

Cabinet Member Decision Tuesday, 9 June 2015

±Economy, Skills and Infrastructure

Agenda

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Cabinet Member Decision 9 June 2015

WORCESTERSHIRE PARKWAY REGIONAL INTERCHANGE -AMENDMENTS TO AUTHORISATION OF COMPULSORY PURCHASE ORDER

Relevant Cabinet Member	Mr S E Geraghty	
Relevant Officer	Director of Business, Environment and Community	
Local Member		

Statement of Reasons

Worcestershire County Council (Worcestershire Parkway Regional Interchange) Compulsory Purchase Order

Worcestershire County Council

November 2014



Red Hill House 227 London Road Worcester WR5 2JG

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1.1 Introduction

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By a Cabinet resolution dated 18th December 2014 and a decision of the relevant Cabinet member dated Worcestershire County Council (WCC) determined to make the Worcestershire County Council (Worcestershire Parkway Regional Interchange) Compulsory Purchase Order 2015 (the OPO).

The purpose of the CPO is to enable the construction of the Worcestershire Parkway scheme (

The site is located within a rural context and is surrounded by arable fields with the exception of the Crucible Business Park located alongside the Birmingham to Bristol rail line to the north west of the site. Businesses that are located within the business park include indoor karting, waste recycling, metal products distribution and offices.

The Order Land comprises the following key areas for acquisition:

Land directly adjacent to the west of the Birmingham to Bristol rail line, within the Crucible Business Park, which is allocated as Safeguarded Land for Transport Infrastructure (Policy SR6) on the Wychavon Local Plan Proposals Map. This area comprises land required for the Secondary Means of Escape (SME); the majority of this will be constructed within NR owned land, however, part of the SME straddles land in the ownership of the Crucible Business Park;

An area of land, located directly to the north west of the Birmingham to Bristol rail line and north of the Cotswold line. Part of the area (near the eastern and southern boundaries of the land) is allocated as Safeguarded Land for Transport Infrastructure (Policy SR6) on the Proposals Map for the Wychavon Local Plan, and the remaining land is not allocated. This area of land is required for footbridge (PROW) construction, rail passenger bridge, cycle store and PROW access;

Land comprising a Public Right of Way (ref: 523(C)), within the Orucible Business Park located to the west of the Birmingham Bristol line. A small area of this land, near Woodbury Lane, is allocated for the Protection of Existing Employment Land (Policy ECON1) in the Wychavon Local Plan, and the remaining land is not allocated

The main development triangular area of agricultural land directly to the south east of the Birmingham to Bristol rail line, which is allocated as Safeguarded Land for Transport Infrastructure (Policy SR6) on the Proposals Map for the Wychavon Local Plan. This area also has a Public Right of Way (ref: 524(C)) throug65(sitecy)(ref: ref: ref:gEd

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1.6 Negotiations with Landowners

The Council recognises the Circular 06/04 advice that acquiring authorities should seek to acquire land by negotiation wherever possible. Ongoing efforts are continuing with landowners affected by the development proposals and the Council recognise the importance of involving landowners throughout this process and throughout the planning process. The Council will continue to negotiate with owners for the purchase of the Order Land alongside and throughout the CPO process up to possession should the Order be confirmed by the Secretary of State.

Planning Policy

2.1 Introduction

For the purpose of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the approved development plan in respect of the development of the proposed scheme comprises the documents listed below:

Wychavon Local Plan (2006) South Worcestershire Development Plan (submission document, January 2013)

In addition, the National Planning Policy Framework contains relevant planning guidance and is a material planning consideration.

The following have also been considered:

Planning Practice Guidance (2014) Objectives of the Worcestershire Local Enterprise Partnership (see section 3) Worcestershire Strategic Economic Plan (2014) (see section 3) Economic Strategy for Worcestershire The NPPF outlines a number of key outcomes of sustainable development. In relation to the proposed scheme, the two most pertinent outcomes are:

Making it easier for jobs to be created in cities, towns and villages; and Improving the conditions in which people live, work, travel and take leisure.

Smilarly, and in light of the drive towards sustainable development, the NPPF highlights a number of core principles that should govern development planning. These include:

Promote sustainable economic development to deliver homes, businesses, infrastructure and thriving local places;

Seek to secure high quality design and a good standard of amenity;

Support the transition to a low carbon future in a changing dimate, taking full account of flood risk;

Manage patterns of growth to maximise use of public transport, walking and cycling; and Take account of and support local strategies to deliver facilities and services to meet local needs.

The provision of transport infrastructure is intrinsically linked to a number of these core principles, particularly where transport infrastructure is expected to reduce carbon emissions. The NPPF aims to integrate development and infrastructure planning by noting infrastructure is crucial to supporting economic development and building a strong, competitive economy.

The components of the NPPF considered to be of relevance to the proposed scheme are set out below:

Section 1 D a a promotes economic growth in order to S D create jobs and prosperity. Planning policy is committed to ensuring the system does everything it can to support sustainable economic growth. Paragraph 21 supports the proposed scheme as it recognises the lack of infrastructure for being a barrier to growth and investment. The proposed scheme will support the economy of Worcestershire and region including new housing and commercial developments, generating new jobs and boosting the local economy. The NPPF states local planning authorities should a a а а а а This scheme is bringing forward the local authorities desire to develop this site in order to create jobs and prosperity for Worcester and the wider area.

Section 4 S a a T a is a key theme running through the NPPF, it is recognised that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Paragraph 30 states E a

a a Further, paragraph 41 states L a planning authorities should identify and protect, where there is robust evidence, sites and a a a

Section 7 R G D recognises that good design is a key aspect of sustainable development. The design of the proposed scheme has already undergone and is currently undergoing extensive consultation with a number of stakeholders including Network Rail, the Environment Agency, WCC, WDC, and Natural England to name a few - to agree upon a suitable design for this particular location. Paragraph 58 supports designs which reflect local surroundings and materials, while not preventing or discouraging appropriate innovation.

Section 10 M Ca Ca Ca F a Ca a Ca seeks to reduce greenhouse gas emissions and reduce the risk of flooding. The proposed scheme will provide a sustainable alternative to the motor vehicle and will help to reduce greenhouse

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gas emissions. Further, as noted above, an OWC flows through the site and the area is currently at risk of flooding from this watercourse. The proposed scheme will include an appropriate design drainage that will make provisions for the long term maintenance of the infrastructure.

Section 11 C a E a Na a E seeks to protect and enhance natural landscapes, and improve biodiversity. As noted above, Cooksholme Meadows SSS is located immediately adjacent to the Birmingham to Bristol line, approximately 150m south of the site. There may be indirect damage to habitats during unacceptable risk of an adverse effect on the integrity of a site will not be permitted unless two criteria are met, including that the reasons for the development outweigh the impact on the importance of the site, and there are no reasonable alternative sites or solutions. There may be indirect damage to

Economic Analysis

3.1 Benefits of the Scheme

The delivery of Worcestershire Parkway is a high priority for WCC and partner organisations, including the LEP, Chamber of Commerce, Members of Parliament and the Worcestershire District Authorities. The proposed scheme is aligned with agreed priorities, in particular in terms of supporting economic growth in Worcestershire.

The proposed scheme will deliver benefits that extend well beyond the south Worcestershire area. The poor quality rail service between Worcestershire stations and locations served by the Birmingham - Cheltenham - Gloucester - Bristol and Cardiff main lines is exacerbated by the lack of direct access to cross-country services. The proposed scheme will help to address this issue and improve access to national rail services, significantly improving local economic competitiveness.

Network Rail, as the operator of the rail network, is working collaboratively with WCC to advise on the

Analysis of the wider economic benefits of Worcestershire Parkway indicates that the proposed scheme will contribute substantially to the achievement of objectives in the Worcestershire Economic Strategy through improving accessibility and connectivity.

The delivery of a new Worcestershire Parkway station is an important element in deli

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Conclusion

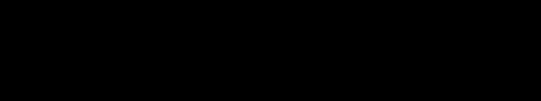
The Council is satisfied that all of the Order Land is required to deliver the comprehensive development proposal in this location. There is no certainty that the necessary land and interests can be assembled by agreement within a reasonable period and as such the Order is necessary to deliver the Scheme, although efforts to acquire all interests by negotiation will continue in parallel.

The Council recognise that planning permission is yet to be granted for the Scheme, and have taken the proactive approach of involving as many key statutory stakeholders in the design and development process to ensure their needs are addressed where appropriate. Planning officers at the determining authority have taken an active role in the development of the proposals and have indicated no objection in principle based on information presented to them.

Supporting Documentation

The following documents provide the supporting information for this Statement:

Wychavon Local Plan (2006) South Worcestershire Development Plan (submission document, May 2013) National Planning Policy Framework (NPPF) (2012) Planning Practice Guidance (2014) Worcestershire Strategic Economic Plan (2011) Economic Strategy for Worcestershire 2010 2020 (2010) Worcestershire Local Transport Plan 3 (2011) This page is intentionally left blank



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