



A590 Trunk Road Cross-a-Moor Improvement Scheme Statement of Reasons



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1. Introduction

1.1 This Statement of Reasons has been produced in relation to an application by Highways England Company Limited for a Compulsory Purchase Order to acquire land that is required to implement the A590 Trunk Road Cross-a-Moor Improvement Scheme ('the scheme').

The scheme is an improvement to an existing junction, which is a staggered crossroads on the A590 Ulverston Road, with Cross-a-Moor to the west and C5036 Main Road to the east. It is located within the parish of Pennington in the district of South Lakeland, immediately south of Swarthmoor, approximately 2km southwest of Ulverston.

1.2 The A590 is part of the Highways England Strategic Road Network. The local road network that adjoins the A590 are Pennington Lane and Main Road and is maintained by Cumbria County Council (CCC). The A590 is the primary route in to and out of Furness Peninsula and is the main transport corridor. The current layout of staggered Junction does not have the capacity to cope with the proposed developments and would lead to severe peak time congestion

1.3 The Cross a Moor Roundabout project, which is described in Chapter 2 of this Statement, proposes to realign Cross-a-Moor and Main Road to link with a new roundabout to ensure there is sufficient capacity to cope with the proposed housing development. Construction is anticipated to commence Autumn 2021 with a construction period of between 6 to 8 months.

1.4 The scheme requires third party land mainly to the north east and south west of the current staggered junction

1.5 Highways England Company Limited is the Acquiring Authority for the A590 Trunk Road Cross-a-Moor Improvement Scheme Compulsory Purchase Order. The Applicant considers that there is a compelling case in the public interest for both the compulsory acquisition and temporary possession of the land, to secure the necessary land and property interests required to construct, operate and maintain the scheme.

1.6 This Statement of Reasons endeavours to explain the background to the proposal and explain why the land is required to implement the scheme. It is structured as follows:

- Chapter 2 describes the scheme and the powers that are sought;
- Chapter 3 identifies the land that is required for the scheme;
- Chapter 4 describes communications with the affected landowners;
- Chapter 5 describes the need for the scheme;
- Chapter 6 provides a conclusion.

2. Scheme description

- 2.1 The A590 links the Furness Peninsula and Ulverston to M6 J36 and supports a mix of uses from local commuting to long distance freight traffic, serving nationally important advanced manufacturing facilities locally and in Barrow. The A590 suffers from poor journey times, junction capacity issues, particularly in and around Ulverston (a key market town but with no bypass) and current road safety is a concern at the existing junction.
- 2.2 This affects the reliable movement of goods and people and hence impacts on economic growth. Swarthmoor is a critical 4-arm junction to the west of Ulverston (towards Barrow) with major local and strategic traffic conflicts.
- 2.3 The scheme will increase capacity and access and cut delay, underpinning delivery of SLDC's Local Plan, facilitating development of over 1,000 homes in South Ulverston and Swarthmoor.
- 2.4 This housing provision is required to meet housing need related to new employment opportunities, created through committed key investments in the area, which will generate around 1,300 new jobs.

Consideration of options

- 2.5 An optioneering exercise was undertaken to assess the potential options for improvement of the junction. A summary of the discounted option is below:
- 2.6 A signal controlled junction, where Cross-a-Moor remains on the existing alignment and Main Road is realigned to form a southern arm.
- 2.7 This option would require widening on south side of A590 to accommodate appropriate additional lanes and to avoid impacting the war memorial.
- 2.8 The signal controlled junction option was discounted for a variety of reasons, these were :
- continued delays on the A590
 - the junction would require widening to accommodate additional traffic lanes and approach / exit flares
 - required widening would impact the war memorial
 - the bus stop would require relocating
 - the number of planned housing would not be accommodated

Scheme Objectives

- 2.9 The scheme objectives are to construct a large 4 arm Roundabout with new link roads into the local network and to ;
- facilitate economic growth;
 - Support housing growth;

- to reduce congestion;
- to improve safety at the junction and its approaches;
- to improve pedestrian and cycle facilities;
- to reduce severance; and
- increase biodiversity gain through a new wetland area improving water quality and providing upstream attenuation

3. Identification of land and new rights affected by the scheme

Land Required for the scheme

3.1 Please refer to plan in Appendix 1

Powers sought under the Compulsory Purchase Order (CPO)

3.2 This statement of reasons is required because the A590 Trunk Road Cross-a-Moor Improvement scheme CPO, if granted, will include powers to:

- Acquire land compulsorily;
- Create and compulsorily acquire new rights over land;
- Extinguish or override existing rights over land; and
- Use and possess land temporarily

Justification for seeking the powers

3.3 For the CPO to be granted, the Secretary of State must be satisfied before making the CPO that the land identified within the Order limits is needed for the development, and that no more land is proposed to be taken than is reasonably required to enable the delivery of the scheme.

3.4 At this stage, all the land included in the Order is considered to be necessary to enable the delivery of the Scheme.

3.5 The Applicant's approach, which combines genuine attempts to acquire land by agreement, in parallel with the planning of a compulsory acquisition timetable as a contingency measure taking action to initiate formal compulsory acquisition procedures, is in accordance with the 2013 DCLG Guidance.

3.6 For the reasons set out in detail in this Statement of Reasons, the Applicant considers that there is a compelling case in the public interest which would justify the use of powers of compulsory acquisition.

Funding

3.7 Highways England's designated £100 million Housing and Growth fund was set up as part of the government's £15 billion investment in roads and provides financial contributions towards the cost of road improvements needed for new developments, that that provide new jobs and much needed homes. This Designated Fund is part of Highways England's award-winning "The Road to Growth" strategic economic growth plan. The Plan received national recognition from the Institute of Economic Development (IED) for having the "greatest economic impact" at their 2017 annual awards ceremony.

A590 Cross-a-moor (Cumbria): This scheme will see an upgrade of the existing junction at Cross-a-Moor, Cumbria into a four-arm roundabout which will provide a number of key local development sites with direct access to the A590 trunk road. The £7,055,000 scheme has been allocated £3,050,000 from the Growth and Housing Fund, £2,035,000 in third-party match funding which will include £1,735,000 of private funding and £300,000 from South Lakeland District Council. The remaining funding will be through contributions from Cumbria County Council. The scheme will also unlock 106 local homes, and three further sites with the potential to deliver 895 new homes in the future.

Statutory undertakers

3.8 All statutory undertakers affected by the scheme have been consulted and where necessary, agreed to the diversion of their apparatus as part of the scheme.

Human Rights

3.9 This statement considers the impact of the scheme on the human rights of those affected by it. It concludes that whilst there would, as a consequence of the scheme, be interference with such rights, the interference would be entirely lawful, proportionate and justifiable in the circumstances.

4. Communications and negotiations with landowners

- 4.1 The proposed layout of the new roundabout is partly within the existing highway boundary, but due to the need to connect to the existing adjacent roads, there is a need to acquire land from third parties outside of the existing highway boundary.
- 4.2 The land required to create the new roundabout is both to the east and west of the existing highway, mainly across open field areas.
- 4.3 8 separate landowners have been identified and each one has been contacted formally in writing to request that they enter into an agreement to purchase their land or facilitate an easement, whilst indicating that a separate application for a compulsory purchase would also be made. This has been followed up with contact from the district valuer to agree terms of sale.
- 4.4 Negotiations are currently still on-going with each of the landowners.

5. Planning policy and the need for the scheme

5.1 Modelling of proposed Local Plan development to 2025 suggests that the Swarthmoor junction will experience capacity problems (especially with side road access) before 70% of anticipated development has come forward.

5.2 In addition, the direct cumulative impact of the three housing applications already in the pipeline has a level of traffic impact currently deemed unacceptable, such that not all the applications could currently be permitted. However, the delivery of the scheme will enable the provision of required additional road capacity needed to successfully support all the development sites over the current Local Plan period (up to 2025).

5.3 This housing provision is required to meet housing need related to new employment opportunities, created through committed key investments in the area, which will generate around 1,300 new jobs. The table below illustrates the location of major development site location in Ulverston with an explanation of the scale of the proposal.

Growth Site Location Reference	Location	Indication of Scale / Proposal
9	Most of the W. Croftlands (Nook Farm), Majority of the Croftlands west .Plus additional non-allocated land on the other side of Urswick Road.	Circa. 400 units (*91 units more than Policy LA1.3 for the whole of Croftlands West allocation; 309 units)
10	S.Croftlands (Gascow Farm)	219 housing units
11	Croftlands East	219 dwellings
12	West End Farm	97 dwellings
13	West End Nursery	92 dwellings
14	North of Watery Lane	18 dwellings
15	South of Lund Farm	90 dwellings
17	South of Stockbridge Lane	7 dwellings.
18	North Urswick Road	48 dwellings
19	Cross - a - Moor Housing Allocation site, part of DPD allocated site.	Not the whole allocation - 1.2 ha.
20	Cross - a - Moor Housing Allocation site, DPD allocated site.	161 dwellings (LADPD).
24	South Ulverston (GSK)	G.S.K. major development, biopharmaceutical plant (see also associated plan app ref SL/2014/0112).
25	East Ulverston (Siemen's interested in site EN23 off West End Lane and land north of Siemen's existing site - phase 2 of Low Mill Business Park).	Siemen's expansion.

Planning Policy

5.4 It will also provide important options for future planned growth in the next review of the South Lakeland Local Plan, which will begin in 2016/7, and cover the period from 2021 to 2036, at which point alternative routes to the A590 may need to be investigated to promote further growth.

5.5 If additional capacity isn't provided in light of the currently-promoted developments, then either there would be an unacceptable adverse impact on the highway network, significantly worsening the existing situation, or the development would be deterred potentially putting a brake on realising full Local Plan growth and the aspirations of the Cumbria LEP's Strategic Economic

6. Conclusion

6.1 Having had regard to all the considerations set out above, the Applicant is satisfied that its proposed use of compulsory acquisition and temporary possession powers is legitimate, necessary and proportionate and that there is a compelling case in the public interest for the granting and subsequent exercise of powers of compulsory acquisition in furtherance of the Scheme.

6.2 Furthermore, as the Applicant's negotiations with landowners and occupiers are ongoing and will be continued throughout the process of seeking development consent for the Scheme, the Applicant's intention is that powers of compulsory acquisition would only be used in circumstances where acquisition by agreement proved impossible. As such, compulsory acquisition would, in the spirit of the 2013 DCLG Guidance, be a tool of last resort.

6.3 In conclusion, the Applicant considers there is a compelling case in the public interest for the compulsory acquisition powers sought in the CPO.