

Appendix 3

DCLG Guidance on Compulsory Purchase Process October 2015 (updated 2017) provides advice to acquiring authorities in the preparation and submission of compulsory purchase orders and the matters that the Secretary of State can be expected to take into consideration when reaching a decision on whether to confirm an order.”

A CPO should only be made

1. **where there is a compelling case in the public interest.** The report includes comprehensive evidence as to the benefits to be delivered by the Coventry Station Master Plan
2. **the Council should be sure that the purposes for which the CPO is made justify interfering with the human rights of those with an interest in the land affected. The Secretary of State confirming the order will take a balanced view between the intentions of the acquiring authority, the concerns of those with an interest in the land affected and the wider public interest.** The Council considers that after considering and balancing these various interests, as detailed in the report and appendices, the use of compulsory purchase powers in this case is justified.
3. **the Council should have a clear idea of how it intends to use the land which it is proposing to acquire.** This report clearly sets out the CSMP and its various elements
4. **resources are likely to be available within a reasonable time-scale to deliver the proposals** - the report contains the necessary financial information to show resources are secured
5. **the Council should show that the scheme is unlikely to be blocked by any impediments to implementation.** An application under section 247 of the Town and Country Planning Act 1990 will be made alongside the CPO to ensure this requirement of the guidance is met. Planning applications were submitted on XX December 2017 in respect of the scheme. There will be two applications, one for the bus interchange and highways, and another for the new station building and multi-storey car park. The planning applications will be submitted by Coventry City Council. The rest of the scheme will be delivered via permitted development powers.

In addition authorities must also **have regard to the Public Sector Equalities Duty** in determining whether to use CPO powers, and in particular the differential impacts on groups with protected characteristics – See Appendix 4

Factors the Secretary of State will take into account in deciding whether to confirm the CPO

Whether the purpose for which the land is being acquired fits with the adopted local plan for the area etc.

The Station Masterplan is supported by national, regional and local policy and guidance.

- 2.4.6 The National Planning Policy Framework (NPPF) includes a number of policies which support developments of this nature. Paragraph 19 of the NPPF states that significant weight should be given to the need to support economic growth through

the planning system, and highlights criteria on how growth can be promoted which includes infrastructure provision. In terms of sustainable transport, paragraph 31 states that local authorities should work with transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, which is clearly demonstrated as part of this project whereby the Council are working with Network Rail, TfWM and train, freight and bus operators to deliver this scheme. There are also policies which refer to good design within the build environment and supporting local area regeneration to help create jobs.

2.4.7 In September 2014 the City Council published for consultation a 1st draft of the new Coventry Local Development Plan 2011-2031. This document outlined different growth strategies and the City Council's preferred option. This Plan will eventually replace the 2001 Coventry Development Plan. Following consultation on the September 2014 version of the document, a revised version of the Plan was prepared and submitted to Full Council in December 2015. The Plan was then submitted to the Secretary of State for Communities & Local Government in January 2016. An examination in public into the Plan took place in 2016 with final adoption of the Plan on 5th December 2017.

2.4.8 With regard to transportation matters the Plan states that existing rail infrastructure will be upgraded and enhanced to support intensification of employment activity in the city centre through developments such as Friargate and the Southern Precinct retail redevelopment. Upgrades proposed include capacity enhancement of Coventry's central station. In terms of urban design matters the Plan identifies key design criteria. These include ease of movement (good permeability and connectivity) and in terms of the historic environment the need to incorporate key views.

2.4.9 In February 2015 the City Council published for consultation a 1st draft of its City Centre Area Action Plan. This document will eventually sit alongside the New Coventry Local Development Plan providing further detailed policy covering the City Centre. The process and timetable regarding formal adoption of this Plan are as detailed above for the city-wide New Local Plan.

2.4.10 The proposals within the Masterplan for a bus interchange and highway and access improvements are consistent with national and local planning policy. The Station Masterplan is referred to directly in the Coventry City Council Local Plan (re: Policy AC5). , alongside the City Centre Area Action Plan (ref: Policy CC11 and CC12). The scheme requires planning permission. Planning applications will be submitted early 2018. The scheme has been the subject of extensive discussions between the local authority and other stakeholders. 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 scheme might be withheld.

The extent to which the proposed purpose will contribute to the achievement of the promotion or improvement of the economic social or environmental well-being of the area The Council considers the proposals will contribute to the promotion and improvement of the economic, social and environmental well-being of the area, the wider City and the region.

Economic – the scheme will deliver new transport infrastructure with additional capacity and connectivity, this will reduce overall travel times and improve the efficiency and attractiveness of modal shift to more sustainable forms of travel. This will also improve the economic productivity of the local workforce and the accessibility of the city for visitors. The direct investment associated with the scheme is £82.4 million. This investment will create a domino effect and allow private sector investments to then be made. Together they will lead to significant indirect economic benefits accruing to the local economy and to the city in the form of inward investment, enhanced employment opportunities, enhanced economic vitality and further growth in the GDP of Coventry.

Social – the scheme will deliver new transport infrastructure which is designed for local people and visitors including those with physical and sensory disabilities. This inclusive design approach will allow all sectors of the community to transfer between buses and trains more safely and efficiently. The inclusive design approach will provide natural surveillance and defensible spaces and in so doing will foster healthy and vibrant communities.

Environmental – the environmental benefits of the scheme are both direct and indirect. The direct benefits include the quality of the architectural designs, the creation of places and spaces with individual identities within an urban hierarchy that respects the setting and contribution of the Grade II listed railway station. The ability of people to move safely through spaces and between transport nodes creates an environment which promotes high levels of user satisfaction. The indirect benefits include; reductions in air borne pollutants, improvements to the public realm, reductions in the risk of flooding and segregation of vehicles from pedestrians.

Whether the purpose for which the land is acquired can be achieved by any other means.

It is considered no other party is in a position to fund or promote the comprehensive land acquisition required for the Coventry Station masterplan, nor to implement the various elements of the proposed development.

Other locations for the various elements of the scheme have been considered by the Council (see Cabinet report dated 24/01/2017) and the current layout preferred as the optimum layout.