

The Warwickshire County Council (Land at Regent Street, Bond Street, Back Street and Leicester Road, Nuneaton) Compulsory Purchase Order 2026 (“the Compulsory Purchase Order”)

The Warwickshire County Council (Land at Regent Street, Bond Street, Back Street and Leicester Road, Nuneaton) (Junction Improvements and other works) Side Roads Order 2026 (“the Side Roads Order”)

Statement of Reasons for Making The Orders

1. Brief Description of the Land

- 1.1 Car parking, footway, carriageway and landscaping land at Regent Street, Bond Street, Back Street and Leicester Road, Nuneaton.

1 Purpose in Seeking to Acquire the Land

- 1.1 The Transforming Nuneaton (Highway Improvements) (“the Scheme”) shown on the Street Scene Layout Plan 9.2-A444--055-076 Rev E in **Appendix 1** comprise the following elements:

- a. The improvement of Wheat Street/A444 including provision of a fourth arm to an existing three arm, signalised junction to unlock proposed development sites along Wheat Street and to provide improvements to cyclist/pedestrian facilities; and
- b. The improvement of Leicester Rd/Back St/Bond St/Regent St/A444 including removing the existing one-way gyratory system and replace it with a four-arm roundabout. Approximately 420 metres of one-way system will be removed. Proposed toucan crossings on Leicester Road, Vicarage Street and A444 approach, along with the realignment of Regent Street will provide greatly improved pedestrian/cyclists facilities.
- c. The construction of new highway in pursuance of the Warwickshire County Council (Regent Street, Bond Street Back Street and Leicester Road, Nuneaton) (Junction improvements and other works) Side Roads Order 2026.
- d. The provision of new means of access to premises in pursuance of the Warwickshire County Council (Regent Street, Bond Street and Leicester Road, Nuneaton) (Junction improvements and other works) Side Roads Order 2026.
- e. Mitigating the adverse effect which the existence or use of the highways proposed to be constructed or improved will have on the surroundings thereof.

- 2.2 The improvements have been developed as an overarching Transport Strategy including a range of multi modal transport schemes to improve access by all modes to the town centre and to support economic growth and town centre regeneration. These schemes have been developed over a number of years through detailed assessment process including iterative modelling and design, and stakeholder engagement. The schemes form part of the NBBC Infrastructure Delivery Plan (IDP) and are as such a transport requirement to enable NBBC Borough Plan growth. Approximately 4,000

houses are allocated to the north of Nuneaton and modelling analysis identifies that these town centre improvements are required to reduce the impact of traffic associated with this growth.

Additionally, the aspirations, now being realised, for the regeneration of Nuneaton Town centre generate additional highway traffic and sustainable mode demands on the network, which must be accommodated to ensure the success of the regeneration programme. Part of this strategy is to enable clear connections between the town centre and the rail station. The CPO of land is therefore considered essential to deliver the necessary highway improvements and to improve the accessibility to the railway station.

The expected outcomes of both the schemes enabled by the CPO of land and through the wider Transforming Nuneaton strategy include:

- Safer and more attractive walking and cycling routes enabling increased footfall in Nuneaton and use of sustainable travel modes
- Improved bus journey times and reliability, thus increasing multi modal public transport trips
- Improved access to Nuneaton railway station
- Increased highway capacity to accommodate increased transport demand
- Reduction in congestion/ reduced delays and journey times
- Improved network efficiency

Longer term, the improvements will maintain transport connectivity between Nuneaton Town Centre and the wider region, ensuring no loss of investment or potential business activity to the economic assets in the surrounding area.

3. Human Rights Implications

- 3.1 The County Council, as a public authority, is required by the Human Rights Act 1988 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 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 judgement.

- 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 engaged in prolonged negotiation 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 the construction and improvement, and pursuant to the Acquisition of Land Act 1981.

6. Related Orders, Application or Appeals

- 6.1 Side Road Order is being 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.

7. Planning Position

- 7.1 A planning Application for the Scheme was submitted in November 20024. The publicity end date has now passed and the application will shortly be determined i by the County Council pursuant to regulation 3 of the Town and Country Planning General Regulations 1992.
- 7.2 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.

- 7.5 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.
- **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.

- 7.6 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.
- 7.7 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.
- 7.8 As essential infrastructure within NBBC Borough Plan IDP, the schemes and associated land purchase are considered a necessary requirement to mitigate transport impacts and to provide the infrastructure to enable the delivery of housing and employment growth in Nuneaton with the current Borough Plan period 2016-2031, and within the Borough Plan Review period up to 2039. Additionally, the aspirations for delivery of regeneration projects across the town centre area through the Transforming Nuneaton project, can only be unlocked through the delivery of these improvements. Recognising the status of these

schemes as essential to enabling NBBC Borough Plan and Transforming Nuneaton, the multi-modal transport improvements are identified with WCC Local Transport Plan 4 Area Strategies.

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. A Certificate of Immunity was issued by Historic England on the building currently home to the Empire Gym to prevent this building from being listed.

9. Availability of Documents, Maps and Plans

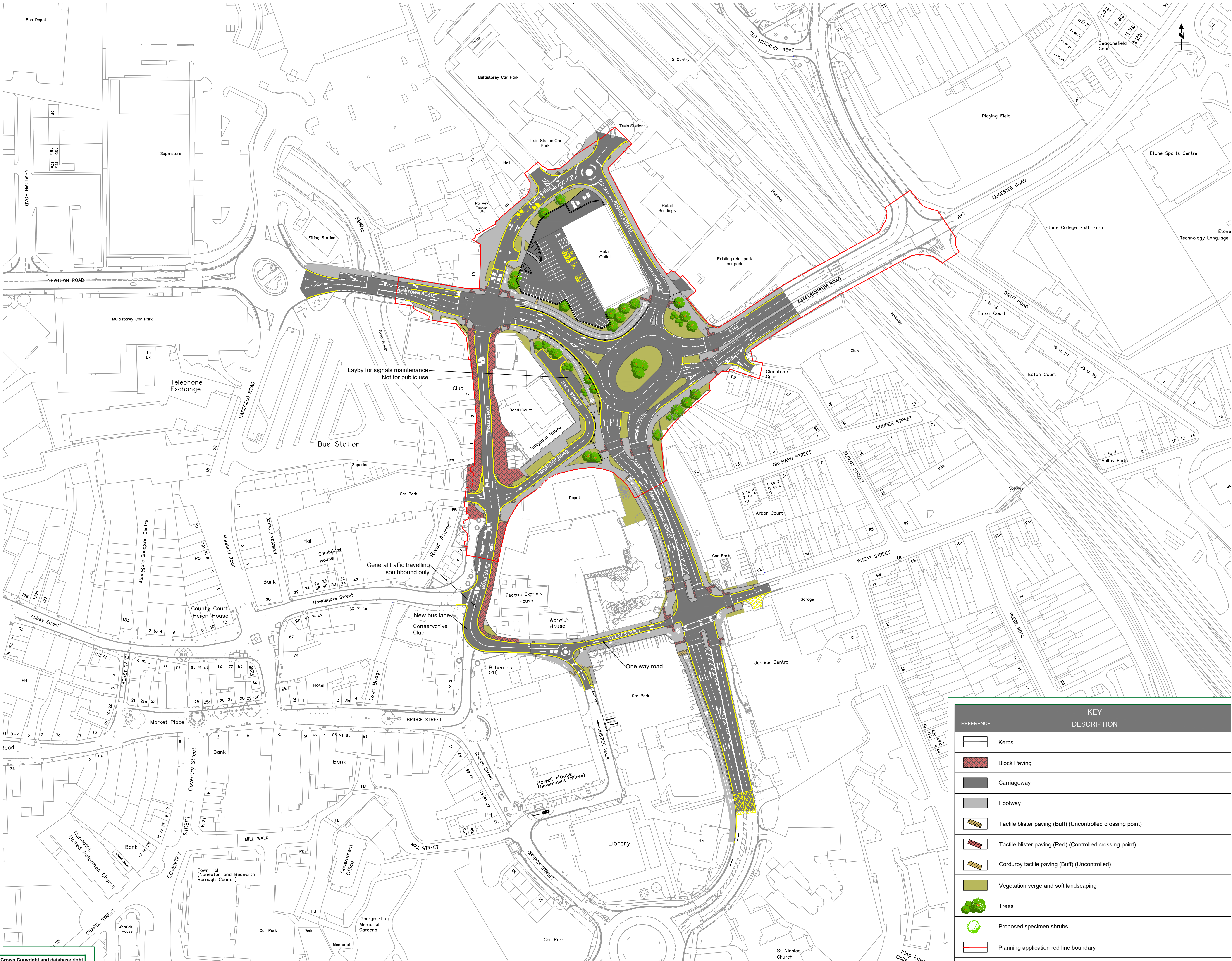
- 9.1 In the event of a Public Inquiry taking place the Council will make all relevant documents available for public inspection at Rugby Borough Council Offices, at Shire Hall, Warwick, and online.

10. Officer to be Contacted

- 10.1 The following person should be contacted for further information: Bhupinder Kandola, Project Manager, Shire Hall, Warwick, CV34 4RL (e-mail: bhupinderkandola@warwickshire.gov.uk)

Appendices

Appendix 1 - Street Scene Layout Plan 9.2-A444--055-076 Rev E



NOTES

1. The layout shown is indicative only. It is for feasibility purposes and is subject to change during detailed design stages and the planning application process.

A	SK	Potential car parking spaces removed	06/08/25
-	SK	Original	16/07/24
REV	DRN	AMENDMENT	DATE

PROJECT PHASE STATUS: ENGINEERING FEASIBILITY DESIGN COMPLETE

Drawing Content Status:
DELIVERABLE SOLUTION

Suitable for:
DEPARTURES FROM STANDARDS PROCESS, ROAD SAFETY AUDIT RSA-18,
TECHNICAL APPROVAL (SOR & API), PROJECT FUNDING BIDS, STATUTORY
UNDERTAKER C4 ESTIMATES

PROJECT PROGRESS:



Engineering Design Services
Environment, Planning and Transport
Communities Directorate
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CV34 4RL
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PROJECT

A444 Leicester Road
Junction Improvement

TITLE

Street Scene Layout Plan
Wider Scheme

Drn	SK	Ck'd	SD	App'd	EA
Date	16-07-25	Date	07-08-25	Date	07-08-25

Status

Approved (Level 2)

Scale

1:1000

Sheet size

A1

DRG. NO.

9.2-A444-055-077

Rev.

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