

Compulsory Purchase Order 2023

Statement of Reasons for Making The Order

1. Brief Description of the Land

- 1.1 The Order requires the acquisition of 9.964 acres (4.033 hectares) of land and 0.232 acres (0.094 hectares) of rights situated on Plots numbered 1-14 as shown on the Land Acquisition Plan in **Appendix 1**.
- 1.2 Plots 1 and 2 comprise an area of land which lies to the east of the Avon Mill Recreation Ground located to the north of A426 Leicester Road and Avon Mill roundabout. This land is largely overgrown with vegetation.
- 1.3 Plots 3, 4 and 5 (part) located to the east of A426 Newbold Road comprise wooded grassland in the vicinity of the River Avon. Plot 5 also includes the area of the River Avon which is at a lower elevation to the side of the lawned area. The remainder of Plots 5 and 6 comprise frontage land which has recently been redeveloped to form part of a Starbucks 'Drive Thru' coffee shop facility on the site of the former Avon Mill Inn.
- 1.4 Plot 7 comprises a landscaped and gated parcel of land fronting onto the A426 Newbold Road to the west which features memorial ornamental animals. These are to be relocated as part of the Scheme.
- 1.5 Plots 8, 9 and 10 to the west of A426 Newbold Road largely comprise wooded grassland but also include the eastern section of Avon Mill Lane including its junction with A426 Newbold Road which will be stopped up as part of the Scheme. The Scheme will provide betterment for the landowners of these plots as it provides improved vehicular access onto the A426 Newbold Road via a new junction onto Avon Mill Lane connecting onto the western arm of the proposed Hunters Lane roundabout.
- 1.6 Plot 11 comprises a strip of land located to south of the A4071 Newbold Road in the vicinity of Avon Mill roundabout to the north of the River Avon and comprises mature trees and shrub land.
- 1.7 Plot 12 is located on A4071 Newbold Road approximately 400 m to the north-west of Avon Mill roundabout and comprises grassland and shrubbery fronting onto the public highway.

- 1.8 Plot 13 abuts Plots 1 and 2 and comprises land over which Rights of Access to Construct are sought over unregistered land.
- 1.9 Plot 14 comprises land where ownership is currently unknown but is likely to be within the ownership of the adjoining landowner of Plot 8 by virtue of fluvial accretion.

2. Purpose in Seeking to Acquire the Land

2.1 **The A426/A4071 Avon Mill/Hunters Lane Improvements, Rugby** (“the Scheme”) shown on the Scheme Layout Plan in **Appendix 2** comprise the following elements:

- (i) Enlargement of the existing Avon Mill Roundabout including entry widening to three lanes on all approaches and exit widening to two lanes on A426 and A4071 Newbold Road;
- (ii) Provision of a new segregated foot/cycleway and bridge located to the north of the existing road bridge with connections onto enhanced crossing facilities on A426 Leicester Road to provide safe access to Avon Valley School;
- (iii) A new four arm roundabout at A426 Newbold Road/Hunters Lane to replace the existing three arm priority T-junction arrangement;
- (iv) Construction of a short length of dual carriageway to connect the two roundabouts including a new bridge over the River Avon located to the south of the existing road bridge;
- (v) A new left-in/left-out access junction to provide access to the Starbucks ‘Drive-Thru’ which is currently under construction on the former Avon Mill Inn site and adjacent residential properties served off the proposed southbound carriageway.

2.2 Avon Mill roundabout is one of the most locally strategically significant junctions in Rugby. It is centrally located on the A426/A4071 corridor which provides direct access to A426 Leicester Road, a major focus for Local Plan growth, Rugby Town Centre via A426 Newbold Road and the Strategic Road Network (SRN) comprising the M6, M1, M45/A45 and A5 via the A426 Leicester Road and the A4071 Rugby Western Relief Road (RWRR), as shown on the Scheme Context Plan in **Appendix 3**.

2.3 The Hunters Lane junction is located approximately 180m to the south-east of Avon Mill roundabout on A426 Newbold Road as shown on the Scheme Context Plan. There is significant traffic interaction between these junctions given their close proximity.

- 2.4 The A426 Leicester Road/A4071 corridor was designated as part of the Major Road Network (MRN) by the Department of Transport (DfT) in November 2018. The MRN comprises the country's busiest and most economically important local authority 'A' roads and therefore ensuring their performance is optimised is critical to supporting the local, regional and national economy.
- 2.5 However, there is significant congestion at both the Avon Mill and Hunters Lane junctions during peak periods which compromises their performance. Journey times through the junctions are unreliable and long queues on the north and south-westbound approaches to Avon Mill roundabout currently extend beyond the traditional 08:00-09:00 and 17:00-18:00 weekday AM and PM peak hours.
- 2.6 Analysis of speed survey data reveals a considerable reduction in vehicle speeds on the A426 corridor during the peak hours when compared to the free-flow speed as shown in **Tables 4 and 5** in the Options Testing Report in **Appendix 4**.
- 2.7 Existing congestion problems at the junctions are predicted to become significantly worse following the delivery of significant Local Plan housing and employment growth at Coton Park East (800 dwellings) and South West Rugby (5,000 dwellings), in addition to extant committed Local Plan growth at Gateway Rugby/Eden Park (1,300 dwellings) on the northern section of corridor to the south-west of M6 Junction 1 and at Rugby Radio Station (Houlton) to the east of Hillmorton in Rugby (6,200 dwellings). These developments are expected to result in a significant expansion of the borough's residential and working population leading to an increase in the number of trips on the local highway network including the A426/A4071 MRN corridor where the Scheme is located.
- 2.8 Long queues on the northbound and south-westbound approaches to Avon Mill during peak periods lead to unreliable journey times for motorised traffic including local bus services and create a major bottleneck at the Scheme location. Without the Scheme, more traffic will divert on to less suitable routes and the efficient operational performance of the A426/A4071 MRN corridor will be further compromised.
- 2.9 The River Avon and West Coast Main Line create severance issues for cyclists between the Newbold on Avon area and town centre/rail station, as there are no alternative crossings in this area. Therefore, cyclists currently have no option but to mix with vehicular traffic on the heavily trafficked A426 corridor at the Scheme location. This is likely to deter many people from considering cycling for short local journeys, due to safety concerns.

- 2.10 A Strategic Outline Business Case (SOBC) for the Scheme was submitted to Midlands Connect on 5 July 2019 as the initial priority scheme on the MRN in Warwickshire. The Scheme was subsequently included in the Midlands Connect Regional Evidence Base submission to Department for Transport (DfT) in July 2019 as one of seven priority schemes identified across the region for delivery during MRN Investment Period 1 2020-2025.
- 2.11 An Outline Business Case (OBC) supporting the allocation of funding for this project from the DfT is currently being developed for submission to DfT by the end of November 2023 in parallel with work on the planning application submission.
- 2.12 In accordance with DfT requirements for all MRN proposals, the scheme seeks to support all road users by promoting Active Travel opportunities and improving journey times for bus users. It will also make a positive contribution towards achieving Net Zero targets by reducing carbon emissions, as described below:
- (i) **Promoting Active Travel opportunities by upgrading facilities for pedestrians and cyclists** - the proposed segregated foot/cycleway and bridge and enhanced Toucan crossing facilities on A426 Leicester Road will provide a key 'missing link' in Rugby's cycle network at the Scheme location, giving pedestrians and cyclists better access to the town centre and reducing severance. The projected uplift in walking and cycling journeys resulting from the Scheme will be included in the OBC submission to DfT following completion of baseline surveys which are due to be undertaken in September/October 2023 at the Scheme location. The County Council has engaged with Active Travel England (ATE) on the proposed provision for pedestrians and cyclists and is due to provide a formal response to ATE feedback and comments prior to OBC submission.
 - (ii) **Improved Bus Journey Times** - Avon Mill roundabout has been identified as a key congestion hotspot by Stagecoach Midlands, the principal local bus operator in Rugby. An assessment of modelled bus journey times for services which pass through the proposed Scheme location has been undertaken using the County Council's Rugby Wide Area (RWA) S-Paramics microsimulation model which simulates traffic movements across the whole of the Rugby area. The RWA network extent is shown on **Figure 1** of Technical Note TN06 in **Appendix 5**.

The results indicate that the majority of services passing through the Avon Mill junction would experience significant improvements in average bus journey times with the Scheme, particularly during the weekday PM period, as shown in **Tables 1 and 2** of TN06 in **Appendix 5**. These improvements are key to enhancing the economic viability of local bus services and improving accessibility to employment and other opportunities for residents without access to a car.

- (iii) **Improved Bus Service Reliability** - the average standard deviation of bus journey times across all routes on the model network was also derived. This indicator has been used as a measure of journey time reliability, whereby a lower standard deviation indicates that bus journey times are more consistent. The results show that with the scheme in place there is an overall improvement in bus journey time reliability in both the weekday AM and PM periods, as shown in **Table 3** of TN06 in **Appendix 5**.
- (iv) **Supporting local Climate Emergencies and Net-Zero targets** – the County Council declared a Climate Emergency on 25 July 2019. The carbon impacts of the scheme have been assessed initially through a high-level calculation of the Carbon Dioxide Equivalent (CO₂e) value resulting from vehicle emissions generated by traffic within the area.

The results show a modest reduction in carbon emissions in the 'with Scheme' scenario relative to the 'without Scheme' scenario, as shown in **Table 4** of TN06 in **Appendix 5**. This is due to reduced congestion and shorter travel distances resulting from a lower propensity for traffic to divert away from major routes.

The proposed foot/cycleway and bridge will also make walking and cycling more attractive and encourage a shift away from private car for short local journeys which will also help to reduce carbon impacts. An assessment of whole life carbon costs is due to be undertaken for inclusion with the OBC submission to DfT which will include a Carbon Management Plan.

- (v) **Supporting Housing Delivery, Economic Growth and Rebalancing** - the Scheme would significantly reduce delays on the approaches to Avon Mill roundabout thereby facilitating significant growth in Rugby Borough Council's adopted Local Plan 2011-2031. This comprises over 12,000 new homes, 100 hectares of employment land and 8,000 m² of retail space. There is a significant

reduction in weekday AM and PM peak hour vehicle delays on the A426 south-westbound and north-westbound approaches to Avon Mill roundabout in the 'with Scheme' scenario compared to the 'without Scheme' scenario, with no material increase in delay on the A4071 south-eastbound approach, as shown in on **Figures 7-12** of TN06 in **Appendix 5**.

- (vi) **Improving Network Resilience** - closure of the existing A426 River Avon bridge for planned maintenance or due to an unforeseen incident would have potentially widespread adverse environmental impacts, as traffic would divert onto less suitable routes.

The scheme provides a second road bridge and a new foot/cycleway and bridge thus significantly improving the resilience of the local road network. The proposals also improve network resilience for the wider Strategic Road Network (SRN) managed by National Highways, as the A426/A4071 forms a diversionary route between the M45/A45 south-west of Rugby and the M1/M6/A5 to the north when there is an incident or planned works on the SRN.

- (vi) **Improving Road Safety** – assessment work shows that the scheme would reduce the propensity for traffic to 'rat-run' via the congested Mill Road Tunnel, Murray Road and surrounding residential streets, thus improving road safety and reducing community impacts (e.g. noise, air quality, severance etc.).

RWA model outputs show a localised shift in traffic onto the more appropriate A426/A4071 corridor (links shaded red/orange) on **Figures 23 and 24** in **Appendix 4** in the 'with Scheme' scenario due to reduced queues and delays at Avon Mill. There is a corresponding reduction in traffic previously 'rat-running' via other routes including Technology Drive, Mill Road, Boughton Road and Brownsover Road (links shaded green) to avoid delays on the A426 Leicester Road/Newbold Road corridor in the 'without Scheme' scenario as shown on **Figures 23 and 24** in **Appendix 4** referred to above.

Walking and cycling journeys will also be made safer via provision of the proposed segregated foot/cycleway and bridge and enhanced crossing facilities on A426 Leicester Road for access to Avon Valley School and other key destinations on the corridor.

- 2.13 In economic terms, the July 2019 SOBC noted that the Scheme was estimated to provide a Benefits Cost Ratio (BCR) of 6.8 which represents Very High Value for Money according to DfT guidance. The Present Value of Benefits (PVB) was estimated to be £119.7m with a Present Value of Costs (PVC) estimated to be £17.5m. Comparing the PVB with the PVC showed a Net Present Value of £102m.
- 2.14 The current scheme cost estimate of £24.279 million at current prices is in the process of being revised for inclusion in the OBC. An updated BCR estimate will be included in the OBC based on the revised Scheme cost estimate.

3. Human Rights Implications

- 3.1 The County Council, as a public authority, is required by the Human Rights Act 1998 to avoid acting in a way which is incompatible with the European Convention on Human Rights. The Order represents a serious matter for landowners who are facing the compulsory deprivation of their property. There is now a stronger prerogative on the County Council to decide before making the Order that it is consistent with the following key Convention rights:
- 3.2 Entitlement to a fair and public hearing in the determination of a person's civil and political rights (Convention Article 6).
- 3.3 Peaceful enjoyment of possessions (First Protocol Article 1). This right includes the right to peaceful enjoyment of property and is subject to the State's right to enforce such laws as it deems necessary to control the use of property in accordance with the general interest.
- 3.4 Case law in the UK Courts and the European Court has recognised that the Convention rights just listed are not absolute and must be balanced against the general public need. Therefore, the Council may be justified in making the Order if the interference with the Convention rights of the affected landowner is necessary and proportionate given the public benefit which will be generated by the proposed Scheme for which the land specified in the Order is required.
- 3.5 In the case of this Order the Council has concluded that the economic, social, physical, and environmental benefits that the Scheme will bring (described in section 2 above) are sufficient to justify making the Order. The potential effect of the Order on current and future use of the land affected has been considered when reaching this judgment.

3.6 The relevant statutory procedures will also ensure that appropriate compensation is available to the landowners affected by the Order in exchange for the land taken.

4. Steps taken to Negotiate

4.1 The Authority has been in contact with the owners of the sites affected by the Order in an effort to negotiate voluntary terms for acquisition of the land in question. It is anticipated that it may be possible to reach terms for voluntary acquisition of the land required, but it is essential to make the Order in case that should not be achieved.

5. Enabling Power

5.1 The Order will be made under the provisions of Sections 239, 240, 246 and 250 of the Highways Act 1980 for the construction and improvement of the highway and the mitigation of adverse effects arising from that construction and improvement, and pursuant to the Acquisition of Land Act 1981.

6. Related Orders, Application or Appeals

6.1 A Side Road Order will also be promoted by the County Council under Section 14 of the Highways Act 1980 to authorise necessary alterations to the existing highway network resulting from the construction of the Scheme. The County Council will endeavour to ensure that such side roads order is dealt with simultaneously with the Compulsory Purchase Order and, should this be necessary, at the same public inquiry.

6.2 An environmental permit will be obtained from the Environment Agency in connection with the construction of a new road bridge over the River Avon, which is a 'main river' for the purpose of the relevant legislation.

7. Planning Position

7.1 A Planning Application for the Scheme will be determined in due course by the County Council pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992.

7.2 Warwickshire County Council as Scheme promoter has appointed Atkins to prepare the Planning Application for the Scheme. A formal request for Pre-Application advice

was submitted by Atkins to the County Council's Planning, Development & Flood Risk Management Group on 20 July 2023. The Planning Application is in preparation and is currently due to be submitted to the County Council in November 2023.

- 7.3 In considering the requirement for an Environmental Impact Assessment (EIA) to accompany the planning application, the scheme has been reviewed against the EIA Regulations 2017. An EIA screening will be submitted to consider whether the proposal will have a significant environmental effect by virtue of its nature, size or location.
- 7.4 A range of technical assessments including ecological, arboricultural and other environmental surveys required to support the planning application and OBC submissions are currently being progressed. Options for biodiversity offsetting in the scheme area are also being considered.
- 7.5 There is considerable policy, guidance and advice that supports the proposed Scheme. In England, there is a hierarchical structure of policy covering national and local planning. At a national level, the National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected to be applied. At a local level, the development plan sets out the planning policy for the area. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the statutory development plan unless material considerations indicate otherwise.
- 7.6 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be considered in preparing the development plan and is a material consideration in planning decisions. The NPPF states at paragraph 7 that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually

supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- **an economic objective** – to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the correct places and at the right time to support growth, innovation, and improved productivity; and by identifying and coordinating the provision of infrastructure.
- **a social role** – to support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health and cultural well-being; and
- **an environmental objective** – to contribute to protecting and enhancing our natural, built, and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

7.7 Paragraph 80 of the NPPF states that significant weight should be given to the need to support economic growth and productivity through the planning system, considering both local business needs and wider opportunities for development. At paragraph 81 an outline is provided on how such growth can be promoted. Those criteria highlighted include: the identification of strategic sites for local and inward investment, addressing potential barriers to investment such as inadequate infrastructure, services or housing, or a poor environment; and recognising and addressing the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative, or high technology industries, and for storage and distribution operations at a variety of scales and in suitably accessible locations.

7.8 In terms of sustainable transport, paragraph 104 states that local authorities should work with transport infrastructure providers and operators so that strategies and investments for supporting sustainable transport and development patterns are aligned.

- 7.9 The statutory development plan in respect of the Order Lands comprises the Rugby Borough Local Plan 2011-2031¹ which was adopted in June 2019. The Scheme is included in Appendix 3 Infrastructure Delivery Plan (IDP) of the adopted Local Plan, having previously been identified as critical infrastructure in the Rugby Borough Local Development Framework Core Strategy (June 2011) required to mitigate the impacts of the proposed development strategy. In accordance with paragraph 48 of the NPPF, the adopted Local Plan policies are therefore a material consideration.
- 7.10 The largest residential growth sites are listed below and shown on the Scheme Context Plan in **Appendix 3**.
- Rugby Radio Station (Houlton) – 6,200 homes (1,597 completed);
 - South West Rugby – 5,000 homes;
 - Gateway Rugby (Eden Park) – 1,296 homes (595 completed);
 - Coton Park East – 800 homes.
- 7.11 RWA model outputs based on the 2031 Local Plan scenario shown on **Figures 7-1 and 7-2 in Appendix 6** show that a significant number of vehicle trips generated cumulatively by these sites interact with the Scheme location during the weekday AM and PM peak hours, clearly demonstrating that it will support significant Local Plan housing delivery for the sites listed above.
- 7.12 Gateway Rugby employment at SEGRO Logistics Park has been fully built out since 2017. It is classified as dependent development having made a Section 106 contribution of £0.5 million capital funding towards the Avon Mill scheme.
- 7.13 RWA model outputs based on the 2031 Local Plan scenario shown on **Figures 7-3 and 7-4 in Appendix 6** show that 65-90 southbound residential and employment vehicle trips generated by the Gateway site are predicted to pass through the scheme location during the weekday AM peak hour and 40-65 trips during the weekday PM peak hour in each direction indicating a moderate level of interaction with the scheme location.
- 7.14 A further dependent development, SUEZ recycling and recovery UK allocated in a previous Local Plan is located on the A4071 at Malpass Farm as shown on the Scheme Context Plan in **Appendix 3**. This comprises a solid recovered fuel production facility which feeds the UK's largest cement kiln at the adjacent CEMEX

¹ https://www.rugby.gov.uk/downloads/file/2319/local_plan_2011-31

site, highlighting its importance to the regional and national economy. This development has made S106 contributions totalling £1.3 million capital funding towards the Scheme.

7.15 Policy GP4 - Safeguarding Development Potential in the adopted Local Plan 2011-2031 (June 2019) notes that planning permission will not be granted for development which would prejudice:

- The development potential of other land being realised which is necessary to meet the identified development needs of the Borough, support the long term planning of the area or the comprehensive development of an allocated site;
- The provision of infrastructure identified as necessary to support the current and future development of the Borough; or
- Land that is demonstrated as required for flood risk management.

7.16 The area of land required to construct the Scheme is protected by this policy by virtue of its inclusion in the adopted Local Plan 2011-2031 (June 2019) Appendix 3 Infrastructure Delivery Plan as critical infrastructure necessary to meet the identified needs of the Borough and infrastructure identified as necessary to support the current and future development of the Borough.

7.17 As with the NPPF, the Local Plan makes a presumption in favour of sustainable development. Policy GP1 of the adopted Local Plan states that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. These include securing development that improves the economic, social, and environmental conditions in the area.

7.18 The Scheme is consistent with Policy GP1 for the reasons set out below:

(a) Promoting Active Travel

- (i) As noted in paragraph 2.12 (i) above, the scheme will promote Active Travel opportunities by upgrading facilities for pedestrians and cyclists. The proposed segregated foot/cycleway and bridge and enhanced Toucan crossing facilities on A426 Leicester Road will provide a key 'missing link' in Rugby's cycle

network at the Scheme location, giving pedestrians and cyclists better access to the town centre and reducing severance.

- (ii) Section 2 of the Draft Warwickshire Local Cycling and Walking Infrastructure Plan², Rugby (LCWIP) in **Appendix 7** highlights the need for improvements for pedestrians and cyclists at the Scheme location.
- (iii) Figure R9 in the Draft Rugby LCWIP in **Appendix 7** shows that there are up to 10,000 daily motorised vehicle trips of 5km or less at the scheme location which could potentially be undertaken by cycling. Figure R10 of the LCWIP is based on outputs from the DfT Propensity to Cycle Tool (PCT) and shows significant demand for cycling at the scheme location.
- (iv) The Rapid Cycleway Prioritisation Tool also shows that the A426 Newbold Road between Evreux Way roundabout and Avon Mill roundabout is ranked second highest in terms of cycling potential.
- (v) The projected uplift in walking and cycling journeys resulting from the Scheme will be included in the OBC submission to DfT following completion of baseline surveys which are due to be undertaken in September/October 2023 at the Scheme location.

(b) Supporting Bus Users

- (i) In 2016, the principal bus operator in Rugby, Stagecoach Midlands, made written representations in response to consultation on the significant growth proposals outlined in the pre-submission Rugby Borough Local Plan. This highlighted the need for improvements at key congestion hotspots in Rugby, including the Scheme location.
- (ii) As noted in paragraph 2.12 (ii) above, an assessment of modelled bus journey times for services which pass through the proposed Scheme location indicates that the majority of services passing through the Avon Mill junction would experience significant improvements in average bus journey times with the Scheme. These improvements are key to enhancing the economic viability of local bus services

² https://ask.warwickshire.gov.uk/insights-service/lcwip/supporting_documents/LCWIP%20Part%202%20RB.pdf

and improving accessibility to employment and other opportunities for residents without access to a car.

- (iii) As noted in paragraph 2.12 (iii) above, the average standard deviation of bus journey times across all routes on the model network has been used as a measure of journey time reliability, whereby a lower standard deviation indicates that bus journey times are more consistent. The assessment results show that with the scheme in place there is an overall improvement in bus journey time reliability in both the weekday AM and PM periods.

(c) Reducing Carbon Impacts

- (i) As noted in paragraph 2.12 (iii) above, initial assessment work shows a modest reduction in carbon emissions in the 'with Scheme' scenario relative to the 'without Scheme' scenario due to shorter travel distances resulting from a lower propensity for traffic to divert away from major routes. The proposed foot/cycleway and bridge will also make walking and cycling more attractive and encourage a shift away from private car for short local journeys which will also help to reduce carbon impacts. An assessment of whole life carbon costs is due to be undertaken for inclusion with the OBC submission to DfT which will include a Carbon Management Plan.

7.19 The Scheme is consistent with the aims and objectives of both national and local planning policy as evidenced above.

7.20 In October 2021, Mark Pawsey the local MP for Rugby and Bulkington, Warwickshire County Council and Rugby Borough Council elected members, the Mayor of Rugby, representatives from Coventry and Warwickshire Local Enterprise Partnership, the CEO of Midlands Connect and local business leaders from Coventry and Warwickshire Chamber of Commerce attended a virtual roundtable meeting hosted by Midlands Connect.

7.21 Following a presentation on the key aspects of the scheme, Warwickshire County Council officers responded to questions from those attending. The scheme received a strong level of support from attendees.

7.22 An extensive programme of public and stakeholder engagement is proposed to commence during Autumn/Winter 2023.

7.23 Given the substantial benefits of the scheme, and that it accords with national and local policy, there are no obvious reasons why permission for the applications for the railway station and associated works might be withheld.

7.24 In the event that the planning application is called in by the Secretary of State, and objections are made to the CPO resulting in a Public Inquiry all reasonable effort will be made to ensure that both procedures can be dealt with at the same Public Inquiry.

8. Special considerations affecting the order sites

8.1 There are no designated constraints for these sites with regard to the historic environment i.e., Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, registered Battlefields or Conservation Areas. There is a Grade II Listed railway viaduct approximately 160m to the north-east of the site on A426 Leicester Road.

9. Views Expressed by Government Departments

9.1 Warwickshire County Council has liaised with Government departments, specifically the Department for Transport (DfT), to discuss the Scheme. DfT has expressed support for the Scheme and has contributed £260,000 grant funding towards the development of the OBC. Warwickshire County Council continues to actively engage with DfT on scheme development.

10. Availability of Documents, Maps and Plans

10.1 In the event of a Public Inquiry taking place the Council will make all relevant documents available for public inspection at Rugby Borough Council Offices, at Shire Hall, Warwick, and online.

11. Officer to be Contacted

11.1 The following person should be contacted for further information:

Nicholas Dauncey [Principal Transport Planner and Modeller, Communities, Transport and Highways Transport Planning, P.O. Box 43, Shire Hall, Warwick, CV34 4SX (Tel: 01926 412737).]

Appendices

Appendix 1 – Land Acquisition Plan

Appendix 2 – Scheme Layout Plan

Appendix 3 – Scheme Context Plan

Appendix 4 – Options Testing Report

Appendix 5 – Updated Scheme Appraisal

Appendix 6 – Figures 7-1, 7-2, 7-3 and 7-4

Appendix 7 – Draft Warwickshire Local Cycling and Walking Infrastructure Plan

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