;
- support economic growth;
- Support housing delivery;
- support all road users; and
- support the Strategic Road Network (the SRN).

8.2 The A582 also provides local connectivity to the wider motorway network (the M65 and M6 to the east). In addition to the Croston Road Junction scheme,

the Authority is also proposing to upgrade other junctions along the A582 South Ribble Western Distributor to support economic development through improving highways capacity and transport flows.

- 8.3 The proposed Scheme has been designed in accordance with the relevant national and local planning policy framework. The National Planning Policy Framework (NPPF, December 2024) establishes a presumption in favour of sustainable development and sets out the three overarching objectives—economic, social, and environmental. The Scheme supports these objectives by facilitating economic growth through improved transport infrastructure, enhancing accessibility and sustainable travel, and incorporating measures to minimise environmental impact.
- 8.4 Paragraph 11 of the NPPF requires that development proposals which accord with an up-to-date development plan should be approved without delay. The Scheme is consistent with the adopted development plan for the area, comprising the Central Lancashire Core Strategy (2012) and the South Ribble Local Plan (2012–2026). Both documents identify improvements to the A582 as a strategic priority to support housing delivery, economic development, and sustainable transport objectives. Policy 3 of the Core Strategy specifically commits to improving the A582 as part of a wider programme to enhance the Major Road Network. The Central Lancashire Local Plan (2023–2041) has been recently considered at examination stage and is subject to further review.
- 8.5 The Scheme also aligns with other key strategies and agreements, including the Central Lancashire Highways and Transport Masterplan (2013), the Local Transport Plan, and the Preston, South Ribble and Lancashire City Deal, all of which prioritise investment in the A582 corridor to reduce congestion and improve connectivity.
- 8.6 The proposed Croston Road Junction improvement scheme will deliver substantial benefits to traffic flow and journey times, addressing existing congestion and supporting the efficient movement of vehicles along the A582 corridor. The current roundabout arrangement is operating close to capacity during peak periods, resulting in delays and queuing that adversely affect



reliability for all road users, including freight traffic serving the Lancashire Business Park. The scheme introduces a signalised junction with adaptive control technology (MOVA) and Freight Signal Optimisation (FSO), which will prioritise heavy goods vehicles and busses, and will dynamically adjust traffic lights to respond to real-time traffic conditions.

- 8.7 Updated LinSig modelling for the Scheme for future year scenarios (2026 and 2041) confirms that under peak demand conditions, the degree of saturation remains significantly lower than existing levels, demonstrating improved capacity and reduced queuing compared to the current layout. These enhancements will ensure smoother traffic progression, shorter travel times, and improved network resilience, supporting economic growth and connectivity across the region.
- 8.8 The site lies within land designated as Green Belt. In accordance with Chapter 13 of the NPPF, local transport infrastructure is not considered inappropriate development in the Green Belt provided it preserves openness and does not conflict with the purposes of including land within the Green Belt. The Scheme involves the upgrade of an existing junction and does not introduce new built form; it will maintain the openness and permanence of the Green Belt and will not result in the merging of settlements or encroachment into the countryside. The proposed works are therefore considered acceptable in Green Belt terms.
- 8.9 It is acknowledged that the proposed Croston Road Junction improvement scheme will result in the loss of approximately 1.1 hectares of allocated employment land within this site. However, the scheme has been designed to minimise land take, and the affected parcel is significantly constrained by the River Lostock and the existing highway layout. Access to this portion of land would require substantial investment, and the scheme does not restrict access to the remainder of the allocated employment site. The scheme will enhance access to the existing developed land south of the junction, improving connectivity for businesses within the Lancashire Business Park. The proposed traffic signal improvements will prioritise the movement of large vehicles along the A582, strengthening logistics and supporting economic growth. The Authority is of the view that the public benefits and economic

benefits of the scheme—including improved transport infrastructure, reduced congestion, and enhanced access to employment areas—significantly outweigh the loss of 1.1 hectares of physically constrained employment land.

8.10 In accordance with the provisions of the Environment Act 2021, as the application was validated on 4 March 2025 and relates to a site larger than one hectare, the scheme is required to achieve at least a 10% Biodiversity Net Gain (BNG) and to secure the management of any new or enhanced habitats for a minimum period of 30 years. Owing to the physical constraints of the site, the scope for onsite habitat creation is limited. Compliance will therefore be achieved through a combination of onsite enhancements, supported by a legally binding 30-year habitat management plan, and the acquisition of biodiversity units from an approved offsite provider. This approach ensures full adherence to statutory obligations and delivers measurable biodiversity improvements as mandated by the Act.

8.11 Government policy in “Guidance on the Compulsory Purchase Process” at 13.3 states that the Acquiring Authority should have

*“... a clear idea of how it intends to use the land which it is proposing to acquire and show that all the necessary resources are likely to be available to achieve that end within a reasonable timescale.”*

8.12 The necessary resources are available to implement the Scheme. The Outline Business Case was approved by the Department of Transport (DfT) in July 2025 which confirmed funding of £57.89m subject to Full Business Case approval. The County Council have also committed up to £19m towards the scheme. The Full Business Case is due to be submitted in February 2027 and for construction to commence in August 2027. The County Council are expected to have agreements in place with all landowners (subject to Full Business Case approval) prior to DfT issuing a decision.

## **9 SPECIAL CONSIDERATIONS AFFECTING THE SITE**

9.1 There are no special considerations affecting the order sites specifically. However, the Scheme is in close proximity to a tree which is protected by a

Tree Preservation Order. The tree in question is on land in private ownership to the west of Croston Road South which sits outside the Scheme site boundary. This tree will be safeguarded during both the construction and operational stages of this proposal.

9.2 The mining code is not relevant to this Scheme.

## **10 OVERCOMING OBSTACLES**

10.1 The acquiring authority has undertaken a comprehensive assessment of potential impediments to the implementation of the scheme, including matters relating to land assembly, planning compliance, and statutory undertaker interests. Where constraints have been identified, appropriate mitigation measures have been incorporated within the delivery strategy to ensure timely and effective resolution.

10.2 Active negotiations with affected landowners are progressing with the objective of securing voluntary agreements wherever practicable, thereby minimising reliance upon compulsory acquisition powers. Furthermore, engagement with utility undertakers is ongoing to coordinate necessary diversions and safeguard continuity of essential services. The authority is satisfied that no obstacles exist which would render the scheme incapable of implementation within the anticipated programme.

## **11 GOVERNMENT DEPARTMENT VIEWS**

11.1 No government departments have been consulted in relation to this Compulsory Purchase Order. The acquiring authority considers that the nature and scope of the proposed scheme do not affect any interests requiring consultation with government departments. Accordingly, there are no departmental views to report.

## **12 NEGOTIATIONS**

12.1 The Scheme boundary encloses approximately 3.4683 hectares. The Scheme requires the freehold acquisition of approximately 1.3531 hectares of land.

The Scheme requires obtaining rights over approximately 0.0064 hectares of part of the River Lostock. The remaining 2.1088 hectares of land included within the scheme boundary is existing highway and does not need to be compulsorily acquired.

- 12.2 All known owners and occupiers with an interest in land have been approached to ask if they would be prepared to enter into negotiations with the Acquiring Authority for the purchase of their interest. Detailed negotiations are taking place with all landowners and occupiers. However, the Acquiring Authority has concluded that acquisition by agreement is unlikely to occur in all cases or in any event, within sufficient time to ensure that the programme for the construction of the Scheme is met. Despite efforts, it has not been possible to identify the owner of plot 5 and therefore it will not be possible to acquire this interest except by way of compulsory acquisition.

#### Plot 1, 3 and 4

- 12.3 These plots are owned by South Ribble Borough Council and is designated Green Belt within the South Ribble Local Plan. Negotiations are at an advanced stage with the terms of the acquisition having been agreed and the matter sitting with the parties' respective legal departments for completion.

#### Plot 2

- 12.4 This plot forms part of Model Farm. Negotiations have been held and are ongoing with a representative of the owner for the acquisition of the necessary land, with offers having been made by the council but an agreement on the acquisition price has not yet been reached.

#### Plot 5

- 12.5 This plot is unregistered and efforts have been made to identify the landowner through the study of conveyances relating to neighbouring properties. Investigations to identify the owner are still ongoing.



#### Plot 6

- 12.6 This plot is owned and occupied as part of a fishing business, Oakfield Fishery. Discussions have taken place with the owner and his agent over the land required for the scheme in addition to accommodation works to mitigate the effects of the scheme. Negotiations continue with the owner and his agent.

#### Plot 7

- 12.7 This plot is owned by Homes England and consist of rough vegetation. Negotiations are at an advanced stage with the terms of the acquisition having been agreed and the matter sitting with the parties' respective legal departments for completion.

#### Plot 8, 10

- 12.8 Leyland Trucks Limited have appointed a surveyor to act on their behalf over the proposed acquisition of plot 8 and for the rights required in plot 10. Several meetings have been held with their agent to discuss the acquisition of the necessary land in addition to the effects of the scheme construction on Leyland Trucks Limited and their operations. Offers have been made to Leyland Trucks Limited and whilst no agreement has yet been reached, negotiations continue to be held.

#### Plot 9

- 12.9 This plot is part of the access road into Lancashire Business Park. The owner of this plot is a wholly owned company of the Acquiring Authority. Positive discussions have been held with a representative of the company and the Board have approved, in principle, the transfer of the land to the council in addition to the acquisition price. Discussions continue to be held on the impact of the scheme construction upon the business park and its access.

### **13 OTHER INFORMATION**

- 13.1 The following provisions outline any additional information of relevance to those affected by the Order.
- 13.2 The acquiring authority will use all reasonable endeavours to ensure that access to existing business premises is maintained at all times throughout the construction of the scheme and will implement appropriate measures to minimise disruption to affected businesses for the duration of the works.

### **14 RELATED ORDERS, APPLICATIONS OR APPEALS**

- 14.1 To facilitate the design and delivery of the scheme, it is necessary to temporarily restrict use of Public Rights of Way Footpaths FP0704003 and FP0704003a during the construction phase and this will be by way of an Order under the Road Traffic Regulation Act 1984 s14 before sections of the said footpaths are incorporated into the new vehicular highway extent. The temporary prohibition of use will ensure continued public safety throughout the construction period. The improvement works will be in accordance with the relevant design standards to maintain safety, accessibility, and compliance with statutory requirements.

### **15 INSPECTION OF DOCUMENTS**

- 15.1 The following documents are available for public inspection during normal office hours at:
- Lancashire Archives, Bow Lane, Preston PR1 2RE;
  - The offices of South Ribble Borough Council, Civic Centre, West Paddock, Leyland PR25 1DH.
- 15.2 The documents are:
- the Order and accompanying plan;
  - this Statement of Reasons; and
  - the forms associated with the Classification of Highway.



15.3 The documents can also be viewed on the County Council's website - [www.lancashire.gov.uk](http://www.lancashire.gov.uk) and search for A582.

15.4 Interested parties affected by the Order who wish to discuss matters with the Council should contact Richard Askew by one of the following means:

- by e-mail to [Richard.Askew@lancashire.gov.uk](mailto:Richard.Askew@lancashire.gov.uk)
- By post to Lancashire County Council, PO Box 100, County Hall, Preston, Lancashire, PR1 0LD marked for the attention of Richard Askew.

