



Report to the Secretary of State for Transport

**By Martyn Heyes, BSc(ENG), MENG, PHD,
CENG, FICE, FIHT**

**An Inspector appointed by the Secretary of State
for Transport**

The Planning Inspectorate
4/11 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
☎ 0117 372 6372

Date: 08 June 2007

HIGHWAYS ACT 1980

ACQUISITION OF LAND ACT 1981

**THE CITY OF LIVERPOOL (HALL LANE STRATEGIC GATEWAY SCHEME
AND ASSOCIATED IMPROVEMENTS)(SIDE ROADS) ORDER 2005.**

**THE CITY OF LIVERPOOL (HALL LANE STRATEGIC GATEWAY SCHEME
AND ASSOCIATED IMPROVEMENTS) COMPULSORY PURCHASE ORDER
(No.2) 2005.**

Dates of Inquiry: 30 November 2005, 20 June 2006 & 24 April 2007

Ref: DN5036/55/7/8

TABLE OF CONTENTS

CASE DETAILS	Page	1
1 PREAMBLE		1
2 DESCRIPTION OF THE SITE AND ITS SURROUNDINGS		2
3 SUBMISSIONS		2
4 THE CASE FOR THE COUNCIL		3
5 CONCLUSIONS		6
6 RECOMMENDATIONS		7
APPENDICES		
Appendix A	Appearances and intended appearances	8
Appendix B	Documents	9

CASE DETAILS

- The Orders would be known as: -
THE CITY OF LIVERPOOL (HALL LANE STRATEGIC GATEWAY SCHEME AND ASSOCIATED IMPROVEMENTS)(SIDE ROADS) ORDER 2005 and made under Sections 14 and 125 of the Highways Act 1980.
THE CITY OF LIVERPOOL (HALL LANE STRATEGIC GATEWAY SCHEME AND ASSOCIATED IMPROVEMENTS) COMPULSORY PURCHASE ORDER (No.2) 2005 and made under Sections 239, 240, 246, 250 and 260 of the Highways Act 1980.
- The Orders were published on 28 September 2005, and there were 3 objections outstanding at the re-opening of the inquiries.
- The Orders, if confirmed, would enable the Liverpool City Council to build the Hall Lane Strategic Gateway Scheme.

Summary of Recommendations:

I recommend that the amended Orders be confirmed, subject to the issue of the Section 19 'exchange land' certificate.

1 PREAMBLE

- 1.1 The effect of the Orders, if confirmed, would be to enable the City of Liverpool to construct the Hall Lane Strategic Gateway Scheme.

Purpose of the Proposal

- 1.2 The purpose of the proposal is to improve the highway network where the main route into the City from the M62 and east Merseyside connects to the city centre road network.

Number of Objectors

- 1.3 At the re-opening of the inquiries there were 3 objections outstanding, but the parties involved indicated that they did not wish to cross examine any of the promoter's witnesses and it was soon evident that they were minded to withdraw. They subsequently confirmed their withdrawals in writing before the close of the inquiries.

Reasons for Objections

- 1.4 The outstanding objections at the re-opening of the inquiries were primarily concerned with the effects of the scheme on their properties.

The Inquiries

- 1.5 I have been appointed pursuant to Paragraph 7 of Schedule 1 to the Highways Act 1980 to hold concurrent public local inquiries in connection with the Orders and to report to the Secretary of State for Transport.

- 1.6 I held the public local inquiries at Local Solutions, Mount Vernon Green, Hall Road, Liverpool on Wednesday 30 November 2005 and at the Foresight Centre, University of Liverpool on Tuesday 20 June 2006. I made an unaccompanied site inspection on Tuesday 29 November 2005 and again on Monday 23 April 2007 before re-opening and closing the inquiries at the Northern Conference Centre, Mount Vernon Green, Hall Road, Liverpool, on Tuesday 24 April 2007.

Statutory Formalities

- 1.7 The City Council confirmed that all the statutory formalities had been completed correctly.

Scope of this Report

- 1.8 This report contains a description of the site and its surroundings, the gist of the submissions made, the case for the scheme, and my conclusions and recommendations. Lists of appearances and documents are attached. I have also attached all documents and plans submitted to the inquiries.

2 DESCRIPTION OF THE SITE AND ITS SURROUNDINGS

- 2.1 The proposed scheme is located on the eastern edge of the city centre, with the Liverpool University Campus and Royal Liverpool Hospital on one side and a residential area of mostly terraced housing on the other. The site is largely undeveloped or in temporary use at present, although there are a number of isolated properties within the site that would be effected by the scheme.
- 2.2 The current approach to the City from the M62 and east Merseyside is along Edge Lane (A5047). At Mount Vernon, the main route bears right into Hall Lane (B5340) before joining an improved network of roads that provide access to the northern half of the centre. Alternatively, by taking a sharp left turn into Towerlands Street, the road provides access to the University and other routes serving the southern city centre beyond. These roads also provide a route for other traffic travelling around the edge of the city centre.

3 SUBMISSIONS

- 3.1 Following my opening of the inquires on 30 November 2005, Counsel for the City Council requested an adjournment in order that the traffic evidence might be revised. The need for this had arisen because the forecasts that it was proposed to present were based upon on the assumption that the Liverpool Tramway Scheme would be built, and funding for it had apparently been withdrawn the previous day. Following consultations with all parties present, I agreed to adjourn the inquires until 20 June 2006.

- 3.2 Upon reconvening the inquires on 20 June 2006, the City Solicitor presented a statement [Doc LCC/0/2], in which he indicated that the City Council, in the face of the position taken by the Hospital Trust, had resolved not to proceed with the current road scheme proposal. In the light of this, he requested that the Orders be not confirmed.
- 3.3 I prepared a report which reflected the City Council's request, but, following further discussions between the Council and a number of the principal objectors (including the Hospital Trust and the University) some of these objections were withdrawn [Doc I 17D] and the City Council resolved to continue to pursue the scheme. As a consequence, my report was not submitted to the Secretary of State and I was subsequently appointed to re-open the inquiries.
- 3.4 With the withdrawal of all the remaining objectors during the course of the re-opened inquiries, it was put to me by Counsel for the City Council that I no longer had a remit to report to the Secretary of State [Doc I 23], however, having already re-opened the inquiries I felt obliged to satisfy myself as to the validity of the case for the Orders and to prepare this report.

4 THE CASE FOR THE COUNCIL

The material points are:

- 4.1 The scheme is intended to provide greater clarity and definition to the road network at an important gateway into the City. It would remedy a long recognised weakness of the existing major road network in connecting the east-west link from the M62 motorway along Edge Lane (designated in the Local Transport Plan (LTP) as a Strategic Route for Priority for Freight Movement) and provide clearer distribution of traffic towards and around the city centre. It would also provide better definition to north-south routes on this edge of the city centre. It would enable better provision to be made for pedestrians and cyclists and reduce delays for public transport.
- 4.2 The scheme would also improve the image of the City and assist in its regeneration, including supporting the work of Kensington Regeneration, by creating a more satisfactory highway environment and a central area 'Gateway' on this main traffic approach from the east. It would eliminate a bottleneck in the highway network, providing an increase in the traffic capacity while minimising the adverse environmental impacts caused, and, where possible enhancing the local environment.
- 4.3 The removal of traffic from Hall Lane and the environmental improvement of that road would reduce the severance of the Kensington residential area from its local community facilities – i.e. the Sacred Heart School, the community centre and the Local Solutions building. The Henderson Green open space would lose a strip of land to the new road, but would be extended onto the line of Hall Lane. The removal of traffic from Hall Lane would provide significant environmental relief and benefit to the local community in an area which includes two of the most deprived wards in the country.

- 4.4 Although the route and design of the scheme have been constrained by its need to link with Edge Lane and West Derby Street, and the presence of schools, other community buildings, the existing hospital and university buildings, the scheme and its junctions would perform satisfactorily and achieve the traffic objectives. Using the best traffic forecasting tools available, it can be demonstrated that the scheme would produce a satisfactory net present benefit and benefit to cost ratio. It would provide a safer environment for pedestrians, cyclists and vehicles. It would also produce improvements in the noise environment for a significant number of local residents.
- 4.5 The scheme is identified in both the Unitary Development Plan (UDP) and the LTP. It was the subject of public consultation in 2001 and received considerable support. It was the subject of a multi modal study (GOMMS) type appraisal in 2003, the results of which were summarised in an Urban Development Framework. An Environmental Statement was submitted with the planning application, and together with an Addendum, was the subject of public consultation. Planning permission was granted in September and October 2005.
- 4.6 Funding for the scheme is as certain as it can be for any scheme at this point in its development. The scheme has been assessed as a first quartile regional priority and has 'entry status'. It can only receive conditional funding after the statutory authorisations have been obtained and full approval only follows after there has been a firm tender price for the scheme. The current cost estimates are marginally higher than those pertaining when the funding status was first agreed, but any increase would be met either by an increased allocation from the regional funding allocation or from the City Council's own Transport Capital Programme.
- 4.7 The scheme would also complement other regeneration initiatives in this part of the City. Amongst these is the Edge Lane West regeneration scheme, which would include a highway improvement to Edge Lane itself, the Compulsory Purchase Order (CPO) for which has been the subject of a successful judicial challenge. While the improvement to Edge Lane is part of the area highway strategy, and it is understood that a new CPO is to be promoted by English Partnerships in the next few months, the Hall Lane scheme has never been dependant upon the Edge Lane scheme, and achieves its objectives with or without it.
- 4.8 There are two areas of open land included within the CPO. The first is Plot 62 (Henderson Green), in respect of which a Section 19 certificate has been sought, and is owned by the City Council but is subject to a covenant in favour of West Derby Wastelands Charity (WDWC) to be retained as open space. WDWC, with the City Council, have entered into a transfer deed to move the benefit of the covenant to the other side of the Green (Plot 6R) if the CPO and SRO are confirmed.
- 4.9 The other area of open land is at Plots 30K/30J (Open Space at Crown Street/Paddington). Title to this land is partly with the City Council and partially with the University. It is anticipated that the land will be the subject of a proposed land swap with the University in due course but the land must remain in the CPO until that occurs. There has been no Section 19 application in respect of this land.

- 4.10 It is accepted that there were some minor amendments needed to Schedule 1 of the CPO with respect to Plots 21 D-G, and these are reflected in the revised Table 1 [Doc I 22].

5 CONCLUSIONS

Bearing in mind the submissions and representations I have reported, I have reached the following conclusions, reference being given in square brackets to earlier paragraphs where appropriate.

Compulsory Purchase Order

- 5.1 The City Council has put forward a compelling case for the scheme, providing strong evidence of its performance against the objectives established for it [4.1-4]. The scheme is founded in the City Council's established policies and plans and has been subject to the appropriate public consultation procedures [4.5].
- 5.2 I have satisfied myself that the Council has a clear idea of how it intends to use all the land identified in the CPO, as amended [4.10], and that it is all required for the implementation of the scheme. The Council has applied for a Section 19 'exchange land' certificate which would be required in respect of Plot 62 [4.8], and a recommendation to confirm the order would have to be conditioned accordingly.
- 5.3 The evidence is that funding is likely to be available for the scheme within a reasonable timescale [4.6], and although there can never be certainty over such matters; in my judgement, the probability is that there are no other impediments to its implementation.

Side Roads Order

- 5.4 The scheme would result in an improvement in the convenience of traffic routes passing through the local area [4.1], and therefore satisfies one of the basic tests of a SRO.
- 5.5 Although a number of existing private accesses would be affected by the scheme, convenient alternatives are proposed for those that need to be maintained, while others would be extinguished where the purpose for the access would be eliminated with the implementation of the scheme.
- 5.6 With the withdrawal of the outstanding objection from the statutory undertakers affected [Doc I 14], I am satisfied that the scheme would not adversely affect their rights.

6 RECOMMENDATIONS

6.1 I recommend that the following orders, as amended, be confirmed, subject to the issue of the Section 19 'exchange land' certificate:

THE CITY OF LIVERPOOL (HALL LANE STRATEGIC GATEWAY SCHEME AND ASSOCIATED IMPROVEMENTS) (SIDE ROADS) ORDER 2005.

THE CITY OF LIVERPOOL (HALL LANE STRATEGIC GATEWAY SCHEME AND ASSOCIATED IMPROVEMENTS) COMPULSORY PURCHASE ORDER (No.2) 2005.

Martyn P Heyes

Dr Martyn Heyes
INSPECTOR

APPENDICES

APPENDIX A – Appearances and intended appearances

For the City of Liverpool

Mr S Sauvain of Counsel, instructed by the Liverpool City Solicitor

He proposed to call:

Mr M Thornhill, CEng	Hall Lane Project Manager, Liverpool City Council
Mr M Burchnall, MRTPI	Assistant Executive Director, Regeneration Services, Liverpool City Council
Mr G Jones, CEng	Business Manager, WS Atkins
Mr T Lonsdale	Director, Camlin Lonsdale
Dr R Hawkes	Chief Acoustician, WS Atkins

NB. With the exception of Mr M Thornhill, the other witnesses were not called and their evidence was taken as read.

Appendix B – Documents

CORE DOCUMENTS

- CD1 THE CITY OF LIVERPOOL (HALL LANE STRATEGIC GATEWAY SCHEME AND ASSOCIATED IMPROVEMENTS) COMPULSORY PURCHASE ORDER (No2) 2005 (including Plan)
- CD2 THE CITY OF LIVERPOOL (HALL LANE STRATEGIC GATEWAY SCHEME AND ASSOCIATED IMPROVEMENTS) (SIDE ROADS) ORDER 2005 (including Plan)
- CD 3 Merseyside Transport Policies and Programme (TPP) 1980/81 Pages 44 and 45
- CD 4 Merseyside TPP 1983/84 Page 31
- CD 5 Merseyside TPP 1986/87 Page 42
- CD 6 Liverpool City Council TPP 1993/94 Pages 49, 50, 51
- CD 7 Liverpool City Council 1996/97 TPP Pages 35, 36, 37, 40, 54, 56
- CD 8 Merseyside Local Transport Plan (LTP) 2000/1 – 2005/6
- CD 9 Hall Lane Area Improvements – Public Consultation Document
- CD 10 Examples of letters sent to advise of public consultation
- CD 11 Report on Consultation
- CD 12 Report to Council Executive Board presenting the Report on Consultation and seeking authority to proceed with the scheme.
- CD 13 Liverpool Cycle network
- CD 14 Environmental Statement (Nov 2004)
- a) Volume 1 - Non Technical Summary
 - b) Volume 2 - Main Text
 - c) Volume 3 - Appendices
- CD 15 Addendum to Environmental Statement (April 2005)
- a) Volume 1 - Non Technical Summary

- b) Volume 2 - Main Text
- c) Volume 3 - Appendices
- CD 16 Hall Lane Strategic Gateway – Local Model Validation Report
- CD 17 Addendum to the Transport Assessment
- CD 18 Faber Maunsell audit of the traffic modelling
- CD 19 Merseytram – Growth Assumptions report
- CD 20 Hall Lane Strategic Gateway – Transport Assessment
- CD 21 Annex E for Hall Lane Area Improvements (2000)
- CD 22 DfT Procedures for dealing with Optimism Bias in Transport Planning – Guidance Document June 2004
- CD 23 Forecasting and Economics Report and Addendum (Nov 2005)
- CD 24 Liverpool Vision – Strategic Framework
- CD 25 City of Liverpool – Unitary Development Plan
- CD 26 Regional Planning Guidance for the North West (RPG 13)
- CD 27 Report to Liverpool City Council’s Planning Committee 23 August 2005
- CD 28 (withdrawn) Liverpool First (2002 – 2005) Workbook – Our Community Strategy – *document superseded*
- CD 29 (withdrawn) Liverpool City Council’s Regeneration Business Plan 2004 – 2005 – *document superseded*
- CD 30 Merseyside European Objective 1 regeneration programme
- CD 31 Kensington Fields Urban Strategy (two parts A and B)
- CD 32 Planning Policy Guidance for Edge Lane West
- CD 33 Not used
- CD 34 Neighbourhood Renewal Assessment
- CD 35 Private Sector Renewal Strategy and Housing Statement

- CD 36 Liverpool City Council Executive Board – minutes for May 2005
- CD 37 Direction from First Secretary of State under Article 14, 23rd August 2005
- CD 38 Letter from GONW 19th Sept 2005
- CD 39 Merseyside County Council Local Transport Plan 2006/7 to 2010/11
- CD 40 2004 LTP Progress Report
- CD 41 The DfT, in their letter of December 2004, confirming the settlement for 2005/6 Local Transport Capital Expenditure
- CD 42 Revised LTP Major Schemes Guidance published in April 2005
- CD 43 (withdrawn) Council's Highways Capital Works Programme 2005/6 approved by the Executive Board in July 2005 – *document superseded*
- CD 44 RLUH responded to the consultation by letter
- CD 45 By November 2003 the Trust, in a letter to the Council Chief Executive, Mr (now Sir) David Henshaw
- CD 46 July 2004 RLUH, Development Supplement
- CD 47 Original form of planning application, submitted in November 2004
- CD 48 Planning application as submitted in April 2005
- CD 49 CABE – “By Design”
- CD 50 Urban Development Framework Report
- CD 51 Landscape Strategy Report, produced originally in November 2004 and amended in August 2005-11-04
- CD 52 DOT/Welsh Office memorandum “Calculation of Road Traffic Noise” 1988 (CRTN)
- CD 53 PPG 24, Annex 1
- CD 54 BS 5228: Part 1: 1997
- CD 55 Control of Pollution Act 1974
- CD 56 The Noise Insulation Regulations 1975 (S.I. 1763), as amended by The Noise Insulation (Amendment) 1988 Regulations (S.I. 2000)

- CD 57 Liverpool City Council letter to agents for Archbishop Blanch School dated 18th July
- CD 58 The Objection Report from RLUH
- CD 59 Not used
- CD 60 PPS 1: Creating Sustainable Communities – Delivering Sustainable Development
- CD 61 PPG 13: Transport
- CD 62 PPG 15: Planning and the Historic Environment
- CD 63 PPG 16: Archaeology and Planning
- CD 64 (withdrawn) The North West Plan – Interim Draft Revisions to the Regional Spatial Strategy for The North West of England, October 2005 – *document superseded*
- CD 65 Liverpool Urban Design Guide
- CD 66 Presbytery planning permission application
- CD 67 Presbytery listed building application
- CD 68 GONW letter dated 21 October 2005
- CD 69 Minutes of Planning Committee
- CD 70 Granting of Planning Permission letter dated 26 September 2005
- CD 71 Not used
- CD 72 Noise at Work Regulations 1989
- CD 73 Liverpool City Council's Regeneration Business Plan 2005 – 2006
- CD 74 Liverpool City Council's Corporate Performance Plan 2005 / 08
- CD 75 Liverpool First (2005 – 2008) Workbook – Our Sustainable Community Strategy
- CD 76 Regional Funding Allocations – The Advice of the Northwest Region
- CD 77 EC Harris, Executive Steering Group, Final Update, dated 8th February 2006
- CD 78 EC Harris, Strategic Review Output, dated 21st February 2006
- CD 79 GONW letter dated 7th March 2006, Hall Lane Improvement Scheme

- CD 80 GONW letter dated 15th February 2006, Edge Lane West CPO
- CD 81 Kensington Regeneration Board Minutes of Meeting, 5th December 2005
- CD82 The North West Plan – Draft Regional Spatial Strategy for the North West of England, January 2006
- CD83 British Standard BS 8233:1999: Sound Insulation and noise reduction for buildings – Code of practice (Uncontrolled copy)
- CD84 Acoustics: Design Considerations – Health Technical Memorandum 2045 (HMSO 1996)

NEW DOCUMENTS SUBMITTED TO THE RE-OPENED INQUIRIES

- NB * *subsequently withdrawn*
- I 1 * *Proof of Evidence – J Budd (Mr F Woodward, Fort Knox Security)*
- I 2 * *Objection from Edmund Kirby obo Archbishop Blanch School*
- I 3 * *Proof of Evidence – M Pearson (obo Local Solutions)*
- I 4 * *Written representation – DTZ (obo Mr F Woodward, Fort Knox Security)*
- I 5 Site Notice
- I 6 Press notice dated 15 March 2007
- I 7 Supplementary Proof of Evidence – Mike Burchnall
- A Minutes of Executive Board 13 April 2007
- B Report to Executive Board 13 April 2007
- C Decision Notice dated 2 April 2007 in relation to 1 Mount Vernon, Liverpool 7
- D Memorandum of Understanding from Royal Liverpool and Broadgreen University Hospitals
- I 8 Proof of Evidence – Gary Jones
- A Appendix 1
- B Appendix 2
- C Summary of Proof
- I 9 Proof of Evidence – Mervyn Thornhill
- A Summary of Proof
- I 10 Proof of Evidence – Tom Lonsdale
- A Appendix 1
- B Summary of Proof
- I 11 Proof of Evidence – Ron Hawkes
- A Summary of Proof
- I 12 Proof of Evidence – Mike Burchnall
- A Summary of Proof
- I 13 E-mail confirming non-attendance of Ethel Austen representatives
- I 14 Withdrawal letter from Scottish Power dated 19 April 2007
- I 15 Withdrawal letter from Mason Owen obo Ethel Austen dated 24 April 2007

- I 16 Withdrawal letter from Local Solutions dated 24 April 2007
- I 17 Opening statement of the Acquiring Authority – Liverpool City Council
- I 18 Withdrawal E-mail from Archbishop Blanch School dated 23 April 2007
- I 19 Certificate of Conformity with Statutory Requirements regarding advertisements and notices
- I 20 Letter from DTZ, obo Fort Knox, dated 24 April 2007.
- I 21 Withdrawal letter from Mr Woodward, Fort Knox, dated 24 April 2007.
- I 22 Amended Table 1 (MT/2B) Schedule of ‘Land and rights the Council will be authorised to purchase through the Compulsory Purchase Order’
- I 23 Case report of R (on the application of Arnos Vale Cemetery Ltd) V First Secretary of State and another (2003) EWHC 981 (Admin) CO/5903/2002.

GENERAL INQUIRY DOCUMENTS

- X/0 Convening Notice of Inquiries

PROMOTERS DOCUMENTS AS AT JUNE 2006

PROOFS OF EVIDENCE AND ASSOCIATED WITNESS DOCUMENTS

Note: The following Proofs of Evidence and associated documents were withdrawn following the closing of the inquiries in June 2006 and replaced, as required, by the documents listed above.

- LCC 1/1 Not allotted – see Note below.
- LCC 2/1/A (P) Proof of Evidence – Gary Jones (Traffic & Transportation)
- LCC 2/2/A (Vol I) (A) Appendices (Volume I) to Proof of Evidence – Gary Jones (Traffic & Transportation)
- LCC 2/2/A (Vol II) (A) Appendices (Volume II) to Proof of Evidence – Gary Jones (Traffic & Transportation)
- LCC 3/1/A (MB1) (P) Proof of Evidence – Michael Burchnall (Regeneration Issues)
- LCC 3/2/A (MB2) (P) Proof of Evidence – Michael Burchnall (Planning Issues)
- LCC 4/1/A (P) Proof of Evidence – Tom Lonsdale (Landscape Strategy)
- LCC 4/2 (A) Appendices to Proof of Evidence – Tom Lonsdale (Landscape Strategy)
- LCC 5/1/A (P) Proof of Evidence – Ron Hawkes (Noise)
- LCC 6/1/A (MT/1) (P) (A) Proof of Evidence and Appendices – Mervyn Thornhill (Over-arching Evidence)
- LCC 7/1/A (P) Proof of Evidence – Ian Tempest (Hospital Design)

Note: The following Proofs of Evidence and associated documents were withdrawn following the adjournment of the inquiries in November 2005 and replaced, as required, by the documents listed above.

LCC 1/1 (TM/1) (P)	<i>Proof of Evidence – Tom McCabe (Regeneration Issues) – replaced by LCC 3/2/A (MB2)</i>
LCC 1/2 (S)	<i>Summary Proof of Evidence – Tom McCabe (Regeneration Issues)</i>
LCC 1/3 (R)	<i>Rebuttal Proof of Evidence to objectors – RLUH NHS Trust; Liverpool University; Fort Knox</i>
LCC 2/1 (P)	<i>Proof of Evidence – Gary Jones (Traffic & Transportation)</i>
LCC 2/2 (A)	<i>Appendices to Proof of Evidence – Gary Jones</i>
LCC 2/3 (S)	<i>Summary Proof of Evidence – Gary Jones</i>
LCC 2/4B (R)	<i>Rebuttal Proof of Evidence - Response to Mr James Budd's Proof of Evidence (for Mr Frank Woodward of Fort Knox Vehicle Security)</i>
LCC 3/1 (MB/1) (P)	<i>Proof of Evidence – Michael Burchnall (Planning Issues)</i>
LCC 3/2 (S)	<i>Summary Proof of Evidence – Michael Burchnall (Planning Issues)</i>
LCC 3/3 (R)	<i>Rebuttal Proof to RLUH NHS Trust</i>
LCC 4/1 (P)	<i>Proof of Evidence – Tom Lonsdale (Landscape Strategy)</i>
LCC 4/3 (P)	<i>Summary Proof of Evidence – Tom Lonsdale (Landscape Strategy)</i>
LCC 4/4 (R)	<i>Rebuttal Proof of Evidence</i>
LCC 5/1 (P)	<i>Proof of Evidence – Ron Hawkes (Noise)</i>
LCC 5/2 (A) (R)	<i>Appendix to Proof of Evidence – Ron Hawkes (Noise)</i>
LCC 5/3 (S)	<i>Summary Proof of Evidence – Ron Hawkes (Noise)</i>
LCC 5/4 (R)	<i>Rebuttal Proof to objectors' proofs on Noise – Ron Hawkes</i>
LCC 6/1 (MT/1) (P) (A)	<i>Proof of Evidence and Appendices – Mervyn Thornhill (Over-arching Evidence)</i>
LCC 6/2 (S)	<i>Summary Proof of Evidence – Proof of Evidence – Mervyn Thornhill</i>
LCC 6/3 (R)	<i>Rebuttal Proof of Evidence to RLBUH & UL (Planning) – Mervyn Thornhill</i>
LCC 6/4 (R)	<i>Rebuttal Proof of Evidence to RLBUH & UL (Highways) – Mervyn Thornhill</i>
LCC 6/5 (R)	<i>Rebuttal Proof of Evidence to UL (Traffic) – Mervyn Thornhill</i>
LCC 6/6 (R)	<i>Rebuttal Proof of Evidence LACE & LS – Mervyn Thornhill</i>
LCC 6/7 (R)	<i>Rebuttal Proof of Evidence to Fort Knox – Mervyn Thornhill</i>
LCC 7/4	<i>Rebuttal Proof of Evidence to RLUH – Ian Tempest (Healthcare Projects)</i>

OTHER DOCUMENTS SUBMITTED DURING THE INQUIRIES

LCC/0/1	Not used
LCC/0/2 (20/6/06)	Executive Board – 16 June: Statement and resolution in relation to the Hall Lane Gateway Scheme
LCC/0/3 (20/6/06)	Letter from Liverpool City Council dated 16 th June to Inspector
LCC/0/4 (20/6/06)	Letter from Liverpool City Council dated 16 th June to Secretary of State for Transport

OBJECTORS DOCUMENTS

Royal Liverpool & Broadgreen University Hospital NHS Trust (RLBUH)

RLBUH/1/1 (P)	Proof of Evidence – Maggie Boyle (Chief Executive, RLBUH)
RLBUH/1/2 (A)	Appendices to Proof of Evidence – Maggie Boyle (Chief Executive, RLBUH)
RLBUH/1/3 (Supp P)	Supplementary Proof of Evidence – Maggie Boyle (Chief Executive, RLBUH)
RLBUH/2/1 (P) (A)	Proof of Evidence and Appendices – Paul R Corbett (Highway & Transportation)
RLBUH/2/2 (S)	Summary Proof of Evidence – Paul R Corbett (Highway & Transportation)
RLBUH/2/3 (P) (A)	Revised Proof of Evidence – Paul R Corbett (Highway & Transportation)
RLBUH/2/4 (A)	Figures and Appendices to Revised Proof of Evidence – Paul R Corbett (Highway & Transportation)
RLBUH/3/1 (P)	Proof of Evidence – Paul Singleton (Planning) (<i>Note: see also UL/2/1 below</i>)
RLBUH/3/2 (S)	Summary Proof of Evidence – Paul Singleton (Planning) (<i>Note: see also UL/2/2 below</i>)
RLBUH/3/3 (P)	Revised Proof of Evidence – Paul Singleton (Planning) (<i>Note: see also UL/2/3 below</i>)
RLBUH/4/1 (P)	Proof of Evidence – Michael Nightingale (Hospital Design)
RLBUH/4/2 (P)	Revised Proof of Evidence – Michael Nightingale (Hospital Design)
RLBUH/0/1 (30/11/05)	The Trust's Core Documents

The University of Liverpool (UL)

UL/1/1 (P)	Proof of Evidence – Professor Drummond Bone (Vice-Chancellor, UL)
UL/1/2 (A)	Appendices to Proof of Evidence – Professor Drummond Bone (Vice-Chancellor, UL)
UL/2/1 (P)	Proof of Evidence – Paul Singleton (Planning) <i>(Note: see also RLBUH/3/1)</i>
UL/2/2 (S)	Summary Proof of Evidence – Paul Singleton (Planning) <i>(Note: see also RLBUH/3/2)</i>
UL/2/3 (P)	Revised Proof of Evidence – Paul Singleton (Planning) <i>(Note: see also RLBUH/3/3)</i>
UL/3/1 (P)	Proof of Evidence – Philip Halewood (Highway Engineering)
UL/3/2 (A)	Appendices to Proof of Evidence – Philip Halewood (Highway Engineering)

Local Solutions

LS/1/1 (P)	Proof of Evidence – Heather Akehurst
LS/2/1 (P)	Revised Proof of Evidence – Heather Akehurst

Liverpool Archdiocesan Centre for Evangelisation (Sacred Heart Church, Presbytery and Catholic Primary School)

LACE/1/1 (P)	Proof of Evidence – Veronica Clark
--------------	------------------------------------

Fort Knox Vehicle Security

FKVS/1/1 (P)	Proof of Evidence – James Budd (Transportation)
FKVS/1/2 (S)	Summary Proof & Proof of Evidence – James Budd (Transportation)
FKVS/2/1 (P)	Statement of Evidence – DTZ Piedad Consulting (Property/Business Effects)
FKVS/2/1 (P)	Revised Statement of Evidence – DTZ Piedad Consulting (Property/Business Effects)