



Shrewsbury North West Relief Road – Compulsory Purchase Order

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1. Synopsis

1.1 This report is seeking approval to make a compulsory purchase order (hereafter referred to as a “CPO”) and a side roads order (hereafter referred to as an “SRO”) and, subject to the confirmation of the CPO and the SRO by the Secretary of State for Transport, to acquire the land subject to the CPO (hereafter referred to as the “Order Land”) to enable the development of the North West Relief Road (hereafter referred to as “the Scheme”) which will provide a 6.9 kilometre single carriageway bypass linking the northern and western parts of Shrewsbury.

2. Executive Summary

2.1 This report provides background in relation to the CPO which will be required to take the scheme forward and requests the Council to use the CPO powers pursuant to the Highways Act 1980 which is set out in the Recommendations to this report. The use of the CPO is very much a last resort option with compulsory purchase guidance having the expectation that the acquiring authority, here Shropshire Council, will continue to pursue the voluntary sale and purchase of the land required for completion for the project. It is normal practice to continue negotiating on land purchases and to run and confirm the CPO in the background to ensure that if a landowner fails to agree terms of sale and purchase with the Council the CPO can then be used to ensure that the land is secured for the road

and the Scheme is not frustrated. Compensation for the use of the CPO by the Council is payable to the landowner in this situation, such compensation is subject to negotiation and the application of statutory guidance and case law. Members are not required to consider financial commitments for such payments under this report as no payments will become due unless or until the Full Business Case for the Scheme is approved both by Full Council and the Department for Transport.

- 2.2 Paragraph 5.8 of the report states that the Council has commenced a full open market tender which will form the basis of the full business case. The approval to submit the full business case will be sought through Council autumn 2024. The report scheduled to be considered by Council in autumn 2024 will also provide additional information relating to the costs of the scheme, compensation requests and an update on the position with regards to the making of the CPO. The costs associated with the CPO at this time are limited due to this being restricted to a paper exercise which can be withdrawn by the Council at any point.

3. Recommendations

- 3.1 Cabinet is invited to resolve, subject to the grant of planning permission for the Scheme (hereafter referred to as “the Planning Permission”), to make a compulsory purchase order pursuant to the Council’s powers under Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 (as amended) to acquire land to construct a new highway in order to deliver the Scheme which in turn will contribute to the social and economic well-being of the Council’s administrative area; and to make a related side roads order pursuant to the Council’s powers under Sections 14 and 125 of the Highways Act 1980 (as amended).
- 3.2 Cabinet is invited to authorise, subject to the grant of the Planning Permission:
- 3.1.1 The Assistant Director of Legal and Governance to carry out the functions set out in (a), (b), (c), (d), (e), (f), (g), (h), (i), and (j) below;
- 3.1.2 The Executive Director of Place to carry out the functions set out in (a), (b), (c), (d), (e), (f), (i), and (j) below; and
- 3.1.3 The Executive Director of Place to carry out the functions set out in (k) below
- a) To take all steps to secure the making, confirmation, and implementation of the CPO and SRO including the publication and service of all notices;
 - b) To take all steps to prepare and present the Council’s case at any public inquiry called (or other procedure for determining the confirmation of the CPO and SRO) in relation to the CPO and SRO including the instruction of appropriately qualified Counsel;
 - c) To identify and acquire all third party interests required to facilitate delivery of the Scheme either by agreement or compulsorily pursuant to the CPO (including pursuant to any blight notices as appropriate) including the conduct of negotiations and making provision for the payment of compensation;
 - d) To negotiate, agree terms and enter into agreements with interested parties including agreements for the withdrawal of blight notices and/or the withdrawal

of objections to the CPO and/or undertakings not to enforce the CPO on specified terms, including where appropriate removing land or rights from the CPO and making provision for the payment of compensation;

- e) In the event the CPO is confirmed by the Secretary of State, to advertise and give notice of confirmation and thereafter to take all steps to implement the CPO and acquire the Order Land including the making of a General Vesting Declaration(s) and/or service of Notices to Treat and Notices of Entry in respect of the acquisition of interests in the Order Land;
- f) To prepare and serve any other notices, correspondence or applications necessary to acquire the Order Land, including (but not limited to) an application to the Secretary of State under s. 19 Acquisition of Land Act 1981 for the purchase of any open space which falls within the scope of the CPO Land;
- g) To take all steps in relation to any legal proceedings relating to the CPO including defending or settling claims for compensation which are referred to the Upper Tribunal (Lands Chamber) and/or applications to the courts and any appeals or judicial reviews or statutory reviews;
- h) To retain and/or appoint external professional advisers and consultants to assist in facilitating the promotion, confirmation and implementation of the CPO, the settlement of compensation and any other claims or disputes;
- i) To negotiate, execute and complete any documents required to give effect to the recommendations in this report;
- j) To make any additions, deletions or amendments to the CPO Order, Map, or statement of reasons or other documents referred to in this report, so that such documents are an accurate reflection of the Council's proposal and can be amended to the appropriate standard prior to submission of the application to the Secretary of State; and
- k) To authorise the purchase at market value of land and premises included in compulsory purchase orders made by the Council or its predecessor councils, together with blight/purchase notices accepted by the Council, including payment of compensation in accordance with relevant legislation, subject to availability of funding within the Council's capital programme, or from elsewhere.

Report

4. Risk Assessment and Opportunities Appraisal

4.1 The following Articles of the European Convention of Human Rights are relevant in determining whether the Compulsory Purchase Order should be made.

- Article 1 of the First Protocol: This provides all natural and legal persons with the entitlement to the peaceful enjoyment of their possessions. Nobody can be deprived of their possessions except if it is in the public interest and subject to the relevant national and international laws.

- Article 6: This entitles those affected by the proposed Compulsory Purchase Order to a fair and public hearing within a reasonable time by an independent and impartial tribunal;
- Article 8: This protects the right of all individuals to respect for their private and family life, his home and his correspondence. A public authority can only interfere with these rights if it is in accordance with the law, in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.

4.2 In relation to Article 1 of the First Protocol, the Council acknowledges that:

- Any engagement of this right is made under a due process and therefore is “*provided for by law*”.
- Any engagement with this right is in pursuit of the legitimate aim of constructing the NWRR for use by, and at the benefit of, the public.
- Any engagement with this right should be proportionate to the legitimate aim, and should be in the public interest. The question of proportionality requires us to conduct a balancing exercise of the public benefit sought by obtaining the CPO, and the conflicting Article rights engaged by the compulsory purchase of land. The Council considers that the public benefits arising out of the NWRR would be greater than the disadvantages to those whose private rights are interfered with. The public benefits conferred by the Scheme are detailed in the draft Statement of Reasons which will constitute our statement of case for the Secretary of State granting the CPO.

4.3 In discharging its duty under Article 6 of the Convention, the Council confirms it is aware of the below:

- The Compulsory Purchase Order process and the planning process allow for public representations. The CPO process allows for a public inquiry to be held in relation to objections raised by affected parties.
- Those who are beneficiaries of restrictive covenants or have other rights overridden by the CPO may have a right to claim compensation under section 10 Compulsory Purchase Act 1965.

If the quantum of compensation is challenged or if it is found that no right to compensation exists, there is a right to apply to the Upper Tribunal of the Lands Chamber for land that is subject to a compulsory acquisition.

4.4 In discharging its duty under Article 8 of the Convention, the Council confirms it is aware of the below:

- The proposed application to the CPO for the NWRR is being made under a due process and in accordance with the law.
- The Council understands that in determining whether engagement with Convention rights under Article 8 amounts to an interference rests on whether such acts are proportionate. The question of proportionality requires us to conduct a balancing exercise of the public benefit sought by obtaining the CPO, and the conflicting Article rights engaged by the compulsory purchase of land.

- The Council considers that the public benefits arising out of the NWRR, as described in paragraphs 8.24 to 8.41 of this report and Background Papers C, H and I, would be greater than the disadvantages to those whose private rights are interfered with. Our justification for engaging Article 8 rights is set out in detail in the draft Statement of Reasons (appended) which will constitute our statement of case for the Secretary of State granting the CPO.

Consideration of the Public Sector Equality Duty

4.5 Paragraph 6 of the CPO Guidance states that:

“All public sector acquiring authorities are bound by the Public Sector Equality Duty as set out in section 149 of the Equality Act 2010. In exercising their compulsory purchase and related powers (eg powers of entry) these acquiring authorities must have regard to the effect of any differential impacts on groups with protected interests.”

and persons who do not share it.

4.6 These are sometimes referred to as the three aims of the general equality duty. The 2010 Act helpfully explains that having due regard for advancing equality of opportunity involves:

- 4.6.1 Removing or minimising disadvantages suffered by people due to their protected characteristics;
- 4.6.2 Taking steps to meet the needs of people from protected groups where these are different from the needs of other people; and
- 4.6.3 Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

4.7 Where these provisions refer to a “**relevant protected characteristic**” it is important to understand that there are a defined set of nine protected characteristics in the 2010 Act. The list of protected characteristics is set out at Section 149(7) of the 2010 Act. These are:

- 4.7.1 Age;
- 4.7.2 Disability;
- 4.7.3 Gender reassignment;
- 4.7.4 Marriage and civil partnership;
- 4.7.5 Pregnancy;
- 4.7.6 Race;
- 4.7.7 Religion or belief;
- 4.7.8 Sex; and
- 4.7.9 Sexual orientation

4.8 The duty to have “due regard” to the elements listed at paragraph 4.7 of this report is a continuing duty and the Council will need to properly analyse all relevant material and record that it has done so. This consideration needs to be a part of the decision making process and not just a box-ticking exercise.

- 4.9 In compliance with Public Sector Equality Duty requirements around demonstrating that ‘due regard’ has been taken, officers have carried out an Equality, Social Inclusion and Health Impact Assessment (ESHIA) to help to assess the likely positive negative or neutral equality impacts of the proposed CPO. This is attached as Background Paper F, and makes reference to associated ESHIAs of relevance in regard to the regeneration of Shrewsbury and surrounding areas. The ESHIA draws upon the detailed equality impact assessment carried out by WSP on behalf of the Council in 2021 as part of the planning process. The WSP documentation was reviewed by officers at the time, and is attached at Background Paper G. The report considered all relevant protected characteristics and concluded in its report that the three protected characteristics of age, disability and gender are anticipated to be affected by the construction and use of the North West Relief Road, and that the impacts the Scheme has on these characteristics are low-level and are, in most cases, reversible.
- 4.10 A range of economically focussed proposals and ongoing initiatives are in train around the regeneration of Shrewsbury, including directly identifiable equality impacts for the community, and for Protected Characteristic groupings within the community as defined in the Equality Act 2010. Stage One initial screening Equality, Social Inclusion and Health Impact Assessments (ESHIA) have already been carried out in this regard, with the construction of the NWRR a key element in such endeavours to create and foster a resilient economy and help Shrewsbury to become a better place to visit, to live in, and in which to do business. These endeavours also include a focus upon efforts to encourage and improve individual and community physical health and well being, through active travel initiatives.
- 4.11 The risks around not proceeding with the CPO deemed necessary for the construction of the NWRR have been outlined; the importance of the NWRR itself as a critical component in the regeneration of Shrewsbury has been noted; and the risk has accordingly been identified that not to proceed would impact negatively adversely across Protected Characteristic groupings as well as inhibiting the success of the regeneration initiatives for Shrewsbury. This is particularly in relation to the groupings of Age, Disability, Pregnancy and Maternity, and Sex, for whom individuals stand to gain the most in the longer term from the construction of the NWRR.
- 4.12 During the construction of the NWRR, action has been identified as needing to be taken in order to mitigate the low to negative equality and health and wellbeing impacts that are anticipated in regard to air quality, noise levels, and the effects of temporary changes to bus services, congestion, and loss of access to public facilities (such as schools and the Royal Shrewsbury Hospital) during the course of construction. This is across all groupings, particularly those for Age, Disability and Sex, with intersectionality between these groupings. There is recognition that air quality and noise levels adversely affect people in all the Protected Characteristic groupings, particularly within Disability, including those with neurodiverse conditions as well as those with dementia and with conditions such as respiratory illnesses, and within the Age grouping, for children and families and for older people.
- 4.13 The mitigating actions identified will include the Council accounting for sensitive areas in the “*Construction Environmental Management Plan*” (as part of the planning process) together with ongoing consultation with affected services to

explore solutions. It is considered that these effects are likely to be reversible once construction of the Scheme is complete.

- 4.14 The long term equality and health and well being impacts to be realised through the completion of the NWRR are anticipated as positive across all groupings, particularly those of Age, Disability, and Sex. This is due to the health and well being opportunities afforded by the cycleway and pedestrian and running opportunities, likely to encourage greater numbers of men to undertake outdoor exercise, and the improved access to schools, likely to bring positive benefits for children and families for whom women remain more likely to carry out escort duties to schools and nurseries. Additionally, employment opportunities arising through the overall regeneration of Shrewsbury will be anticipated to increase social mobility prospects for young people, including care leavers. In terms of permanent changes to the road layout, the opportunity presents itself to assist those with conditions and disabilities including sight loss, other physical disabilities, dementia, learning disabilities, and neurodiverse conditions, for all of whom positive equality and health and well being impacts may be accrued through enhancements to and clarity in signage and road and pathway layouts.
- 4.15 As the Scheme progresses, further ESHAs will need to be carried out at stocktake moments, in order to incorporate any design changes, any further information gathered, and the outcomes of any consultation undertaken. This would usefully include reference to consultation and engagement with residents currently occupying land for which the CPO is sought. Residents of any land within the CPO area that is currently occupied are a target grouping in relation to consideration of Articles 1, 6, 8 and 14 of the European Convention of Human Rights. In order to assess impact upon them in terms of such considerations, and in the related consideration of equality impacts, the Council is recommended to find out about any specific needs of these residents in relation to particular groupings eg Age eg Disability, and intersectionality across these. This will then aid assessment of likely negative, neutral or positive equality impacts for the individuals affected, and identification of actions to then take should the CPO be approved.
- 4.16 It is intended that a further revision will be prepared as the detailed design of the Scheme is finalised.
- 4.17 Accordingly, it is the view of officers that the Council has to date complied with its duties in the 2010 Act (and in particular the Council's duty under Section 149), whilst acknowledging that this is an ongoing duty which the Council will continue to have due regard to in relation to the CPO and the wider Scheme generally.
- 4.18 In the event that the CPO is made, these obligations will be kept under review throughout the compulsory acquisition process noting the particular needs and characteristics of the parties affected, to ensure that no person with a protected characteristic or from a protected grouping is left at a disadvantage and that all possible avenues for mitigation and prevention of any potential harm can be explored.

5. Financial Implications

- 5.1 The full NWRR alignment comprises two discrete elements. The Oxon Link Road (OLR), funded in part by the Marches Local Enterprise (section from Churncote Roundabout, A5, to Holyhead Road), and the wider DfT part funded section (Holyhead Road to Battlefield Island).

- 5.2 The budget for the OLR section in isolation was approved by Council in 2016/17 at a total of £12.9m, funded from £4.2m LEP and £8.7m from Section 106 Developer Contributions. In 2019/20 Council approved a delegated budget of £15m for programme entry into the Department for Transport's Large Local Majors funding for the NWRR section. Both projects remain in the Capital Programme as separately funded schemes due to the requirements of the funding partners.
- 5.3 For the purposes of Planning and the Main Construction Contract, these two elements are managed as a single project, and referred to holistically as the "NWRR".
- 5.4 Since May 2019 (NWRR) and Feb 2017 (OLR), the NWRR has been in delivery, following Outline Business Case endorsements by both funders and budget requirements being built into the Council's Capital Programme.

Background Papers J – N listed at the end of this report lay out the Council decisions and approvals that support this position.

- 5.5 Current financial delegations (below) cover activities across the whole NWRR alignment, particularly where activities (Environmental mitigation, advance works and Carbon assessments for example) are scheme wide.

NWRR £15.0m

OLR £12.9m

Further Delegation Approval (Feb 24) £16.981m

Total Current Delegation £44.881m

- 5.6 The combined full project cost estimate at OBC (OLR and NWRR) was as set out below.

LEP Funding - £4.2m

DfT Funding - £54.4m

Balance funded by Shropshire Council;

£19.8m (NWRR) land disposals

£8.3m (OLR) Section 106 Developer Contributions

£0.4m CIL/NHB

Total Outline Budget- £87.1m

Within this budget allocation of £87.1m at OBC Stage was a sum to cover the cost of land acquisitions.

- 5.7 Due to the extraordinarily high construction inflation costs currently being experienced nationally, delays to date incurred through the Planning process have significantly increased the potential forecast outturn costs above the allowances made within the OBCs.
- 5.8 The Council has commenced a full open market tender exercise, due to complete September 2024, to establish a revised market tested construction cost. Both the amended programme and any increased costs over OBC will need to be agreed with DfT to form the basis of the Full Business Case (FBC). The approval to submit the FBC will be sought through Council in autumn 2024. The full cost forecast will include construction, scheme design and construction oversight, and land acquisition costs.

- 5.9 Following acceptance of the FBC, DfT funding will be the available for completion of the project. At this time, there is no confirmation of the detail within the statement made by Secretary of State, Mark Harper MP, around the “100% funding” of the road.
- 5.9.1 As part of the FBC collation and approval by Council, it will need to demonstrate that any deficit over DfT and LEP funding (“local match funding”) can be secured within the Council’s own financial allocations.
- 5.9.2 The Council has committed at Programme Entry to allocate funding from the following identified sources in order to fund the local match requirement.
- Developer Contributions (Community Infrastructure Levy and Section 106 payments)
 - Capital Land Receipts (Primarily through the sale of the allocated development sites within Shrewsbury Sustainable Urban Extension West)
 - Allocation of capital within the DfT Local Transport Fund
 - Borrowing where required, appropriate and accommodated within future Council Financial Plans.
- 5.9.3 Confirmation of the level and mix of financial allocations from the above sources will be confirmed within the FBC and considered by Council in September 2024 prior to its submission to DfT.

6. Climate Change Appraisal

- 6.1 The Council notes that the most common theme identified within responses to the March- April 2020 public consultation on the NWRR was in relation to the potential environmental impact that the road may have in relation to air quality, biodiversity, local habitats and climate change.
- 6.2 The Council is aware of paragraph 161 NPPF which provides that all plans should apply:
- “a sequential, risk-based approach to the location of development – taking into account the current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property.”*
- 6.3 To address the above, various mitigation measures have been considered in light of the greenhouse gas emissions anticipated to be generated during the construction of the Proposed Scheme. These measures are set out in Chapter 9 of the Environmental Statement and include proposals to substitute construction materials for lower carbon alternatives and ensuring efficient construction processes in relation to the manufacturing and assembly process.

Energy and Fuel Consumption / Carbon Offsetting or Mitigation

- 6.4 At Northern Planning Committee (Feb 2024), the NWRR, as applicant, accepted the following draft condition.
- 6.5 Condition 41. No development shall commence until the Carbon Assessment Plan has been submitted for approval to the Local Planning Authority. The Carbon

Assessment Plan shall include in its scope, the built design, construction phase impacts and future use scenarios for the project and how the project will demonstrate achievement of a net-zero carbon outcome. Particular attention should be paid to minimising the release of carbon embodied in the vegetation cleared from the route. Any carbon offsetting or removal activity should be within Shropshire or nearby area. Development shall not commence until the Carbon assessment plan has been approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved Carbon Assessment Plan. Reason: To allow the Council to meet its declared climate change objectives in accordance with Policies SC6 "Sustainable Design and Development Principles" of the Shropshire Core Strategy, MD2 "Sustainable Design" and MD8 "Infrastructure Provision" of the Shropshire Council Site Allocations and Management of Development (SAMDev) Plan.

Climate change adaptation

- 6.6 The design of the Sustainable Drainage System is up to the 100 year +40% for growth and climate change standard. Chapter 9 of the Environmental Statement can be referred to for further information on these adaptation measures.
- 6.7 Scour protection is set to be implemented along the highway embankment of Alkmund Park Stream up to the 1 in 100-year flood level plus 25% climate change.

7. Background

- 7.1 For a number of years, Shrewsbury town has experienced challenges in relation to the efficiency of its transportation network. Currently, as a result of congestion between the Woodcote and Battlefield roundabouts on the A5 and A49 respectively, pressure is placed upon local roads through the town centre due to vehicles being made to take diversions during their journeys to reach the north of Shrewsbury.
- 7.2 In seeking to address these issues and alleviate some of the pressures on the local highway network, the Proposed Scheme, herein referred to as the "North West Relief Road" (NWRR), is for the construction of a 6.9 kilometre, single carriageway with an adjacent combined footway and cycleway. If maintenance works are required to be carried out on the Strategic Road Network in the future, the NWRR would allow for temporary diversions to be implemented.
- 7.3 Prior to the Proposed Scheme, other alternatives such as improvements to existing infrastructure and a guided bus transport system have been considered, however, ultimately, the NWRR was viewed to have greater benefits.
- 7.4 In 2017, the route of the Scheme was submitted in the Outline Business Case to the Department of Transport.
- 7.5 Following the submission of the Outline Business Case, a revised planning application was made in August 2021, incorporating changes from the initial application made in February 2021.
- 7.6 The potential benefits that the Scheme is set to create include reducing journey times in and around Shrewsbury which will be advantageous to commuters, supporting sustainable transport and improved connectivity within the town, drawing traffic away from the more urban environment and improving road safety.

- 7.7 The calculated Benefit Cost Ratio for the proposed construction of the NWRR was 5.33, which in real terms is equivalent to over £266 million of net present benefit.
- 7.8 The seven proposed objectives of the Scheme are outlined in paragraph 5.3.1 of the appended draft Statement of Reasons.

8. Additional Information

The Scheme

- 8.1 The Scheme will provide a 6.9 kilometre single carriageway bypass linking the northern and western parts of Shrewsbury with the goal of reducing traffic in Shrewsbury and providing increased access to northern Shrewsbury including the hospital. The Scheme will provide a variety of social and economic benefits to Shrewsbury and the surrounding area, and these benefits are discussed in detail at paragraphs 8.24 to 8.41 of this report below.
- 8.2 The remainder of this section provides an overview of the route of the Scheme and its main elements including pedestrian crossing points and required bridges. For a detailed overview of the Scheme please see section 3 of the appended draft Statement of Reasons.
- 8.3 The western end of the Scheme will connect with the A5. The existing Churncote Roundabout will be reconfigured to provide the western access to NWRR. The existing four-arm junction will be replaced with an enlarged five-arm at-grade roundabout, with the additional fifth arm on the north-eastern side of the roundabout representing the NWRR.
- 8.4 Moving westward the Scheme would pass through an area characterised by arable farmland with hedgerows and mature trees. The Scheme will be mainly located along existing field boundaries to minimise the loss of farmland. Through this section, the Scheme would pass between the existing Oxon Park and Ride facility and the Oxon Hall Touring Park. To the west of these existing facilities, a combined footway and cycleway bridge (Shepherd's Lane Footbridge) will be provided to maintain safe access for pedestrians.
- 8.5 To the east of the proposed Shepherd's Lane Footbridge a culvert would be provided for the Oxon Ditch. Access would be maintained to the Oxon Hall Touring Park and to all users of the north section of Clayton Way, including equestrians, via an overbridge (Clayton Way Overbridge).
- 8.6 Moving towards the east, a new roundabout would connect the Scheme with the existing B4380 Holyhead Road.
- 8.7 Continuing towards the River Severn, the route would pass through arable farmland. In this section, an underpass for walkers and equestrians would be provided to the east of B4380 Holyhead Road Roundabout which would also function as a mammal crossing point.
- 8.8 From this point the Scheme would cross the River Severn on a viaduct approximately 640m long and 1.5m high.
- 8.9 Moving further east, the Scheme would cross Willow Pool. Willow Pool overflows to the south but has no known formal outlet channel, a combined culvert and mammal crossing point would be provided in this location which would also serve as an overflow channel for Willow Pool.

- 8.10 Continuing north-east of Berwick Road, a combined culvert and mammal crossing point is proposed along the line of Alkmund Stream. At this point the alignment of the Scheme passes approximately 50m south of Alkmund Park Wood.
- 8.11 Further north-east, Marches Way Accommodation Overbridge is proposed to the west of the Shrewsbury to Chester railway and would provide access for agricultural traffic to otherwise severed land. This bridge would also provide connectivity for a number of public rights of way in this area.
- 8.12 The Scheme would then pass over the Shrewsbury to Chester railway line on a highway bridge which is to be constructed to Network Rail's required standards.
- 8.13 Continuing to the north-east, the Scheme would pass through an area of arable farmland with hedgerows and mature trees. Within this section a further combined culvert and mammal crossing is proposed along the line of an existing minor watercourse, Hencott Stream. At this point the Scheme alignment passes a minimum of 200m south-east of the Midland Meres and Mosses Phase 2 Ramsar Site (otherwise known as Hencott Wood).
- 8.14 The northern end of the Scheme will connect to the existing Battlefield Link Road with a revised 'dumb-bell' junction arrangement proposed for Ellesmere Road Roundabout. The existing five-arm roundabout at Ellesmere Road junction will be replaced with two four arm roundabouts in a 'dumb-bell' configuration.
- 8.15 The Scheme also includes:
- 8.15.1 A combined footway and cycleway along the length of the North West Relief Road.
 - 8.15.2 The diversion of utilities routes (including power lines);
 - 8.15.3 The demolition of a number of existing residential properties;
 - 8.15.4 The provision of new public footpaths and bridleways;
 - 8.15.5 The relocation of a badger set and a bat roost;
 - 8.15.6 Landscaping, planting, changes of use, and environmental mitigation to enable habitat improvements and compensation;
 - 8.15.7 The provision of two new flood storage areas to accommodate for loss of flood plains; and
 - 8.15.8 Badger tunnels (crossing points for badgers under the North West Relief Road).

The Order Land

Description of the Order Land

- 8.16 The Order Land comprises 92 parcels of land adjacent to or within close vicinity of the existing highway. This is illustrated within the draft CPO Map and described in Appendix A of the draft Statement of Reasons.
- 8.17 The majority of the Order Land is arable farmland, with some sites including ancient woodland. It should be noted that one of the plots contains residential property.
- 8.18 The extent of the Order Land is set out in Appendix A of the draft Statement of Reasons and includes land that is being permanently acquired for the purposes of

the Scheme. Additionally, Appendix A sets out the total area of each parcel of the Order Land.

Negotiations with affected parties

- 8.19 The Council acknowledges paragraph 17 of the CPO guidance in that undertaking negotiations can help to build a good working relationship with interested parties to save time at the formal objection stage.
- 8.20 To this end, the Council have contacted interested parties to engage in consultation. These have included statutory undertakers and private landowners. Further details on the outcome of these discussions are detailed in paragraph 7.2 of the draft Statement of Reasons.

Intended use of the Order Land

- 8.21 The Order Land is required for the development of the route of the Scheme. This includes the construction of various roundabouts, to make alterations to the existing highway and for the development of an overbridge.
- 8.22 Furthermore, the Order Land is intended to be used for environmental mitigation, drainage, landscaping and maintenance purposes.
- 8.23 Appendix A of the Statement of Reasons details the specific purposes for which each parcel of the Order Land is required.

Justification for making the Compulsory Purchase Order

- 8.24 Detailed justifications for making the CPO are set out in the draft Statement of Reasons appended to this report as Background Paper C. This section serves to summarise these justifications and sets out the main benefits of the Scheme which justify the proposed CPO. The Council's summary of the benefits of the Scheme is found appended to this report by way of two documents titled "*PROPOSED SHREWSBURY NORTH WEST RELIEF ROAD – BENEFITS OF THE SCHEME*" and "*Wider Economic Benefits of the Proposed Shrewsbury North West Relief Road*" (Background Papers H and I).
- 8.25 The need for the Scheme arises from there being an identified issue with the highway provision in Shrewsbury and across the County of Shropshire that the Scheme will seek to remedy by reducing traffic and congestion on the road network.

Certainty of land acquisition

- 8.26 Due to the nature of the Scheme, all of the parcels of land must be acquired by the Council to facilitate its construction. In order for the benefits of the Scheme (detailed below) to be fully realised it must connect northern and western Shrewsbury in the manner proposed. Due to the number of plots to be acquired and for the construction of the Scheme to proceed promptly, within budget, and effectively, the Council must be certain that all of the required land can be acquired therefore necessitating the use of compulsory purchase powers.

Enhancing regional and local road connectivity

- 8.27 Road links between the north and west of Shrewsbury are presently very poor. The most direct route passes through the "river loop" and consists entirely of single carriageway, all-purpose roads, including residential and shopping streets. Congestion on these routes, particularly the A458 and A528 in Shrewsbury Town

Centre, causes delays of up to ten minutes and makes journeys unreliable. Furthermore, some traffic uses the network of small lanes to the north-west of Shrewsbury as “rat-runs” to avoid the town altogether.

- 8.28 The Scheme would significantly enhance the resilience of the strategic road network (“SRN”) (the SRN includes all motorways and some major ‘A’ roads which includes the A5 and A49), particularly when incidents occur on either the SRN or the local highway network.
- 8.29 Congestion within the town centre may cause traffic which may have otherwise used local roads to reroute onto the SRN to reach their destination. The Scheme is predicted to result in traffic reductions along the entry points to the town centre. These reductions in town centre traffic assist in reducing congestion and delays in Shrewsbury town centre.
- 8.30 The Scheme would provide an alternative and reliable route that would reduce the burden on both the SRN and the local highway network. It would also allow for temporary diversions to be implemented should an incident arise.
- 8.31 An assessment of journey times on routes currently served by buses undertaken by the Council reveals that a number of significant time savings would be likely to accrue as a result of the Scheme.

Facilitating the development of Shrewsbury

- 8.32 The Scheme provides the critical highway infrastructure necessary to facilitate residential (750 dwellings) and employment development included in the Shrewsbury West Sustainable Urban Expansion Masterplan (see Policy S16 of the SAMDev Adopted Plan which is discussed below in paragraph 8.54 to 8.56 of the report). The Scheme would reduce traffic from Welshpool Road, changing its function and character to serve new and existing developments and would provide an improved environment for non-motorised users of the Scheme (“**NMUs**”).
- 8.33 In the Council’s latest strategic land assessment, some housing sites were considered to be likely to be viable once the Scheme was operational. It is also likely that the Scheme will facilitate the allocation of further housing sites due to the reduction in traffic in Shrewsbury.

Enhancing the benefit of other current and anticipated transport schemes

- 8.34 The Scheme would create capacity, reduce delays, and improve journey times both in Shrewsbury town centre and on the SRN. This will enable the Scheme to integrate with, and enhance the benefits of, other current and anticipated transport investment schemes, including:
- 8.34.1 the A49/A5 Dobbies Island junction,
 - 8.34.2 the Preston Boats junction,
 - 8.34.3 the Emstrey roundabout; and
 - 8.34.4 the Shrewsbury Integrated Transport package.
- 8.35 The Scheme also presents an opportunity to enhance the town’s public transport network, particularly for direct journeys between destinations in the north and west of the town, such as the Royal Shrewsbury Hospital, which will make journeys for emergency vehicles faster and more reliable.

Improve road safety

- 8.36 Accident rates are higher on roads not designed to modern standards. By rerouting traffic onto the Scheme, which is designed to a modern standard, the Scheme is likely to improve road traffic safety.
- 8.37 Rerouting traffic onto the Scheme and away from the more urban environment of Shrewsbury Town Centre, would improve road safety by reducing the potential for conflicts points (e.g. at junctions and property frontages) while providing improved visibility and segregation from motorised traffic for NMUs. The Scheme will also incorporate road safety measures to reduce accidents, including signing and lining improvements plus vehicle activated sign technology.

Support sustainable modes of transport

- 8.38 The Scheme is projected to reduce through traffic travelling via the town centre and this presents an opportunity to focus on redistributing road space to other more sustainable modes of travel. The benefits of the Scheme on Shrewsbury Town Centre will allow the Council to promote its aspirations in the Big Town Plan to increase sustainable modes of transport.
- 8.39 The Scheme will reduce congestion and traffic in Shrewsbury town centre which will significantly reduce journey times for the last 3-4 miles into the town centre. This will in turn promote and encourage travel by bus. The Scheme along with other bus priority interventions to be achieved via the Council's Big Town Plan would be extremely beneficial for public transport in Shrewsbury.
- 8.40 The Scheme is designed to accommodate pedestrian and cyclist access. A cycle path and footway are to be constructed along the length of the Scheme with accompanying links to other pedestrian routes.

Conclusions

- 8.41 Officers are satisfied that the CPO is justified due to the need for certainty in acquiring the Order Land and the plethora of public benefits in delivering the Scheme, as identified within the draft Statement of Reasons and the two documents appended to this report named "*PROPOSED SHREWSBURY NORTH WEST RELIEF ROAD – BENEFITS OF THE SCHEME*" and "*Wider Economic Benefits of the Proposed Shrewsbury North West Relief Road*" (Background Papers H and I).

Planning Position

- 8.42 Multiple consultations have occurred over the years in relation to the construction of the NWRR.
- 8.43 A public and stakeholder consultation in 2003 highlighted that there was an overall majority in favour of the principle of a NWRR in Shrewsbury. From a further public consultation in 2005, 77% of respondents agreed that there are traffic problems in Shrewsbury which need to be addressed. Respondents were also asked to rank their preferred top three routes from six route options. Following this request, a "Modified Black Route" was deemed to be the most favourable in comparison to the other routes, taking into consideration its potential impact on landscape, biodiversity and flood risk.
- 8.44 Following Shropshire's participation in the Government's "Transport Innovation Fund" study, it was agreed in 2007 that the proposal of a road pricing scheme would not be a viable alternative to the NWRR and instead the NWRR should be

progressed in tandem with an additional set of measures to reduce congestion and encourage sustainable transport.

- 8.45 After another round of consultation in 2017, the Outline Business Case was submitted to the Department for Transport in December of that year. This resulted in £54.4 million towards the estimated cost of the Scheme being offered as a Capital Grant.
- 8.46 The Oxon Link Road is intrinsically linked to the NWRR and is a core part of the Shrewsbury West Sustainable Urban Extension. As such, in December 2019, Cabinet approved a combined proposal for the Oxon Link Road development, detailed in paragraph 8.1.19 to 8.1.24 in the draft Statement of Reasons, and the North West Relief Road to be treated as a single project.
- 8.47 Since the Outline Business Case was submitted in December 2017, design changes have been made to the NWRR. These are described in further detail in paragraph 8.1.25 of the draft Statement of Reasons and include the remodelling of a roundabout at Ellesmere Road junction and a new formal entrance to the Greenhouse West Midlands Showground.
- 8.48 The above design changes were communicated to the public and a further public consultation was held. Following this, in 2020, two additional sets of amendments were made to the design of the NWRR, including viaduct changes and the realignment of a proposed footway connection, as set out further in paragraphs 8.1.29 and 8.1.30 of the draft Statement of Reasons.
- 8.49 In August 2021, a revised planning application was submitted following the initial application in February 2021. Changes to the application included to enable embankments to be built and for lower carbon construction methods. The planning application has been to planning committee and planning committee have resolved to grant planning permission subject to the confirmation of the planning conditions and the completion of a s106 agreement with the three landowners affected by the course of the new road.

Policy basis

National Planning Policy Framework (NPPF)

- 8.50 Once constructed, the NWRR will enable an additional nine-twelve hectares of land to be used for the expansion of Oxon Business Park, which is a business campus and a gateway commercial area, therefore promoting economic growth within Shrewsbury. This aligns with paragraph 80 NPPF which notes that:

“planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt.”

- 8.51 Paragraph 119 NPPF outlines that:

“planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.”

The NWRR is a core element of the Shrewsbury West Sustainable Urban Extension, which is set to deliver much needed housing and employment opportunities in the area.

- 8.52 Paragraph 167 NPPF states that:

“where appropriate, applications should be supported by a site-specific flood-risk assessment.”

The NWRR is supported by a Site-specific Flood Risk Assessment, as set out in Appendix 17.2 of Volume II of the Environmental Statement due to its partial location within Flood Zones 2 and 3. As part of the Flood Risk Assessment, a sequential test was carried out to ascertain flood risk. It was concluded that whilst the Proposed Scheme involves crossing the River Severn, there are no viable alternative sites within Flood Zone 1 or Flood Zone 2, since the infrastructure would have to cross the floodplain.

8.53 For further details on how the NWRR satisfies specific provisions of the NPPF, please see paragraph 6.2.2 of the draft Statement of Reasons.

Shropshire Council Site Allocations and Management of Development Plan (SAMDev Plan)

8.54 The SAMDev Plan was adopted by Shropshire Council in December 2015. Within this Plan, it is noted that:

“development is planned to provide a new Oxon Link Road between the A5 junction and the Holyhead Road, relieving Welshpool Road of through traffic and forming a leg of the proposed Shrewsbury North West Relief Road, which remains an aspiration of the Council.”

Since the NWRR is intended to include development at Oxon Link Road and reduce traffic from Welshpool Road, this is indicative of the overall scheme being consistent with the SAMDev Plan.

8.55 There are various relevant policies within the SAMDev Plan with which the NWRR is consistent and which support the grant of planning permission. These include:

- MD1 – Scale and Distribution of Development
- MD2 – Sustainable Design
- MD3 – Delivery of Housing Development
- MD4 – Managing Employment Development
- MD6 – Green Belt and Safeguard Land
- MD7a – Managing Housing Development in the Countryside
- MD7b – General Management of Development in the Countryside
- MD8 – Infrastructure Provision
- MD10b – Town and Rural Centre Impact Assessment
- MD11 – Tourism Facilities and Visitor Accommodation
- MD12 – The Natural Environment
- MD13 – The Historic Environment
- MD14 – Waste management Facilities
- MD15 – Landfill and Landraising Sites
- S16 - Shrewsbury

8.56 For further information on the application of these policies to the NWRR, please refer to paragraphs 6.2.98 – 6.2.125 of the draft Statement of Reasons.

Shropshire Council Core Strategy

8.57 This strategy was adopted by the Council in February 2011 and will remain in operation until 2030. There are various relevant policies with which the NWRR is consistent and which support the grant of planning permission. These include:

- CS1 – Strategic Approach
- CS2 – Shrewsbury Development Strategy
- CS5 – Countryside and Green Belt
- CS6 – Sustainable Design and Development Principles
- CS7 – Communications and Transport
- CS8 – Facilities, Services and Infrastructure Provision
- CS10 – Managed Release of Housing Land
- CS13 – Economic Development, Enterprise and Employment
- CS14 – Managed Release of Employment Land
- CS15 – Town and Rural Centres
- CS16 – Tourism, Culture and Leisure
- CS17 – Environmental Networks
- CS18 – Sustainable Water Management
- CS19 – Waste Management Infrastructure

8.58 For further information about the application of these policies to the NWRR, please refer to paragraphs 6.2.76 - 6.2.97 of the draft Statement of Reasons.

Legal Implications

8.59 The Council is empowered by Sections 239, 240, 246, and 250 and 260 of the Highways Act 1980 (as amended) to make a CPO, and by sections 14 and 125 of the Highways Act 1980 (as amended) to make a SRO, for:

- a) The acquisition of land in connection with construction or improvement of highway (Sections 239 & 240 of the Highways Act 1980);
- b) The acquisition of land for mitigating the adverse effects of constructing or improving highway (Section 246 of the Highways Act 1980);
- c) The acquisition or creation of rights over land for the construction or improvement of highway (Section 250 of the Highways Act 1980); and
- d) The lengthening, stopping up and associated works of or on parts of classified roads outlined in the Side Road Order and Schedule (Section 14 Highways Act 1980) (appended to this report).

8.60 Whilst the Council can make a CPO and SRO, they must then be confirmed by the relevant Secretary of State before they take effect. Here the relevant Secretary of State is the Secretary of State for Transport as we are proceeding under the Highways Act 1980 powers. The Council is required to submit the CPO and SRO to the Secretary of State who will assess whether the correct procedures have been followed and that the CPO and SRO are justified.

8.61 When submitting the CPO and SRO to the Secretary of State for confirmation, those affected by the orders will be given the opportunity to object to the orders. If there are relevant objections made, the objectors have a right to be heard at an inquiry and the Secretary of State will hold the inquiry before deciding whether or not to confirm the CPO and SRO. If all objectors and the Council agree, this process may instead be carried out via a written representations procedure.

8.62 Department of Transport Circular 2/97 (*dated June 1997*) provides that the Secretary of State for Transport expects planning permission to be obtained for

the proposed highway scheme before it will approve a CPO to acquire land for such scheme. Therefore, any decision made in relation to this report is made subject to planning permission for the Scheme. Planning permission has been granted as at Feb 2024 Shropshire Council Planning Committee, subject to the confirmation of planning conditions, and the completion of a S.106 with the three landowners affected by the alignment of the new road.

- 8.63 When making the CPO the Council must comply with the following legislation:
- 8.63.1 The Acquisition of Land Act 1981 which governs the statutory procedures which apply to compulsory acquisition;
 - 8.63.2 The Compulsory Purchase Act 1965 which governs the statutory procedure following the confirmation of the CPO by the Secretary of State;
 - 8.63.3 The Land Compensation Act 1961 which governs the amount and assessment of compensation; and
 - 8.63.4 The Compulsory Purchase of Land (Prescribed Forms) (Ministers) Regulations 2004 (*S.I. 2004/2595*) which requires the prescribed forms of CPO orders, schedules, and notices to be used when making a CPO.
 - 8.63.5 The Human Rights Act 1998, the European Convention on Human Rights, and the Equality Act 2010 insofar as they apply to the use of the Council's compulsory acquisition powers.
- 8.64 The making of a CPO is intended to be a last resort when acquiring land and the Council will be expected to have made attempts to purchase the Order Land by agreement. CPO powers should only be used where there is a compelling case in the public interest. The Council will need to set out its case in the Statement of Reasons supporting the CPO (a draft of which is annexed to this report as Background Paper C).
- 8.65 The CPO should be prepared and made with reference to the guidance published by the Department for Levelling Up, Housing & Communities (dated July 2019 or any subsequent version or replacement guidance which is published) titled "*Guidance on Compulsory purchase process and The Criche Down Rules*" which provides guidance on making a compulsory purchase order in England.
- 8.66 Officers must ensure that any processing of personal data in connection with the CPO complies with the provisions of the Data Protection Act 2018.
- 8.67 As ownership of some of the plots to be compulsory purchased is unknown, Officers must ensure they make "diligent enquiries" to determine the ownership as per Section 5(1) of the Compulsory Purchase Act 1965 before proceeding to acquire said plots.
- 8.68 As detailed within section 4 of this report, the Council must pay regard to Section 6 of the Human Rights Act 1998 which requires the Council to not act in a way that is incompatible with a right contained in the European Convention on Human Rights.
- 8.69 As detailed also within section 4 of this report, the Council must pay due regard to its Public Sector Equality Duty (hereafter referred to as "PSED") as set out in Section 149 of the Equality Act 2010.

Consideration of Alternatives

8.70 As part of preparing the Scheme, the Council has considered and discounted alternatives that would not require a CPO. These alternatives are set out below.

Option One – Acquire by Agreement

8.71 This option would consist of not taking forward the proposed CPO and instead seeking to acquire all the required land by agreement. Due to the number of plots to be acquired as part of the proposed CPO there is a distinct risk that the land required to develop the Scheme will not be able to be acquired if the CPO is not taken forward. If the Scheme is not brought forward, the opportunity to provide the benefits as outlined at paragraphs 8.24 to 8.41 may be lost.

8.72 Due to the nature of the Scheme, all of the parcels of land must be acquired and any one parcel refusing a voluntary purchase would jeopardise the delivery of the Scheme. The CPO is necessary to provide certainty that the Scheme can be implemented and to ensure that the public benefits of the Scheme can be provided. The Council will continue to negotiate to acquire the interests voluntarily alongside the CPO process with the aim of acquiring the Order Land by agreement where possible. This approach is supported by paragraph 17 of the Guidance which states that continuing negotiations may help to reduce objections to the CPO.

8.73 As a result it is not considered viable or credible to proceed with the NWRR without the CPO due to the risk in the Order Land not being able to be assembled.

Option Two – Non-Road Alternatives

8.74 The Council has previously undertaken a comprehensive options viability appraisal in 2000 and 2003 to determine whether there were any viable alternatives to constructing a new road. A further options assessment was undertaken by the Council in 2017. These assessments considered a number of options that did not involve the construction of a new road and would therefore avoid the need to proceed with a CPO to acquire land. These options consisted of:

- Development of a light rail or guided bus transit system;
- Improvements to the existing bus network;
- Improvements in the existing passenger rail system;
- Investment in cycling infrastructure;
- Investment in pedestrian infrastructure;
- Improvements to the highway network or rail freight to support heavy goods vehicles provision thus avoiding the town centre routes;
- Demand management measures to control the level of traffic in Shrewsbury, including car park pricing strategy, traffic management and travel plans for schools and businesses; and
- A package of measures to encourage non-car use including investment in bus, rail, cycling and walking facilities.

8.75 These options were ruled out by the Council as part of its option assessments as it was considered that the traffic reduction would not be as significant as if the Scheme was implemented. This is because there would be a modest shift in the

use of different modes of transport. This remained the case even if a package of different solutions was implemented.

8.76 It was also considered that investing into cycle and pedestrian infrastructure would not influence long distance travel or reduce trips through Shrewsbury. This approach would not have the desired effect of reducing congestion in Shrewsbury.

8.77 For the above reasons the Council concluded that the above measures would have a limited effect on achieving the Council's goals for the Scheme as set out above.

Other Implications

Rights of Third Parties

8.78 In recommending the making of a CPO, the Council must consider how the rights of third parties which may be affected (including their property rights) have been balanced against the public interest in acquiring the Order Land and delivering the Scheme.

8.79 The variety of social and economic benefits to Shrewsbury and the wider regions the Scheme will provide is the source of the public interest in acquiring the Order Land. In order for the Scheme to be constructed, all of the Order Land will need to be acquired by the Council and without the CPO there is no guarantee that the Order Land will be assembled. If the whole of the Order Land is not assembled, this will jeopardise the delivery of the Scheme. As the benefits of the scheme are substantial there is a significant public interest in acquiring the Order Land.

8.80 It is considered that the Council can be satisfied that the proposed CPO is necessary, proportionate, and in the public interest to proceed with the proposed CPO when having regard to the rights of the third parties balanced against the substantial social, economic and wider benefits the Scheme will provide to Shrewsbury and the surrounding area, as described in the following appendices: Draft Statement of Reasons; Shropshire Council's "*PROPOSED SHREWSBURY NORTH WEST RELIEF ROAD – BENEFITS OF THE SCHEME*" and Shropshire Council's "*Wider Economic Benefits of the Proposed Shrewsbury North West Relief Road*" (Background Papers C, H and I).

Compelling Case in the Public Interest

8.81 Paragraph 12 of the CPO Guidance states that a compulsory purchase order should only be made where there is a compelling case in the public interest.

8.82 In order to demonstrate that there is a compelling case in the public interest, it is necessary to weigh the significant benefits to the public of the Scheme coming forward (see paragraphs 8.24 to 8.41 of this report and Background Papers C, H and I) against the impact on individuals. It must be noted that any land acquired pursuant to the CPO will be with full and fair compensation to all affected landowners. It is considered by Officers that the public benefits of the Scheme are so great that the use of the CPO is justified. Such justifications are explained in the Council's draft Statement of Reasons (appended).

8.83 Additionally in the absence of the CPO, there is no certainty as regards assembly of the land required to implement the Scheme, thereby jeopardising the delivery of the Scheme and its associated public benefits. The Scheme requires all of the Order Land to be assembled to proceed. This fact further strengthens the public

interest case for the CPO to proceed thus ensuring that all of the Order Land can be assembled.

8.84 Accordingly, Officers consider there is a compelling case in the public interest for the compulsory acquisition of all the Order Land.

9. Conclusions

- 9.1 Delivery of the Scheme will improve Shrewsbury's transportation networks, enhance connectivity and foster growth and development ultimately benefiting the community as a whole. The Scheme offers a unique opportunity to provide tangible benefits to Shrewsbury which will make a significant contribution to the economic and social vitality of Shrewsbury and the surrounding area as well as enabling both residential and employment development to come forward.
- 9.2 Without the CPO, the deliverability of the Scheme is in jeopardy due to the need to assemble a large number of parcels of land. The Scheme must be delivered in its entirety otherwise the wider public benefits arising from the Scheme will not be realised. The CPO will enable the acquisition of the necessary land and enable the successful and effective implementation of the Scheme.
- 9.3 In light of the facts and considerations set out within this report, it is concluded by Officers that there is a compelling case in the public interest for the exercise by the Council of its compulsory purchase powers.

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)

- A. **Cabinet 26/06/13 Marches Local Transport Body – Scheme Proposals**
<V:\Finance\Finance Business Partners\Capital 202324 - Capital\Projects Information\NWRR\9 Marches Local Transport Body Scheme Proposals.pdf>
Approval for submission of Business Case for OLR including match requirement from Developer Contributions within an agreed budget field.
- B. **Council 23/02/17 Financial Strategy 2017/18 – 2019/20**
Within paragraph 8.24 as quoted:
8.24 Following submission of the business case for the Oxon Link Road scheme in 2015/16 the Council was awarded £4.2m (across 2015/16 to 2019/20) towards the total cost of the £12.934m project. The scheme will be supplemented by funding from developer contributions through Section 106 agreements.
This was the approval for finance to build the full project cost into the Capital Programme with a total budget of £12.934m. No further delegations were made and no requirement of spend limitation was mentioned as there was no requirement to go back to LEP for further approvals of a Final Business Case.
- C. **Cabinet 13/12/17 Shrewsbury North West Relief Road Submission of OBC to DfT**
<V:\Finance\Finance Business Partners\Capital 202324 - Capital\Projects Information\NWRR\Appendix 1 NWRR OBC Cabinet Report 6th Dec 2017.pdf>
Approval to submit OBC with estimated costs at £71.4m. DfT grant application £54.4m Match £17m.
- D. **Council 16/05/19 Shrewsbury North West Relief Road – DfT. Programme Entry**
<V:\Finance\Finance Business Partners\Capital 202324 - Capital\Projects Information\NWRR\Council 16052019 Shrewsbury North West Relief Road - DfT Programme Entry.pdf>
Update on OBC approval and required future financial commitment on programme entry.
Paragraph 4 quotes:
£54.4m offer (capped) towards estimated scheme cost in OBC OF £71.4m to be paid as capital grant.
Recommendation c quotes:
To delegate programme development responsibility and spend in line with the submitted OBC, up to Full Business Case submission, and Project Programme and financial profile (as more fully set out in paragraphs 5.1 and 6.3) to the Executive Director of Place in consultation with the Portfolio Holder for Highways and Transport.
Section 6.3 quotes:
During the final business preparation, which is due for final submission by Q3 2021/22, the Council will incur costs estimated up to £15m to meet the requirements for DfT final approval.

E. **Council 29/02/2024 - NWRR Financial Delegation to proceed with FBC Preparation and associated advance Works.**

<https://shropshire.gov.uk/committee-services/documents/s37124/Shrewsbury%20North%20West%20Relief%20Road%20Funding%20Delegation-08022024%201354.pdf>

Sets the approved financial delegation and activity programme up to FBC completion, December 2024.

Local Member:

Cllr Lezley Picton,, Cllr Alex Wagner, Cllr Rob Wilson, Cllr Nat Green, Cllr Garry Burchett, Cllr Jeff Anderson.

Appendices

- A. (a), (b), (c) Draft CPO Order
- B. Draft CPO Plan
- C. Draft Statement of Reasons
- D. (a), (b), Draft s.19 Application with Plan
- E. (a), (b), (c), Draft Side Roads Order with Schedules and Plans
- F. Shropshire Council's Shrewsbury North West Relief Road Equality Impact Assessment
- G. WSP's Shrewsbury North West Relief Road Equality Impact Assessment
- H. Shropshire Council's *"PROPOSED SHREWSBURY NORTH WEST RELIEF ROAD – BENEFITS OF THE SCHEME"*
- I. Shropshire Council's *"Wider Economic Benefits of the Proposed Shrewsbury North West Relief Road"*