

On the Eighth day of Christmas the Councils gave to me.....

8 Compulsory Purchases Orders (CPOs).....

Well, more than 8 actually but we couldn't think of anything else to put in for this one. Also as we're discussing the loss of people's homes we have extended this verse to 3 pages.

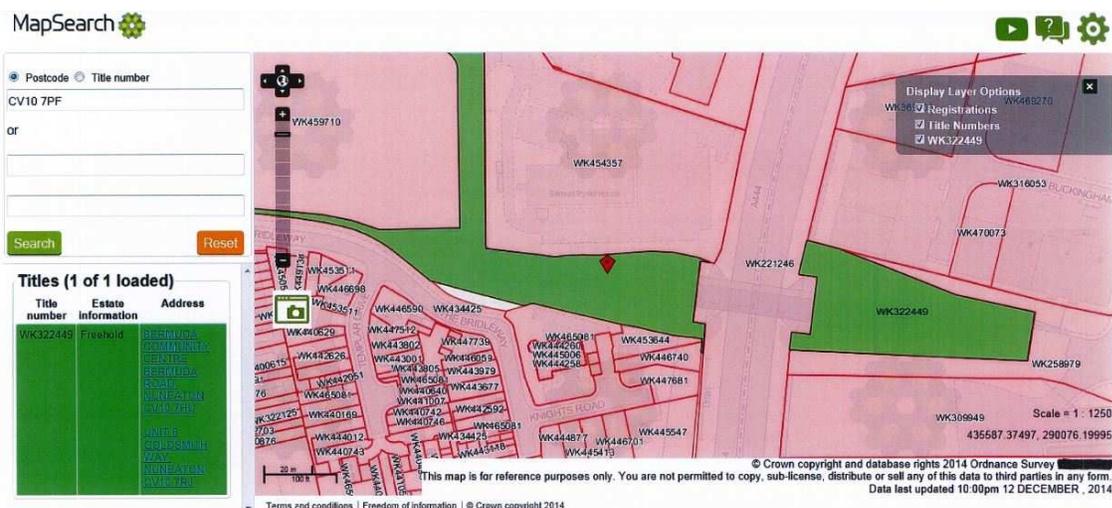
As we've mentioned in previous verses there are a number of compulsory purchases that are needed to be undertaken before this scheme can be brought to fruition. And these exclude some of the properties that are actually required to provide compliant junctions along Heath End Road!

The ones that are being publicly admitted to were listed in the 12th November 2015 Cabinet Agenda:

Appendix G

Section of Land	Land Registry No
Land Required for off-street car park for Bermuda Park Rail Station (80 no. spaces)	WK253980
Land adjoining St Georges Way and A444, Nuneaton (Embankment Land on Eastern Side of Bermuda Bridge)	WK322449
Land adjoining St Georges Way (adjacent to Embankment Land on Eastern Side of Bermuda Bridge)	WK258979
Land to the northern side of The Bridleway – (Screening Area required from forthcoming Deeley / Holland and Barrett Ltd Development)	WK459710
Land adjoining St George's Way (Univar Site)	WK309949
*Land adjoining The Bridleway (Embankment Land on Western Side of Bermuda Bridge)	WK322449
Land within the site of the Bermuda Phoenix Centre	WK322449
Land adjoining The Bridleway, (Holland and Barrett Ltd Land)	WK454357
Land at Hare & Hounds PH, off Heath End Road	WK379487
Land forming part of the Roadway at the junction of Sargasso Lane with Bermuda Road, part of the southern footway, and an area of landscaping	WK463529
Land forming part of The Bridleway and Templar Drive	WK434425
Land to the front of the Bermuda Phoenix Centre	Unregistered Land 1
Land on the northern side of The Bridleway slightly to the east of where Templar Drive meets The Bridleway	Unregistered Land 2
Land forming part of the Roadway at Hare & Hounds Lane, off Heath End Road	Unregistered Land 3
VOA Opinion on the Total Market Value of the Sections of Land Required	£333,688

* The value of this particular section of land may change depending on the amount of land required to enable the relocation of an existing attenuation pond and other mitigation.



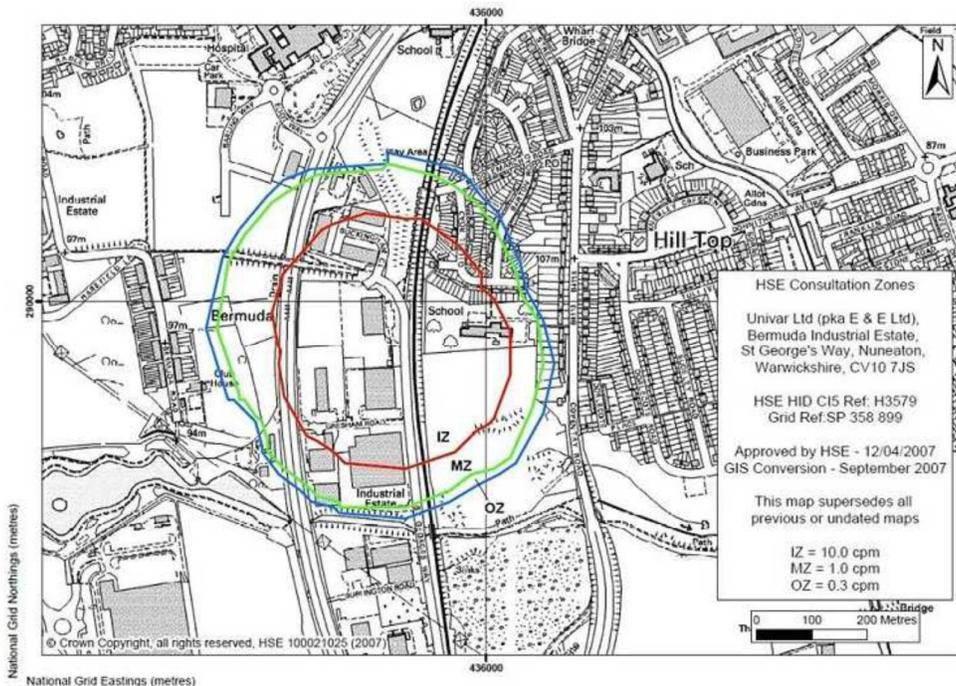
It has already been mentioned by representatives from UPS in their speech to cabinet at the same meeting that

- UPS oppose the compulsory purchase of any of its land.
- That pursuing the compulsory purchase of the plot (or part of the plot) they own will mean it will become unviable & they will no longer be able to bring to fruition their plans to build a contracts logistics business and bring highly skilled healthcare jobs to Warwickshire.
- This will result in a loss of an investment in the local area of around £17 million & over 100 jobs in the first instance.
- They believe the valuation of the land required by the CPO is significantly below current market value and if WCC decide to proceed the cost will have to be revised.
- This will add further costs to the already significantly increased project costs.
- If WCC de decide to proceed with the CPO of UPS's land they will oppose it & use every effort to have this CPO dismissed. Again adding more costs to the project.

It's also mentioned in the graphic above that land from Univar will be required. We are also aware that Univar, as a business, have serious concerns regarding the safety of the Bermuda Connection project. In an e-mail, obtained by FOI, sent to Nigel Whyte on 14th July by Deborah Medd of Univar the following was stated:

As St Georges Way provides the only route to the Univar site for heavy goods vehicles carrying hazardous goods, we feel more than a little concerned of the proposed 'Bermuda Connection' changes.

Unfortunately for Univar & local residents the fears are very real as this is classified as one of the most dangerous sites in Warwickshire. If there is a chemical spill, which opening up the road increases the likelihood of an accident exponentially, it will be extremely serious for all involved leading to many deaths & serious injuries. (Please note that since the image below was produced that housing has been built between Bermuda Village and the A444 within the blast zone!).



Not only does this scheme do this but also moves volumes of traffic even closer to the site by the **CPO of some of Univar's land** in order to make the corner turn onto St Georges Way easier for traffic, therefore increasing average speed!!

Now for the more human & less palatable aspect of this scheme, maybe this is why it's not been mentioned in public **AT ALL**. The loss of people's homes.

It was mentioned in a previous verse that off the back of an FOI request made to Warwickshire County Council it was confirmed there have been meetings between Atkins (The design consultants for the Bermuda Connection scheme) & representatives from Warwickshire County Council to specifically discuss the issue of major departure from standards on the junctions proposed off Heath End Road.

The design consultants have, in basic terms, said that in order to bring the junctions to standard i.e., make them safe, the compulsory purchase of residential property will need to take place.

Can I clarify a few things:

- 1) At Heath End Road and Tenlons Road, DMRB visibility requirements can only be achieved if we demolish residential property;
- 2) At Heath End Road and Bermuda Road, DMRB visibility requirements can only be achieved if we demolish residential property;

Minutes: Meeting between Atkins and Graeme Fitton to Discuss the Issue of Potential non DRMB Compliance (Preliminary Design Proposals) on 4 June 2015

Possible Departure from DRMB Standards that would require Derogation

- Heath End Road / Tenlons Road Junction; and
- Heath End Road / Bermuda Road Junction;

Bermuda Design Standard

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Getting West Nuneaton Moving: Bermuda Connection (Design Standards)

Design Standard

- The common practise is for highway works delivered by the County Council to **comply with DRMB** standards;
- **Graeme Fitton** (Head of Transport and Highways) would have to **sign-off a design that does not comply** to DRMB, which is a procedure that he is **highly unlikely to agree** to implement;
- The Land Plans which Atkins is in the process of finalising should include the word 'Indicative' in consideration that it is **highly likely increased private land intake** would be necessary to enable the proposed scheme to **comply with DRMB**;

Then loss of residential property at the junctions was being discussed as far back as June 2015 yet it has never been mentioned in any of the publicly available documentation or at any of the consultations.

The cost of purchasing people's homes **HAS NOT** been factored into the scheme costs **OR** been reported in any of the documents to Cabinet or Council.

So to put this into perspective, we have;

- Investment of £millions that will go elsewhere.
- Creation of jobs that will follow suit.
- A potentially catastrophic accident waiting to happen.
- People being kicked out of their homes or unsafe junctions.
- Yet **MORE** significant cost increase

All for a scheme that **ONLY 36%** of consultation respondents think will solve any of the traffic issues in the area, will not bring the masses of other benefits like 4000 jobs and all the things it can deliver **COULD BE DELIVERED** by the upgrade of the A444 & the pinch point junctions that **DO** actually cause the traffic issues in the area.

www.bermudabridgeactiongroup.co.uk/