

Doc 5.1 CR Appendices Part 1 - A to H

The West Midlands Interchange Rail Freight Interchange Order 201X

Section 37 (3) (c) Planning Act 2008

Copper Consultancy - July 2018



**West Midlands
Interchange**

Four Ashes Ltd

The West Midlands Rail Freight Interchange Order 2018

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Appendix A: Compliance with statutory requirements table

Compliance with the Act and guidance – summary tables

In order to avoid duplication, the tables below refer to relevant Chapters of this report where full details are included.

Statutory requirements

Planning Act 2008 (as amended)	
Section	Response
42. Duty to consult; including 42(1)(a) prescribed consultees, 42(1)(b) local authorities and 42(1)(d) persons with an interest in the land.	Details of consultation under section 42 of Act with prescribed consultees, local authorities and persons with an interest in the land can be found in Chapter 6 of the Consultation Report.
46. Duty to notify Secretary of State of proposed application (as amended by the Localism Act 2011)	Details of the notification to the Secretary of State can be found in Chapter 6 of the Consultation Report.
47. Duty to consult the local community	Details of consultation with the local community under section 47 of the Act can be found in Chapter 7 of the Consultation Report.
48. Duty to publicise	Details of publicity under section 48 of the Act can be found in Chapter 8 of the Consultation Report.
49. Duty to take account of responses to consultation and publicity	<p>As suggested by PINS Advice Note 14, consultation responses have been grouped into three strands of consultation:</p> <p>Responses received under section 42 have been collected and the explanation of FAL's regard to those is contained in Chapter 10 of the Consultation Report.</p> <p>Responses received under section 47 have been collected and the explanation of FAL's regard to those is contained in Chapter 11 of the Consultation Report.</p> <p>Chapter 12 of the Consultation Report explains that it is not clear</p>

	<p>whether any of the responses were sent as a result of having seen the section 48 notice. That cannot be easily ascertained, unless a respondee had decided to express that they were responding specifically as a result of having seen the section 48 notice in the newspaper. No respondee specifically referred to the section 48 notice. Accordingly all comments have been considered in Chapters 10 and 11 of the Consultation Report.</p>
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DCLG - Planning Act 2008: Guidance on the pre-application process (March 2015)

**Department for Communities and Local Government
Planning Act 2008 – Guidance on the pre-application process
(March 2015)**

Relevant paragraph	Adherence to guidance
The pre-application consultation process	
<p>Para 15. "...Effective pre-application consultation will lead to applications which are better developed and better understood by the public, and in which the important issues have been articulated and considered as far as possible in advance of submission..."</p>	<p>FAL has sought to achieve these goals through the provision of accessible information to the public throughout the pre-application process. The process of analysing and considering feedback during both stages of consultation has enabled FAL to consider in depth issues that are important to the local community before finalising its submission.</p>
<p>Para 16. "The Planning Act regime provides the ability to anyone interested in or affected by a major infrastructure proposal to both object in-principle to a proposed scheme and at the same time suggest amendments to design out unwelcome features of a proposal. Engaging in a developer's pre-application</p>	<p>FAL has made it clear in consultation materials that comments in response to the Stage 2 Consultation do not preclude a person's ability to later engage in the Examination process and submit further representations.</p>

<p>consultation including for example offering constructive mitigations to reduce a scheme's impact on the local community, does not per se undermine any submission on the principle of whether or not development consent should be granted."</p>	
<p>Para 17. "When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation."</p>	<p>Each document used during the Stage 2 Consultation made its status clear within the document.</p>
<p>Para 18. "Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties, by:</p>	<p>FAL chose to carry out two formal stages of pre-application consultation, an additional stage of geographically targeted consultation and continued engagement to ensure that the benefits listed in the guidance are achieved.</p>
<ul style="list-style-type: none"> • helping the applicant identify and resolve issues at the earliest stage, which can reduce the overall risk to the project further down the line as it becomes more difficult to make changes once an application has been submitted; 	<p>With regard to resolving issues, in addition to the consultation stages outlined in this report, FAL has operated a policy of offering to meet with local residents interested in the proposal to discuss their specific concerns.</p>
<ul style="list-style-type: none"> • enabling members of the public to influence proposed projects, feedback on potential options, and encouraging the community to help shape the proposal to maximise local benefits and minimise any downsides; 	<p>With regard to public influence, the Proposed Development has evolved after each stage of public consultation based on the feedback received. This is summarised in tables 5 (Stage 1 Consultation), table 14 (Stage 2 Consultation) and table 15 (Stage 2a Consultation) in the Consultation Report.</p>

<ul style="list-style-type: none"> • helping local people understand the potential nature and local impact of the proposed project, with the potential to dispel misapprehensions at an early stage; 	<p>With regard to helping local people understand the Proposed Development, in addition to the non-technical summary documents produced for each stage of consultation, FAL maintained a community contact centre with a Freephone helpline and email address. This enabled members of the community to contact the team directly with questions.</p>
<ul style="list-style-type: none"> • enabling applicants to obtain important information about the economic, social and environmental impacts of a scheme from consultees, which can help rule out unsuitable options; enabling potential mitigating measures to be considered and, if appropriate, built into the project before an application is submitted; 	<p>With regard to information, this was specifically sought (and received) from feedback during all stages of consultation.</p>
<ul style="list-style-type: none"> • and identifying ways in which the project could, without significant costs to promoters, support wider strategic or local objectives. 	<p>Chapter 16 of the Planning Statement (Document 7.1A) provides details of the significant benefits the Proposed Development will bring and how these contribute to supporting strategic, regional and local objectives.</p>
<p>Para 19. "...A thorough process can give the Secretary of State confidence that issues that will arise during the six months examination period have been identified, considered, and – as far as possible – that applicants have sought to reach agreement on those issues. Without adequate consultation, the subsequent application will not be accepted when it is submitted..."</p>	<p>FAL has sought to identify and address as many issues as possible before the submission of the DCO application.</p> <p>FAL has worked closely with key statutory consultees to reach agreement on as many areas as possible. Statements of Common Ground have been submitted with the application that reflect progress with the issues raised. These can be found in Volume 8 of the Application.</p>

	<p>All issues raised have been considered and, where appropriate, addressed or explained. These are detailed in Chapters 5, 10, 11, 12 and 14 of the Consultation Report.</p>
<p>Para 20. "Experience suggests that, to be of most value, consultation should be:</p> <ul style="list-style-type: none"> • based on accurate information that gives consultees a clear view of what is proposed including any options; • shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed; and • engaging and accessible in style, encouraging consultees to react and offer their views." 	<p>FAL's consultation materials have included non-technical summaries and newsletters in addition to detailed technical information, ensuring that a clear understanding of the proposals can be gained.</p> <p>The Stage 1 Consultation was held while the Proposed Development was still early in its development in order to allow feedback to influence the detailed proposal that were consulted on during the Stage 2 Consultation. At the Stage 2 and Stage 2a consultations, more detailed proposals were consulted on.</p> <p>The consultation materials have been prepared to be accessible, clear and relevant.</p>
<p>Para 21. "Applicants should satisfy themselves that they have complied with all statutory requirements and applicable guidance (including this guidance) so they can reasonably expect that their application will not be rejected on the grounds of inadequate consultation. Where an applicant has not been able to follow this guidance, they should provide comments setting out why this is the case, in the consultation report."</p>	<p>FAL has adhered to all relevant guidance and statutory requirements. The tables in this Appendix (A) are provided to demonstrate compliance with those statutory requirements and all applicable guidance.</p>

<p>Para 23. In brief, during the pre-application stage applicants are required to:</p> <ul style="list-style-type: none"> • notify the Secretary of State of the proposed application; 	<p>A copy of the notification of the Secretary of State pursuant to section 46 of the Act can be found in Appendix I of this report.</p>
<ul style="list-style-type: none"> • identify whether the project requires an environmental impact assessment; where it does, confirm that they will be submitting an environmental statement along with the application, or that they will be seeking a screening opinion ahead of submitting the application; 	<p>The WMI project requires an Environmental Impact Assessment. FAL confirmed to the Planning Inspectorate on 14 September 2016 pursuant to Regulation 6(1)(b) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2014 that it would be submitting an Environmental Statement with the Application. That confirmation was also contained in all of the statutory consultation notices. An Environmental Statement has been submitted as part of the application (Document 6.2).</p>
<ul style="list-style-type: none"> • produce a Statement of Community Consultation, in consultation with the relevant local authority or authorities, which describes how the applicant proposes to consult the local community about their project and then carry out consultation in accordance with that Statement; 	<p>Details of the SoCC, including consultation with the relevant local authorities, can be found in Chapter 7 of this report. A copy of the published SoCC is contained at Appendix K of this Report.</p> <p>FAL then carried out consultation in accordance with that agreed SoCC. Chapter 8 of the Consultation Report explains how that consultation was carried out.</p>
<ul style="list-style-type: none"> • make the Statement of Community Consultation available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land where the development is proposed, as required by section 47 of the Planning Act and Regulations; 	<p>Newspaper notifications pursuant to s47 of the Act were published on 21 June explaining when and where members of the public could inspect the SoCC.</p> <p>The SoCC was published on the WMI website.</p> <p>Printed copies were also available from 21 June at the following locations Brewood Library</p>

	(Newport Street, Brewood, Stafford, ST19 9DT), Penkrige Library (Bellbrook, Stafford, ST19 5DL) and South Staffordshire Council (Wolverhampton Road), Codsall, WV8 1PX.
<ul style="list-style-type: none"> identify and consult statutory consultees as required by section 42 of the Planning Act and Regulations; 	Statutory consultees were identified and consulted as part of both the Stage 1 and the Stage 2 consultations. The statutory consultation (s42) ran from 5 July 2017 to 30 August 2017. Details of the identification of, and consultation with, statutory consultees under section 42 of the Act can be found in Chapter 6 of the Consultation Report (Document 5.1).
<ul style="list-style-type: none"> publicise the proposed application in accordance with Regulations; 	Publicity under section 48 of the Act was completed through the publication of notices in the following publications: The Times (5 July 2017), London Gazette (5 July 2017), Birmingham Mail (5 July 2017), The Express and Star (5 July 2017), Staffordshire Newsletter (5 July 2017), Birmingham Mail (12 July 2017), The Express and Star (12 July 2017), Staffordshire Newsletter (12 July 2017). More details of publicity under section 48 of the Act can be found in Chapter 9 the Consultation Report.
<ul style="list-style-type: none"> set a deadline for consultation responses of not less than 28 days from the day after receipt/last publication; 	Consultation under section 42 and 47 of the Act, as well as publication under section 48, began on 5 July 2017. The deadline for responses was given as 30 August 2017 giving 57 days to provide response – well in excess of the statutory minimum.

<ul style="list-style-type: none"> • have regard to relevant responses to publicity and consultation; and 	<p>All responses were considered and responded to in this report. This consideration can be found in Chapter 10 for section 42 consultees, Chapter 11 for section 47 consultees and Chapter 12 for responses to publicity under section 48. It is not clear whether any of the responses were sent as a result of having seen the section 48 notice. That cannot be easily ascertained, unless a respondent had decided to express that they were responding specifically as a result of having seen the section 48 notice in the newspaper. No respondent specifically referred to the section 48 notice. Accordingly all comments have been considered in Chapters 10 and 11.</p>
<ul style="list-style-type: none"> • prepare a consultation report and submit it to the Secretary of State 	<p>This consultation report is submitted to the Planning Inspectorate as part of the Application.</p>
<p>Para 24. "... The aim should be to ensure that consultation is appropriate to the scale and nature of the project and where its impacts will be experienced."</p>	<p>Consultation has included the main villages near the Proposed Development who are most likely to experience potential impacts.</p> <p>Feedback was received during the Stage 1 Consultation that residents of Penkridge felt that the village should be directly notified of consultation by post. Following this feedback, Penkridge was included in an expanded 'consultation zone' for the Stage 2 Consultation within which all homes and businesses were contacted directly by first class post.</p> <p>In addition, other methods of promotion were used to make communities in the wider area aware of the Proposed Development. More details of how</p>

	the Stage 2 Consultation was promoted can be found in Chapter 8 of this report.
Para 25. "Consultation should be thorough, effective and proportionate... Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible."	<p>Information was made available through a range of different channels during the Stage 2 Consultation, more details of which can be found in Chapter 8 of this report.</p> <p>No specific requests were made by members of the public regarding how they received information about the Proposed Development. However, the project website allows people to register for updates. This group of registered users were contacted by email at the start of the Stage 2 Consultation.</p>
Who should be consulted?	
Para 26. "...In addition, applicants may also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be significantly affected by the project."	Details of the identification of additional consultees can be found in Chapter 6.
Statutory bodies and other relevant groups	
Para 27. "...In addition, there will be a range of national and other interest groups who could make an important contribution during consultation. Applicants are therefore encouraged to consult widely on project proposals."	Details of the identification consultees can be found in Chapter 6.
Para 28. "From time to time a body may cease to exist but, for legislative timetabling reasons, may still be listed as a statutory consultee. In such situations the Secretary of State will not expect strict compliance with the statutory requirements. ..."	Details of the identification consultees can be found in Chapter 6.

<p>Para 29. "...Technical expert input will often be needed in advance of formal compliance with the pre-application requirements."</p>	<p>FAL's project team has liaised with the key relevant technical stakeholders throughout the development of the scheme. This has included, but not exclusive to, Network Rail, Highways England, the Environment Agency, The Canal and Rivers Trust, South Staffordshire Council and Staffordshire County Council.</p>
<p>Consultation with Local Authorities on the Statement of Community Consultation</p>	
<p>Para 35. "...the applicant must consult on their Statement of Community Consultation with each local authority in whose area the proposed development is situated..."</p>	<p>A draft SoCC was submitted to South Staffordshire District Council and Staffordshire County Council (the relevant section 43(1) Local Authorities) on 10 May 2017. South Staffordshire District Council responded to the consultation on 9 June 2017 and Staffordshire County Council responded on 14 June 2017.</p>
<p>Para 36. "Even where it is intended that a development would take place within a single local authority area, it is possible that its impacts could be significantly wider than just that local authority's area - for example if the development was located close to a neighbouring authority. Where an applicant decides to consult people living in a wider area who could be affected by the project (e.g. through visual or environmental impacts, or through increased traffic flow), that intention should be reflected in the Statement of Community Consultation."</p>	<p>The WMI is situated within South Staffordshire Council and has limited potential impact outside of this local authority area. Adjacent local authorities, as set out in section 43 of the Act, were consulted on under section 42.</p> <p>In addition to the consultation zone identified in the SoCC, other methods of promotion were used to make communities in the wider area aware of the Proposed Development. More details of how Stage 2 consultation was promoted can be found in Chapter 8 of this report.</p>
<p>Para 41. "Where a local authority raises an issue or concern on the Statement of Community Consultation which the applicant feels unable to address, the applicant is advised to explain in their consultation report their</p>	<p>There were only very minor comments on the draft SoCC. These are explained in Chapter 7 of this report, including how FAL considered and responded to the local authorities' comments.</p>

<p>course of action to the Secretary of State when they submit their application.”</p>	
<p>Para 42. “Where a local authority decides that it does not wish to respond to a consultation request on the Statement of Community Consultation, the applicant should make reasonable efforts to ensure that all affected communities are consulted. If the applicant is unsure how to proceed, they are encouraged to seek advice from the Inspectorate...”</p>	<p>Responses were received from both relevant local authorities and those responses are contained in Chapter 7 of this report.</p>
<p>Local authorities as statutory consultees</p>	
<p>Para 43. “Local authorities are also themselves statutory consultees for any proposed major infrastructure project which is in or adjacent to their area. Applicants should engage with them as early as possible to ensure that the impacts of the development on the local area are understood and considered prior to the application being submitted to the Secretary of State.”</p>	<p>FAL’s project team have been in regular contact with representatives of the two local authorities within whose boundaries the proposals lie to discuss progress and request additional information as required.</p>
<p>Para 44. “Local authorities will be able to provide an informed opinion on a wide number of matters, including how the project relates to Local Plans ... It will be important that any concerns local authorities have on the practicality of enforcing a proposed Development Consent Order are raised at the earliest opportunity.”</p>	<p>The Draft Development Consent Order was included as part of Stage 2 Consultation in order for the local authorities to consider these matters. FAL has continued to engage with both local authorities on the content of the draft DCO.</p>
<p>Statements of Common Ground</p>	
<p>Para 47. “A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. A statement of common ground is useful to ensure</p>	<p>Statements of Common Ground have been submitted with the application that reflect progress with the issues raised. These can be found in Volume 8 of the Application.</p>

<p>that the evidence at the examination focuses on the material differences between the main parties.”</p>	
<p>Persons with an interest in land</p>	
<p>Para 49. “Applicants will also need to identify and consult people who own, occupy or have another interest in the land in question, or who could be affected by a project in such a way that they may be able to make a claim for compensation. This will give such parties early notice of projects, and an opportunity to express their views regarding them.”</p>	<p>The process for identifying PILs has been set out in Chapter 6 of this report. PILs were identified during this process and consulted with as part of the Stage 2 Consultation under section 42.</p> <p>In addition to consultation under section 42, discussions are on-going with a number of land owners affected by the proposals. An overview of these discussion can be found in Chapter 15. Further details on the status of land negotiations is contained in the Statement of Reasons (Document 4.1).</p>
<p>Para 50. “It is the applicant’s responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of Reference (which records and categorises those land interests) is up to date at the time of submission.”</p>	<p>It is FAL’s belief that the Book of Reference is fully up to date at the time of submission.</p>
<p>Para 51. “However, it is understood that land interests change over time and that new or additional interests may emerge after an applicant has concluded statutory consultation but just before an application is submitted. In such a situation, the applicant should provide a proportionate opportunity to any new person identified with a land interest to make their views known on the application...”</p>	<p>Section 15.2 of the Consultation Report (Document 5.1) provides a summary of the engagement with Persons with an Interest in the Land following the Stage 2 Consultation.</p>

<p>Para 52. "Applicants should explain in the consultation report how they have dealt with any new interests in land emerging after conclusion of their statutory consultation having regard to their duties to consult and take account of any responses."</p>	<p>Section 15.2 of the Consultation Report (Document 5.1) provides a summary of the engagement with Persons with an Interest in the Land following the Stage 2 Consultation.</p>
<p>Local communities</p>	
<p>Para 53. "Local people have a vital role to play at the pre application stage. People should have as much influence as is realistic and possible over decisions which shape their lives and communities. It is therefore critical that they are engaged with project proposals at an early stage. Because they live, work and socialise in the affected area, local people are particularly well placed to comment on what the impact of proposals on their local community might be; or what mitigating measures might be appropriate; or what other opportunities might exist for meeting the project's objectives."</p>	<p>FAL has sought to engage with the local community in a way in which feedback and input can have meaningful impacts on the proposals, while retaining the key principles of the WMI project.</p> <p>Potential benefits and impacts of the proposals, were set out during each stage of consultation. Mitigation measures in particular have been a key theme on Stage 2 Consultation.</p>
<p>Para 54. "In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultations in their area."</p>	<p>The consultation materials have been prepared to be accessible, clear and relevant.</p> <p>Consultation materials were made available online, at a number of 'information points' and at public exhibitions during both stages of consultation.</p>
<p>Para 55. "Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is</p>	<p>Newsletters were published as part of the Stage 1 and Stage 2 Consultations summarising the project proposals and the nature of</p>

<p>settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested. There may be cases where documents may need to be bilingual (for example, Welsh and English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.”</p>	<p>the consultations. These were supplemented by The Consultation Overview Document, published for the Stage 1 consultation and the Consultation Overview Report, published for the Stage 2 consultation, set out this information about the proposals at each stage.</p> <p>No requests for additional formats were received.</p>
<p>Para 56. “Applicants are required to set out in their Statement of Community Consultation how they propose to consult those living in the vicinity of the land. They are encouraged to consider consulting beyond this where they think doing so may provide more information on the impacts of their proposals (e.g. through visual impacts or increased traffic flow).”</p>	<p>Details of the development and publication of the SoCC can be found in Chapter 7 of this report.</p> <p>In addition to sending information directly to addresses within 3km of the proposed development, the consultation was promoted more widely using newspaper advertisements, press releases and writing to community representatives from a wider catchment than the 3km boundary.</p>
<p>Para 57. “The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be</p>	<p>A copy of the published SoCC can be found in Appendix Q; it included details of the public exhibitions and other consultation dates.</p> <p>The SoCC was published on the WMI website. Printed copies were</p>

<p>made available online, at any exhibitions or other events held by applicants. It should be placed at appropriate local deposit points (e.g. libraries, council offices) and sent to local community groups as appropriate.”</p>	<p>also available from 21 June 2017 at the following locations;</p> <ul style="list-style-type: none"> • Penkridge Library • Brewood Library • South Staffordshire Council Offices. <p>Copies of the SoCC were also available during Stage 2 public exhibitions. Details of when and where the SoCC could be inspected were published pursuant to section 47 of the Act. A copy of the section 47 notice is contained at Appendix R to this report.</p>																
<p>Para 58. “Applicants are required to publicise their proposed application under section 48 of the Planning Act and the Regulations and set out the detail of what this publicity must entail. This publicity is an integral part of the public consultation process. Where possible, the first of the two required local newspaper advertisements should coincide approximately with the beginning of the consultation with communities...”</p>	<p>Details of publicity pursuant to section 48 can be found in Chapter 9 of this report.</p> <p>Notices were placed in the following publications:</p> <table border="1" data-bbox="826 1086 1385 1525"> <thead> <tr> <th>Publication</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>The Times</td> <td>5 July 2017</td> </tr> <tr> <td>London Gazette</td> <td>5 July 2017</td> </tr> <tr> <td>Birmingham Mail</td> <td>5 July 2017</td> </tr> <tr> <td>The Express and Star</td> <td>5 July 2017</td> </tr> <tr> <td>Staffordshire Newsletter</td> <td>5 July 2017</td> </tr> <tr> <td>Birmingham Mail</td> <td>12 July 2017</td> </tr> <tr> <td>The Express and Star</td> <td>12 July 2017</td> </tr> </tbody> </table> <p>A copy of the published notice can be found in Appendix G.</p>	Publication	Date	The Times	5 July 2017	London Gazette	5 July 2017	Birmingham Mail	5 July 2017	The Express and Star	5 July 2017	Staffordshire Newsletter	5 July 2017	Birmingham Mail	12 July 2017	The Express and Star	12 July 2017
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<p>When should consultation take place and how much is enough?</p>																	
<p>Para 68. “To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time, consultees will need sufficient information on a project to be able</p>	<p>FAL has carried out three stages of consultation. The first stage of consultation was carried while the Proposed Development was at an early stage in its development (Stage 1). The second stage of consultation was carried on detailed draft proposals (Stage 2). A third stage of focused</p>																

<p>to recognise and understand the impacts.”</p>	<p>consultation was carried out on changes to the order limits following the statutory consultation (Stage 2a).</p>
<p>Para 69. “Applicants will often also require detailed technical advice from consultees and it is likely that their input will be of the greatest value if they are consulted when project proposals are fluid, followed up by confirmation of the approach as proposals become firmer. In principle, therefore, applicants should undertake initial consultation as soon as there is sufficient detail to allow consultees to understand the nature of the project properly.”</p>	<p>Stage 1 Consultation was carried out when enough information was available to make the scope and nature of the development clear to members of the community and other consultees.</p>
<p>Para 70. “To manage the tension between consulting early, but also having project proposals that are firm enough to enable consultees to comment, applicants are encouraged to consider an iterative, phased consultation consisting of two (or more) stages, especially for large projects with long development periods...”</p>	<p>FAL has carried out three stages of consultation. The first stage of consultation was carried while the Proposed Development was at an early stage in its development (Stage 1). The second stage of consultation was carried out on detailed draft proposals (Stage 2). A third stage of focused consultation was carried out on changes to the order limits following the statutory consultation (Stage 2a).</p>
<p>Para 71. “Where an iterative consultation is intended, it may be advisable for applicants to carry out the final stage of consultation with persons who have an interest in the land once they have worked up their project proposals in sufficient detail to identify affected land interests.”</p>	<p>Appropriate PILs have been included in all stages of consultation.</p>
<p>Para 72. “...Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project...”</p>	<p>Stage 1 consultation was carried out between 13 June 2016 and 24 July 2016, inclusive, a period of 42 days.</p> <p>Stage 2 consultation was carried out between 5 July 2017 and 30</p>

	<p>August 2017, inclusive, a period of 57 days. This is 29 more than the 28 day minimum required for statutory consultation and FAL believes this was a sufficient period for respondents to consider the available material and provide relevant responses.</p> <p>Stage 2a Consultation took place between Thursday 23 November 2017 and Tuesday 2 January 2018, a period of 41 days.</p>
<p>Para 73. "Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the project proposals have changed very substantially."</p>	<p>The Proposed Development has not changed substantially from those consulted on during Stage 2. However, focused consultation (Stage 2a) was carried out where proposed changes were made to the redline boundary.</p>
<p>Para 74. "Where a proposed application changes to such a large degree that the proposals could be considered a new application, the legitimacy of the consultation already carried out could be questioned. In such cases, applicants should undertake further re-consultation on the new proposals, and should supply consultees with sufficient information to enable them to understand the nature of the change and any likely significant impacts (but not necessarily the full suite of consultation documents), and allow at least 28 days for consultees to respond."</p>	<p>The Proposed Development has not changed substantially from those consulted on during Stage 2. However, focused consultation (Stage 2a) was carried out where proposed changes were made to the redline boundary.</p> <p>Stage 2a Consultation took place between Thursday 23 November 2017 and Tuesday 2 January 2018, a period of 41 days – 13 days more than the minimum 28 days.</p>
<p>Para 75. "If the application only changes to a small degree, or if the change only affects part of the development, then it is not necessary for an applicant to undertake a full re-consultation. Where a proposed application is amended in light of consultation</p>	<p>The application changed to a small degree following the Stage 2 Consultation. As such FAL undertook further geographically targeted consultation – Stage 2a which is detailed in Chapter 13 of the Consultation Report. As outlined in Chapter 13, all affected</p>

<p>responses then, unless those amendments materially change the application or materially changes its impacts, the amendments themselves should not trigger a need for further consultation. Instead, the applicant should ensure that all affected statutory consultees and local communities are informed of the changes.”</p>	<p>statutory consultees, PILS and local communities were informed of the changes.</p>
<p>Para 76. “In circumstances where a particular issue has arisen during the preapplication consultation, or where it is localised in nature, it may be appropriate to hold a non-statutory, targeted consultation...”</p>	<p>The application changed to a small degree following the Stage 2 Consultation. As such FAL undertook further geographically targeted consultation – Stage 2a which is detailed in Chapter 13 of the Consultation Report. As outlined in Chapter 13, all affected statutory consultees and local communities were informed of the changes.</p>
<p>Para 77. “Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultation is fair to all parties, applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.”</p>	<p>For Stage 2 the consultation zone extended approximately 3km / 1.9 miles from the site boundary, with extensions to ensure villages or groups of houses are wholly included. This boundary included the settlements communities who are most likely to experience any impact of the proposals. As mentioned above in response to paragraph 24, this included the village of Penkrige, as requested by some of the residents in response to the Stage 1 Consultation.</p>
<p>The consultation report and responding to consultees</p>	
<p>Para 78. “Applicants are required under section 37 of the Planning Act to produce a consultation report alongside their application, which details how they have complied with the consultation requirements set out in the Act.”</p>	<p>The Consultation Report fulfils the requirements under section 37 of the Act.</p>
<p>Para 80. “... the consultation report should:</p>	<p>A timeline is included in the introduction to the Consultation</p>

<ul style="list-style-type: none"> provide a general description of the consultation process undertaken, which can helpfully include a timeline; 	<p>Report (Chapter 2) and a general description of consultation undertaken is included in Chapters 5, 6, 7, 8 and 13.</p>
<ul style="list-style-type: none"> set out specifically what the applicant has done in compliance with the requirements of the Planning Act, relevant secondary legislation, this guidance, and any relevant policies, guidance or advice published by Government or the Inspectorate; 	<p>The tables in this Appendix (A) set out how FAL has complied with statutory requirements, the DCLG guidance and additional advice from the Planning Inspectorate.</p>
<ul style="list-style-type: none"> set out how the applicant has taken account of any response to consultation with local authorities on what should be in the applicant's statement of community consultation; 	<p>Details of the consultation with local authorities on the SoCC and subsequent consideration of their feedback is detailed in Chapter 7.</p>
<ul style="list-style-type: none"> set out a summary of relevant responses to consultation (but not a complete list of responses); 	<p>A summary of relevant responses received under section 42, 47 and 48 of the Act can be found in Chapters 10, 11 and 12.</p>
<ul style="list-style-type: none"> provide a description of how the application was informed and influenced by those responses, outlining any changes made as a result and showing how significant relevant responses will be addressed; 	<p>Chapters 10, 11 and 12 include details of how the Proposed Development has been influenced by the responses and those issues addressed where possible.</p>
<ul style="list-style-type: none"> provide an explanation as to why responses advising on major changes to a project were not followed, including advice from statutory consultees on impacts; 	<p>Chapters 10, 11 and 12 include details of why responses advising on major changes have not been followed.</p>
<ul style="list-style-type: none"> where the applicant has not followed the advice of the local authority or not complied with this guidance or any relevant Advice Note published by the Inspectorate, provide an 	<p>FAL has followed all advice from the local authorities and followed all relevant guidance.</p>

<p>explanation for the action taken or not taken; and</p>	
<ul style="list-style-type: none"> • be expressed in terms sufficient to enable the Secretary of State to understand fully how the consultation process has been undertaken and significant effects addressed. However, it need not include full technical explanations of these matters.” 	<p>A summary of how FAL has addressed any significant feedback is included in Chapter 16 of this report.</p>
<p>Para 81. “It is good practice that those who have contributed to the consultation are informed of the results of the consultation exercise; how the information received by applicants has been used to shape and influence the project; and how any outstanding issues will be addressed before an application is submitted to the Inspectorate.”</p>	<p>This Consultation Report summarises how feedback has influenced the final proposals. Details of the DCO submission were posted on the project website, directing members of the public to where it could be downloaded.</p>
<p>Para 82. “As with the consultation itself, it is likely that different audiences will require different levels of information. The local community may be particularly interested in what the collective view of the community is and how this has been taken into account. Consultees with highly technical interests may seek more detailed information on what impacts and risks have been identified, and how they are proposed to be mitigated or managed.”</p>	<p>The Executive Summary of this report sets out an outline of the key findings of the consultation and should serve as a useful summary for the local community.</p> <p>Liaison with consultees with a technical interest has continued following the completion of Stage 2 consultation.</p>
<p>Para 83. “The consultation report may not be the most appropriate format in which to respond to the points raised by various consultee groups and bodies. Applicants should therefore consider producing a summary note in plain English for the local community setting out headline findings and how they have been addressed, together with a link to the full</p>	<p>The Executive Summary of this report sets out an outline of the key findings of the consultation and should serve as a useful summary for the local community.</p>

<p>consultation report for those interested. If helpful, this could be supplemented by events in the local area.”</p>	
<p>Para 84. “A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual basis.”</p>	<p>The consideration of some responses detailed in Chapters 10, 11 and 12 of this report refer to more detailed sections of other technical documents submitted as part of this DCO. Where this is document and chapter, reference has been included to help stakeholders find the relevant information. In addition, non-technical responses have been included in this report. FAL has continued to liaise with relevant bodies where appropriate.</p>

The Planning Inspectorate – Advice

Advice note fourteen: Compiling the consultation report

Section	Response
Introduction	<p>This report includes:</p> <p>(a) details of the statutory consultation, publicity and community consultation activities undertaken under sections 42, 47 and 48 of the Act - please see Chapters 6, 7 and 8 respectively.</p> <p>The deadline for responses was 30 August 2017 for the statutory consultation.</p> <p>(b) A summary of the relevant responses received to section 42, 47 and 48 consultations are included in Chapters 9, 10 and 11.</p> <p>(c) The account taken of responses, as required by section 49(2) of the Act, are included alongside the summarised issues referred to in (b) above.</p>

	<p>The reporting and consideration of relevant responses to the statutory consultation form the bulk of this report, and demonstrate that FAL has given suitable consideration to the feedback received before the submission of its DCO application.</p> <p>This report also includes in Chapter 5 summary details of non-statutory consultation, "Stage 1 consultation", which was carried out on early draft proposals.</p> <p>FAL has adhered to all relevant statutory requirements, guidance and advice.</p>
<p>Format and content of the report</p>	
<p>Explanatory text</p>	<p>The Introduction, Chapter 2, sets out the background to the Proposed Development and consultation in a narrative manner so as set out the context for this document.</p>
<p>Consultation with the prescribed consultees (s42)</p>	<p>A full list of persons and bodies consulted pursuant to section 42 is included in Appendix C of the Consultation Report. The list of prescribed consultees follows the list in Schedule 1 to the Infrastructure Planning: Applications (Prescribed Forms and Procedure) Regulations 2009 (as amended).</p> <p>Appendix C of the Consultation Report contains three spreadsheets which detail the parties consulted pursuant to s42 of the Planning Act 2008 ("the Act") for the Stage 2 Consultation.</p> <p>The first spreadsheet in Appendix C contains consulted pursuant to s42(1)(a) of the Act (being those prescribed bodies under the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)). With regard to the "relevant statutory undertakers" listed under those regulations, Table 2 of PINS Advice Note 3 explains that relevant public gas transporters and relevant electricity licence holders are deemed statutory undertakers. The footnotes to these entries provide a link to Ofgem's published lists of electricity and gas licence holders. The footnote states that licences are not always restricted to a geographic area and states that PINS will take a precautionary approach and consult all licence holders whose licence cover Great Britain. FAL took the approach of reviewing the very long list of bodies and seeking to rule out those where the licence was limited geographically or where it</p>

	<p>appeared that the entity would not be relevant to WMI (e.g. operator of offshore wind farms). However, where it was not possible to discount an entity, they were included in the consultation list on a precautionary basis.</p> <p>The second spreadsheet in Appendix C details the local authorities consulted pursuant to s42(1)(b) of the Act (being those local authorities falling within s43 of the Act). During the Stage 2 Consultation, Stoke-on-Trent City Council was omitted to be consulted. FAL contacted Stoke-on-Trent City Council and a meeting was held by FAL on 28 November 2017 to explain the Proposed Development and ask for any feedback. The outcome of the meeting was that Stoke-on-Trent City Council did not consider the Proposed Development to be relevant to the authority and has not responded formally.</p> <p>The third spreadsheet in Appendix C details those parties consulted pursuant to s42(1)(d) of the Act (being those parties falling within the categories listed in s44 of the Act). This list contains the names of those persons FAL was able to identify through land referencing. Where there were unknown persons or unknown interests, FAL erected site notices explaining the section 42 consultation. Further information in respect of these notices is contained in Appendix D of the Consultation Report.”</p> <p>Details of consultation under section 42 can be found in Chapter 6 including a map identifying the relevant local authorities (pursuant to s43) and the process used to identify PILs. A separate list containing the s44 parties is included at Appendix C of the Consultation Report. This list contains all parties listed in the draft Book of Reference.</p>
<p>Statement of community consultation (SoCC) process (s47)</p>	<p>An overview of the process followed in consulting on and publishing the SoCC can be found in Chapter 7 of the Consultation Report.</p> <p>There have been no inconsistencies between the SoCC and the delivery of consultation under section 47.</p>
<p>Statutory publicity (s48)</p>	<p>A copy of the published section 48 notice has been included in Appendix G. The notice was published in the following publications on the following dates:</p>

	Publication	Date
	The Times	5 July 2017
	London Gazette	5 July 2017
	Birmingham Mail	5 July 2017
	The Express and Star	5 July 2017
	Staffordshire Newsletter	5 July 2017
	Birmingham Mail	12 July 2017
	The Express and Star	12 July 2017
	Staffordshire Newsletter	12 July 2017
	<p>The deadline for responses pursuant to the s48 notices was 30 August 2017.</p> <p>The notice was sent, along with other consultation materials, to section 42 consultees. A copy of the letter to section 42 consultees is included in Appendix F. Section 42 consultees were sent the following material:</p> <ul style="list-style-type: none"> • A copy of the section 48 notice. • A newsletter which asked specific questions regarding the Proposed Development. 	
Non-statutory 'informal' consultation	A summary of the non-statutory Stage 1 on the WMI project has been included in Chapter 5. A full report on Stage 1 consultation was published during Stage 2 consultation; this Interim Consultation Report has been included as part of the Stage 2 Consultation documents contained in Appendix H.	
Dealing with statutory consultation responses	A summary of the responses received under each strand of consultation are included in this report (Chapters 10, 11 and 12) following the "issues led" approach outlined in guidance. A minor variation in the format from that in schedule in Annex A of the guidance has been used. The variations are explained before each summary of responses.	

Appendix B: Stage 1 Consultation: Consultation documents and materials

Appendix B – Contents

1. Stage 1 Consultation Strategy
2. Stage 1 Consultation – Illustrative Masterplan Options
3. Stage 1 Consultation – Newsletter
4. Stage 1 Consultation – Consultation Overview Document
5. Stage 1 Consultation – Feedback Form
6. Stage 1 Consultation – Statutory consultee list
7. Stage 1 Consultation – Letter to statutory consultees
8. Stage 1 Consultation – Letter to persons with an interest in land
9. Stage 1 Consultation – Site notices including maps of locations
10. Stage 1 Consultation – List of elected representatives contacted
11. Stage 1 Consultation – Letter to elected representatives
12. Stage 1 Consultation – Newspaper adverts
13. Stage 1 Consultation – Press release
14. Stage 1 Consultation – Poster

1. Stage 1 Consultation Strategy

Consultation Strategy

Stage 1 Consultation

June 2016



West Midlands
Interchange

Four Ashes Ltd

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1. Introduction

The West Midlands Interchange is a proposal for a Strategic Rail Freight Interchange (SRFI) with warehousing and other associated development that would be built on land west of Junction 12 of the M6 at Four Ashes in South Staffordshire.

The West Midlands Interchange would be linked directly to the West Coast Mainline, one of the country's principal freight routes, and will be well placed to serve South Staffordshire, the Black Country and the West Midlands.

When built, it would provide around 800,000 square metres of new rail served warehousing and room for the region's important logistics industry to grow. These proposals would create up to 8,500 new jobs.

Four Ashes Limited (FAL) is bringing forward this proposal, which needs to be granted a Development Consent Order (DCO) by the Secretary of State for Transport before it can be built.

It will be approximately 18 months before we can apply for development consent to build the West Midlands Interchange. Before then we need to talk to local communities, residents and businesses to ensure we can make our proposal the best it can be.

This document sets out how we will consult with the community during the first of our two stages of consultation. Stage 1 Consultation will focus on early stage proposals for the project, before we develop more detailed proposals for Stage 2 Consultation in early 2017.

More information on this will be available in the consultation documents themselves.

When	What
Monday 13 June to Sunday 24 July 2016	Stage 1 (Non-Statutory) Consultation: Early stage proposals
Early 2017	Stage 2 (Statutory) Consultation: Detailed proposals
September 2017	Application for a DCO submitted
January to June 2018	Examination process
January 2019	Decision from Secretary of State expected
<i>The dates for Stage 1 (Non Statutory) Consultation are fixed. All other dates set out above are indicative only. FAL hopes to achieve these timescales but will ensure that its proposals are as good as possible before submitting an application for a DCO. The timescales for examination and decision by the Secretary of State are fixed once the process begins.</i>	

2. Project background

2.1 Why do we need the West Midlands Interchange?

A SRFI is something that has been long identified as essential for the future prosperity of the West Midlands region. The region's trunk roads are already congested, the West Midlands' strong manufacturing and logistics industrial base is growing and there is a shortage of suitable quality development land for large scale rail served logistics warehousing. Without fast, reliable transport links the region may not be able to take full advantage of the global business and investment opportunities predicted in the future.

The Government's policy is to encourage the shift of goods from road to rail to help reduce carbon emissions and provide economic benefits. It believes a network of strategic rail freight interchanges across the UK will help realise its vision. Rail freight produces 70% less CO₂ than road freight, up to 15 times less nitrogen oxide emissions and nearly 10 times less particulates, as well as de-congestion benefits.

2.2 Where do you propose to build it?

Following extensive research with a number of regional partners over many years, we have selected a site in the region of 260 hectares next to a branch of the West Coast Main Line, south west of where the A5 meets the M6 at junction 12.

2.3 Why this location?

This area was identified as one of the best locations in the West Midlands for an SRFI as early as 2007. The proposed location is considered uniquely suited to meet the need for a large scale SRFI in this part of the country because:

- it is located on a branch of the West Coast Main Line and where the M6, the A5 trunk road and the A449 trunk road come together;
- it is large enough to accommodate a SRFI and to achieve the critical mass required to attract frequent train movements and operators;
- it meets specific pressing local needs for modern rail served distribution facilities in the north western part of the West Midlands, particularly Staffordshire and the Black Country where there is a strong manufacturing base and automotive and aerospace industries; and/
- it offers businesses proximity to markets particularly where product is perishable.

2.4 Who is behind the scheme?

Four Ashes Limited is led by Kilbride Holdings, a company specialising in rail infrastructure to serve business and industry. Kilbride Holdings has developed projects for Jaguar Land Rover in Halewood and Castle Bromwich. Kilbride Holdings is one of three partners in Four Ashes Limited, along with privately owned international property group Grosvenor Group and Piers Monckton, who is the primary landowner.

The partners of Four Ashes Limited are committed to delivering a rail served development which will bring significant sustainable social and economic benefits to South Staffordshire, the Black Country

and the wider region, through responsible design and by taking into account community interests and environmental considerations.

2.5 Regional benefits

The WMI project would boost the West Midlands economy by:

- strengthening the logistics and freight industry and its supply chain, thereby offering new opportunities for the efficient movement of goods for local businesses
- connecting key local markets with ports and a national network of rail served distribution centres
- unlocking wider commercial opportunities by bringing the prospect of high quality rail freight connections to the region
- encouraging inward investment to the region.

The WMI project would create a broad range of well-paid and skilled new jobs across the West Midlands, as well as opportunities for lower skilled employment by:

- creating up to 8,500 jobs in South Staffordshire and the Black Country
- securing existing manufacturing, logistics and freight jobs in the region
- generating additional jobs across a broad spectrum of business sectors
- strengthening businesses and boosting prosperity in the region.

The WMI project would promote regional sustainability by:

- connecting the national road and rail freight networks to Staffordshire and the north of Birmingham
- making freight distribution more cost-effective and productive
- removing HGV journeys from the M6 and the strategic road network, thereby saving carbon, easing congestion and increasing safety
- improving resilience to meet 21st century market demands.

3. Process

3.1 Planning Act 2008

The Planning Act 2008 as amended ('the Act') sets out a planning process for projects considered to be 'Nationally Significant Infrastructure Projects' (NSIPs).

In view of their national importance, the NSIP classification covers developments such as energy generating stations of a certain size, new highways, new gas and overhead electric lines, as well as a range of other infrastructure projects. To be considered an NSIP, a Rail Freight Interchange must be over 60 hectares in size and have the capacity to handle four or more goods trains a day. The West Midlands Interchange proposal is in the region of 260 hectares with the capacity to handle approximately 10 goods trains per day.

The planning process for NSIPs is different to that for most planning applications. Instead of applying for planning permission from the appropriate council covering the site, we will have to apply to the Planning Inspectorate for development consent. The Planning Inspectorate will examine our application before recommending to the Secretary of State (for Transport in this case) whether the proposals should receive consent. The Secretary of State then makes the final decision.

Before we submit an application for development consent, we will be carrying out detailed pre-application consultation.

3.2 Pre-application consultation

Projects applying for development consent under the Act have to carry out pre-application consultation that fulfil certain requirements before they can be accepted for examination by the Planning Inspectorate. In addition to consulting various statutory bodies and people whose land may be affected, the Act sets out how the community should be consulted.

We propose to consult on our proposal this summer while it is at an early stage in its development (Stage 1) before we bring forward more detailed proposals early next year for Stage 2 Consultation. Stage 1 Consultation will be non-statutory consultation, in that it is not being carried out to fulfil the requirements of the Act.

Stage 2 will be 'statutory consultation', which is required to fulfil the requirements identified in the Act. How we intend to consult with the community during Stage 2 will be published in a 'Statement of Community Consultation' before the start of consultation.

4. Stage 1 Consultation

4.1 Consultation period

Stage 1 Consultation on the West Midlands Interchange will run from Monday 13 June 2016 to midnight on Sunday 24 July 2016.

4.2 Who we are consulting

During Stage 1 Consultation we are consulting with the local community, residents and businesses located in the immediate area of the site, and with the general public. Those living or working within an identified 'consultation zone', and those who have registered for updates, will receive information by direct mail. The consultation zone extends approximately 2km from an indicative site boundary, with small extensions to ensure villages or groups of houses are wholly included. A map of this consultation zone can be found in Appendix 1.

We will also be writing to the Parish Councils, councillors and Members of Parliament who represent the area.

At the same time as consulting with the community, we will be consulting with landowners, statutory consultees and local authorities.

4.3 Consultation documents

- Newsletter –it covers the project in outline and the Stage 1 Consultation process, as well as directing people to where more information can be found and details of public exhibitions. Included with this newsletter are two layout options for the West Midlands Interchange that we are consulting on.
- Consultation Overview Document –this is the primary consultation document for Stage 1. It will contain:
 - Background to the project
 - Preliminary proposals
 - Information about potential benefits, effects and impacts of the proposals.
- Environmental Report – a technical document setting out early environmental considerations and information about the proposals.
- Transport Technical Note – a technical document setting out early transport considerations and preliminary proposals.
- Feedback Form – to help collect people's views during the consultation process. The form will guide feedback on a number of issues which we are specifically interested in at this stage of the project's development, but there will also be dedicated space to make any additional comments. The feedback form will be available as a printed version but also online at our project website.

Note: We will accept and consider all written feedback received during the consultation period whether or not it has been provided using the feedback form.

4.4 Information availability

In order to make our consultation easily accessible, information during consultation will be available through a number of channels.

Copies of the Newsletter and Feedback Form will be sent to all residential and business addresses identified by the Royal Mail within the consultation zone, and to those who have registered for updates.

More information about the proposals is available:

- online at the project website www.westmidlandsinterchange.co.uk
- at public exhibitions
- by post - we will send a copy of the Consultation Overview Document, which contains more information about the project, free of charge on request
- at local information points – during their normal opening hours, copies of all consultation documents can be viewed at:

Location	Address
Brewood Library	Newport Street, Brewood, Stafford, ST19 9DT
Penkridge Library	Bellbrook, Stafford, ST19 5DL
South Staffordshire Council	Wolverhampton Road, Codsall WV8 1PX

4.5 Public exhibitions

During Stage 1 Consultation we will hold three public exhibitions. These will be held early in the consultation period to allow people to discuss specific issues with the project team and have time to fully consider their responses.

A range of times and locations have been selected to increase the number of opportunities for people to attend an event.

Date	Time	Location
Thursday, 30 June 2016	2pm to 7pm	The Haling Dene Centre , Cannock Road, Penkridge, Stafford, ST19 5DT
Friday, 8 July 2016	3pm to 8pm	Coven Memorial Hall , Brewood Road, Coven, WV9 5DL
Saturday, 9 July 2016	10am to 2pm	Calf Heath Village Hall , Straight Mile, Calf Heath, Wolverhampton, WV10 7DW

4.6 Promotion

We will use a range of communication channels to promote the consultation period, access to information and the public exhibitions. These will be timed to promote consultation just before and at the start of the consultation period, to ensure that people hear about it in good time and to promote the consultation deadline.

- **Direct mail** – a copy of our Newsletter and Feedback Form will be sent by first class Royal Mail to residents and businesses within the consultation zone set out in Appendix 1.

- **Newspaper advertisement** – quarter page colour adverts will be placed in the Express and Star, and Birmingham Mail during the first week of the consultation to promote the public exhibitions.
- **Press releases** – will be issued to a number of regional media outlets to seek coverage at the start and end of consultation.
- **Posters** – will be available on request to any business, Parish Council or other interested body who would like to use them to help promote the consultation.

4.7 How to give us your views

Feedback can be sent to us through any of the channels below. The deadline for responding is midnight on Sunday 24 July 2016. Responses received after this date may not be considered as part of the responses to Stage 1 Consultation.

- Online Feedback Form – can be completed on our project website www.westmidlandsinterchange.co.uk
- Email – you can email us your feedback via contactus@communityrelations.co.uk
- Freepost – the Feedback Form, or any other feedback, can be posted to the freepost address below. If using this freepost address please write it exactly as shown, on a single line, otherwise it may not be delivered.
FREEPOST WMI

5. ‘Hard to Reach’ groups

In conjunction with South Staffordshire Council and Staffordshire County Council, we have identified a range of ‘hard to reach’ groups specifically related to the consultation zone.

In order to ensure that ‘hard to reach’ groups are encouraged to get involved in Stage 1 Consultation, we will prepare materials to be accessible, clear and relevant. We will also make sure that:

- The Newsletter and Consultation Overview Document are as clear and concise as possible.
- The freepost address and freephone number are prominent on all published material.
- The Newsletter and Consultation Overview Document are available in alternative forms on request (e.g. large print, Braille, languages other than English).
- Exhibitions are held at times and places that are convenient and as accessible to as many people as possible. Anyone requiring special requirements to attend an event will be invited to contact us via the communications channels identified on advertising materials.
- Press releases are issued to relevant local publications.
- Advertisements are placed in local publications.
- Information is sent directly to people’s addresses within the consultation zone.
- Representatives of ‘hard to reach’ groups are sent copies of the Newsletter.

6. Next steps

6.1 Feedback

The project team will review and consider all the feedback it receives during Stage 1 Consultation. The findings of Stage 1 Consultation, along with details of how we have used the information received in the evolution of the project design, will be published in an Interim Consultation Report, which will be one of the documents included in Stage 2 Consultation.

6.2 Stage 2 Consultation

We plan to carry out Stage 2 Consultation in early 2017 on the detailed project proposal.

In advance of consultation, we will prepare a draft Statement of Community Consultation which will set out how we intend to consult, and seek comments on it from South Staffordshire Council and Staffordshire County Council before it is published on our website and promoted.

7. Contact us

To contact the community relations team, please use the details below.

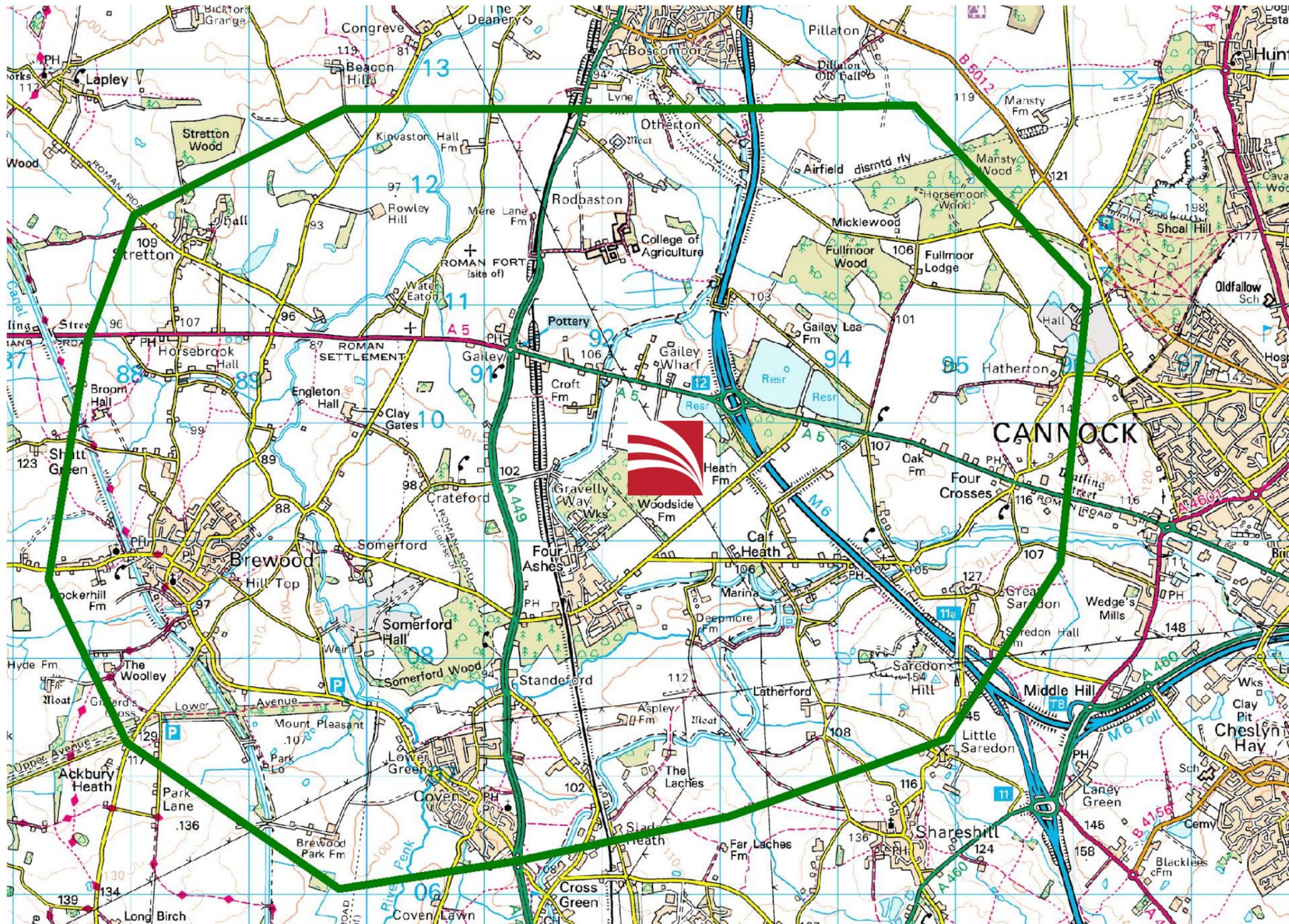
Freephone: 0800 377 7345

Post: FREEPOST WMI

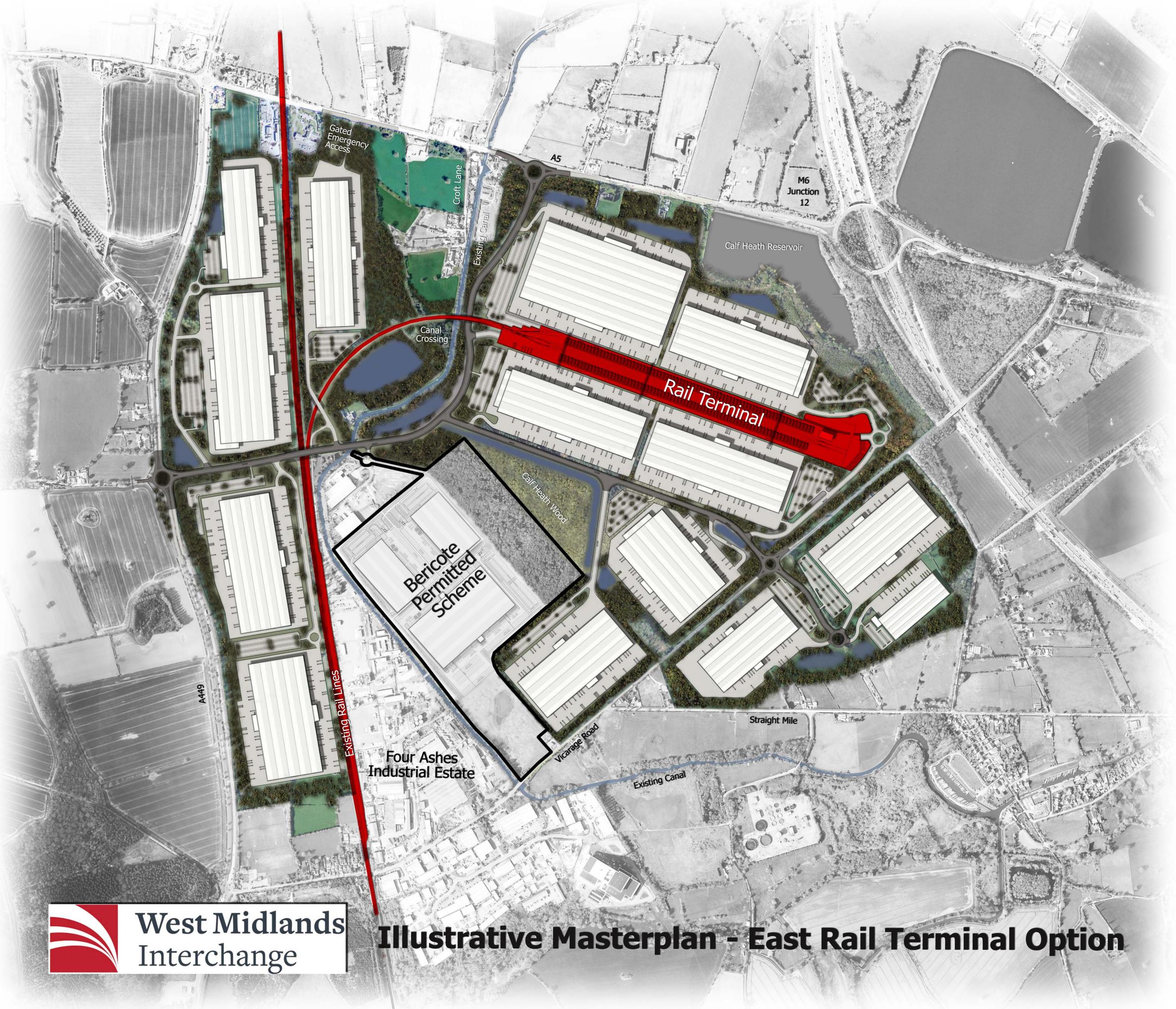
Email: contactus@communityrelations.co.uk

Website: www.westmidlandsinterchange.co.uk/contact-us

Appendix 1: Consultation Zone



2. Stage 1 Consultation – Illustrative Masterplan Options



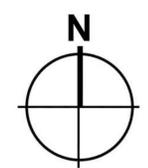
Key

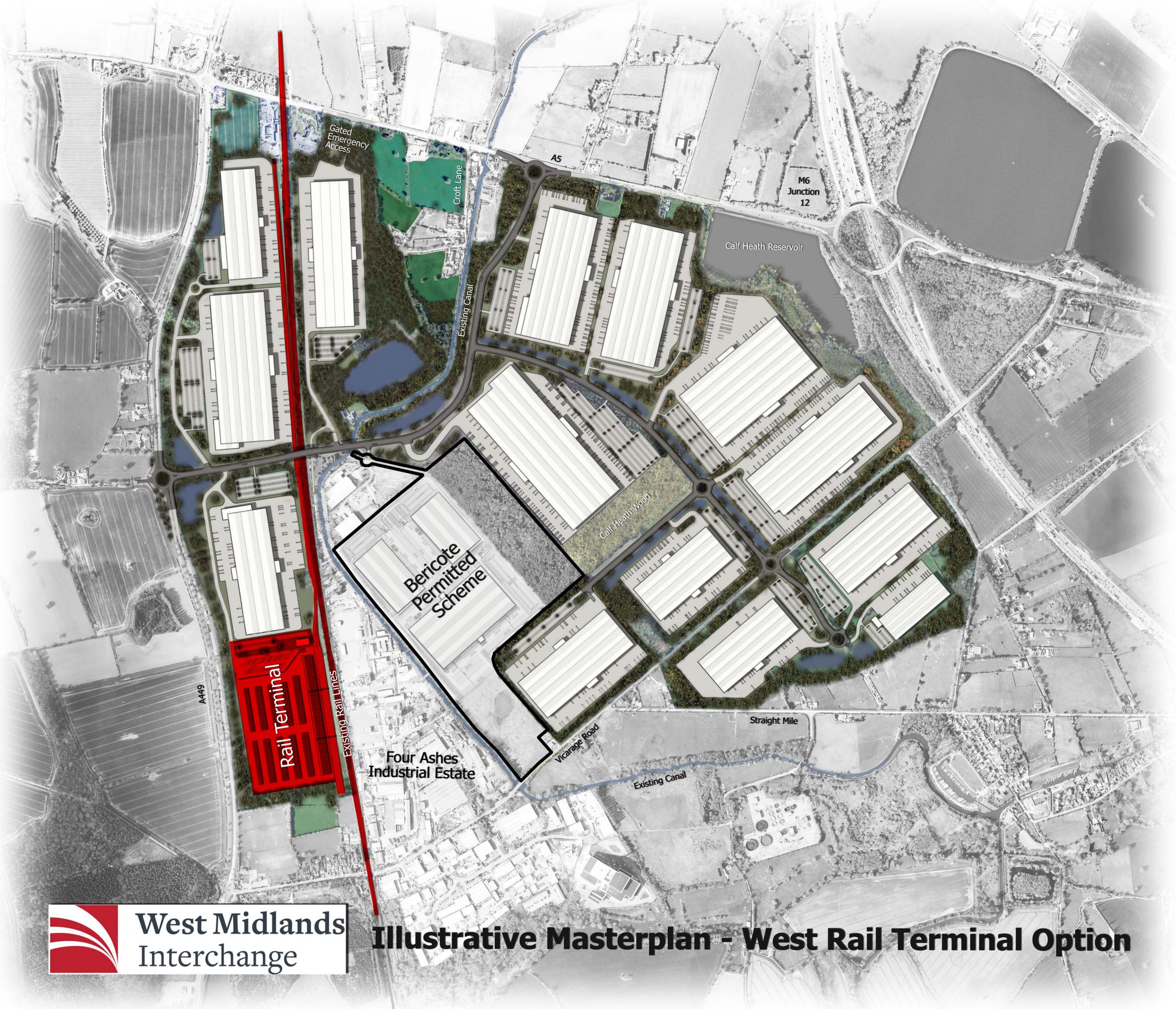
-  Existing Canal
-  Existing landscape retained
-  Proposed water attenuation lagoons & swales
-  Proposed New Landscape
-  Rail Infrastructure
-  Road Infrastructure

These plans show potential layouts for the West Midlands Interchange including rail terminal locations and new road and rail infrastructure.

The layout is illustrative only and elements will change as the proposals are developed. More detailed proposals will be consulted on during the next stage of consultation.

0m 50m 100m 200m 500m



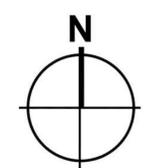
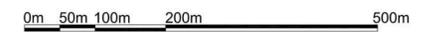


Key

-  Existing Canal
-  Existing landscape retained
-  Proposed water attenuation lagoons & swales
-  Proposed New Landscape
-  Rail Infrastructure
-  Road Infrastructure

These plans show potential layouts for the West Midlands Interchange including rail terminal locations and new road and rail infrastructure.

The layout is illustrative only and elements will change as the proposals are developed. More detailed proposals will be consulted on during the next stage of consultation.



3. Stage 1 Consultation – Newsletter



The Davenport International Rail Freight Terminal; a modern SFRI

Stage 1 Consultation

The West Midlands Interchange is a proposed Strategic Rail Freight Interchange immediately west of Junction 12 of the M6 in South Staffordshire.

The project is being proposed by Four Ashes Limited (FAL). We would like to hear your views on our proposals at this early stage. After this first stage of consultation, we will review the feedback we have received and develop more detailed proposals, which we plan to consult on in early 2017.

This newsletter includes a short overview of the project, as well as details of where you can find out more information and how to tell us what you think.

Stage 1 (Non-Statutory) Consultation runs from Monday 13 June 2016 to Sunday 24 July 2016

Stage 2 (Statutory) Consultation will be held in early 2017

About the project

A Strategic Rail Freight Interchange (SFRI) is a large distribution park linked into the strategic rail and road system, capable of accommodating warehouses for the storage, processing and movement of goods for manufacturers, retailers and consumers.

The current proposals for the West Midlands Interchange include:

- an **intermodal rail freight terminal with connections to the West Coast Main Line (WCML)**, accommodating approximately 10 trains per day including container storage and associated HGV parking;
- around **800,000 square metres of rail served warehousing and associated service buildings** and may also include some manufacturing and processing activities;
- **new road infrastructure** and works to the existing road infrastructure;
- a **new junction on the A5** that will be the main road access into the site.

Central to the proposals is a Landscape and Green Infrastructure Strategy (LGIS) for the site. This will include best practice landscape design and community woodland, as well its future management.

Key benefits

The WMI project would boost the West Midlands economy by:

- strengthening the logistics and freight industry and its supply chain, thereby offering new opportunities for the efficient movement of goods for local businesses
- connecting key local markets with ports and a national network of rail served distribution centres
- unlocking wider commercial opportunities by bringing the prospect of high quality rail freight connections to the region
- encouraging inward investment to the region.

The WMI project would create a broad range of well-paid and skilled new jobs across the West Midlands, as well as opportunities for lower skilled employment by:

- creating up to 8,500 jobs in South Staffordshire and the Black Country
- securing existing manufacturing, logistics and freight jobs in the region
- generating additional jobs across a broad spectrum of business sectors
- strengthening businesses and boosting prosperity in the region.

About us

FAL is led by Kilbride Holdings, a company specialising in rail infrastructure to serve business and industry. Kilbride Holdings has developed projects for Jaguar Land Rover in Halewood and Castle Bromwich. Kilbride Holdings is one of three partners in FAL, along with privately owned international property group, Grosvenor Group, and Piers Monckton, who is the primary landowner.

Mission statement

The partners of FAL are committed to delivering a rail served development which will bring significant sustainable social and economic benefits to South Staffordshire, the Black Country and the wider region, through responsible design and by taking into account community interests and environmental considerations.

The WMI project would promote regional sustainability by:

- connecting the national road and rail freight networks to Staffordshire and the north and west of Birmingham
- making freight distribution more cost-effective and productive
- removing HGV journeys from the M6 and the strategic road network, thereby saving carbon, easing congestion and increasing safety
- improving resilience to meet 21st century market demands.

What we are consulting on

During Stage 1 Consultation, we would particularly like to hear your views on the following topics to help us refine our proposals:

- Local information, issues and concerns
- Two layout options
- Any other thoughts or feedback you have about the project.



Example of warehousing



Example of a rail freight terminal

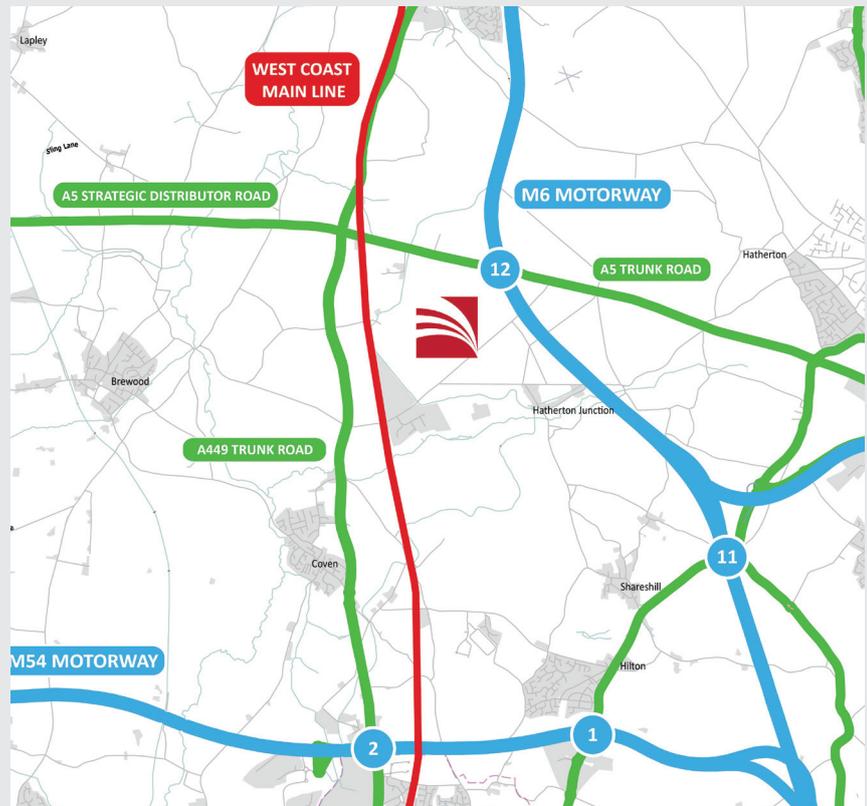
Location

The proposed location is considered uniquely suited to meet the need for a SRFI in the area and the growing demand for rail-served warehousing serving South Staffordshire, the Black Country and the West Midlands. Independent research has shown that this should be treated as a priority.

FAL looked at many sites in the West Midlands area. The WMI site at Four Ashes was chosen because:

- the site can accommodate the most up to date trains allowed on the network, maximising efficiency
- the site is located on a branch of the WCML, has access from both directions of travel and the capacity for additional freight trains
- this section of rail line has two tracks, as opposed to the four-track main section of the WCML through Rugeley to the east. This makes it easier to connect to a SRFI, avoiding the need for a complex rail junction

- the M6 is one of the busiest roads for freight in the UK. The WMI location is where the M6, the A5 trunk road, the A449 trunk road and the Strategic Freight Network for Rail meet, providing a unique opportunity to move goods between road and rail
- the site is large enough to accommodate a SRFI and achieve the critical mass required for success.



Next steps

After the consultation, feedback will be analysed and reviewed by FAL while further developing our proposals. A report on the feedback and how it has shaped the project design will be published with detailed proposals during our Stage 2 Consultation in early 2017. Stage 2 Consultation will be 'statutory' consultation as set out by the Planning Act 2008.

Due to its national significance, the West Midlands Interchange will require a specific type of planning permission known as a Development Consent

Order (DCO) from the Secretary of State for Transport, instead of planning permission from the local planning authority. We hope to submit an application for a DCO in autumn 2017 and if it is accepted, the application will be examined by the Planning Inspectorate. During this stage, people who have registered to have their say will be invited to participate in the examination process. When the examination is complete, there will be a further six months before a decision is made by the Secretary of State, which is likely to be in early 2019.

Where to find out more

More information about the proposals can be found:

- **Online** at the project website
www.westmidlandsinterchange.co.uk
- **At public exhibitions** during the consultation period
- **By post** - we will send a copy of the Consultation Overview Document, which contains more information about the project, free of charge on request
- **At local information points** - during their normal opening hours, copies of all consultation documents can be viewed at:
 - Brewood Library, Newport Street, Brewood, Stafford, ST19 9DT
 - Penkridge Library, Bellbrook, Stafford, ST19 5DL
 - South Staffordshire Council offices, Wolverhampton Road, Codsall WV8 1PX

How to tell us your views

Feedback can be sent to us through any of the channels listed below. The deadline for responding is midnight on Sunday 24 July 2016. Responses received after this date may not be considered as part of Stage 1 consultation.

- **Online feedback form** – can be completed on our project website
www.westmidlandsinterchange.co.uk
- **Email** – you can email us your feedback via
contactus@communityrelations.co.uk
- **Freepost** – the feedback form, or any other feedback, can be posted to the freepost address below. If using this freepost address please write it exactly as shown, on a single line, otherwise it may not be delivered.

Come to an exhibition

We are holding three public exhibitions during the consultation and the project team will be on hand to talk through the project and answer any questions you may have.

- **Thursday, 30 June 2016**

2pm to 7pm

The Haling Dene Centre

Cannock Road,
Penkridge,
Stafford,
ST19 5DT

- **Friday, 8 July 2016**

3pm to 8pm

Coven Memorial Hall

Brewood Road,
Coven,
WV9 5DL

- **Saturday, 9 July 2016**

10am to 2pm

Calf Heath Village Hall

Straight Mile,
Calf Heath,
Wolverhampton,
WV10 7DW

4. Stage 1 Consultation – Consultation Overview Document

Consultation Overview Document

Stage 1 Consultation

June 2016



West Midlands
Interchange

Four Ashes Ltd

West Midlands Interchange

Consultation Overview Document

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1. Introduction

- 1.1. This is an Overview Document. It has been prepared by Four Ashes Limited to explain our emerging proposals for a Strategic Rail Freight Interchange (SRFI), called the West Midlands Interchange (WMI), near to junction 12 of the M6 at Four Ashes in South Staffordshire.
- 1.2. The West Midlands Interchange project was formally launched in April 2016 and we expect to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate (PINS) in autumn 2017, once we have had an opportunity to thoroughly discuss the proposals with the local community and key stakeholders.
- 1.3. The proposals are still being developed and the technical information which forms the basis for this document is still 'work in progress'. That is deliberate – we want to consult at this initial stage, so that we can hear people's views before developing our proposals further. Some of the information will almost certainly change as the process of preparing our application continues, but the relevant information that we have prepared so far is available in preliminary draft and can be viewed via the project website www.westmidlandsinterchange.co.uk. Copies of the draft Environmental Report and Transport Statement will also be located in local libraries and other locations – see Section 4 of this report for more information about these reports, and Section 5 of this report for consultation details .
- 1.4. In this document you will find a background to the project; an explanation of what an SRFI development includes and why we have chosen this particular location; a summary of the policies and guidance which have helped to shape the proposals so far; details on the proposed site; a description of the current draft layout proposals; explanation of the anticipated benefits, effects and impacts of the proposals, including environmental information about the site and details on the consultation being undertaken.
- 1.5. We would particularly like you to tell us what you think about specific topics relating to our proposals and these are highlighted in this document. We also invite your comments about the project in general.

Mission Statement

The partners of Four Ashes Limited are committed to delivering a rail served development which will bring significant sustainable social and economic benefits to South Staffordshire, the Black Country and the wider region, through responsible design and by taking into account community interests and environmental considerations.

- 1.6. Four Ashes Limited is led by Kilbride Holdings, a company specialising in rail infrastructure to serve business and industry. Kilbride Holdings has developed projects for Jaguar Land Rover in Halewood and Castle Bromwich. Kilbride Holdings is one of three partners in Four Ashes Limited, along with privately owned international property group, Grosvenor Group and Piers Monckton, who is the primary landowner.

2. Background to the Project

What is a Strategic Rail Freight Interchange?

- 2.1. A Strategic Rail Freight Interchange (SRFI) is a large distribution park linked into both the rail and strategic road system, capable of accommodating the large warehouses necessary for the storage, processing and movement of goods for manufacturers, retailers and end consumers, and served by high quality rail and road connections to maximise efficiency and sustainability.
- 2.2. Warehouses served by the SRFI store goods to be collected or sent to their next stop on the supply chain. Others goods are delivered in bulk and broken down for individual consignment to stores etc. A SRFI may also allow for goods to be processed or packaged onsite before being moved again. SRFIs are similar in function to a regional distribution centre (RDC) or national distribution centre (NDC) in the logistics sector, but with the added benefit of the ability to move goods by rail.
- 2.3. An SRFI functions as part of the logistics network, allowing goods to be transferred between businesses and from businesses to customers in a fast and efficient way. The key advantage of a SRFI is the use of rail to move goods across the country and internationally. This brings a number of significant benefits, which are explained in this document.
- 2.4. At the heart of the SRFI development is the rail terminal, which is available to occupiers of the warehouse buildings but also to local, sub-regional and regional manufacturers and suppliers for both sending and receiving goods. In this way, the project can also benefit businesses and customers in the region without them having to take premises in the development.
- 2.5. The aim of a SRFI is to optimise the use of rail in the freight journey by maximising the distances using rail and minimising elements of the secondary distribution leg by road.

Why is the West Midlands Interchange needed?

- 2.6. Rail freight is playing an increasingly significant role in logistics, meeting the changing needs of the logistics industry. SRFIs can provide the logistics support which allows: retailers to keep their shelves stocked, the different components in automotive production to be collected; and also enables e-commerce businesses to deliver goods to millions of people's front doors in ever reducing timescales.

- 2.7. For rail to play its full part in the distribution of goods, the country needs a network of SRFIs.
- 2.8. A SRFI is something that has been long identified as important to the future prosperity of the West Midlands region. The region’s motorways and trunk roads are already busy and the West Midlands’ strong manufacturing and logistics industrial base is growing. Yet only a very small percentage of goods are moved by rail as there is an acute shortage of suitable quality development land for large scale rail-served logistics warehousing. Without fast, reliable transport links the region may not be able to take full advantage of its strategic location in the country or the global business and investment opportunities predicted in the future.
- 2.9. Figure 1 below shows the location of rail freight interchanges. It identifies a significant gap in the network to the north and west of the West Midlands conurbation.

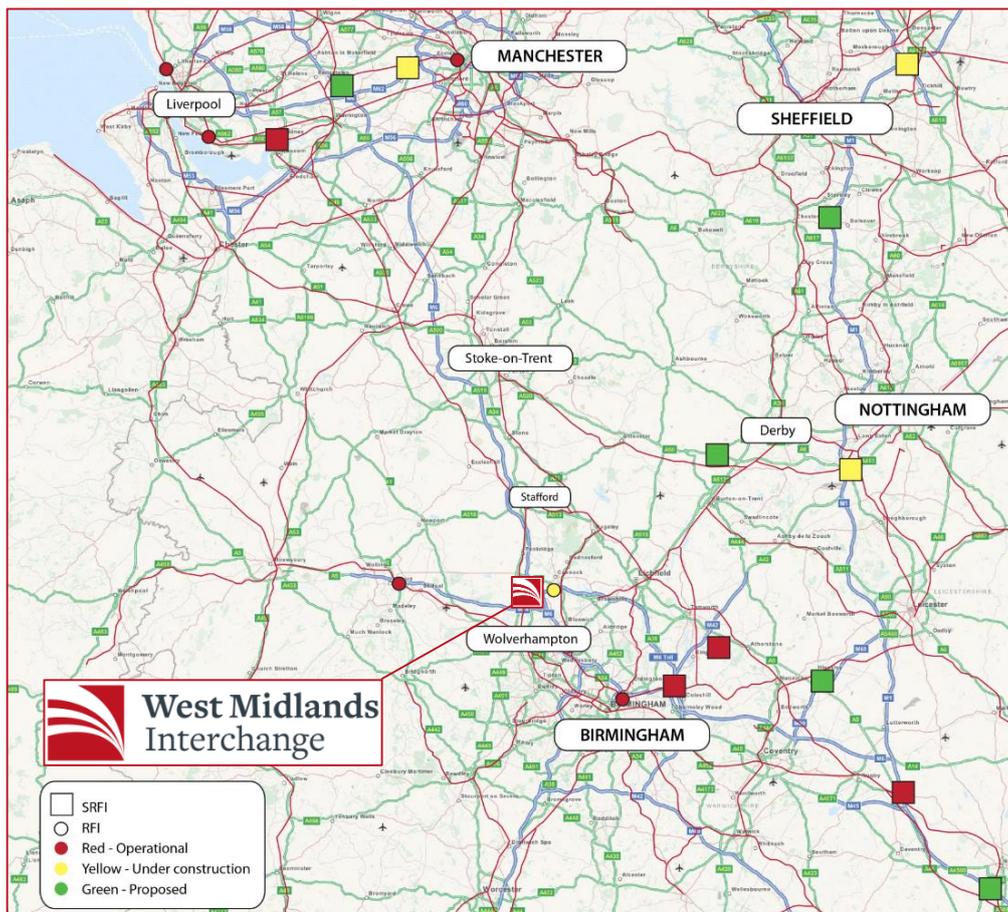


Figure 1: Existing and Planned RFIs and SRFIs in the region

2.10. This quadrant of the West Midlands is very well located to serve businesses in the north and west of the conurbation, the Black Country and Staffordshire. It is ideally placed to tap into the established pattern of rail freight services to and from the major ports in the south (Felixstowe, London Gateway, Purfleet, Tilbury, Thamesport, Southampton and, in due course, Bristol), the Channel Tunnel, London and the South East, as well as to Scotland. Being located further north of the major deep sea ports than any of the existing Midlands SRFIs would enable the West Midlands Interchange to achieve longer, more cost effective rail journeys and allow logistics companies to avoid using the busy M6 and M42 to the south.

Why in this particular location?

2.11. The proposed location for the West Midlands Interchange is considered uniquely suited to meet the need for a large scale SRFI in this part of the country and the growing demand for rail-served floorspace to serve South Staffordshire, the Black Country and the West Midlands.

2.12. Kilbride Holdings concentrated its search for a SRFI location on the area to the north-west of the greater Birmingham conurbation because the previous independent research by public bodies indicated that additional SRFI and / or rail-served warehouse floorspace was needed in this part of the West Midlands and that this area should be treated as a priority.

2.13. Using the West Coast Main Line (WCML), which forms part of the Strategic Freight Network for Rail, as a starting point, Kilbride Holdings considered a number of alternative sites in the West Midlands Area. The WMI site at Four Ashes was identified because:

- the site can accommodate 795m reception sidings directly adjacent to the rail line. This allows the site to have the capability to handle 775 metre trains – maximising train efficiency;
- the site is located on a branch of the WCML. The rail line is W10 gauge¹, has access to the main line from both directions of travel and there is a reasonable expectation of securing up to 10 train paths per day on and off the main line in the medium to long term;

¹ The 'loading gauge' is a measure of the height and width of rolling stock and freight wagons which defines the size of vehicles which can be carried on a specific rail route. The NPS states that, as a minimum, SRFIs should be located on a route with W8 gauge. W10 gauge allows 2.9m (9ft 6in) high *Hi-Cube* shipping containers to be carried on standard wagons and also allows 2.5m (8ft 2in) wide *Euro* shipping containers.

- this section of rail line is twin-track, as opposed to the four-track main section of the WCML through Rugeley to the east. A twin-track railway is typically much easier to link into from an SRFI, avoiding the need for a complex rail junction to be created;
- the M6 is one of the busiest roads for the transfer of freight within the UK. The WMI location is where the M6, the A5 trunk road, the A449 trunk road and the Strategic Freight Network for Rail come together to provide a unique opportunity to move goods between road and rail;



Figure 2: Surrounding Strategic Road and Rail Network

- the site is large enough to accommodate a SRFI and achieve the critical mass required for success. Experience shows that the larger SRFIs are most successful at attracting frequent train movements and at 260 hectares, the site is capable of

generating enough critical mass to attract operators wishing to make the modal shift between road and rail;

- WMI would provide easy access for businesses which currently either don't have access to the rail network or those who have to rely on remotely located rail terminals;
- The WMI would be one of a network of SRFIs that serve the needs of the country as a whole and the West Midlands in particular. At present, the north-western part of the West Midlands is poorly served by modern rail-linked distribution facilities – the WMI could therefore make a substantial contribution to the logistics network that supports Staffordshire and the Black Country in particular. The following map shows the area (within the blue boundary) that will be closer to WMI than to any other operational SRFI i.e. a watershed catchment area. WMI will be the closest facility to nearly 95,000 businesses, including 9,500 distribution businesses, 8,500 retailers and 7,500 manufacturers. The WMI at Four Ashes in South Staffordshire will enable lower distribution costs and provide better service that will ultimately benefit nearly 3 million residents within the WMI catchment zone;

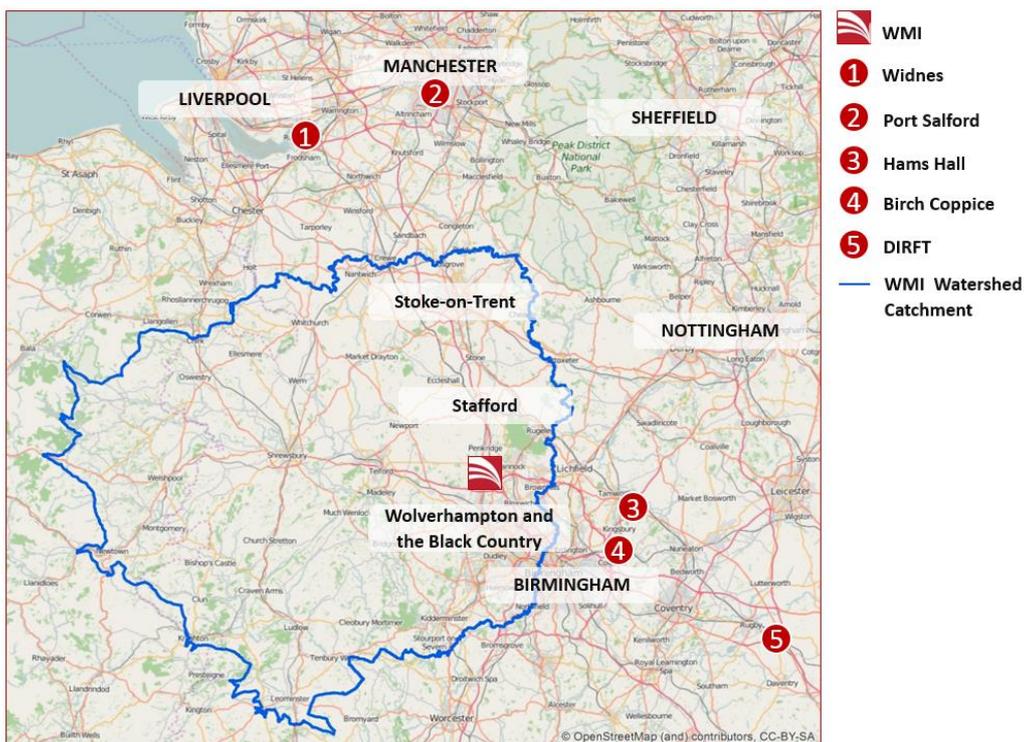


Figure 3: WMI Watershed Catchment

- This is particularly important given the strong manufacturing base in Staffordshire and the Black Country. The area is home to a significant part of the UK's automotive and aerospace industries and manufacturing employment as a whole is nearly double the rate of the rest of the UK. A modern SRFI that serves Staffordshire and the Black Country will significantly improve both areas' which is a priority for both Local Enterprise Partnerships;
- proximity to market is key for businesses which need to get their goods to consumer, particularly where a product is perishable; and



Figure 4: Shaded area shows the extent of the UK which could be reached in 4.5 hours by a HGV

- given its central location in the UK and easy access to the strategic road network, it is calculated that 88% of the UK population can be reached within 4.5 hour² HGV drive time from the site. The South Staffordshire area is exceptionally located for both regional and national distribution but unable to take advantage of this attribute unless large scale distribution floorspace is provided.

² The EU rules on drivers' hours and working time guidance have a daily limit on driving of 9 hours between daily / weekly rest periods. The 4.5 hour drive time allows for a return journey from WMI in one working day.

- 2.14. We know of no other locations that can offer this exceptional combination of advantages. A detailed Alternative Sites Assessment (ASA) will accompany the DCO application to help demonstrate this point.
- 2.15. Network Rail has undertaken feasibility work on the West Midlands Interchange proposals as part of its development planning for new projects (Governance on Rail Investment Projects, or 'GRIP') and has not identified any obstacles which would prevent development of the scheme and have indicated their support for the scheme:

“Network Rail is supportive of the West Midlands Interchange proposal and will be engaged with the Four Ashes team as it progresses through the normal process of rail technical investigation, planning and design.”

(Head of Rail Freight Development, Network Rail - April 2016)

National policy

- 2.16. This section provides a brief summary of the policies and guidance which have helped shape the draft proposals, so far, and will guide the consultation and decision making processes, as the project moves forward. The following summary helps to explain why the proposed location was chosen as well as demonstrating why SRFIs are considered to be of national significance.
- 2.17. The Planning Act 2008 states that in order to be considered nationally significant, a strategic rail freight interchange should be over 60 hectares in size and capable of handling at least four goods trains per day with rail-connected or rail-accessible buildings.
- 2.18. Policy considerations for the determination of SRFI projects are set out in a Government document called the National Policy Statement for National Networks (December 2014) (the NPS).
- 2.19. The NPS sets out the Government's vision for the transport system as a driver of economic growth and social development, and it attaches particular importance to the use of rail for the transport of freight across the country, in order to help meet environmental goals and improve quality of life (NPS paragraph 2.29). The shift of goods from road and aviation to rail is strongly encouraged to help reduce transport's carbon emissions and provide economic benefits (NPS paragraph 2.40).

- 2.20. Government forecasts confirm the need for an expanded network of large SRFIs across the regions (NPS paragraphs 2.50 and 2.54), and the NPS advises that:

“The Government has concluded that there is a compelling need for an expanded network of SRFIs” (NPS paragraph 2.56)

- 2.21. The NPS contains policy guidance on the appropriate location of SRFIs, as follows:

“New facilities need to be located alongside major rail routes, close to major trunk roads, as well as near to the conurbations that consume the goods” (NPS paragraph 2.45)

“It is important that SRFIs are located near the business markets they will serve – major urban centres or groups of centres – and are linked to key chain supply routes” (NPS paragraph 2.56)

“Proposed new rail freight interchanges should have good road access as this will allow rail to effectively compete with, and work alongside, road freight to achieve a modal shift to rail” (NPS paragraph 4.84)

- 2.22. Adequate links to the rail network are essential. As a minimum, SRFIs should be located on a route which can accommodate larger freight wagons (known as ‘loading gauge³ W8’ or more) and are capable of handling four trains per day, where possible with capacity for that number to increase over time (NPS paragraphs 4.85 and 4.89). Because of these characteristics, and the forecast growth in rail freight, the NPS confirms that the number of suitable locations for SRFIs will be limited (NPS paragraph 2.56) and that:

“Due to their requirements, it may be that countryside locations are required for SRFIs” (NPS paragraph 4.84)

- 2.23. Certain locations are discounted by the NPS – notably locations adjacent to residential areas or environmentally sensitive locations such as National Parks or Areas of Outstanding Natural Beauty (but not Green Belt locations) (NPS paragraphs 4.86 and 5.150-152). In relation to Green Belt locations, the NPS advises (NPS paragraph 5.164) that Green Belts are situated around certain cities and major urban areas (the preferred locations for SRFIs) and that:

“Promoters of SRFIs may find that the only viable sites for meeting the need for regional SRFIs are on Green Belt land” (NPS paragraph 5.172)

³ The ‘loading gauge’ is a measure of the height and width of rolling stock and freight wagons which defines the size of vehicles which can be carried on a specific rail route.

Regional policy

2.24. A 2004 Regional Logistics Study⁴ identified ‘North Black Country/South Staffordshire’ as one of the best sub-regional locations for a Regional Logistics Site in the West Midlands. Furthermore, the Wolverhampton to Penkridge rail corridor was identified as a potential area appropriate for supporting Regional Logistics Sites.

2.25. A Panel Report⁵ was published in 2009 on the second stage of the West Midlands Regional Spatial Strategy. The updated Regional Spatial Strategy revised Policy PA9 (referred to as Policy PA9b) and stated that:

“Consideration and priority should be given to bringing forward additional land taking account of the following in priority order: ...

The potential for new rail-served facilities to serve (a) the needs of the Black Country located in southern Staffordshire and (b) to serve the North Staffordshire conurbation”

2.26. The Panel Report went on to state that:

“assuming the full development of Hams Hall, Birch Coppice and Hortonwood (Telford), there is a shortfall of between 213 and 345ha of rail served warehousing by 2026 i.e. an additional 4-6 RLSs” (paragraph 5.27)

“Priority attention must therefore be directed to securing provision to the north of the conurbation to serve the Black Country and southern Staffordshire as it is that area that is identified in the Preferred Option as in most urgent need” (paragraph 5.29)

2.27. Policy PA9 of the West Midlands Regional Planning Guidance identifies the need for this type of development and intended that the region should have a choice of Regional Logistics Sites available at any point in time.

2.28. The Inspectors’ Report into the examination of the Black Country Core Strategy (2011) confirmed that the Black Country does not have a site of the size necessary to provide for a Regional Logistics Site (or a SRFI).

2.29. Whilst the Regional Spatial Strategies were revoked in May 2013 and the documents no longer carry any statutory weight, their policies and the supporting evidence base

⁴ West Midlands Regional Logistics Study Stage One (King Sturge) (June 2004)

⁵ West Midlands Regional Spatial Strategy Phase Two Revision, Report of the Panel: Volume 1 – Report (September 2009)

documents provide a useful summary of previous thinking on the potential location of Regional Logistics Sites (as they were referred to at the time).

- 2.30. Little further work was published until a 2015 study into strategic employment sites in South Staffordshire⁶. This considered the supply of strategic employment sites to fall short of demand and recommended that a further study be carried out to identify specific opportunities and assess policy implications.

Sub-regional and local policy

- 2.31. At the local policy level, the South Staffordshire Core Strategy was formally adopted in December 2012 and it confirms the general extent of the Green Belt across 80% of the district, including the West Midlands Interchange site, with the remainder largely designated as Open Countryside (which is subject to similar policies of restraint). The Green Belt boundaries were last reviewed in 1996.
- 2.32. The need to undertake a study to consider the case for a Regional Logistics Site in the district is directly referred to in the South Staffordshire Core Strategy. The Core Strategy states that the Council will seek to carry out a partial review of the Core Strategy to take account of the possible need for a Regional Logistics Site, and also that the provision of a Regional Logistics Site in South Staffordshire would need to be justified by robust and comprehensive evidence.
- 2.33. The Core Strategy recognises the need to test whether or not there is a requirement for further Green Belt release to meet the need for a Regional Logistics Site. The commitment to review the Green Belt in these circumstances is set out in the Core Strategy:

“The Council accepts the RLS issue remains outstanding and that a comprehensive study should now be set in train” (paragraph 9.11)

- 2.34. The need that was expressed through the RSS Phase 2 revision, and supported in the EIP phase 2 revision panel report in September 2009, was also supported in the Inspector’s report into the examination of the Black Country Core Strategy, subsequently adopted in February 2011 (paragraphs 9.9-9.12).

⁶ West Midlands Strategic Employment Sites Study (September 2015)

- 2.35. In 2014, a two stage sub regional, High Quality Employment Land study⁷ was commissioned by South Staffordshire District Council, the four Black Country Authorities (Wolverhampton City Council, Walsall MBC, Dudley MBC, Sandwell MBC) and Staffordshire County Council. The conclusions of the study found that there was a significant undersupply of high quality employment land across the Black Country and South Staffordshire in the plan period up to 2026.
- 2.36. In addition to planning policy, the Stoke-on-Trent and Staffordshire Local Enterprise Partnership (LEP) – the body charged with driving local economic growth and which identifies the investment in roads, buildings and facilities – has identified in its Strategic Economic Plan that the freight and logistics sector is a key driver of economic growth. The LEP has set a target of 50,000 new jobs in the area over the next ten years.

⁷ Black Country and South Staffordshire Sub Regional High Quality Employment Land Study 2014 Stage 1 Report (November 2014), Stage 2 (August 2015)

3. West Midlands Interchange Proposals

The Site

- 3.1. The Site is approximately 10 kilometres to the north of Wolverhampton and immediately west of Junction 12 of the M6 in South Staffordshire. The site is located within South Staffordshire District Council and the site is within the Civil Parishes of Brewood and Coven, Penkridge and Hatherton.

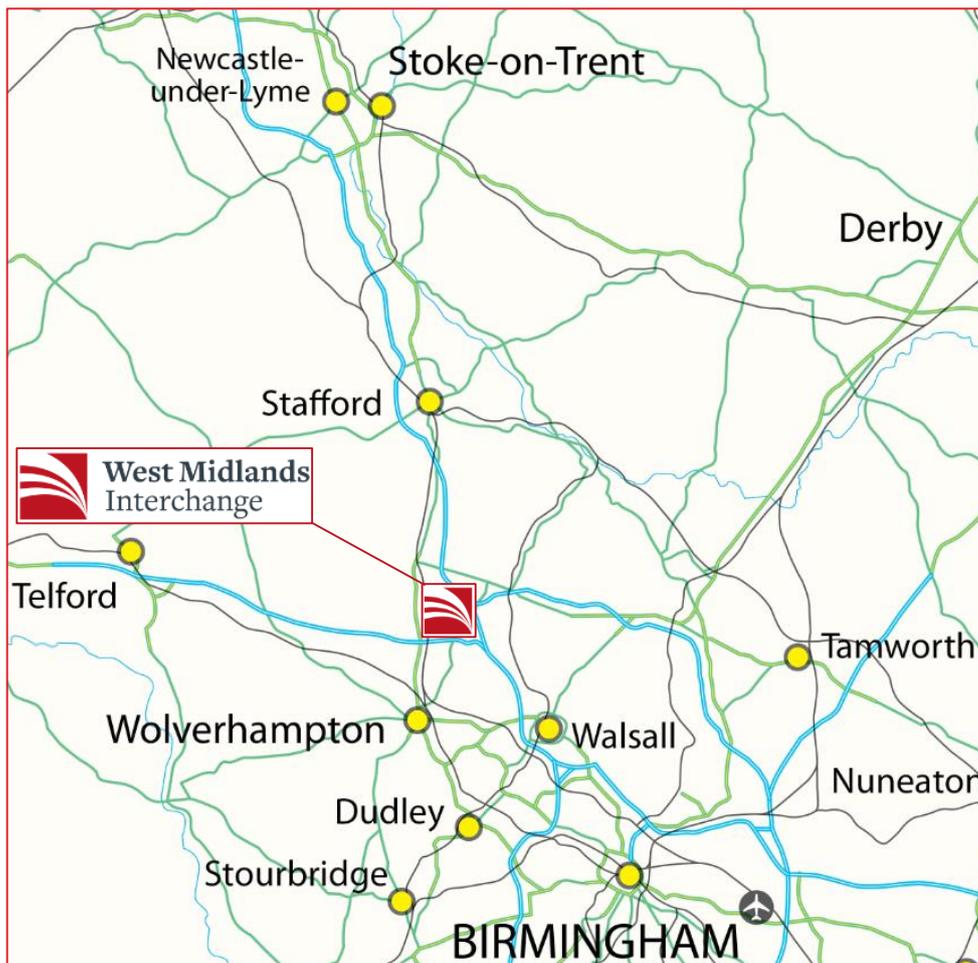


Figure 5: Regional Site Context

- 3.2. The site comprises approximately 260 hectares of land immediately west of Junction 12 of the M6. The northern site boundary is formed by the A5 road, from Junction 12 to the Gailey Roundabout. The western site boundary is formed by the A449 (Stafford Road), from the Gailey Roundabout to Station Drive. The southern site boundary is formed on land north of Station Drive and Straight Mile, west of Stable Lane and Woodlands.

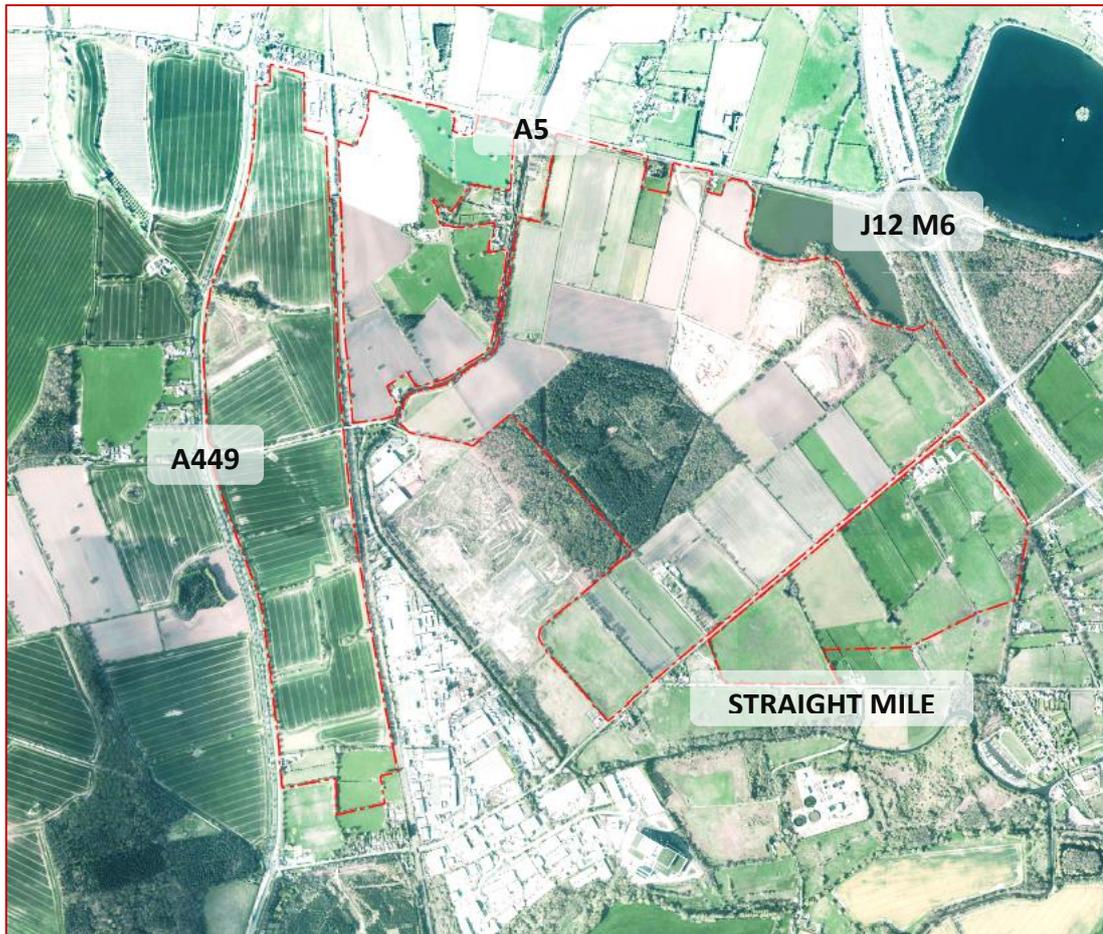


Figure 6: Potential Site Boundary

- 3.3. The surrounding area is characterised by a mixture of agricultural fields and employment uses. A small number of residential and commercial properties are located along the A5 to the north of the site, including a petrol filling station and a nursery/garden centre. Calf Heath Reservoir is located adjacent to the north-eastern site boundary.
- 3.4. The large chemical works operated by SI Group is located between the western and eastern sections of the site. The chemical works does not form part of the proposed development site. Outline planning approval was also granted in 2008 for development on land (known as the Bericote site) adjoining the chemical works. The approval is for 84,000 square metres of storage and distribution warehousing with ancillary office, parking and servicing. The existing Four Ashes Industrial Estate is located adjacent to the southern site boundary and the Veolia Energy from Waste Plant is also located south of the site.

- 3.5. The site is characterised by a large area of sand and gravel mineral extraction in the east known as Calf Heath Quarry; a patchwork of agricultural fields with hedgerows and trees to the west and south of this and an area of mixed woodland known as Calf Heath Wood. To the south lies the Bericote development site, the chemical works operated by SI and the Four Ashes industrial area. The area south of Vicarage Road is made up of agricultural fields with trees and hedgerows.
- 3.6. The Staffordshire and Worcestershire Canal runs roughly north to south through the western part of the site. The West Coast Main Rail Line runs north to south through the site, near the western edge.
- 3.7. Public access to the Site is limited. A single Public Right of Way exists in the north-west and provides a link between Croft Lane and the A449 via an overbridge to the railway. A towpath also extends along the western side of the canal for its length through the Site. There is limited public access to the large area of the Site to the east of the canal or to Calf Heath Wood.

The Proposals

- 3.8. Whilst the detailed proposals are still evolving, the West Midlands Interchange is likely to include the following principal elements:
- an intermodal rail freight terminal with connections to the West Coast Main Line, accommodating approximately 10 trains per day with the capability to receive trains of up to 775m long and including container storage and associated HGV parking;
 - around 800,000 square metres of rail served warehousing and ancillary service buildings and may also include some manufacturing and processing activities;
 - new road infrastructure and works to the existing road infrastructure;
 - a new principal access from the A5 into WMI; and
 - demolition of existing structures, where necessary.
- 3.9. The characteristics and features of the existing landscape and environment have informed the evolving scheme options. Baseline surveys and appraisals covering a wide array of environmental topics have been undertaken and there has been close

collaboration between environmental and design professionals in formulating the scheme options. This iterative approach will continue during the subsequent design process.

- 3.10.** Central to the emerging proposals will be a commitment to a strong Landscape and Green Infrastructure Strategy (LGIS) that will embrace conserved and new areas and features, alongside public access and community uses. The approach would adopt best practice landscape design and community woodland principles and be underpinned by a commitment to its subsequent management.
- 3.11.** At this stage, the scheme options encompass the following principles and measures. It should however be recognised that these will inevitably vary as the scheme design progresses.
- 3.12.** The LGIS proposals form an integral part of both scheme options and in total represent around 25% of the total site area. The LGIS will seek to create a robust and well connected framework of existing and new woodlands, other habitats and green spaces and will extend throughout the built development proposals and encompass new public access and community use. The LGIS principles and features are:
- Conservation and enhancement of the canal as part of a key ‘green’ corridor and publicly accessible area, comprising retained canal side environment, trees and planting and new associated wetland and wet woodland habitats and increased public access;
 - Creation of a ‘community woodland park’ on the land around and to the west of Croft Lane. This would include conservation of existing trees and hedgerows alongside new woodland, trees and hedgerow planting, open space and wetland habitats. New footpaths and / or trails would be included. Notably, this new woodland would sit alongside the canal corridor to form a significant green core around Croft Lane in the central northern part of the site;
 - Establishment of perimeter landscape ‘buffers’ comprising conserved trees and hedgerows with sympathetic mounding and new native woodland and tree planting (and other habitats) to assist in mitigating views and assimilating the development. These perimeter landscape areas are likely to vary from typically around 30 metres wide to over 50 metres;

- Formation of other landscape ‘buffers’ and areas as part of the mitigation strategy to limit and minimise effects upon other neighbouring residents and users. These would adopt similar landscape, mounding and planting principles;
- Potential conservation of a proportion of Calf Heath Wood, with new linked woodland planting and landscape corridors;
- Conservation and reinforcement of existing woodland and planting to the south west side of Calf Heath Reservoir to form a suitable ‘buffer’ between the reservoir and the built development;
- Increased public access, particularly in the community woodland park and the areas around the canal corridor;
- Provision of significant new water features and wetland habitats as part of a sustainable drainage strategy that will also be designed for wildlife, landscape and amenity benefits;
- All new planting would be predominantly native and locally occurring;
- A comprehensive management strategy and regime would underpin the LGIS and would support the landscape, biodiversity and other environmental objectives of the scheme in the longer term.

Illustrative Draft Design and Layouts

3.13. In our early examination of layout options we have identified the principal practical constraints set by the existing rail line, canal and road network. We examined the relationship of the site to its surroundings, particularly the environmental constraints and where the development would potentially impact on local communities. The layout is far from fixed at this stage in the design process and we are consulting on two different options for the layout of the proposals.

3.14. As we gather more information the project team is continuing to assess the two options to determine which would provide the most suitable and deliverable layout. We are asking you to tell us what you think about these options and the scheme in general so that your views can help the team choose a preferred option and shape the layout and proposals. Both options are draft at this stage and the masterplans that we have

developed are purely illustrative of an approach which we intend to review and develop further with the benefit of stakeholder feedback and consultation.

- 3.15.** After Stage 1 Non-Statutory Consultation, we will continue to work with the local community and other stakeholders to help us refine our thinking before we bring forward a detailed scheme design for further consultation early in 2017.

West and East Terminal Options

- 3.16.** Both options have the capability to receive a full length 775 metre freight train from the WCML. Both options use a similar road infrastructure and will utilise the A5 roundabout as the primary access into the site, with the A449 and Vicarage Road roundabouts acting as secondary and tertiary accesses respectively.
- 3.17.** Heights of the buildings across both options will vary between 18 – 36 metres, with the buildings nearest residents and sensitive areas being at the lower end of that scale. Substantial landscape screening would be provided to the perimeter of the park and to provide screening of the warehouses and the rail terminal.
- 3.18.** The two options are summarised separately overleaf. The layout option drawings and further detailed illustrations are available at www.westmidlandsinterchange.co.uk.

West Terminal Option

- 3.19.** This option has the rail terminal access points to the west of the existing rail line. The trains would be split in two in the reception sidings and then moved into the terminal. The West Terminal Option can accommodate 775m trains in the reception sidings and 395m sections in the rail terminal area. The container stacking area will be alongside the rail terminal area with all the facilities to the west of the WCML.
- 3.20.** Substantial landscape screening would be provided as part of the scheme to the south and west of the rail terminal, in addition to the comprehensive landscape scheme throughout the site.



Figure 7: West Terminal Option

East Terminal Option

- 3.21. The East Terminal Option positions a 750m rail terminal plus locomotive and associated container stacking with the required ancillary facilities to the east of the rail line. Using this facility the terminal would be able to accept full length trains without the need to split them in the sidings. This option has the rail terminal access points to the east of the existing West Coast Main Line and would require a new rail bridge over the existing canal.
- 3.22. Substantial landscape screening would be provided as part of the scheme to the west of the rail terminal and alongside the access rail lines, in addition to the comprehensive landscape scheme throughout the site.

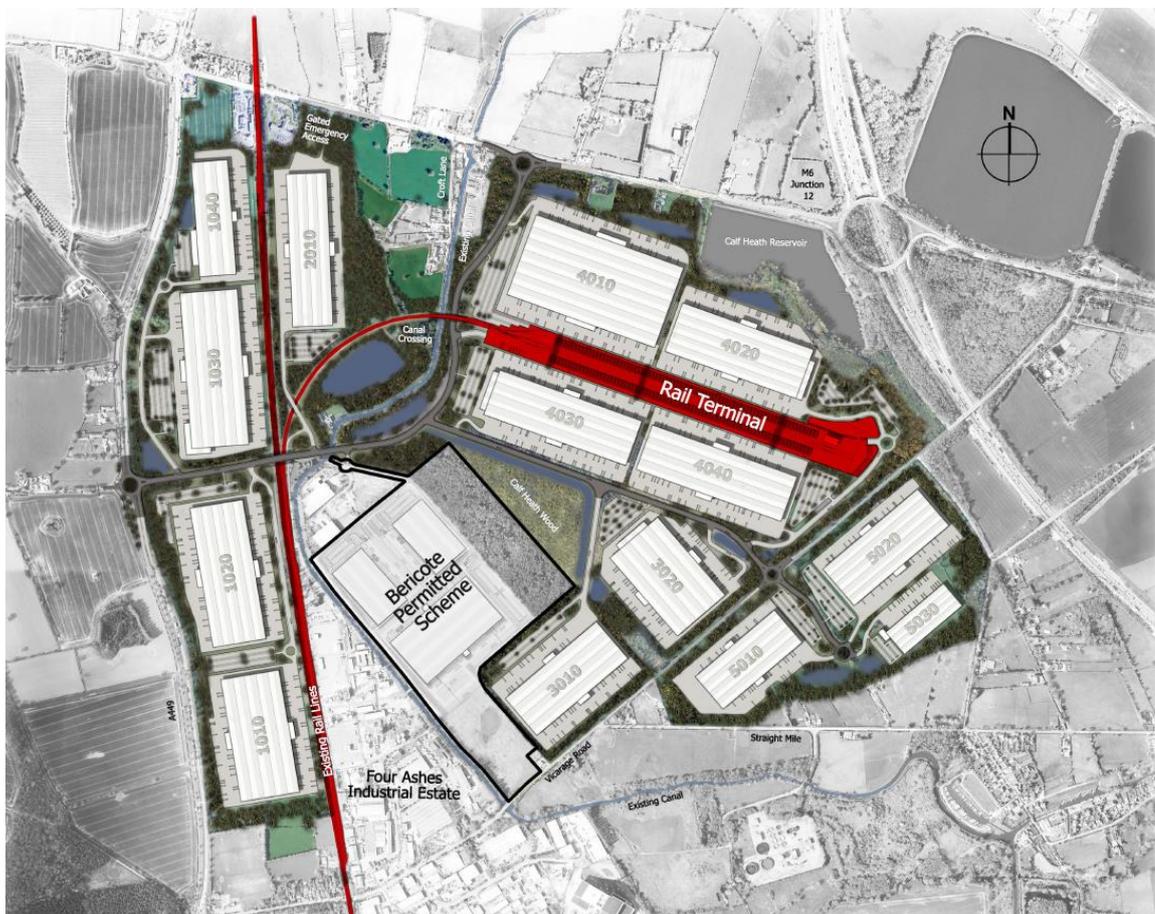


Figure 8: East Terminal Option

4. Benefits, Effects and Impacts

4.1. In this section we provide a summary of the potential benefits, effects and impacts that may arise from the development and explain our approach to the way in which these will be investigated more thoroughly as the proposals develop.

What are the benefits of the proposals?

4.2. Significant benefits to the economy and the environment could be achieved through the development of a large scale rail freight interchange in the area, particularly having regard to the following:

- the Government has concluded there is a compelling need for an expanded network of SRFIs⁸ – the unique location of West Midlands Interchange has significant potential to form a vital part of that strategic network;
- 300,000,000 tonnes of freight⁹ is moved by road, annually in the West Midlands, North West and Wales – all areas potentially served by West Midlands Interchange;
- forecasts suggest that, unless alternative means of freight transport are put into place, there could be an extra 9.3m HGV journeys made annually on UK roads by 2043 – each freight train removes up to 75 HGV loads from the road, significantly reducing HGV travel and potential congestion; and
- tonne for tonne, transporting freight by rail reduces carbon dioxide emissions by 70%, compared to road¹⁰.

4.3. The WMI project would boost the West Midlands economy by:

- strengthening the logistics and freight industry and its supply chain, thereby offering new opportunities for the efficient movement of goods for local businesses;
- connecting key local markets with the ports and a national network of rail served distribution centres;
- unlocking wider commercial opportunities by bringing the prospect of high quality rail freight connections to the region; and

⁸ The National Policy Statement for National Networks, December 2014

⁹ Developing the Strategic Case, Draft, 29 March 2016, Intermodality

¹⁰ The National Policy Statement for National Networks, December 2014

- encouraging inward investment.

4.4. The WMI project would create a broad range of well-paid and skilled new jobs across the West Midlands, as well as opportunities for lower skilled employment by:

- creating up to 8,500 new jobs in South Staffordshire and the Black Country;
- securing existing manufacturing, logistics and freight jobs in the region;
- generating additional jobs across a broad spectrum of business sectors; and
- strengthening businesses and boosting prosperity in the region.

4.5. The WMI project would promote regional sustainability by:

- connecting the national road and rail freight networks to Staffordshire and the north of Birmingham;
- making freight distribution more cost-effective and productive;
- removing HGV journeys from the M6 and the strategic road network, thereby saving carbon, easing congestion and increasing safety;
- enabling the area to take advantage of its inherent benefits as an exceptional location for the regional and national transport of goods – a potential that will not be fulfilled without high quality new rail served floorspace; and
- improving resilience to meet 21st century market demands.

Assessment of Effects, Benefits and Impacts

4.6. The baseline environmental information that we have gathered about the site so far is available at www.westmidlandsinterchange.com. The information gathered as part of this process has informed the evolution of the proposed development to date, and will continue to do so over the project's duration. As the more detailed information is added it will start to inform the assessment of the proposals including the environmental impact assessment (EIA) process.

4.7. The baseline information is summarised under a series of headings below.

Socio-Economic

- 4.8. The Stoke on Trent and Staffordshire Local Enterprise Partnership (LEP) brings together local businesses and Local Authorities to achieve shared economic goals. One of these goals is to generate 50,000 new jobs in the area over the next 10 years. The LEP considers growth in the freight and logistics sectors to be a key part of delivering sustainable economic growth for the region.
- 4.9. There is potential for up to 8,500 jobs to be supported by the SRFI. Research by Prologis, undertaken over eight years from 2006 to 2014, indicates that opportunities for employment in warehouses are growing and offering an increasingly diverse range of jobs. Jobs in warehouses and logistics range from senior management positions to skilled tradesmen to operatives and drivers. This provides opportunities for a wide range of skills, as well as opportunities to learn on-the-job. The levels of job creation at West Midlands Interchange would result in positive effects for local people and the economy.
- 4.10. The West Midlands Interchange has the potential to generate significant direct and indirect socio-economic effects, including many benefits. These could include:
- supporting jobs in construction and operation, which is likely to generate substantial positive effects;
 - an increase in economic output which will also be substantial and beneficial;
 - effects on local recreation and amenity features and the people who use them, which could be either adverse or beneficial, but are unlikely to be substantial;
 - effects on the health and well-being of the population, which could be either adverse or beneficial, but are unlikely to be substantial.

Transport

- 4.11. In order to consider the environmental characteristics of the area surrounding the site, a preliminary assessment has been carried out of existing traffic levels utilising the local highway network, namely the M6, A5 and A449. From the work carried out to date, it can be seen that traffic flows using the highway surrounding the site are of a level that is typical of their nature and classification. During peak times, traffic flows are around 10% of the overall daily volume, which is reflective of national averages.
- 4.12. A review has also been carried out in order to identify any cluster of Road Traffic Incidents. This assessment has identified a number of clusters at various junctions that

serve the local area. However, the severity of the incidents recorded is not such that there is considered to be a particular existing accident problem.

- 4.13.** We will carefully assess the potential environmental effects of the development, including any effects arising from the changes in traffic. This assessment will focus on the environmental issues associated with potential changes to the traffic and transport behaviour, in particular changes in traffic flows on roads and at key junctions in the network together with any consequential effects on local communities that may be identified.
- 4.14.** From initial assessments the majority of traffic, and particularly HGVs, generated by the development will wish to travel to and from Junction 12 of the M6. A new vehicle access to the SRFI located near Junction 12 on the A5 will increase traffic on this short length of road and Junction 12 itself. Given the current level of operation it is anticipated that there may need to be some improvement works in this area.
- 4.15.** The other principal means of access will be onto the A449 for vehicles travelling to the M54 and Wolverhampton. As a dual carriageway, there is likely to be capacity for these vehicles although the performance of some local junctions will need to be assessed and improvements works undertaken if necessary.
- 4.16.** There will be a secondary access to Vicarage Road which would give access to the southern element of the site, local employees and an alternative route to the M6. There would be restrictions on vehicles travelling west to Station Drive, which would be reinforced by the restricted headroom of the rail bridge.
- 4.17.** With the choice of two trunk road accesses to the site there should be minimal use of other roads by HGVs. Similarly most employees from the main urban areas would use these routes with the remainder using other roads, such as the A5 to west and the A449 to the north resulting in some traffic increases at Gailey roundabout which will need to be assessed further.
- 4.18.** Consideration will be given to committed highway improvement schemes such as the M54/M6/M6 Toll link road which should reduce traffic flows along the A449 and A5 within the vicinity of the site. The assessment will also include the cumulative impact of all known committed and consented development schemes that are relevant, such as i54.
- 4.19.** All the transport impacts will be assessed in accordance with the Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Road Traffic (Guidance Note No. 1).

Landscape and Visual Effects

- 4.20. Initial landscape and visual baseline surveys and appraisals have been undertaken for the site and its surroundings. These have entailed desk based reviews and on-site field surveys. Published landscape character assessment studies have also been utilised in gaining an appreciation of the landscape of the site and its wider context.
- 4.21. The site is effectively contained between the A5(T) to the north, the M6 motorway to the east, the A449 (Stafford Way) to the west and by Vicarage Road and Straight Mile to the south. The Staffordshire and Worcestershire Canal and a railway extend broadly north – south through the central and western part of the site.
- 4.22. The site comprises a mix of uses, features and influences that vary across the area. A large proportion of the land is under agricultural use with other notable areas of mineral workings in the east and woodland (Calf Heath Wood) towards the centre of the site. The existing Four Ashes Industrial Area lies outside the site in the south, contained between the railway and the canal. Existing residential properties are located along Croft Lane and the A5(T) around the northern part of the site, with a small number of other farming and residential properties positioned around or close to the site boundaries. Further settlement and properties exist at Calf Heath close to the south eastern corner of the site and along Vicarage Road, Straight Mile and Station Drive.
- 4.23. The agricultural land within the site is sub divided by a network of hedgerows and hedgerow trees with other wooded copses located across the area. The Calf Heath Reservoir lies just beyond the north-east extent of the site and also alongside Junction 12 of the M6 motorway.
- 4.24. Public access to the site is limited. A single Public Right of Way exists in the north-west and provides a link between Croft Lane and the A449 via an overbridge to the railway. A towpath also extends along the western side of the canal for its length through the site. There is no public access to the large area of the site to the east of the canal or to Calf Heath Wood.
- 4.25. In the wider context of the site, the Cannock Chase Area of Outstanding Natural Beauty (AONB) lies approximately 3 kilometres to the east and Somerford Hall and Park lie to the south west of the site beyond the A449.
- 4.26. At this early stage of the project it is anticipated that there would be landscape and visual effects upon the landscape character and features of the site (including the canal corridor and woodland, trees and hedgerows), upon the landscape character of the wider area and upon residents and users with views towards the site. Throughout the design and EIA process any potential effects will be more fully investigated and

appraised in order to inform the evolving scheme and to adopt specific mitigation measures where deemed appropriate.

- 4.27. Opportunities for new landscape and green infrastructure provision will be explored as part of the overall development proposal.

Ecology and Nature

- 4.28. An initial ecology survey of the site was undertaken in November 2015 and February 2016 to provide a record of the vegetation and wildlife habitat over the site area, and to outline evidence of protected species or the potential for these to occur. This survey, along with desk based research is required in order to consider the ecological characteristics of the site and the area surrounding the site.
- 4.29. Having carried out this initial assessment, the additional species specific surveys that were deemed necessary include those for bats, water voles, great crested newts, reptiles, birds and terrestrial invertebrates. These further surveys are being undertaken at the relevant time of the year (as the different surveys need to be undertaken at specific periods throughout the year), and will inform EIA process, which is ongoing. Following the results of the surveys, where applicable, relevant mitigation and enhancement measures will be considered for incorporation within the proposed development.

Water Environment

- 4.30. In order to consider the water environment characteristics of the site and the area surrounding the site, a preliminary desk based review has been undertaken of the surface water features within and nearby to the site; the local hydrogeology (underlying groundwater resources); and potential for flood risk. There are numerous surface water features situated within the site, namely the Staffordshire and Worcestershire Canal and drainage ditches, land drains and ponds. Within close proximity to the site surface water features include the River Penk, Saredon Brook, Calf Heath and Gailey reservoirs, Hatherton Canal, and a number of ponds and small watercourses.
- 4.31. The site has a low probability of flood risk from rivers, but some parts of the site could potentially be susceptible to surface water and reservoir flooding in discreet areas.
- 4.32. At this early stage of the project, it is anticipated that there could be the potential for impacts on the water environment relating to construction and operational activities affecting surface water and groundwater, and risks to increasing flood risk.

Noise

- 4.33.** Limited information is currently available to characterise the existing noise environment within and surrounding the site. Noise and vibration surveys will be undertaken to capture the range of conditions over a prolonged period at the site, and the methodology for these has been agreed with the SSDC environmental health officer.
- 4.34.** It is expected that that the dominant sound sources at and around the site will include road traffic on the M6 motorway, A5 and A449 as well as more local roads, trains on the West Coast Mainline, and industrial and commercial sound principally from the Four Ashes Industrial Estate.
- 4.35.** At this early stage of the project, it is anticipated that there could be the potential for noise and vibration impacts relating to construction vehicles and site works, and the operation of the proposed development and associated vehicular and train movements.

Air Quality

- 4.36.** The site is not located within an air quality management area (AQMA). The main source of existing air pollutants close to the site is considered to be road traffic in particular that associated with the main road network to the north, east and west of the site. This includes the A5, M6 and A449.
- 4.37.** When considering the local air quality, the pollutants which are relevant to this project are Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀ and PM_{2.5}), as these pollutants are present in the exhaust emissions of road traffic.
- 4.38.** In order to consider the air quality characteristics of the area surrounding the site, a preliminary review has been carried out of existing air quality monitoring data of NO₂ at a number of locations within the district. SSDC do not operate any PM₁₀ or PM_{2.5} monitoring stations, which is likely to be because SSDC have not identified any areas within the district where PM₁₀ or PM_{2.5} concentrations are likely to exceed the national objectives in the review and assessment work it has undertaken.
- 4.39.** At this early stage of the project, it is anticipated that there could be the potential for air quality impacts relating to construction dust, and construction and operational traffic and plant emissions.

Other Environmental Considerations

4.40. The Environmental Report also addresses the following environmental topic areas, and describes the baseline information collated to date to inform the characterisation of the environment:

- soils and agriculture;
- geology and ground conditions; and
- cultural heritage and archaeology.

4.41. These topic areas are being considered throughout the evolution of the scheme, and will form assessments within the EIA work being undertaken.

5. Consultation

- 5.1. We gave our first presentation to the Local and County Councillors in April 2016. At the same time we wrote to local residents to inform them of our intention to work up an application for the West Midlands Interchange project.
- 5.2. We expect to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate (PINS) in autumn 2017, once we have had an opportunity to thoroughly discuss and further develop the proposals with the local community and key stakeholders.

Programme

- 5.3. The following is the anticipated programme for the West Midlands Interchange project:
- **Stage 1 (Non-Statutory) Consultation** will run from Monday 13 June 2016 to Sunday 24 July 2016 – this is the current stage of consultation and the following sections lists the topics on which we would particularly like to hear your views.
 - **Stage 2 (Statutory) Consultation** will take place in February/March 2017 – at this stage, we will present the preferred proposals in greater detail, having considered the comments we received at Stage 1. Stage 2 consultation will include substantial technical information about the proposal, including an assessment in draft of likely principal environmental effects.
 - The application would then be prepared, taking account of all of the work done and the feedback received. The **submission of the DCO application** to the Planning Inspectorate (PINs) is anticipated to take place in September 2017.
 - Subject to the **Acceptance** (one month) and **Pre-examination** (approximately three months) stages, it is anticipated that PINS would carry out the **Examination** of the application from February 2018 to July 2018. During this stage, people who have registered to have their say, will be invited to provide more details of their views in writing.
 - PINs would have to prepare a report on the application to the Secretary of State for Transport, including a recommendation, within three months of the Examination. The Secretary of State then has a further three months to **Issue the Decision** on whether to approve the development consent order applied for.

What we are consulting on

- 5.4. Four Ashes Ltd has prepared a Consultation Strategy which explains the ways in which we will consult with the public.
- 5.5. During Stage 1 Non-Statutory Consultation, we would particularly like to hear your views on the following topics:
- Issues and concerns – we are aware that due to the scale of the project, there will be concerns about its potential impact. So that we can develop the best proposals possible, including mitigation measures, we would like to hear details of any specific concerns you have about the project.
 - Layout options for the site – two illustrative masterplan options for the site are set out earlier in this document. Before we start working on any of these plans in more detail, we would like to hear your views on each option and whether you have a preferred option.
 - We would like you to tell us about any other issues that are important to you which are relevant to our proposals.

Viewing the consultation documents

- 5.6. To make it easily accessible, information about our proposals will be available through a number of channels during the consultation period:
- Via the project website (www.westmidlandsinterchange.co.uk) - all publicly available project documents;
 - Copies of all consultation documents can be viewed at the following locations during their normal opening hours:

Location	Address
Brewood Library	Newport Street, Brewood, Stafford, ST19 9DT
Penkridge Library	Bellbrook, Stafford, ST19 5DL
South Staffordshire District Council	Wolverhampton Road, Codsall WV8 1PX

- Via public exhibitions where all consultation documents will be available to view.

- 5.7. Anyone wishing to receive one set of Stage 1 consultation documents by post, free of charge, can do so on request.

Meeting the project team

- 5.8. We will also be holding three public exhibitions:

Date	Time	Location
Thursday, 30 June 2016	2pm to 7pm	The Haling Dene Centre , Cannock Road, Penkridge, Stafford, ST19 5DT
Friday, 08 July 2016	3pm to 8pm	Coven Memorial Hall , Brewood Road, Coven, WV9 5DL
Saturday, 09 July 2016	10am to 2pm	Calf Heath Village Hall , Straight Mile, Calf Heath, Wolverhampton, WV10 7DW

- 5.9. In addition, the community relations team can be reached via:

- 0800 377 7345
- Email: contactus@communityrelations.co.uk
- Website: www.westmidlandsinterchange.co.uk/contact-us

How to give us your views

- 5.10. Feedback can be sent to us through any of the channels below. The deadline for responses is midnight on Sunday 24 July 2016. Responses received after this date may not be considered as part of the responses to Stage 1 Non-Statutory Consultation.

- Freepost – Completed feedback forms or any other feedback can be posted to the freepost address below. If using this freepost address please write it exactly as shown, on a single line in capital letters, otherwise it may not be delivered. Please note that feedback being sent to us this way must be in the post on Saturday 23 July 2016.

FREEPOST WMI

- Online feedback form – an online version of the feedback form can be completed on our project website: www.westmidlandsinterchange.co.uk
- Email – You can email us your feedback at: contactus@communityrelations.co.uk

5. Stage 1 Consultation – Feedback Form



The Daventry International Rail Freight Terminal; a modern SFRI

Stage 1 Consultation

Four Ashes Limited (FAL) is consulting on proposals for a new Strategic Rail Freight Interchange near to junction 12 of the M6 at Four Ashes. This feedback form is part of our first stage of consultation, which will run from Monday 13 June 2016 to Sunday 24 July 2016.

More information about the proposals is available:

- **Online** at the project website
www.westmidlandsinterchange.co.uk
- **At public exhibitions** during the consultation period
- **By post** - we will send a copy of the Consultation Overview Document, free of charge, on request
- **At local information points** - during their normal opening hours, copies of all consultation documents can be viewed at:
 - Brewood Library, Newport Street, Brewood, Stafford, ST19 9DT
 - Penkridge Library, Bellbrook, Stafford, ST19 5DL
 - South Staffordshire Council offices, Wolverhampton Road, Codsall WV8 1PX

How to tell us your views

Feedback can be sent to us through any of the channels listed below. The deadline for responding is midnight on Sunday 24 July 2016. Responses received after this date may not be considered as part of Stage 1 Consultation.

- **Online feedback form** – can be completed on our project website
www.westmidlandsinterchange.co.uk
- **Email** – you can email us your feedback via
contactus@communityrelations.co.uk
- **Freepost** – this feedback form, or any other feedback, can be posted to the freepost address below. If using this freepost address please write it exactly as shown, on a single line, otherwise it may not be delivered.

Website: www.westmidlandsinterchange.co.uk
Email: contactus@communityrelations.co.uk

Freepost: FREEPOST WMI
Freephone: 0800 377 7345

What we are consulting on

During Stage 1 Consultation, we would like to hear your views on the following topics to help us refine our proposals:

Local information, issues and concerns

To help us develop the best proposals possible, including mitigation measures, we would like to hear about anything you think would be relevant concerning the local area, any specific issues you would like to see addressed, or any concerns you may have about potential impacts.

Layout options for the site

We are considering two options for the laying out of the various elements of the project, in particular the location of the rail terminal and the associated road and rail infrastructure. We would like to hear your opinion on both options. The layout options presented as part of this consultation are illustrative only and many elements of the proposals may change as the project is developed in more detail.

We would also welcome any other comments you have about our project at this stage.



Example of a rail freight terminal

About you

Name:

Address:

Postcode:

Email:

Telephone: Age: 15-24 25-44 45-64 65+

Are you responding on behalf of an organisation? Yes No

If so, which organisation:

Data protection

Personal information that is supplied to FAL in response to this consultation will be treated confidentially and handled in accordance with the Data Protection Act 1998.

The information may be disclosed or shared with FAL's contractors and advisors who are working on the West Midlands Interchange project. This will allow the team to fully consider the responses and use them in the development of the project. Upon submission of FAL's application for development consent under the Planning Act 2008, the Secretary of State may require FAL to supply copies of all consultation responses received. If a request is made, FAL is under legal obligation to supply copies of the responses. By submitting a consultation response to FAL, a respondent agrees that FAL may supply a copy of their response to the Secretary of State via the Planning Inspectorate, if required to do so.

Question 1

Is there any information about the site or surrounding area that you would like the project team to be aware of?

This could include details of footpaths you use or locations we should examine carefully.

Question 2

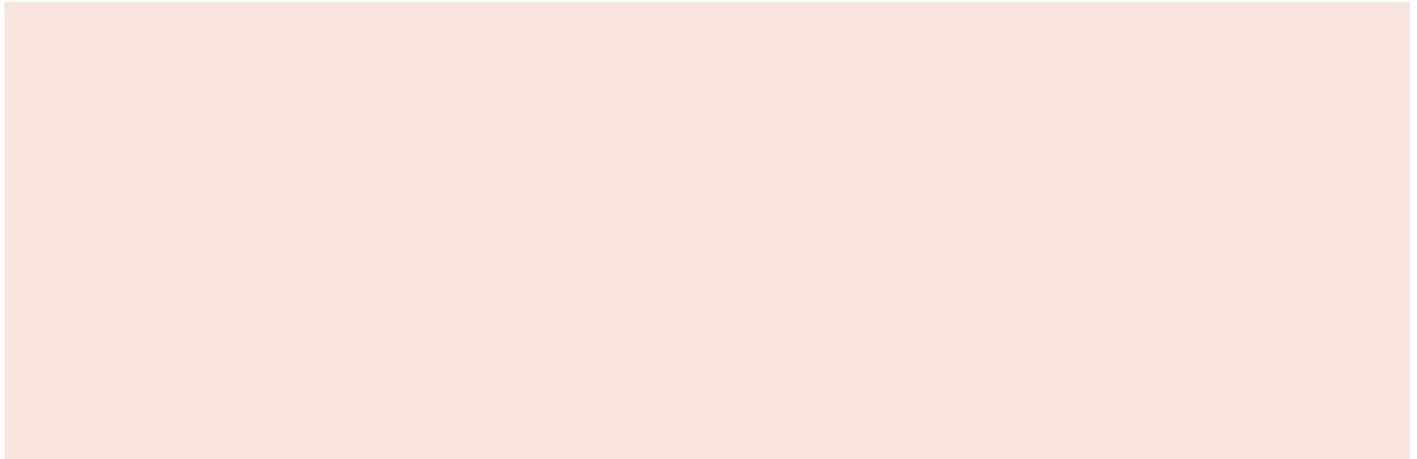
The two layout options show the potential location of the proposed rail terminal and related road and rail infrastructure. Do you have any comments about the two layout options? What do you like or dislike about each option?

The layout options presented as part of this consultation are illustrative only and many elements of the proposals may change as the project is developed in more detail.

Question 3

Are there any specific issues or areas of concern that you would like to highlight?

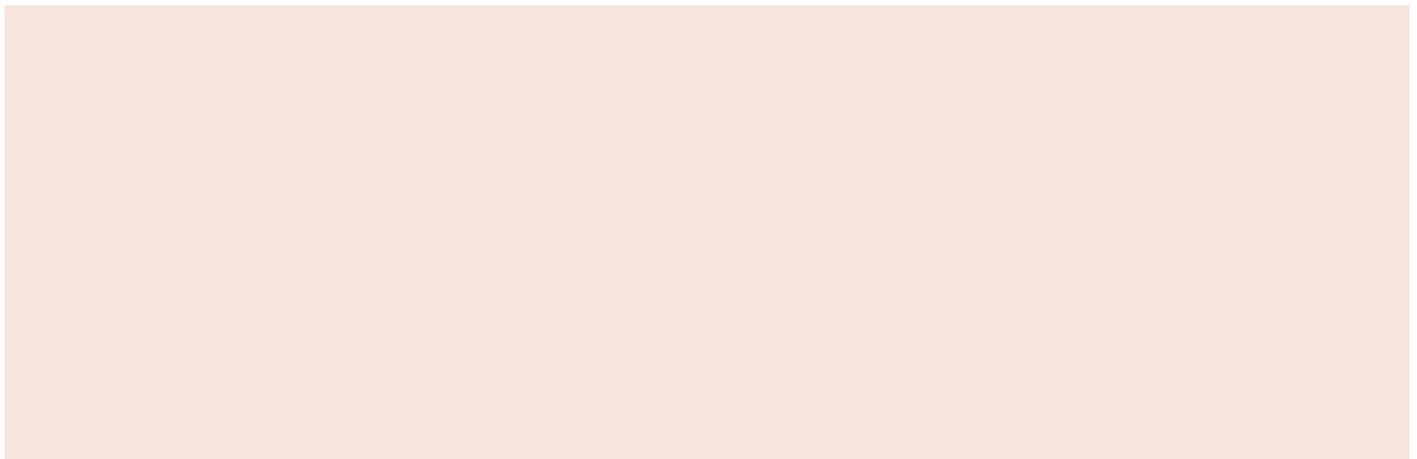
We will review all feedback we receive to help us develop our proposals. How these issues have been considered in shaping the scheme designs will be explained during our next stage of consultation.



Question 4

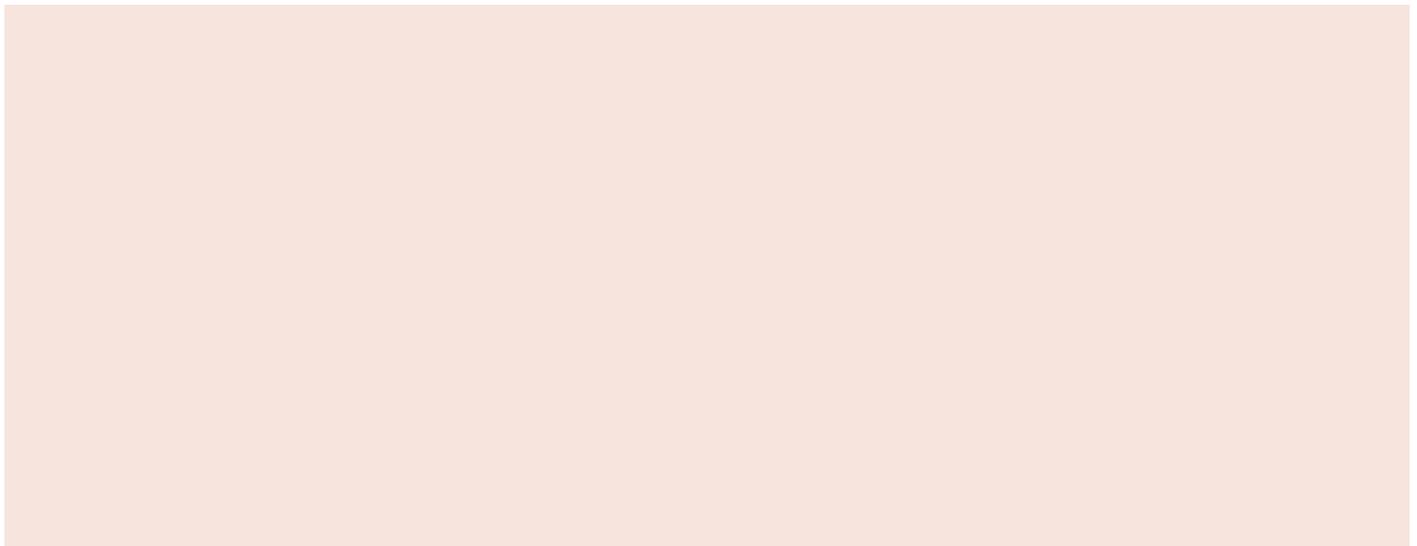
We will be consulting again in early 2017 with more detailed information about the scheme design. Is there anything specific about the consultation process you would like to see at the next stage of consultation?

For example, this could include different ways of being kept informed or additional venues for public exhibitions.



Question 5

Please let us know if there are any other comments or suggestions you would like to make.



6. Stage 1 Consultation – Statutory consultee list

UK Power Distribution Limited	22-26 King Street		King's Lynn, Norfolk	PE30 1HJ
Utility Assets Limited	53 High Street	Cheveley	Newmarket, Suffolk	CD8 9DQ
Western Power Distribution (West Midlands Plc)	Avon Bank	Feeder Road	Bristol	BS2 0TB
National Grid Electricity Transmission Plc	1-3 Strand		London	WC2N 5EH
Abbey Power Generation Limited	Devonshire House	1 Devonshire Street	London	W1W 5DR
British Energy Generation (UK) Limited	EDF Energy	GSO Business Park	London	SW1P 1WG
Danske Commodities A/S	Vaerkmestergade 3	3rd Floor	DK-80000 Aarhus C	Denmark
E.ON UK Plc	Westwood Way	Westwood Business Park	Coventry	CV4 8LG
EDF Development Company Limited	40 Grosvenor Place	Victoria	London	SW1X 7EN
EDF Energy Renewables Limited	40 Grosvenor Place	Victoria	London	SW1X 7EN
EDF Energy Nuclear Generation Limited	40 Grosvenor Place	Victoria	London	SW1X 7EN
Esso Petroleum Company Limited	Exxonmobil House	Ermyn Way	Leatherhead, Surrey	KT22 8UX
Rugeley Power Generation Limited	Level 20	25 Canada Square	London	E14 5LQ
Npower Direct Limited	Windmill Hill Business Park	Whitehill Way	Swindon	SN5 6PB
RWE Generation UK Plc	Windmill Hill Business Park	Whitehill Way	Swindon	SN5 6PB
Scottish Power Generation Limited	1 Atlantic Quay	Robertson Street	Glasgow	G2 8SP
SSE Generation Limited	55 Vastern Road		Reading	RG1 8BU
SSEPG (Operations) Limited	55 Vastern Road		Reading	RG1 8BU
Dong Energy RB (UK) Limited	5 Howick Place		London	SW1P 1WG
GB Developers Limited	UKPR 6th Floor Radcliffe House	Blenheim Court, Warwick Road	Solihull	B91 2AA
International Power Ltd	Level 20	25 Canada Square	London	E14 5LQ
UK Power Reserve Limited	Radcliffe House	Blenheim Court, Warwick Road	Solihull	B91 2AA
Uniper UK Limited	Westwood Way	Westwood Business Park	Coventry	CV4 8LG
ENGIE Power Limited	No. 1 Leeds	26 Whitehall Road	Leeds	LS12 1BE
National Grid Gas Plc	1-3 Strand		London	WC2N 5EH
Energetics Gas Limited	International House, Stanley Boulevard	Hamilton International Technology park	Glasgow	G72 0BN
Energy Assets Pipelines Limited	Ship Canal House	98 King Street	Manchester	M2 4WU
ES Pipelines Limited	Hazeldean	Station Road	Leatherhead, Surrey	KT22 7AA
ESP Connections Limited	Hazeldean	Station Road	Leatherhead, Surrey	KT22 7AA
ESP Networks Limited	Hazeldean	Station Road	Leatherhead, Surrey	KT22 7AA
ESP Pipelines Limited	Hazeldean	Station Road	Leatherhead, Surrey	KT22 7AA
Fulcrum Pipelines Limited	5th Floor	6 St Andrew Steet	London	EC4A 3AE
GTC Pipelines Limited	Energy House	Woolpit Business Park, Woolpit	Bury St Edmunds	IP30 9UP
Independent Pipelines Limited	Energy House	Woolpit Business Park, Woolpit	Bury St Edmunds	IP30 9UP
Indigo Pipelines Limited	1 London Wall		London	EC2Y 5AB
Quadrant Pipelines Limited	Energy House	Woolpit Business Park, Woolpit, Windmill Avenue	Bury St Edmunds	IP30 9UP
LNG Portable Pipeline Services Limited	Athena House, Athena Drive	Tachbrook Park	Warwick	CV34 6RL
WINGAS Storage UK Limited	Building 3, Chiswick Business Park	566 Chiswick High Road	London	W4 5YA
The Crown Estate Commissioners	16 New Burlington Place		London	W1S 2HX
The Forestry Commission	620 Bristol Business Park	Coldharbour Lane	Bristol	BS16 1EJ
South Staffordshire Council	Council Offices	Wolverhampton Road	Codsall	WV8 1PX
Stafford Borough Council	Civic Centre	Riverside	Stafford	ST16 3AQ
Cannock Chase District Council	Civic Centre	Beecroft Road	Cannock	WS11 1BG
Walsall Council	The Civic Centre	Walsall		WS1 1TP
Wolverhampton City Council	Civic Centre	St. Peter's Square	Wolverhampton	WV1 1SH
Dudley Metropolitan Borough Council	Council House	Priory Road	Dudley	DY1 1HF
Bromsgrove District Council	Parkside Market Street	Bromsgrove	Worcestershire	B61 8DA
Wyre Forest District Council	Wyre Forest House	Finepoint Way	Kidderminster	DY11 7WF
Shropshire Council	Shirehall	Abbey Foregate	Shrewsbury	SY2 6ND
Telford and Wrekin Council	Telford & Wrekin Council	Lawn Central	Telford	TF3 4JA
Staffordshire County Council	1 Staffordshire Place	Stafford		ST16 2DH
Leicestershire County Council	County Hall	Glenfield	Leicester	LE3 8RA
Derbyshire County Council	County Hall	Matlock		DE4 3AG
Cheshire East Council	Delamere House	Delamere Street	Crewe, Cheshire	CW1 2JZ
Stoke-on-Trent City Council	Civic Centre	Glebe Street	Stoke-on-Trent	ST4 1RN
Warwickshire County Council	Shire Hall	Warwickshire County Council Headquarters		CV34 4SA
Worcestershire County Council	County Hall	Spetchley Road	Worcester	WR5 2NP
Lapley, Stretton & Wheaton Aston Parish Council	The Business Hub	Wolverhampton Road	Codsall	WV8 1PE
West Midlands Combined Authority				

7. Stage 1 Consultation – Letter to statutory consultees

Ref: PLS1

13 June 2016

[Salutation] [First name] [Surname]
[Organisation]
[Address 1]
[Address 2]
[Address 3]
[Address 4]
[Postcode]

Dear [Salutation] [Surname]

**West Midlands Interchange: Stage 1 Consultation
Monday 13 June to Sunday 24 July 2016**

I am writing to you regarding our proposals for the West Midlands Interchange, a new strategic rail freight interchange immediately west of Junction 12 of the M6 in South Staffordshire.

I would like to invite you to take part in our first round of consultation on the project, which will run from Monday 13 June 2016 to Sunday 24 July 2016. The information, feedback and suggestions we get at this stage will help us develop more detailed proposals, which will be the subject of our second consultation that will take place next year.

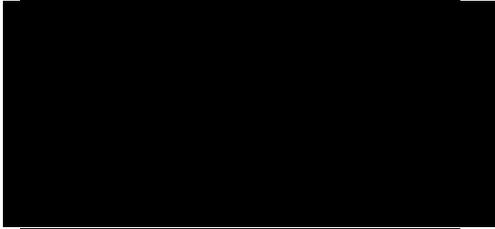
Enclosed with this letter is a copy of our Stage 1 project newsletter, plans and feedback form. More information can be found on our website www.westmidlandsinterchange.co.uk.

We will be holding a number of public exhibitions so that members of the community have an opportunity to view the proposals in person and discuss the project with the team. The details of these events are below.

- Thursday, 30 June 2016, 2pm to 7pm, **The Haling Dene Centre**, Cannock Road, Penkridge, Stafford, ST19 5DT
- Friday, 8 July 2016, 3pm to 8pm, **Coven Memorial Hall**, Brewood Road, Coven, WV9 5DL
- Saturday, 9 July 2016, 10am to 2pm, **Calf Heath Village Hall**, Straight Mile, Calf Heath, Wolverhampton, WV10 7DW

If you have any questions about the project or the consultation please contact our community relations team by email via contactus@communityrelations.co.uk or ring our free dedicated helpline 0800 377 7345.

Yours sincerely,



For and on behalf of Four Ashes Limited
Peter Frost
Director

8. Stage 1 Consultation – Letter to persons with an interest in land

Ref: PILS1

10 June 2016

[Title] [First name] [Surname]
[Organisation]
[Address 1]
[Address 2]
[Address 3]
[Address 4]
[Postcode]

Dear [Salutation] [Surname]

**West Midlands Interchange: Stage 1 Consultation
Monday 13 June to Sunday 24 July 2016**

I am writing to you regarding our proposals for the West Midlands Interchange, a new strategic rail freight interchange immediately west of Junction 12 of the M6 in South Staffordshire.

As a person having an interest in the land concerned I would like to invite you to take part in our first round of consultation on the project, which will run from Monday 13 June 2016 to Sunday 24 July 2016. The information, feedback and suggestions we get at this stage will help us develop more detailed proposals, which will be the subject of our second consultation that will take place next year.

Enclosed with this letter is a copy of our Stage 1 project newsletter, plans, feedback form and Consultation Overview Document. More information can be found on our website www.westmidlandsinterchange.co.uk.

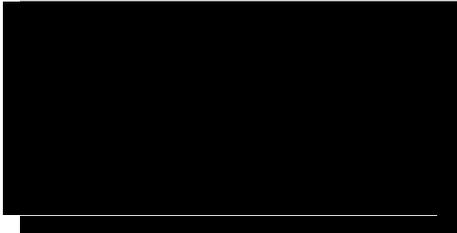
We will be holding a number of public exhibitions so that members of the community have an opportunity to view the proposals in person and discuss the project with the team. The details of these events are below. I do hope you are able to attend.

- Thursday, 30 June 2016, 2pm to 7pm, **The Haling Dene Centre**, Cannock Road, Penkridge, Stafford, ST19 5DT
- Friday, 8 July 2016, 3pm to 8pm, **Coven Memorial Hall**, Brewood Road, Coven, WV9 5DL
- Saturday, 9 July 2016, 10am to 2pm, **Calf Heath Village Hall**, Straight Mile, Calf Heath, Wolverhampton, WV10 7DW

If you have any questions about the project or the consultation please contact our community relations team by email via contactus@communityrelations.co.uk or ring our free dedicated helpline 0800 377 7345.

I look forward to seeing you at one of our exhibitions and receiving your comments in due course.

Yours sincerely,



For and on behalf of Four Ashes Limited
Peter Frost
Director

9. Stage 1 Consultation – Site notices including maps of locations



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Produced by:
TerraQuest Solutions Limited
Quayside Tower
252-260 Broad Street
Birmingham
B1 2HF



- Extent of Unknown Ownership
- Area to be Referenced
- Location of Unknown Site Notice

West Midlands Interchange DCO

Reference	FA_UNK_Overview		
OS Map Ref	SJ 91936 09967	Lat/Long	52.688°,-2.119°
Scale	1:10,000@A3	Date	5 June 2017



TerraQuest

Business & Property Solutions
A MEARS Group plc Company

Our Ref: FA_UNK_1

Date: 08/06/2017

To the Unknown Owner, Lessee, Tenant and / or Occupier of the Land shown coloured pink on the plan attached to and described in the schedule to this Notice and to all other persons having, claiming or enabled to sell any current estate or interest in the land specified in the schedule below.

SCHEDULE

316.74 square metres, or thereabouts of grass verge of Gravelley Way, access track and part of bridge over Staffordshire and Worcestershire Canal, Four Ashes.

TerraQuest, a land referencing company, has been requested by Four Ashes Limited to research land ownership and undertake Land Referencing work in connection with the above. This information is being gathered so that all parties with an interest in land and/or property, including those who may have rights over the land which is within or is in close proximity to the proposed development area, can be formally notified of the proposals.

If you have any information regarding details of ownership of this land then please contact a member of the West Midlands Interchange DCO team on Freephone 0800 902 0421 (between 9:00am and 4:30pm Monday to Friday) or by email at FourAshesTeam@TerraQuest.co.uk.

Should you have any questions about the scheme itself, please contact Four Ashes Limited on 0800 3777345 or by email at contactus@communityrelations.co.uk.

Thank you for your assistance in advance.

Yours faithfully
TerraQuest
For and on behalf of Four Ashes Limited



TerraQuest, Quayside Tower, 252-260 Broad Street, Birmingham, B1 2HF
t 0121 234 1300 f 0121 234 1301 e information@terraquest.co.uk

www.terraquest.co.uk

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TerraQuest

Business & Property Solutions
A MEARS Group plc Company

Our Ref: FA_UNK_2

Date: 08/06/2017

To the Unknown Owner, Lessee, Tenant and / or Occupier of the Land shown coloured pink on the plan attached to and described in the schedule to this Notice and to all other persons having, claiming or enabled to sell any current estate or interest in the land specified in the schedule below.

SCHEDULE

56827.66 square metres, or thereabouts of agricultural land and overhead electricity distribution lines situated to the north of Watling Street (A5) and to the east of the Staffordshire and Worcestershire Canal, Four Ashes.

TerraQuest, a land referencing company, has been requested by Four Ashes Limited to research land ownership and undertake Land Referencing work in connection with the above. This information is being gathered so that all parties with an interest in land and/or property, including those who may have rights over the land which is within or is in close proximity to the proposed development area, can be formally notified of the proposals.

If you have any information regarding details of ownership of this land then please contact a member of the West Midlands Interchange DCO team on Freephone 0800 902 0421 (between 9:00am and 4:30pm Monday to Friday) or by email at FourAshesTeam@TerraQuest.co.uk.

Should you have any questions about the scheme itself, please contact Four Ashes Limited on 0800 3777345 or by email at contactus@communityrelations.co.uk.

Thank you for your assistance in advance.

Yours faithfully
TerraQuest
For and on behalf of Four Ashes Limited



TerraQuest, Quayside Tower, 252-260 Broad Street, Birmingham, B1 2HF
t 0121 234 1300 f 0121 234 1301 e information@terraquest.co.uk

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TerraQuest

Business & Property Solutions
A MEARS Group plc Company

Our Ref: FA_UNK_3

Date: 08/06/2017

To the Unknown Owner, Lessee, Tenant and / or Occupier of the Land shown coloured pink on the plan attached to and described in the schedule to this Notice and to all other persons having, claiming or enabled to sell any current estate or interest in the land specified in the schedule below.

SCHEDULE

2976.65 square metres, or thereabouts of private road (Harrisons Lane) situated to the east of the Staffordshire and Worcestershire Canal and to the north of Watling Street (A5), Four Ashes.

TerraQuest, a land referencing company, has been requested by Four Ashes Limited to research land ownership and undertake Land Referencing work in connection with the above. This information is being gathered so that all parties with an interest in land and/or property, including those who may have rights over the land which is within or is in close proximity to the proposed development area, can be formally notified of the proposals.

If you have any information regarding details of ownership of this land then please contact a member of the West Midlands Interchange DCO team on Freephone 0800 902 0421 (between 9:00am and 4:30pm Monday to Friday) or by email at FourAshesTeam@TerraQuest.co.uk.

Should you have any questions about the scheme itself, please contact Four Ashes Limited on 0800 3777345 or by email at contactus@communityrelations.co.uk.

Thank you for your assistance in advance.

Yours faithfully
TerraQuest
For and on behalf of Four Ashes Limited



TerraQuest, Quayside Tower, 252-260 Broad Street, Birmingham, B1 2HF
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TerraQuest

Business & Property Solutions
A MEARS Group plc Company

Our Ref: FA_UNK_4

Date: 08/06/2017

To the Unknown Owner, Lessee, Tenant and / or Occupier of the Land shown coloured pink on the plan attached to and described in the schedule to this Notice and to all other persons having, claiming or enabled to sell any current estate or interest in the land specified in the schedule below.

SCHEDULE

4976.64 square metres, or thereabouts of private road (Croft Lane) and public footpath 29, situated to the east of Croft House, Croft Lane, Four Ashes.

TerraQuest, a land referencing company, has been requested by Four Ashes Limited to research land ownership and undertake Land Referencing work in connection with the above. This information is being gathered so that all parties with an interest in land and/or property, including those who may have rights over the land which is within or is in close proximity to the proposed development area, can be formally notified of the proposals.

If you have any information regarding details of ownership of this land then please contact a member of the West Midlands Interchange DCO team on Freephone 0800 902 0421 (between 9:00am and 4:30pm Monday to Friday) or by email at FourAshesTeam@TerraQuest.co.uk.

Should you have any questions about the scheme itself, please contact Four Ashes Limited on 0800 3777345 or by email at contactus@communityrelations.co.uk.

Thank you for your assistance in advance.

Yours faithfully
TerraQuest
For and on behalf of Four Ashes Limited



TerraQuest, Quayside Tower, 252-260 Broad Street, Birmingham, B1 2HF
t 0121 234 1300 f 0121 234 1301 e information@terraquest.co.uk

www.terraquest.co.uk

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TerraQuest

Business & Property Solutions
A MEARS Group plc Company

Our Ref: FA_UNK_4

Date: 08/06/2017

To the Unknown Owner, Lessee, Tenant and / or Occupier of the Land shown coloured pink on the plan attached to and described in the schedule to this Notice and to all other persons having, claiming or enabled to sell any current estate or interest in the land specified in the schedule below.

SCHEDULE

4976.64 square metres, or thereabouts of private road (Croft Lane) and public footpath 29, situated to the east of Croft House, Croft Lane, Four Ashes.

TerraQuest, a land referencing company, has been requested by Four Ashes Limited to research land ownership and undertake Land Referencing work in connection with the above. This information is being gathered so that all parties with an interest in land and/or property, including those who may have rights over the land which is within or is in close proximity to the proposed development area, can be formally notified of the proposals.

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Should you have any questions about the scheme itself, please contact Four Ashes Limited on 0800 3777345 or by email at contactus@communityrelations.co.uk.

Thank you for your assistance in advance.

Yours faithfully
TerraQuest
For and on behalf of Four Ashes Limited



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TerraQuest

Business & Property Solutions
A MEARS Group plc Company

Our Ref: FA_UNK_5

Date: 08/06/2017

To the Unknown Owner, Lessee, Tenant and / or Occupier of the Land shown coloured pink on the plan attached to and described in the schedule to this Notice and to all other persons having, claiming or enabled to sell any current estate or interest in the land specified in the schedule below.

SCHEDULE

95.42 square metres, or thereabouts of wooded area situated to the east of Chase View, Watling Street (A5) and to the north of Watling House Police Station, Four Ashes.

TerraQuest, a land referencing company, has been requested by Four Ashes Limited to research land ownership and undertake Land Referencing work in connection with the above. This information is being gathered so that all parties with an interest in land and/or property, including those who may have rights over the land which is within or is in close proximity to the proposed development area, can be formally notified of the proposals.

If you have any information regarding details of ownership of this land then please contact a member of the West Midlands Interchange DCO team on Freephone 0800 902 0421 (between 9:00am and 4:30pm Monday to Friday) or by email at FourAshesTeam@TerraQuest.co.uk.

Should you have any questions about the scheme itself, please contact Four Ashes Limited on 0800 3777345 or by email at contactus@communityrelations.co.uk.

Thank you for your assistance in advance.

Yours faithfully
TerraQuest
For and on behalf of Four Ashes Limited



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10. Stage 1 Consultation – List of elected representatives contacted

Organisation	Mailing Name	Salutation	First Name	Surname
	Jeremy Lefroy MP	Mr	Jeremy	Lefroy
	Jeremy Lefroy MP	Mr	Jeremy	Lefroy
	Rt Hon Gavin Williamson MP	Mr	Gavin	Williamson
	Rt Hon Gavin Williamson MP	Mr	Gavin	Williamson
Penkridge Parish Council	Cllr. Mr. Calvert Stonehouse	Councillor	Calvert	Stonehouse
Penkridge Parish Council	Anne Geoghegan	Ms.	Anne	Geoghegan
Penkridge Parish Council	Mrs. Lesley Griffiths	Mrs.	Lesley	Griffiths
Hatherton Parish Council	Cllr Mrs Maureen Willetts	Councillor	Maureen	Willetts
Hatherton Parish Council	Miss S. Carpenter	Miss	S.	Carpenter
Saredon Parish Council	Cllr. D. Williams	Councillor	D.	Williams
Saredon Parish Council	Ms. Karen Richards	Ms.	Karen	Richards
Shareshill Parish Council	Cllr. R.J. Cope	Councillor	R.J.	Cope
Shareshill Parish Council	Miss S. Carpenter	Miss	S.	Carpenter
Brewood & Coven Parish Council	Cllr Mrs Jan Jeffries	Councillor	Jan	Jeffries
Brewood & Coven Parish Council	Mrs Maggie O'Brien	Mrs	Maggie	O'Brien
South Staffordshire Council	Councillor Jeff Ashley	Councillor	Jeff	Ashley
South Staffordshire Council	Councillor Meg Barrow	Councillor	Meg	Barrow
South Staffordshire Council	Councillor Brian Bates	Councillor	Brian	Bates
South Staffordshire Council	Councillor Len Bates	Councillor	Len	Bates
South Staffordshire Council	Councillor Joyce Bolton	Councillor	Joyce	Bolton
South Staffordshire Council	Councillor Barry Bond	Councillor	Barry	Bond
South Staffordshire Council	Councillor Mary Bond	Councillor	Mary	Bond
South Staffordshire Council	Councillor Anthony Bourke	Councillor	Anthony	Bourke
South Staffordshire Council	Councillor Nigel Caine	Councillor	Nigel	Caine
South Staffordshire Council	Councillor Donald Cartwright	Councillor	Donald	Cartwright
South Staffordshire Council	Councillor Val Chapman	Councillor	Val	Chapman
South Staffordshire Council	Councillor David Clifft J.P.	Councillor	David	Clifft J.P.
South Staffordshire Council	Councillor Bob Cope	Councillor	Bob	Cope
South Staffordshire Council	Councillor Brian Cox	Councillor	Brian	Cox
South Staffordshire Council	Councillor Mike Davies MCIAT	Councillor	Mike	Davies MCIAT
South Staffordshire Council	Councillor Brian Edwards MBE	Councillor	Brian	Edwards MBE
South Staffordshire Council	Councillor Lisa Emery	Councillor	Lisa	Emery
South Staffordshire Council	Councillor Matt Ewart	Councillor	Matt	Ewart
South Staffordshire Council	Councillor Paul Fieldhouse	Councillor	Paul	Fieldhouse
South Staffordshire Council	Councillor Isabel Ford	Councillor	Isabel	Ford
South Staffordshire Council	Councillor Rita Heseltine	Councillor	Rita	Heseltine
South Staffordshire Council	Councillor Lin Hingley	Councillor	Lin	Hingley
South Staffordshire Council	Councillor Alan Hinton	Councillor	Alan	Hinton
South Staffordshire Council	Councillor Steve Hollis	Councillor	Steve	Hollis
South Staffordshire Council	Councillor Diane Holmes	Councillor	Diane	Holmes
South Staffordshire Council	Councillor Keith James	Councillor	Keith	James
South Staffordshire Council	Councillor Janet Johnson	Councillor	Janet	Johnson
South Staffordshire Council	Councillor Roger Lees J.P.	Councillor	Roger	Lees J.P.
South Staffordshire Council	Councillor Peter Lever	Councillor	Peter	Lever
South Staffordshire Council	Councillor Henryk Lobuczek	Councillor	Henryk	Lobuczek
South Staffordshire Council	Councillor Dave Lockley	Councillor	Dave	Lockley
South Staffordshire Council	Councillor Robert Marshall	Councillor	Robert	Marshall
South Staffordshire Council	Councillor Terry Mason	Councillor	Terry	Mason
South Staffordshire Council	Councillor Robert McCardle	Councillor	Robert	McCardle
South Staffordshire Council	Councillor John Michell	Councillor	John	Michell
South Staffordshire Council	Councillor Roy Moreton	Councillor	Roy	Moreton
South Staffordshire Council	Councillor Kath Perry	Councillor	Kath	Perry
South Staffordshire Council	Councillor Ray Perry	Councillor	Ray	Perry
South Staffordshire Council	Councillor Christine Raven	Councillor	Christine	Raven
South Staffordshire Council	Councillor John Raven	Councillor	John	Raven
South Staffordshire Council	Councillor Robert Reade	Councillor	Robert	Reade
South Staffordshire Council	Councillor Wendy Sutton	Councillor	Wendy	Sutton
South Staffordshire Council	Councillor Ken Upton	Councillor	Ken	Upton
South Staffordshire Council	Councillor Bernard Williams	Councillor	Bernard	Williams
South Staffordshire Council	Councillor David Williams	Councillor	David	Williams
South Staffordshire Council	Councillor Henry Williams	Councillor	Henry	Williams
South Staffordshire Council	Councillor Kath Williams	Councillor	Kath	Williams
South Staffordshire Council	Councillor Reg Williams	Councillor	Reg	Williams
South Staffordshire Council	Councillor Roy Wright	Councillor	Roy	Wright
South Staffordshire Council	Steve Winterford	Mr	Steve	Winterford
Staffordshire County Council	Councillor Philip Atkins	Councillor	Philip	Atkins
Staffordshire County Council	Councillor Ian Parry	Councillor	Ian	Parry
Staffordshire County Council	Councillor Mark Winnington	Councillor	Mark	Winnington
Staffordshire County Council	Councillor Alan White	Councillor	Alan	White
Staffordshire County Council	Councillor Ben Adams	Councillor	Ben	Adams
Staffordshire County Council	Councillor Gill Heath	Councillor	Gill	Heath

Staffordshire County Council	Councillor Mark Deaville	Councillor	Mark	Deaville
Staffordshire County Council	Councillor Mark Sutton	Councillor	Mark	Sutton
Staffordshire County Council	Councillor Mike Lawrence	Councillor	Mike	Lawrence
Staffordshire County Council	Councillor Kath Perry	Councillor	Kath	Perry
Staffordshire County Council	John Henderson	Mr	John	Henderson
Member of European Parliament	James Carver MEP	Mr	James	Carver MEP
Member of European Parliament	Dan Dalton MEP	Mr	Dan	Dalton MEP
Member of European Parliament	Bill Etheridge MEP	Mr	Bill	Etheridge MEP
Member of European Parliament	Neena Gill MEP	Ms.	Neena	Gill MEP
Member of European Parliament	Anthea McIntyre MEP	Ms.	Anthea	McIntyre Mep
	Ian Dudson	Mr	Ian	Dudson
	J W Leavesley Esq	Mr	J W	Leavesley Esq
Make it Stoke-on-Trent & Staffordshire	David Frost CBE	Mr	David	Frost CBE
Stoke-on-Trent & Staffordshire Local Enterprise Partnership	David Frost CBE	Mr	David	Frost CBE
Marches Local Enterprise Partnership	Graham Wynn OBE	Mr	Graham	Wynn OBE
Black Country Local Enterprise Partnership	Stewart Towe CBE	Mr	Stewart	Towe CBE
Greater Birmingham and Solihull Local Enterprise Partnership	Andy Street	Mr	Andy	Street
Coventry & Warwickshire Local Enterprise Partnership	Jonathan Browning	Mr	Jonathan	Browning
Worcestershire Local Enterprise Partnership	Mark Stansfeld	Mr	Mark	Stansfeld
Staffordshire Chambers of Commerce	Carl Croft	Mr	Carl	Croft
Black Country Chamber of Commerce	Adrian Wright	Mr	Adrian	Wright
West Midlands Business in the Community	Antony Jenkins	Mr	Antony	Jenkins

11. Stage 1 Consultation – Letter to elected representatives

Ref: ERS1

10 June 2016

[Mailing name]
[Position]
[Organisation]
[Address 1]
[Address 2]
[Address 3]
[Address 4]
[Postcode]

Dear [Salutation] [Surname]

**West Midlands Interchange: Stage 1 Consultation
Monday 13 June to Sunday 24 July 2016**

I am writing to you to follow up on my letter of 12 April 2016 regarding our proposals for the West Midlands Interchange, a new strategic rail freight interchange immediately west of Junction 12 of the M6 in South Staffordshire.

I would like to invite you to take part in our first round of consultation on the project, which will run from Monday 13 June 2016 to Sunday 24 July 2016. The information, feedback and suggestions we get at this stage will help us develop more detailed proposals, which will be the subject of our second consultation that will take place early next year.

Enclosed with this letter is a copy of our Stage 1 project newsletter, plans and feedback form, which have been sent to residents and businesses near the site. I have also included our Consultation Strategy and the Consultation Overview Document. The Consultation Strategy sets out how we intend to consult with the local community during Stage 1 consultation and is published on our website. The Consultation Overview Document is our main consultation document, which details our initial proposals and preliminary information on a range of topics.

We will be holding a number of public exhibitions so that members of the community have an opportunity to view the proposals in person and discuss the project with the team. The details of these events are below and I would like to personally invite you to attend.

- Thursday, 30 June 2016, 2pm to 7pm, **The Haling Dene Centre**, Cannock Road, Penkridge, Stafford, ST19 5DT
- Friday, 8 July 2016, 3pm to 8pm, **Coven Memorial Hall**, Brewood Road, Coven, WV9 5DL
- Saturday, 9 July 2016, 10am to 2pm, **Calf Heath Village Hall**, Straight Mile, Calf Heath, Wolverhampton, WV10 7DW

All consultation materials are available to download from our website (www.westmidlandsinterchange.co.uk) or to view in print at the following information points:

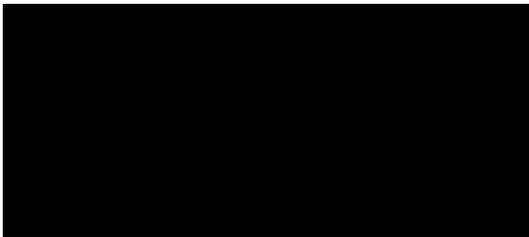
- **Brewood Library**, Newport Street, Brewood, Stafford, ST19 9DT
- **Penkridge Library**, Bellbrook, Stafford, ST19 5DL
- **South Staffordshire Council offices**, Wolverhampton Road, Codsall WV8 1PX

If there is any material we can provide that would be helpful, please let us know.

If you have any questions please do not hesitate to ask. Our community relations team is available by email via contactus@communityrelations.co.uk or by phone on our free dedicated helpline 0800 377 7345.

I look forward to seeing you at one of our exhibitions and receiving your comments in due course.

Yours sincerely,



For and on behalf of Four Ashes Limited
Peter Frost
Director

12. Stage 1 Consultation – Newspaper adverts

Stage 1 Consultation: Newspaper adverts
Birmingham Mail – Thursday 16th June 2016

IN PARTNERSHIP WITH ALDI

Greek is the word

This delicious moussaka is a balanced meal in one



Moussaka

This warming, rustic Greek classic is a guaranteed hit at dinner time.

Serves: 4 people
Prep time: 20 minutes
Cooking time: 1 hour 30 minutes

YOUR ALDI SHOPPING LIST

- 1 Aubergine
- 500g Lamb Mince
- 500g White Potatoes
- 1 Large Onion
- 110ml Olive Oil
- 1 tsp Basil
- 1 tsp Paprika
- 1 tsp Cinnamon
- 400g Tinned Chopped Tomatoes
- 2 tsp Tomato Puree
- 1 Stock Cube
- 2 Garlic Cloves, Peeled and Finely Chopped
- 150g Greek-style Yoghurt
- 440g Creamy Sauce for Lasagne
- 2 Large Free-range Eggs
- 100g Greek Feta
- 50g Mature Cheddar (grated)
- Salt and Black Pepper
- 50ml Water

METHOD

- 1 Peel and finely chop the onion into a large saucepan, add the lamb and sauté with a little olive oil. Cook until the meat is sealed.
- 2 Add the tinned tomatoes, crumbled stock cube, garlic, water, tomato puree, black pepper, herbs and seasonings.
- 3 Cover with a lid and cook gently for 30 minutes.
- 4 Slice the aubergine thinly then sauté the slices in olive oil until they are browned on both sides. Do this in batches, keeping the cooked aubergine to one side.
- 5 Preheat the oven to 180°C/350°F/Gas Mark 4.
- 6 Peel the potatoes and slice thinly. Cook in salted water for 4-5 minutes until tender. Drain and put aside.
- 7 Mix the lasagne sauce, egg yolks and yoghurt in a mixing bowl.
- 8 When the lamb is cooked, pour half into the base of the dish and layer with the sliced potatoes.
- 9 Spoon the rest of the lamb on the potatoes with the aubergines on top. Spoon over the sauce and sprinkle with feta and cheddar.
- 10 Bake for 25-30 mins until golden.

FOR MORE RECIPE IDEAS
VISIT ALDI.CO.UK

Everyone knows how important it is to eat a balanced diet, and to make sure your children do too. But with busy modern lives, and often conflicting advice about healthy eating, it can be difficult to know what to serve up.

As part of our brilliant Grow Your Champions campaign, in association with the official supermarket partner of Team GB, Aldi, we're bringing you expert advice, brilliant tips and recipes to help you make sure your family get the nourishment they need.

A balanced diet means one that includes all the main food groups. The NHS says starchy foods such as potatoes, bread and pasta, preferably wholegrain, should make up just over a third of what we eat, and the British Nutrition Foundation recommends a portion in every meal for a child.

Five a day

Five portions of fruit and veg a day are especially important for children, as well as lean protein such as chicken or fish, eggs and beans.

You should avoid processed foods and anything with high levels of saturated fat, salt or added sugar. Check your children's breakfast cereals, as these can be packed with sugar.

The range of fresh produce at value prices at your local Aldi makes it easier than ever to make sure your family's meals are perfectly balanced with all the right protein, carbohydrate, fats, vitamins and minerals.

This hearty moussaka is a balanced diet in one dish, with lamb for protein, starchy potatoes and vegetables, healthy olive oil, eggs, yoghurt and Feta cheese.

Get healthy by adding colour



Dr Stephen Mears, lecturer in sports and exercise nutrition at Loughborough University, says:

A balanced diet is vitally important. Ensure your child eats carbohydrates for energy, protein for growth and development, and good sources of fats.

To ensure there are plenty of vitamins and minerals in the diet, add lots of vegetables to meals. The easiest way to include all the vital vitamins and minerals is to make sure meals are as colourful as possible - green broccoli, yellow peppers, red tomatoes and orange carrots all add to the appeal.



News



CCTV images of two women police want to talk to

Hunt for women after pub assault

POLICE have released a CCTV image of two glamorous women following an attack in a pub.

Officers say a 19-year-old woman was assaulted at the Masons Arms in Solihull.

A spokesman for West Midlands Police said: "The victim was at the

Masons Arms on February 27 when she was pulled to the floor and kicked by a group of women at 1.45am.

"One of her false nails snapped during the assault, ripping off the natural nail underneath. She also suffered cuts and bruises."

Anyone with information is asked to contact Detective Constable Louise Davis from Force CID on 101 or email contactus@west-midlands.pnn.police.uk

Alternatively contact Crimestoppers on 0800 555 111.



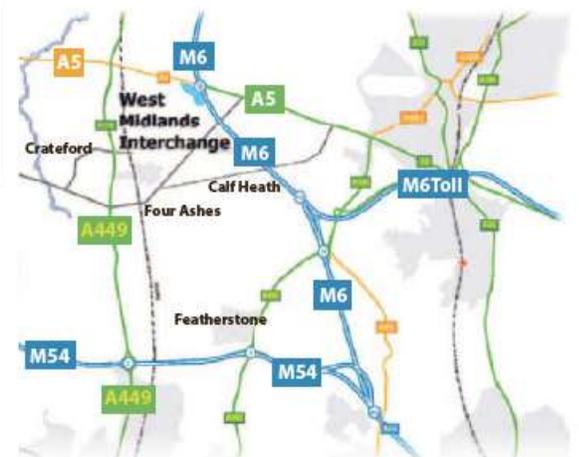
West Midlands Interchange

Stage 1 Consultation

13 June 2016
to 24 July 2016

We are consulting on proposals for a new Strategic Rail Freight Interchange west of J12 of the M6, including:

- A new rail freight terminal with connections to the West Coast Main Line
- Around 800,000 square metres of rail served warehousing and associated buildings
- New road infrastructure and a new junction on the A5
- The creation of around 8,500 new jobs



Come to one of our public exhibitions to learn more about the proposals and speak to members of the team:

Thursday 30 June 2016, 2pm to 7pm
The Haling Dene Centre,
Penkridge, ST19 5DT

Friday 8 July 2016, 3pm to 8pm
Coven Memorial Hall,
Brewood Road, WV9 5DL

Saturday 9 July 2016, 10am to 2pm
Calf Heath Village Hall,
Straight Mile, WV10 7DW

W www.westmidlandsinterchange.co.uk
T 0800 377 7345
E contactus@communityrelations.co.uk

Four Ashes Ltd

Stage 1 Consultation: Newspaper adverts
Express and Star – Thursday 16th June 2016

Fall woman's drink denial

Kitten hitches a ride



A Navy helicopter pilot was surprised to find that it was more than just his engine purring during a 300-mile drive back to base. Instead he had picked up a furry hitch-hiker for the journey from Birmingham Airport to the Royal Naval Air Station Culdrose, near Helston in Cornwall. Tigger the kitten spent the ride clinging to the rear bumper of Lieutenant Nick Grimmer's BMW, and it was not until the following day, when he heard a 'very quiet meowing' coming from his car, that he began to investigate. Efforts are now being made to trace the kitten's owners.

Report by Nick Humphreys
nick.humphreys@expressandstar.co.uk

A WOMAN who claims her ex pushed her out of a third storey window has denied that she fell because she was drunk.

Lisa Turner, 44, was giving evidence at the attempted murder trial of her former partner Marlon Bills, after the fall that left her with a broken back and ankle in December last year.

Bills also face charges of attempting to resist arrest after the incident at his flat in Himley Road, Dudley.

Cross-examining Miss Turner, Bills' defence barrister Christopher Whitehouse suggested that she was highly intoxicated and under the influence of drink and drugs.

Strong

He said: "You say you're not a drinker. But you had a Guinness and black. Then you had cider back at the defendant's flat, which you knew was strong because you stated that the strength was 8.2 per cent. You were with him between 2.30pm and 8.30pm weren't you? I put it to you that you were drinking throughout that time, and you were intoxicated when you fell either from the window of the flat or, more likely, the communal stairs."

She said: "I'm not a big drinker, I have a few vodkas at the weekend when I'm out with my friends, is that a crime?"

Mr Whitehouse added: "You say you're not a druggie, yet you were found with cannabis and amphetamine on you. But you hadn't taken any?" She said that she hadn't.

Miss Turner alleges that Bills, 45, pushed her out of the bathroom window of the flat, before peeling her fingers away from the window sill as she desperately clung on, sending her crashing to the floor below, resulting in her injuries. Bills denies all charges and the trial continues.

19
Express & Star Thursday, June 16, 2016



20 x 440ml,



ASDA
Save money. Live better.

10 pupils the per



at a GCSE exam before half-term

quickly as possible by the school to try to rectify what was human

number of checks are always in place each examination. However, on this the exam invigilators did not identify an error had been made. Further measures have been put in place to ensure there is no repeat of the incident."

BR

Coll

Rangerley County Council have a walk, rock and a d June 26. The guide take place 1pm around of Alveley. It has been Alveley and will be David Po. To book can call 0 the guide £3.50 for children fossil hunt

Cou at T

Comed Dixie with The Robins July 21. The h rock quar ing their tracks su Me All N Dog, Ace Fat Botto Tickets be purch Office on at therok

Race herit

An after jump race Racecourse Severn Va On Ju every cent sold will rectly to t ble Trust.

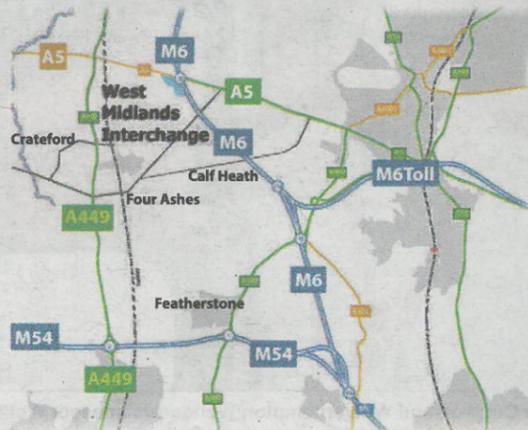
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E contactus@communityrelations.co.uk

Four Ashes Ltd

Homelands
Park, Chorley



Residential
Country
Homes for the
Over 50s

OPEN WEEKEND
13th / 26th June

10am to 5pm
Very welcome to visit our Park available plots at the village location Chorley, Nr Bridgnorth, hire WV16 6PP (off B4363)

For more information call
746 718145 or
7980 828311
For further details
www.homelandschorley.co.uk

13. Stage 1 Consultation – Press release

Final - 13 June 2016

Public's views sought on West Midlands Interchange

Four Ashes Limited has launched a public consultation on its plans to build a major new strategic rail freight interchange (SRFI) to serve South Staffordshire and the West Midlands.

Consultation on early design options for the scheme starts on Monday June 13 and will run until Sunday July 24. Four Ashes Limited is encouraging interested members of the public and businesses to have their say at this early stage in the project's development.

A number of public exhibitions are scheduled, where people can look at plans and documents and discuss the project first hand with members of the project design team.

The exhibitions are:

- Penkridge: Thursday 30 June from 2pm until 7pm
The Haling Dene Centre, Cannock Rd, Penkridge, Stafford ST19 5DT
- Coven: Friday 8 July from 3pm until 8pm
Coven Memorial Hall, Brewood Road, Coven, WV9 5DL
- Calf Heath: Saturday 9 July from 10am until 2pm
Calf Heath Village Hall, Straight Mile, Calf Heath, Wolverhampton, WV10 7DW

The initial proposals outline development of a large SRFI on land west of junction 12 of the M6 in southern Staffordshire. It is hoped that such a scheme could boost the regional and local economy and create up to 8,500 jobs in South Staffordshire and the Black Country. It would also be part of a national network of similar interchanges helping to transfer long distance freight movements from road to rail and easing congestion on the motorway network.

The Managing Director of Four Ashes Limited, Peter Frost, said: "The West Midlands Interchange is a large distribution park featuring a rail freight terminal with rail connections to the West Coast Main Line.

"The development will be made up of warehouses for the storage, processing and movement of goods for manufacturers, retailers and consumers and will connect the West Midlands to a wider strategic national network of rail served distribution centres and ports. It's the type of project that the region's businesses and economic organisations have said they urgently need and it is supported by a national government policy to encourage freight movements off the roads and onto rail.

"Getting people involved early is vital so that community and regional stakeholders' views are considered in the emerging scheme design. The masterplan outlines how key parts of the development could be arranged and so at this stage we want to know what people think of our two preliminary design options and to give us any information they think is relevant.

"This first round of consultation is non-statutory and we will be using the feedback people give us now to help us develop our proposals to the detailed design stage. We will then consult on our detailed proposals early next year."

The privately-funded project is classed as a Nationally Significant Infrastructure Project, which means it needs a Development Consent Order from the Secretary of State for Transport before it could be built, rather than a planning application which is decided by the local planning authority.

An application is not expected to be submitted until autumn 2017, and consultation with nearby communities, residents, businesses and other organisations is a crucial part of the development process.

The company announced the West Midlands Interchange project in April this year. For more information about the West Midlands Interchange, the consultation process, or to find out how to get involved and register for project updates, visit www.westmidlandsinterchange.co.uk.

/ends

For media enquiries or to request an interview please call Ross Pearson or Linda Taylor on 0800 377 7345 or email contactus@communityrelations.co.uk.

Notes to editors

The West Midlands Interchange project is being developed by Four Ashes Limited. Kilbride Holdings is one of three partners in Four Ashes Limited, along with privately owned international property group, Grosvenor Group, and Piers Monckton, who is the majority landowner. Kilbride Holdings has developed projects for Jaguar Land Rover in Halewood and Castle Bromwich.

Mission statement

The partners of Four Ashes Limited are committed to delivering a rail served development which will bring significant sustainable social and economic benefits to South Staffordshire, the Black Country and the wider region, through responsible design and by taking into account community interests and environmental considerations.

Key benefits

The West Midlands Interchange project would boost the West Midlands economy by:

- strengthening the logistics and freight industry and its supply chain, thereby offering new opportunities for the efficient movement of goods for local businesses;
- connecting key local markets with ports and a national network of rail served distribution centres;
- unlocking wider commercial opportunities by bringing the prospect of high quality rail freight connections to the region; and
- encouraging inward investment to the region.

The West Midlands Interchange project would create a broad range of job opportunities in South Staffordshire including well-paid and new skilled jobs, as well as opportunities for lower skilled employment by:

- creating up to 8,500 jobs in South Staffordshire;
- securing existing manufacturing, logistics and freight jobs in the region;
- generating additional jobs across a broad spectrum of business sectors; and
- strengthening businesses and boosting prosperity in the region.

The West Midlands Interchange project would promote sustainability by:

- connecting the national road and rail freight networks to Staffordshire and the north and west of Birmingham;
- making freight distribution more cost-effective and productive;
- removing HGV journeys from the M6 and the strategic road network, thereby saving carbon, easing congestion and increasing safety; and
- improving resilience to meet 21st century market demands.

Government policy

According to the Government's National Policy Statement (NPS) for National Networks, which sets out policy for Strategic Rail Freight Interchanges (SRFIs), there is a compelling need for an expanded national network of SRFIs. Tonne for tonne, rail freight produces 70% less carbon dioxide than road freight, up to 15 times less nitrogen oxide emissions and nearly 10 times fewer particulates, as well as de-congestion benefits.

14. Stage 1 Consultation – Poster



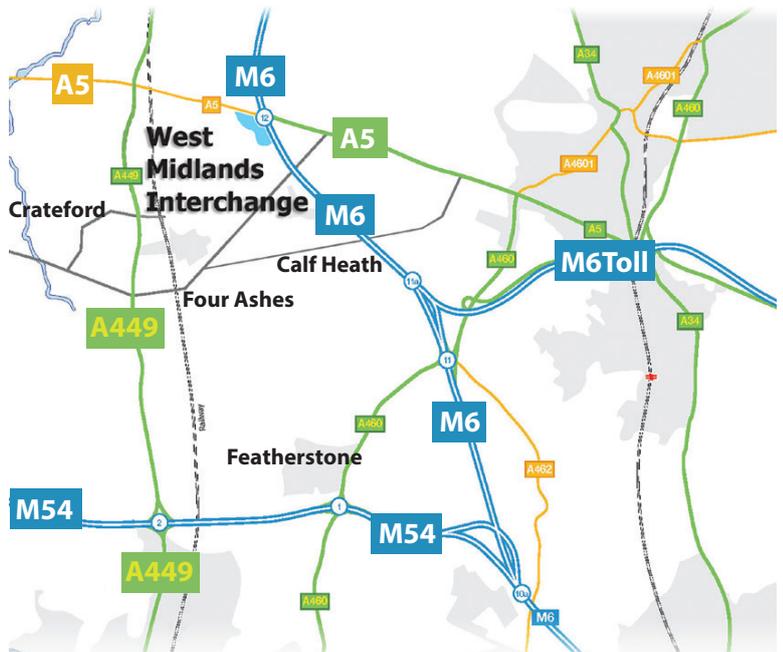
West Midlands
Interchange

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T 0800 377 7345
E contactus@communityrelations.co.uk

Four Ashes Ltd

Appendix C: Stage 2 Consultation: Statutory consultee lists

Note: Appendix C contains two spreadsheets which detail the parties consulted pursuant to s42 of the Planning Act 2008 ("the Act") for the Stage 2 Consultation.

The first spreadsheet contains consulted pursuant to s42(1)(a) of the Act (being those prescribed bodies under the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)). With regard to the "relevant statutory undertakers" listed under those regulations, Table 2 of PINS Advice Note 3 explains that relevant public gas transporters and relevant electricity licence holders are deemed statutory undertakers. The footnotes to these entries provide a link to Ofgem's published lists of electricity and gas licence holders. The footnote states that licences are not always restricted to a geographic area and states that PINS will take a precautionary approach and consult all licence holders whose licence cover Great Britain. The Applicant took the approach of reviewing the very long list of bodies and seeking to rule out those where the licence was limited geographically or where it appeared that the entity would not be relevant to WMI (e.g. operator of offshore wind farms). However, where it was not possible to discount an entity, they were included in the consultation list on a precautionary basis.

The second spreadsheet details the local authorities consulted pursuant to s42(1)(b) of the Act (being those local authorities falling within s43 of the Act).

List of Prescribed Consultees under the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Salutation	Title	First Name	Surname	Company	Position	Address 1	Address 2	Town	Postcode	Telephone	Email	Comments
The Health and Safety Executive												
				Health and Safety Executive	Land Use Planning Policy Division		NSIP Consultations 2.2 Redgrave Court, Merton Road	Bootle, Merseyside	L20 7HS	0151 951 3408	██████████@hse.gsi.gov.uk NSIP.applications@hse.gsi.gov.uk	
The National Health Service Commissioning Board												
				NHS England NHS Commissioning Board		PO Box 16728	Redditch		B97 9TP	01138 250000	england.contactus@nhs.net cc: ██████████@nhs.net	NB: also a statutory undertaker but has not been included twice in the list
The Relevant National Health Service Commissioning Groups												
				Stafford and Surrounds Clinical Commissioning Group		Number 2 Staffordshire Place		Stafford	ST16 2LP	01785 356790	staffordccg.feedback@northstaffs.nhs.uk	NB: also a statutory undertaker but has not been included twice in the list
				Cannock Chase Clinical Commissioning Group		Number 2 Staffordshire Place		Stafford	ST16 2LP	01785 356790	cannockccg.feedback@northstaffs.nhs.uk	NB: also a statutory undertaker but has not been included twice in the list
				South East Staffordshire and Seisdon Peninsula Clinical Commissioning Group		South East Staffordshire Locality Office	Second Floor Marmion House Lichfield Street	Tamworth, Staffordshire	B79 7BZ	01827 306 148	sessp.ccg@nhs.net	NB: also a statutory undertaker but has not been included twice in the list
				South East Staffordshire and Seisdon Peninsula Clinical Commissioning Group		Seisdon Peninsula Locality Office	South Staffordshire Council Offices	Codsall, Staffordshire	WV8 1PX	01827 306 148	sessp.ccg@nhs.net	NB: also a statutory undertaker but has not been included twice in this list
Natural England												
				Natural England	Natural England Consultation Service	Hornbeam House, Electra Way	Crewe Business Park	Crewe	CW1 6GJ		consultations@naturalengland.org.uk	Consultation Service Address This is the correct email address when we have a case officer. Before this, the email address which should be used is eps.mitigation@naturalengland.org.uk
				Natural England (Regional office) North Mercia		2nd Floor, Parkside Court	Hall Park Way	Telford	TF3 4LR	0300 060 3900		Regional Office Address
Historic England												
				Historic England	Senior Local Government and National Infrastructure Adviser, Government Advice Team	1 Waterhouse Square	138-142 Holborn	London	EC1N 2ST	0207 973 3841	██████████@HistoricEngland.org.uk ██████████@HistoricEngland.org.uk	
				Historic England - West Midlands		The Axis	10 Holliday Street	Birmingham	B1 1TG		cc: ██████████@HistoricEngland.org.uk	
Relevant Fire and Rescue Service												
				Staffordshire Fire and Rescue Service		Staffordshire Fire and Rescue Service Headquarters	Pirehill	Stone, Staffordshire	ST15 0BS	08451 22 11 55	webmaster@staffordshirefire.gov.uk	
Relevant Police and Crime Commissioner												
				Office of the Police and Crime Commissioner	Police and Crime Commissioner	Staffordshire Police HQ (Block 9)	Weston Road	Stafford	ST18 0YY		pcc@staffordshire.pcc.pnn.gov.uk	
The Relevant Parish Councils												
				Penkridge Parish Council	Clerk to Council	Cannock Road	Penkridge	Stafford	ST19 5DT	01785 714157	reception@penkridgeparishcouncil.co.uk	
				Brewood and Coven Parish Council	Clerk to Council	The Council Offices, 35 Stafford Street	Brewood	Stafford	ST19 9DX	01902 850809	brewoodparish@btconnect.com	
				Hatherton Parish Council	Clerk to Council	18 Belvedere Gardens	Tattenhall	Wolverhampton	WV6 9QL	01543 502 908	██████████@yahoo.co.uk ██████████@aol.com	
				Saredon CP	Clerk to Council	14 Mallory Road	Perton	South Staffordshire	WV6 7XN	01922 511 319	██████████@sstaffs.gov.uk	
The Environment Agency												
				The Environment Agency		National Customer Contact Centre	PO Box 544	Rotherham	S60 1BY	03708 506 506	enquiries@environmentagency.gov.uk	Consultation Service address.

				The Environment Agency - Staffordshire, Warwickshire and West Midlands	Sentinel House, 9 Wellington Crescent	Fradley Park, Lichfield	Fradley, Staffordshire	WS13 8RR	03708 506506	swwmplanning@environment-agency.gov.uk cc: [REDACTED]@environmentagency.gov.uk	Regional Office Address. NB: The regional office is a statutory undertaker but has not been included twice in the list
Relevant AONB Conservation Boards											
				Cannock Chase AONB Unit	Stafford Borough Council, Civic Centre	Riverside	Stafford	ST16 3AQ		cannockchase@staffordshire.gov.uk	
The Civil Aviation Authority											
				The Civil Aviation Authority	ORA5 Directorate of Airspace Policy Civil Aviation Authority CAA House 45-59 Kingsway		London	WC2B 6TE	0207 379 7311	infoservices@caa.co.uk airspace@caa.co.uk	NB: also a statutory undertaker but has not been included twice in the list
The Secretary of State for Transport											
					DFT Roads Investment Strategy Client Division Capital and Resources Division Team Zone 3/29	33 Horseferry Road	London	SW1P 4DR	0300 330 3000	cc: [REDACTED]@dft.gsi.gov.uk [REDACTED]@dft.gsi.gov.uk	
Integrated Transport Authorities											
				West Midlands Integrated Transport Authority	Transport for the West Midlands (part of the West Midlands Combined Authority)	16 Summer Lane	Birmingham	B19 3SD		West Midlands Combined Authority (switchboard): 0121 2002787 0345 303 6760	
Passenger Transport Executives											
				Genro	Transport for the West Midlands (part of the West Midlands Combined Authority)	Genro House 16 Summer Lane	Birmingham	B19 3SD		Wst Midlands Combined Authority (switchboard): 0121 2002787 0345 303 6760	
The Relevant Highways Authorities											
				Staffordshire County Council Highways Authority	Head of Highways Staffordshire County Council Highways Authority	1 Staffordshire Place 1	Stafford	ST16 2DH			
				Warwickshire County Council		County Highways	Old Budbrooke Road	Warwick	CV35 7DP	01926 412515	
				City of Wolverhampton Council		City Services, Wolverhampton City Council	Culwell Street	Wolverhampton	WV10 0JN	01902 5511155	city.direct@wolverhampton.gov.uk
				Walsall Council		The Civic Centre	Darwall Street	Walsall, West Midlands	WS1 1TP	01922 653344	transportationservices@walsall.gov.uk
				Shropshire County Council		Shrewsbury Office, Shropshire Council, Environmental Maintenance	Longden Road	Shrewsbury	SY3 9EL	0345 678 9006	customer.service@shropshire.gov.uk
The Relevant Strategic Highways Company											
				Highways England		Highways England National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham, B32 1AF	3 Ridgeway, Quinton Business Park	Birmingham	B32 1AF	0300 123 5000	PlanningM@highwaysengland.co.uk

				Highways England West Midlands	Highways England West Midlands Regional Control Centre	1 Ridgeway, Quinton	Birmingham	B32 1AF				
The Coal Authority												
				The Coal Authority	Lichfield Lane	Berry Hill	Mansfield Nottinghamshire	NG18 4RG			planningconsultation@coal.gov.uk	
The Relevant Internal Drainage Boards												
				Sow and Penk IDB	c/o Shire Group of IDBs Epsom House, Chase Park	Redhouse Interchange	Doncaster	DN6 7FE	01302 337798		planning@shiregroup-idbs.gov.uk consents@shiregroup-idbs.gov.uk	
The Canal and River Trust												
				The Canal and River Trust	Head Office, First Floor North, Station House	500 Elder Gate	Milton Keynes	MK9 1BB	0303 040 4040		planning@canalrivertrust.org.uk cc: [REDACTED]@canalrivertrust.org.uk	
Public Health England												
				Public Health England	Public Health England CRCE/NSIP Consultations	Chilton	Didcot	OX11 0RQ			nsipconsultation@phe.gov.uk	
					Public Health England,	Wellington House, 133-155 Waterloo Road	London	SE1 8UG	020 7654 8000		enquiries@phe.gov.uk	
The Secretary of State for Defence												
				Ministry of Defence		Whitehall	London	SW1A 2HB			DIO-Safeguarding-Statutory@mod.uk	
RELEVANT STATUTORY UNDERTAKERS												
Health Bodies												
These are the bodies listed out in rows 5-11 above and have not been included twice.												
NHS Special Health Authorities												
				Health and Social Care Information Centre	Health and Social Care Information Centre, 1 Trevelyan Square	Boar Lane	Leeds	LS1 6AE	0300 303 5678		enquiries@hscic.gov.uk	
				Health Education England	First Floor, Blenheim House	Duncombe Street	Leeds	LS1 4PL			hee.enquiries@nhs.net	
				Health Research Authority	Skipton House	80 London Road	London	SE1 6LH	020 797 22545		contact_hra@nhs.net	
				National Institute for Health and Clinical Excellence	10 Spring gardens		London	SW1A 2BU	0300 323 0140		nice@nice.org.uk	
				National Patient Safety Agency	4-8 Maple Street		London	W1T 5HD			patientsafety_media@nhs.net	
				National Treatment Agency	2nd Floor Skipton House	80 London Road	London	SE1 6LH				
				NHS Blood and Transport	Oak House	Reeds Crescent	Watford	WD24 4QN	0300 123 23 23		customer_services@nhsbt.nhs.uk	
				NHS Business Services Authority	Stella House, Goldcrest Way	Newburn Riverside Park	Newcastle-upon-Tyne	NE15 8NY	(0191) 232 5371			
				NHS Commissioning Board Authority	1W09, 1st Floor	Quarry House, Quarry Hill	Leeds	LS2 7UE			commissioningboard@nhs.net	
				NHS Litigation Authority	2nd Floor, Red Core	151 Buckingham Palace Road	London	SW1W 9SZ	020 7811 2700		generalenquiries@nhsla.com	
				NHS Trust Development Authority	Wellington House	133-155 Waterloo Road	London	SE1 8UG				
				The NHS Institute for Innovation and Improvement	Coventry House, University				0300 300 0020		enquiries@institute.nhs.uk	
The Relevant NHS trusts												
				Sattforshire and Stoke on Trent NHS Trust	Morston House	The Midway	Newcastle-under-Lyme	ST5 1QG	0300 123 1161		sstpnt.hr@nhs.net	
				University Hospitals of North Midlands NHS Trust	Royal Stoke University Hospital	Newcastle Road	Stoke-on-Trent	ST4 6QG	01782 715444		hradvice@uhns.nhs.uk	
				The Royal Wolverhampton NHS Trust	Cannock Chase Hospital	Brunswick Road	Cannock	WS11 5XY	01902 307999			
The Relevant NHS Foundation Trusts												
				South Staffordshire and Shropshire Healthcare NHS Foundation Trust	Trust HQ, St George's Hospital	Corporation Street	Stafford	ST16 3SR	0300 790 7000		enquiries@sssft.nhs.uk	
				West Midlands Ambulance Service Foundation Trust	Trust HQ Millenium Point	Waterfront Business Park, Waterfront Way	Brierley Hill, West Midlands	DY5 1LX			enquiries@wmas.nhs.uk	

RELEVANT STATUTORY UNDERTAKERS IN SPECIFIED SECTORS

Railway											
				Network Rail Infrastructure Limited	Floor 5	1 Eversholt Street		London	NW1 2DN	020 7557 8000	TownPlanningSE@networkrail.co.uk
				HS2 Ltd		2 Snowhill	Queensway	Birmingham	B4 6GA		
				HS2 Ltd		One Canada Square		London	E14 5AB		
				Network Rail (High Speed) Limited		1 Eversholt Street		London	NW1 2DN		
				Highways England Historical Railways Estate		Hudson House	Toft Green	York	YO1 6HP		hreenquiries@highwaysengland.co.uk
				London and Continental Railways Limited		4th Floor	One Kemble Street	London	WC2B 4AN		
				Network Rail		1 Eversholt Street		London	NW1 2DN	020 7557 8000	
				Rail and Safety Standards Board		The Helicon	1 South Place	London	EC2M 2RB		
				Department for Transport	Secretary of State for Transport	Great Minister House	33 Horseferry Road	London	SW1P 4DR		
Road Transport											
				Midland Expressway Limited		Operations Centre	Express Way, Weeford	Lichfield	WS14 0PQ		
Canal or Inland Navigation Authorities											
				Canal and River Trust		Head Office, First Floor North	Station House, 500 Elder Gate	Milton Keynes	MK9 1BB	0303 040 4040	customer.services@canalriver.org.uk planning@canalrivertrust.org.uk cc: [redacted]@canalrivertrust.org.uk
				Lichfield and Hatherton Canals Restoration Trust	President	6 Swan Cottages	Burton Road, Whittington	Lichfield	WS14 9NP	01543 432231	secretary@lhct.org.uk
				NATS-En-Route Safeguarding		4000 Parkway	Whiteley, Fareham	Hants	PO15 7FL	01489 616001	natssafeguarding@nats.co.uk
				Royal Mail Group		100 Victoria Embankment		London	EC4Y 0HQ		[redacted]@bnpparibas.com cc: [redacted]@royalmail.com
				Homes and Communities Agency							mail@homesandcommunities.co.uk
The relevant water and sewage undertakers											
				South Staffordshire Water Plc		Green Lane		Walsall	WS2 7PD	01922 638 282	[redacted]@south-staffs-water.co.uk
				Severn Trent Water Ltd		Severn Trent Centre	2 St Johns Street	Coventry	CV1 2LZ	024 7771 5000	stw.ofwat@severntrent.co.uk
Relevant Electricity Statutory Undertakers											
				Energetics Electricity Limited		International House, Stanley Boulevard	Hamilton International Technology park	Glasgow	G72 0BN		
				G2 Energy IDNO Limited		Olney Office Park	25 Osier Way	Olney, Buckinghamshire	MK46 5FP		
				ESP Electricity Limited		1st Floor, Bluebird House	Mole Business Park	Leatherhead, Surrey	KT22 7BA		alans@espipelines.com
				Harlaxton Energy Networks Limited		Toll Bar Road	Marston	Grantham,, Lincs	NG32 2HT		
				Independent Power Networks Limited		Energy House	Woolpit Business Park, Woolpit	Bury St Edmunds	IP30 9UP		
				Peel Electricity Networks Limited		Peel Dome	The Trafford Centre	Manchester	M17 9PL		
				The Electricity Network Company Limited		Energy House	Woolpit Business Park, Woolpit	Bury St Edmunds	IP30 9UP		
				UK Power Distribution Limited		22-26 King Street		King's Lynn, Norfolk	PE30 1HJ		
				Utility Assets Limited		53 High Street	Cheveley	Newmarket, Suffolk	CD8 9DQ		assetrecords@utilityassets.co.uk
				Utility Distribution Networks Limited		Ship Canal House	98 King Street	Manchester	M2 4WU		
				Western Power Distribution (West Midlands) Plc		Avonbank	Feeder Road	Bristol	BS2 0TB		info@westernpower.co.uk
				National Grid Electricity Transmission Plc		1-3 Strand		London	WC2N 5EH		box.landandacquisitions@nationalgrid.com
				Abbey Power Generation Limited		Devonshire House	1 Devonshire Street	London	W1W 5DR		

The ofgem list has been used to find the relevant electricity licence holders. Where such undertakers do not operate in the vicinity of the project they have not been included.

				Danske Commodities A/S	Vaerkmestergade 3	3rd Floor	DK-80000 Aarhus C	Denmark		
				E.ON UK Plc	Westwood Way	Westwood Business Park	Coventry	CV4 8LG		
				EDF Development Company Limited	40 Grosvenor Place	Victoria	London	SW1X 7EN		
				EDF Energy Renewables Limited	40 Grosvenor Place	Victoria	London	SW1X 7EN		
				EDF Energy Nuclear Generation Limited	40 Grosvenor Place	Victoria	London	SW1X 7EN		
				Esso Petroleum Company Limited	Ermyn House	Ermyn Way	Leatherhead, Surrey	KT22 8UX		
				Rugeley Power Generation Limited	Level 20	25 Canada Square	London	E14 5LQ		
				Npower Direct Limited	Windmill Hill Business Park	Whitehill Way	Swindon	SN5 6PB		
				RWE Generation UK Plc	Windmill Hill Business Park	Whitehill Way	Swindon	SN5 6PB		
				Scottish Power Generation Limited	320 St. Vincent Street		Glasgow	G2 5AD		
				Scottish Power Generation Limited	1 Atlantic Quay	Robertson Street	Glasgow	G2 8SP		
				SSE Generation Limited	55 Vastern Road		Reading	RG1 8BU		
				SSEPG (Operations) Limited	55 Vastern Road		Reading	RG1 8BU		
				Dong Energy RB (UK) Limited	5 Howick Place		London	SW1P 1WG		
				GB Developers Limited	UKPR 6th Floor Radcliffe House	Blenheim Court, Warwick Road	Solihull	B91 2AA		
				International Power Ltd	Level 20	25 Canada Square	London	E14 5LQ		
				UK Power Reserve Limited	Radcliffe House	Blenheim Court, Warwick Road	Solihull	B91 2AA		
				Uniper UK Limited	Compton House 2300 The Crescent	Birmingham Business Park	Birmingham	B37 7YE		
				Uniper UK Limited	Westwood Way	Westwood Business Park	Coventry	CV4 8LG		
				ENGIE Power Limited	No. 1 Leeds	26 Whitehall Road	Leeds	LS12 1BE		
				Scottish Power Renewables (UK) Limited	2nd floor NB, North Wing	Cathcart Business Park, Spean Street	Glasgow	G44 4BE		
				The Nuclear Decommissioning Authority	Herdus House, Westlakes Science and Technology Park	Moor Row	Cumbria	CA24 3HU		
				UK Power Reserve Limited	Radcliffe House	Blenheim Court, Warwick Road	Solihull	B91 2AA		
				Ulzieside Wind Energy Limited	Caledonain Exchange	19A Canning Street	Edinburgh	EH3 8HE		
				Intervate Limited	Portersfield Road Industrial Estate	Portersfield Road	Cradley Heath, West Midlands	B64 7BN		
Relevant Gas Statutory Undertakers										
				Cadent Gas Limited	Ashbrook Court,	Coventry		CV7 8PE		
				National Grid Gas Plc	1-3 Strand		London	WC2N 5EH	box.landandacquisitions@nationalgrid.com	The ofgem list has been used to find the relevant public gas transporters.
				Energetics Gas Limited	International House, Stanley Boulevard	Hamilton International Technology park	Glasgow	G72 0BN		
				Energy Assets Pipelines Limited	Ship Canal House	98 King Street	Manchester	M2 4WU		
				ES Pipelines Limited	1st Floor, Bluebird House	Mole Business Park	Leatherhead, Surrey	KT22 7BA	@espipelines.com	
				ESP Connections Limited	1st Floor, Bluebird House	Mole Business Park	Leatherhead, Surrey	KT22 7BA		
				ESP Networks Limited	1st Floor, Bluebird House	Mole Business Park	Leatherhead, Surrey	KT22 7BA		
				ESP Pipelines Limited	1st Floor, Bluebird House	Mole Business Park	Leatherhead, Surrey	KT22 7BA		
				Fulcrum Pipelines Limited	2 Europa View	Sheffield Business Park	Sheffield	S9 1XH		

				GTC Pipelines Limited		Energy House	Woolpit Business Park, Woolpit	Bury St Edmunds	IP30 9UP			
				Independent Pipelines Limited		Energy House	Woolpit Business Park, Woolpit	Bury St Edmunds	IP30 9UP			
				Indigo Pipelines Limited		1 London Wall		London	EC2Y 5AB			
				Quadrant Pipelines Limited		Energy House	Woolpit Business Park, Woolpit, Windmill Avenue	Bury St Edmunds	IP30 9UP			
				Northern Gas Networks Limited		1100 Century Way	Thorpe Park Business Park	Colton, Leeds	LS15 8TU			
				Scotland Gas Networks Plc		Axis House	5 Lonehead Drive	Newbridge, Edinburgh	EH288TG			customer@sgn.co.uk
				Southern Gas Networks Plc		St Lawrence House	Station Approach	Horley, Surrey	RH6 9HJ			customer@sgn.co.uk
				Wales and West Utilities Limited		Wales and West House	Spooner Close, Celtic Springs	Newport	NP10 8FZ			enquiries@wwutilities.co.uk
				WINGAS Storage UK Limited		Building 3, Chiswick Business Park	566 Chiswick High Road	London	W4 5YA			
The Crown Commissioners Estate												
				The Crown Estate Commissioners	The Crown Estate	16 New Burlington Place		London	W1S 2HX	0207 851 5000		offshoreNSIP@thecrown-estate.co.uk
The Forestry Commission												
				The Forestry Commission - North West and West Midlands Area		Ghyll Mount Gillan Way Penrith	Penrith 40 Business Park	Cumbria	CA11 9BP	0300 067 4190		nwwm@forestry.gsi.gov.uk
				The Forestry Commission - National Enquiries		620 Bristol Business Park	Coldharbour Lane	CA11 9BP	BS16 1EJ	0300 067 4000		nwwm@forestry.gsi.gov.uk

Local authorities consulted pursuant to s42(1)(b) of the Act

Authority	Address	Other Contact Info	A, B, C, D?
South Staffordshire Council	South Staffordshire Council Council Offices Wolverhampton Road Codsall South Staffordshire WV8 1PX	01902 696000 info@sstaffs.gov.uk Head of Planning_planning@sstaffs.gov.uk	B
Stafford Borough Council	Stafford Borough Council Civic Centre Riverside Stafford ST16 3AQ	01785 619000 info@staffordbc.gov.uk Head of Planning – planning@staffordbc.gov.uk	A
Cannock Chase District Council	Cannock Chase Council, Civic Centre, Beecroft Road, Cannock Staffs WS11 1BG	01543 462621 customerservices@cannockchasedc.gov.uk Head of Planning – developmentcontrol@cannockchasedc.gov.uk	A
Walsall Council	Walsall Council The Civic Centre Walsall, West Midlands WS1 1TP	01922 650000 info@walsall.gov.uk Head of Planning_ planningservices@walsall.gov.uk	A
City of Wolverhampton Council	City of Wolverhampton Council Civic Centre St. Peter's Square Wolverhampton WV1 1SH	01902 551155 Head of Planning_ planning@wolverhampton.gov.uk	A
Dudley Metropolitan Borough Council	Dudley Metropolitan Borough Council House Priory Road Dudley West Midlands DY1 1HF	0300 555 2345 dudleycouncilplus@dudley.gov.uk Head of Planning_ development.control@dudley.gov.uk	A
Bromsgrove District Council	Parkside Market Street, Bromsgrove, Worcestershire B61 8DA	01527 881288 bromsgrovecsc@bromsgrove.gov.uk Head of Planning_ @bromsgroveandredditch.gov.uk	A
Wyre Forest District Council	Wyre Forest House Finepoint Way, Kidderminster, Worcestershire DY11 7WF	01562 732928 wyreforest.dc.gov.uk	A
Shropshire Council	Shirehall, Abbey Foregate Shrewsbury, Shropshire, SY2 6ND	0345 678 9000 Customer.service@shropshire.gov.uk	A
Telford and Wrekin Council	Telford & Wrekin Council, Lawn Central, Telford TF3 4JA	01952 380000 contact@telford.gov.uk Head of Planning_ planning.control@telford.gov.uk	A
Staffordshire County Council	1 Staffordshire Place 4, Stafford, ST16 2DH	0300 111 8000 contactus@staffordshire.gov.uk Head of Planning_planning@staffordshire.gov.uk	C
Leicestershire County Council	County Hall, Glenfield, Leicester LE3 8RA	0116 232 3232 Head of Planning_planningcontrol@leics.gov.uk	D

Derbyshire County Council	Mrs. Christine Massey, Manager – Policy and Monitoring, Planning Services, Derbyshire County Council, Shand House, Dale Road South, Matlock DE4 3RY	01629 533190 contact.centre@derbyshire.gov.uk planningpolicy@derbyshire.gov.uk	D
Cheshire East Council	c/o Municipal Building, Earle Street, Crewe, CW1 2BJ.	0300 123 5500 Head of Planning_planning@cheshireeast.gov.uk	D
Stoke-on-Trent City Council*	Civic Centre, Glebe Street, Stoke-on-Trent, ST4 1HH	Enquiries@stoke.gov.uk 01782 234 234 Head of Planning_planning@stoke.gov.uk	D
Warwickshire County Council	Shire Hall, Warwickshire County Council Headquarters CV34 4RL	01926 410410	D
Worcestershire County Council	Worcestershire County Council County Hall Spetchley Road Worcester WR5 2NP	01905 763763 Head of Planning_sp@worcestershire.gov.uk	D
West Midlands Combined Authority	West Midlands Combined Authority, 16 Summer Lane, Birmingham, B19 3SD	0121 200 2787 0345 303 6760 [REDACTED]@wolverhampton.gov.uk	D
Birmingham City Council	Planning and Regeneration PO Box 28 Birmingham B1 1TU	Head of Planning_planningandregenerationenquiries@birmingham.gov.uk	D
Peak District National park Authority	Peak District National Park Authority Aldern House Baslow Road Bakewell Derbyshire DE45 1AE	Head of Planning customer.service@peakdistrict.gov.uk cc: planning.service@peakdistrict.gov.uk 01629 816 200	D

* Note: Please see paragraph 6.3.13 describes how consultation with Stoke-on-Trent was undertaken.

Appendix D: Stage 2 Consultation: Site notices

Section 42 Planning Act 2008

The West Midlands Rail Freight Interchange Order 201X

NOTICE TO THE UNKNOWN OWNER(S) AND OCCUPIER(S) OF PRIVATE ROAD (HARRISONS LANE) SITUATED TO THE EAST OF THE STAFFORDSHIRE AND WORCESTERSHIRE CANAL AND TO THE NORTH OF WATLING STREET (A5), FOUR ASHES, SHADED PINK ON THE ENCLOSED PLAN.

It is currently anticipated that the draft Order to which this notice relates may include a proposal to compulsorily acquire land and/or interests the ownership of which is unknown

Notice is hereby given that Four Ashes Limited of 4th Floor, 7/10 Chandos Street, Cavendish Square, London W1G 9DQ (the "Applicant") proposes to apply to the Secretary of State (via the Planning Inspectorate) under Section 37 of the Planning Act 2008 for a development consent order ("DCO") to authorise the construction, operation, use and maintenance of a rail freight interchange (including warehousing and associated highway works) on land west of Junction 12 of the M6 motorway, immediately south of the A5 trunk road (the "Application").

The project is EIA development (that means development that requires an environmental impact assessment) and the Applicant will submit an Environmental Statement with the Application.

The proposed DCO will, amongst other things, authorise the construction, operation, use and maintenance of:

1. An intermodal freight terminal with connections to the West Coast Main Line capable of accommodating up to 10 trains per day and trains of up to 775 metres long and including container storage, associated HGV parking, rail control building and staff facilities;
2. Up to 743,200m² of rail served warehousing and ancillary service buildings;
3. New road infrastructure and works to the existing road infrastructure;
4. Demolition of existing structures and structural earthworks to create development plots and landscape zones;

5. Repositioning and burying of electricity pylons and cables; and
6. Strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas and publicly accessible open areas.

A copy of details of the proposals, preliminary environmental information, plans, maps and other draft documents showing the nature and location of the proposed development, may be inspected free of charge at the following locations and during the hours set out below.

1. Brewood Library, Newport Street, Brewood, Stafford, ST19 9DT
Opening Times: Tuesday 9am to 1pm and 2pm to 7pm, Wednesday to Friday 9am to 1pm and 2pm to 5pm, Saturday 9.30am to 1pm
2. Penkridge Library, Bellbrook, Stafford, ST19 5DL
Opening Times: Monday 2pm to 6pm, Tuesday 2pm to 7pm, Wednesday 10am to 1pm, 2pm to 5pm, Thursday 2pm to 5.30pm, Friday 10am to 1pm, 2pm to 5pm, Saturday 9.30am to 1pm
3. South Staffordshire Council, Wolverhampton Road, Codsall, WV8 1PX
Opening Times: Monday to Friday 8.45am to 5pm.

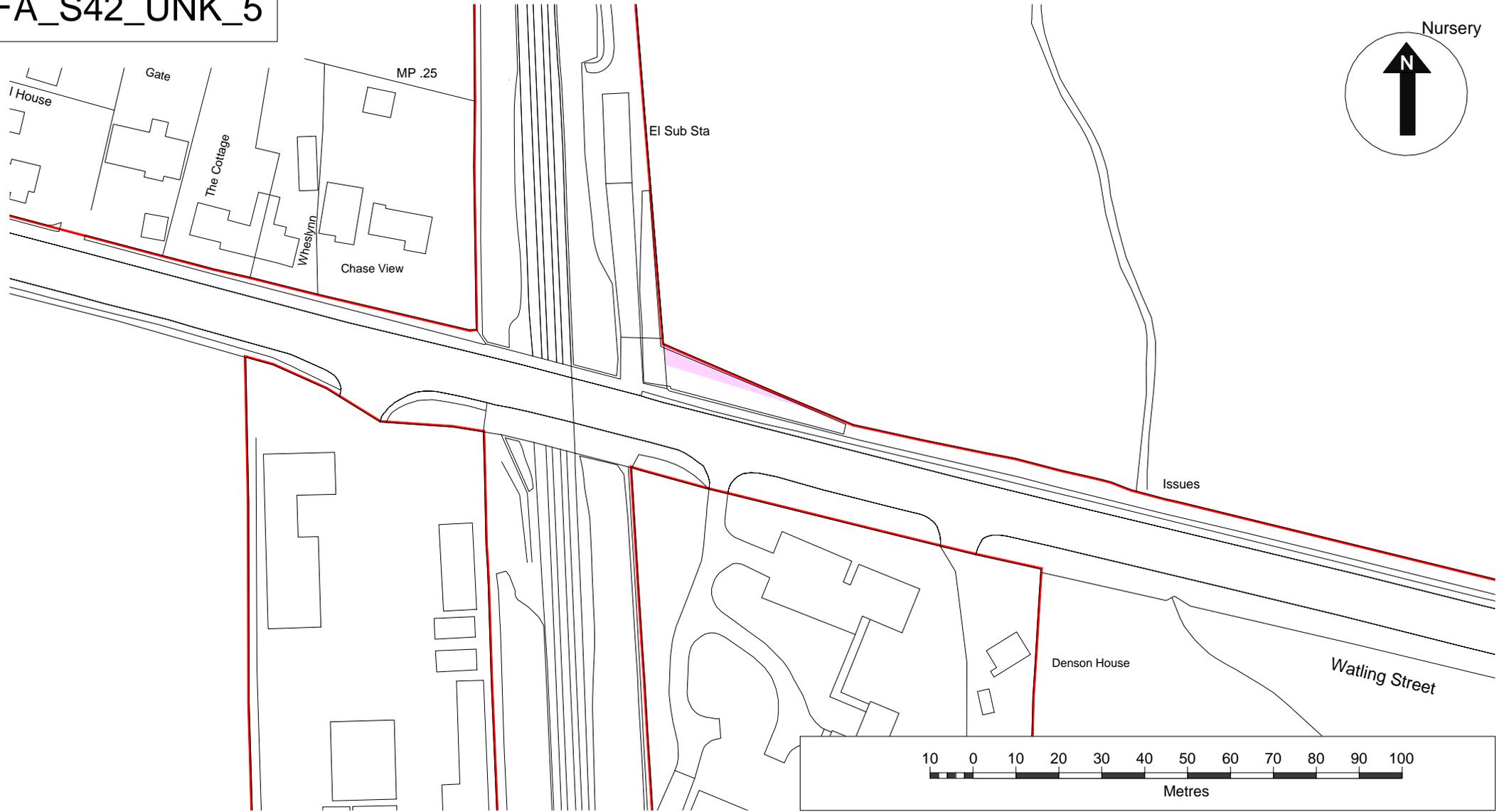
The documents relating to the proposed Application will be on display at the above locations from 5 July 2017 to 30 August 2017. Copies of the plans, maps and documents can be provided in paper copy form at a cost of £500 or on USB free of charge. Further details in relation to the project and these documents can be found on the Applicant's website www.westmidlandsinterchange.co.uk.

Any responses or representations in respect of the proposed Application, should be sent in writing to the Applicant, at FREEPOST WMI or by e-mail to contactus@communityrelations.co.uk by no later than 30 August 2017.

Please be aware all responses will be made public.

If you own or benefit from the unknown interest referred to in this notice and shown shaded pink on the enclosed plan, or know who does do so, then please contact TerraQuest on 0800 902 0421 and ask to speak to the Four Ashes Team, or by email to FourAshesTeam@TerraQuest.co.uk.

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252-260 Broad Street
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B1 2HF



Extent of
Unknown
Ownership



Area to be
Referenced

West Midlands Interchange DCO

Party Name	Unknown		
Reference	FA_S42_UNK_5		
OS Map Ref	SJ 91 09		
Scale	1:2,500@A4	Date	3 July 2017

Section 42 Planning Act 2008**The West Midlands Rail Freight Interchange Order 201X****NOTICE TO THE UNKNOWN OWNER(S) AND OCCUPIER(S) OF
WOODED AREA SITUATED TO THE EAST OF CHASE VIEW,
WATLING STREET (A5) AND TO THE NORTH OF WATLING HOUSE
POLICE STATION, FOUR ASHES, SHADED PINK ON THE
ENCLOSED PLAN.****It is currently anticipated that the draft Order to which this
notice relates may include a proposal to compulsorily acquire
land and/or interests the ownership of which is unknown**

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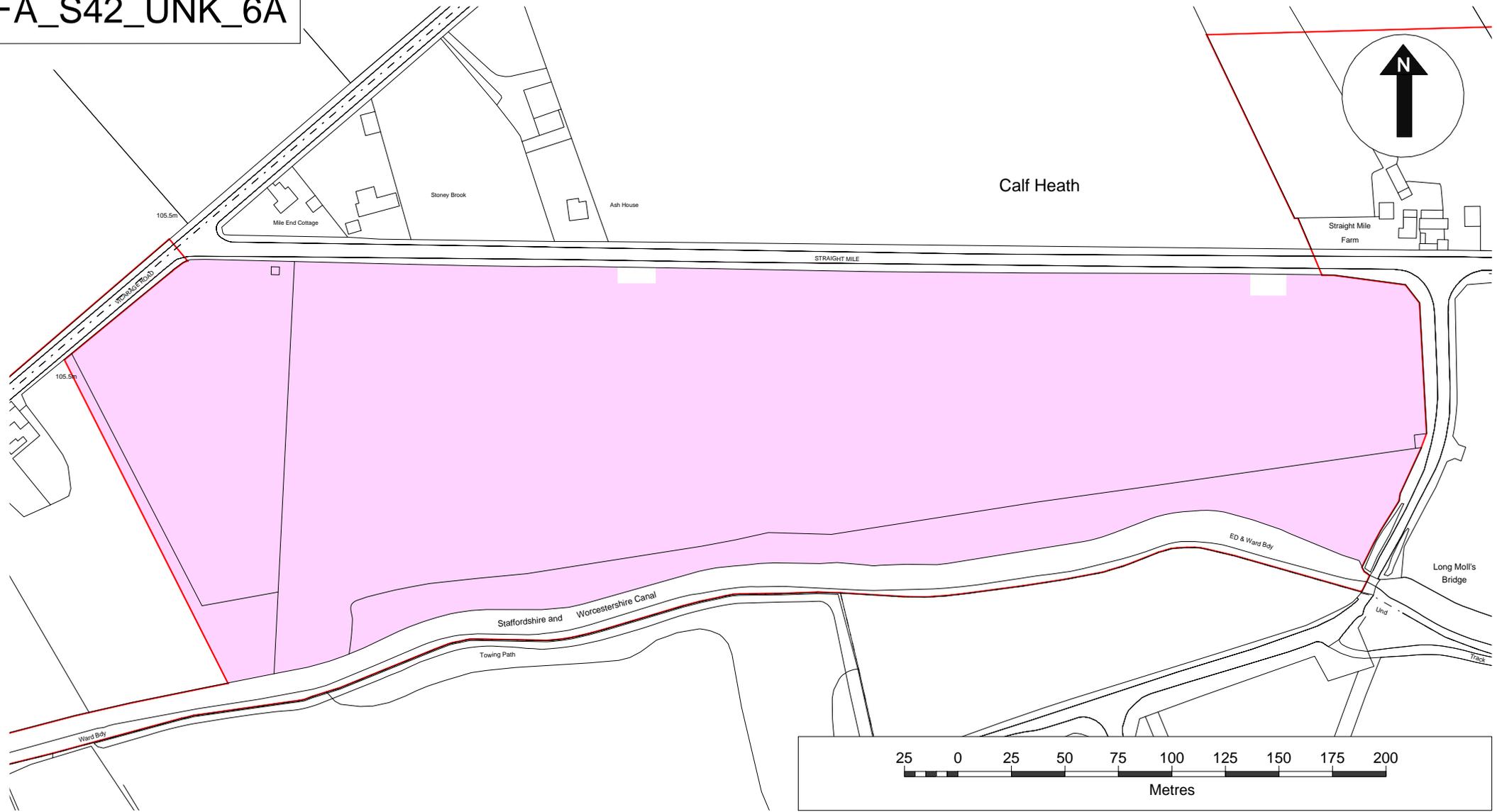
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Extent of
Unknown
Right



Area to be
Referenced

West Midlands Interchange DCO

Party Name	Unknown		
Reference	FA_S42_UNK_6A		
OS Map Ref	SJ 91 09		
Scale	1:2,500@A4	Date	3 July 2017

Section 42 Planning Act 2008

The West Midlands Rail Freight Interchange Order 201X

NOTICE TO THE UNKNOWN BENEFICIARY OF RIGHTS RELATING TO DRAINAGE AS CONTAINED IN A DEED OF GRANT DATED 13 MAY 1986 OVER AGRICULTURAL LAND, SITUATED TO THE SOUTH OF STRAIGHT MILE AND TO THE NORTH OF SEWAGE WORKS, DEEPMORE LANE, FOUR ASHES, SHADED PINK ON THE ENCLOSED PLAN.

It is currently anticipated that the draft Order to which this notice relates may include a proposal to compulsorily acquire land and/or interests the ownership of which is unknown

Notice is hereby given that Four Ashes Limited of 4th Floor, 7/10 Chandos Street, Cavendish Square, London W1G 9DQ (the "Applicant") proposes to apply to the Secretary of State (via the Planning Inspectorate) under Section 37 of the Planning Act 2008 for a development consent order ("DCO") to authorise the construction, operation, use and maintenance of a rail freight interchange (including warehousing and associated highway works) on land west of Junction 12 of the M6 motorway, immediately south of the A5 trunk road (the "Application").

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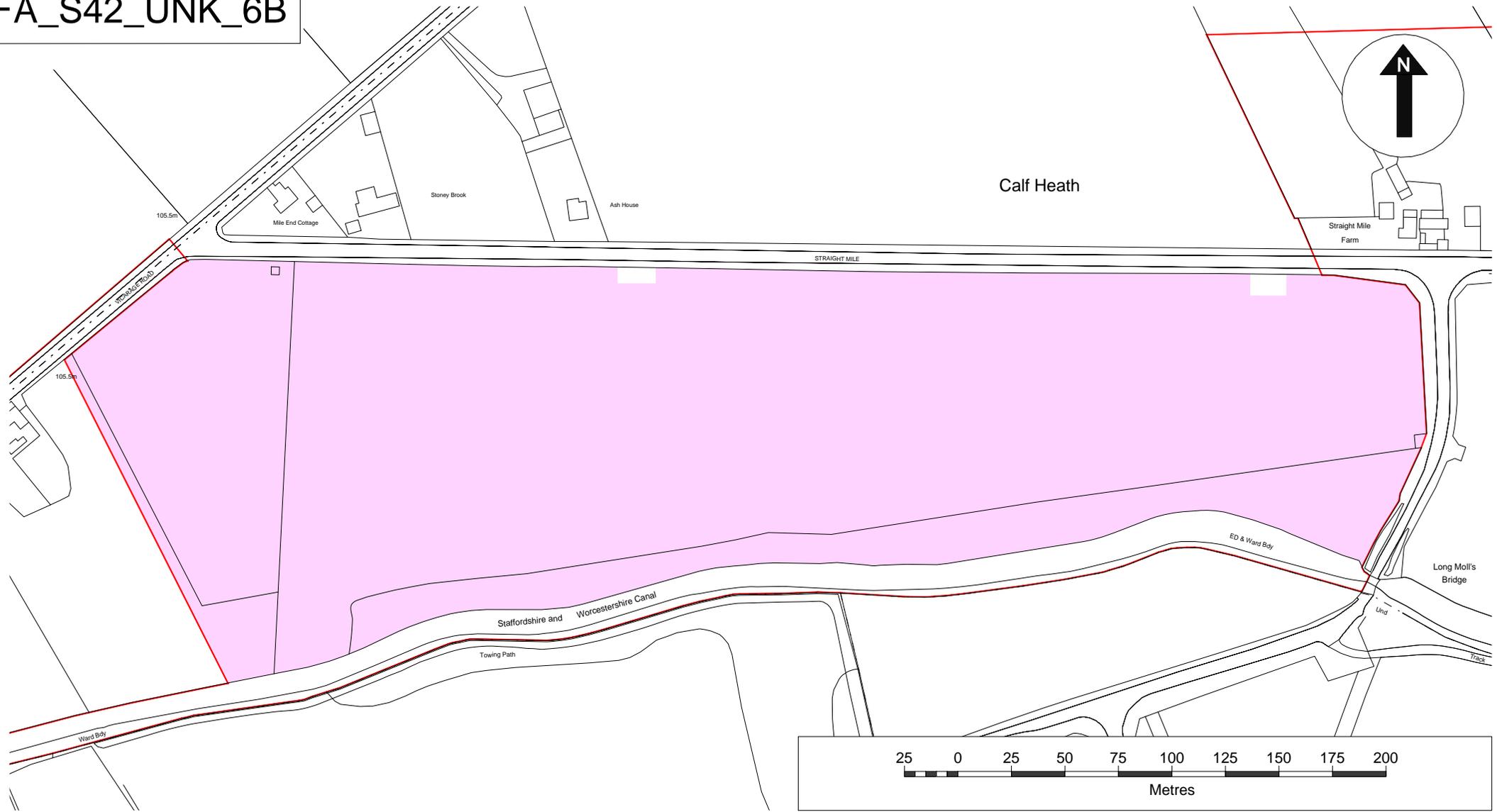
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Any responses or representations in respect of the proposed Application, should be sent in writing to the Applicant, at FREEPOST WMI or by e-mail to contactus@communityrelations.co.uk by no later than 30 August 2017.

Please be aware all responses will be made public.

If you own or benefit from the unknown interest referred to in this notice and shown shaded pink on the enclosed plan, or know who does so, then please contact TerraQuest on 0800 902 0421 and ask to speak to the Four Ashes Team, or by email to FourAshesTeam@TerraQuest.co.uk.

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Extent of
Unknown
Right



Area to be
Referenced

West Midlands Interchange DCO

Party Name	Unknown		
Reference	FA_S42_UNK_6B		
OS Map Ref	SJ 91 09		
Scale	1:2,500@A4	Date	3 July 2017

Section 42 Planning Act 2008

The West Midlands Rail Freight Interchange Order 201X

NOTICE TO THE UNKNOWN BENEFICIARY OF RIGHTS RELATING TO DRAINAGE AS CONTAINED IN A DEED OF GRANT DATED 13 MAY 1986 OVER AGRICULTURAL LAND, SITUATED TO THE SOUTH OF STRAIGHT MILE AND TO THE NORTH OF SEWAGE WORKS, DEEPMORE LANE, FOUR ASHES, SHADED PINK ON THE ENCLOSED PLAN.

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The project is EIA development (that means development that requires an environmental impact assessment) and the Applicant will submit an Environmental Statement with the Application.

The proposed DCO will, amongst other things, authorise the construction, operation, use and maintenance of:

1. An intermodal freight terminal with connections to the West Coast Main Line capable of accommodating up to 10 trains per day and trains of up to 775 metres long and including container storage, associated HGV parking, rail control building and staff facilities;
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3. New road infrastructure and works to the existing road infrastructure;

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5. Repositioning and burying of electricity pylons and cables; and
6. Strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas and publicly accessible open areas.

A copy of details of the proposals, preliminary environmental information, plans, maps and other draft documents showing the nature and location of the proposed development, may be inspected free of charge at the following locations and during the hours set out below.

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Opening Times: Tuesday 9am to 1pm and 2pm to 7pm, Wednesday to Friday 9am to 1pm and 2pm to 5pm, Saturday 9.30am to 1pm
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3. South Staffordshire Council, Wolverhampton Road, Codsall, WV8 1PX
Opening Times: Monday to Friday 8.45am to 5pm.

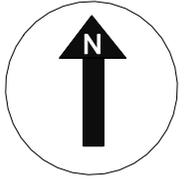
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Any responses or representations in respect of the proposed Application, should be sent in writing to the Applicant, at FREEPOST WMI or by e-mail to contactus@communityrelations.co.uk by no later than 30 August 2017.

Please be aware all responses will be made public.

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Gravelly Way Farm



ard Bdy

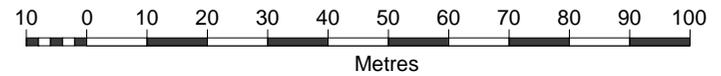
Def

Gravelly Way
Bridge

FB

CH

Pond



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Quayside Tower
252-260 Broad Street
Birmingham
B1 2HF



Extent of
Unknown
Right



Area to be
Referenced

West Midlands Interchange DCO

Party Name	Unknown		
Reference	FA_S42_UNK_7		
OS Map Ref	SJ 91 09		
Scale	1:1,250@A4	Date	3 July 2017

Section 42 Planning Act 2008

The West Midlands Rail Freight Interchange Order 201X

NOTICE TO THE UNKNOWN BENEFICIARY OF A RIGHT OF WAY AS CONTAINED IN A CONVEYANCE DATED 1 FEBRUARY 1974 OVER PRIVATE ROAD (GRAVELLY WAY) SITUATED TO THE SOUTH OF GRAVELLY WAY FARM AND TO THE WEST OF THE STAFFORDSHIRE AND WORCESTERSHIRE CANAL, FOUR ASHES, SHADED PINK ON THE ENCLOSED PLAN.

It is currently anticipated that the draft Order to which this notice relates may include a proposal to compulsorily acquire land and/or interests the ownership of which is unknown

Notice is hereby given that Four Ashes Limited of 4th Floor, 7/10 Chandos Street, Cavendish Square, London W1G 9DQ (the "Applicant") proposes to apply to the Secretary of State (via the Planning Inspectorate) under Section 37 of the Planning Act 2008 for a development consent order ("DCO") to authorise the construction, operation, use and maintenance of a rail freight interchange (including warehousing and associated highway works) on land west of Junction 12 of the M6 motorway, immediately south of the A5 trunk road (the "Application").

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2. Up to 743,200m² of rail served warehousing and ancillary service buildings;
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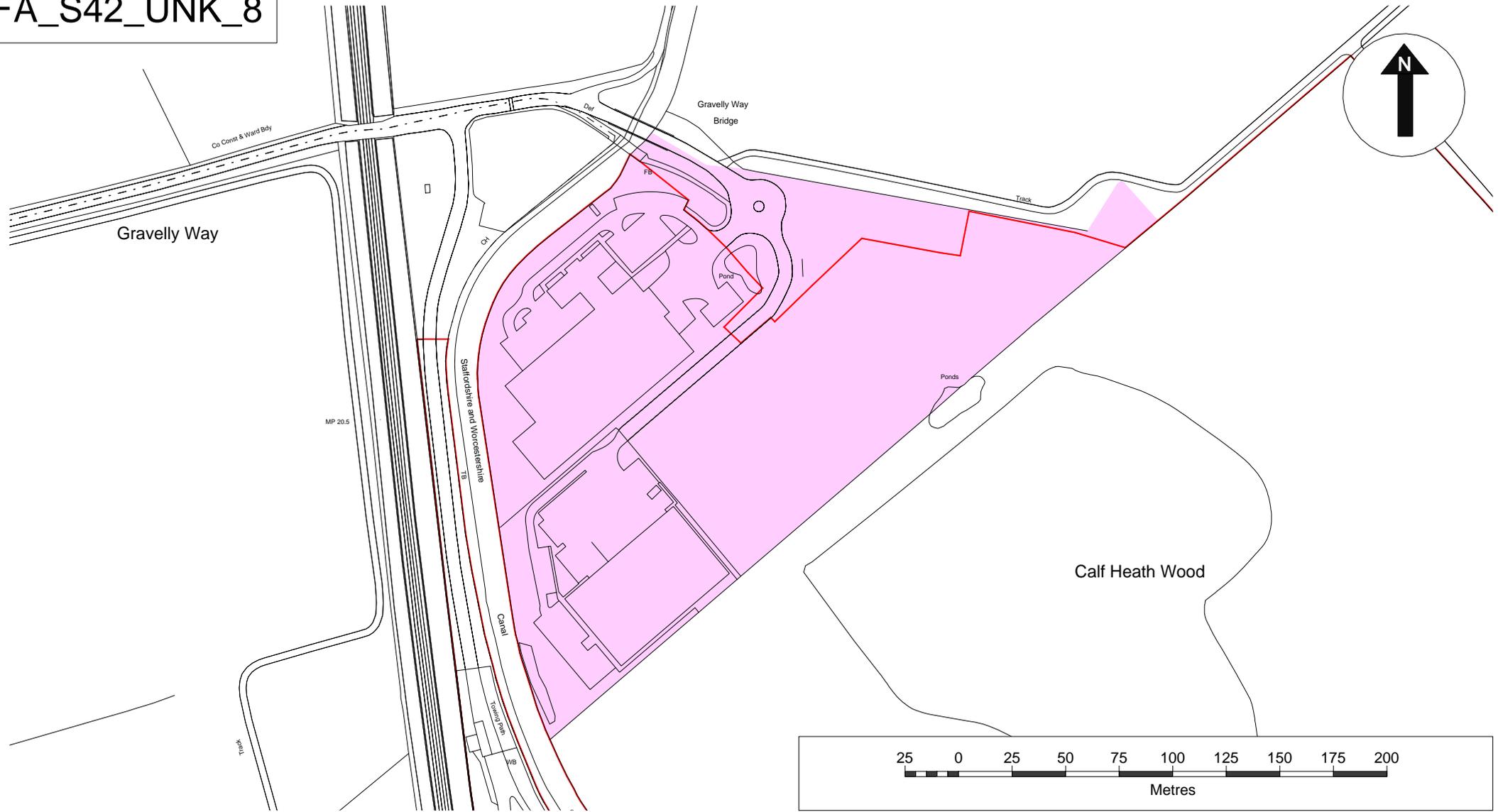
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Opening Times: Monday to Friday 8.45am to 5pm.

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- Extent of Unknown Right
- Area to be Referenced

West Midlands Interchange DCO

Party Name	Unknown		
Reference	FA_S42_UNK_8		
OS Map Ref	SJ 91 09		
Scale	1:2,500@A4	Date	3 July 2017

Section 42 Planning Act 2008**The West Midlands Rail Freight Interchange Order 201X**

NOTICE TO THE UNKNOWN BENEFICIARIES OF A RIGHT OF WAY AND SPORTING RIGHTS RESERVED AS CONTAINED IN A CONVEYANCE DATED 1 FEBRUARY 1974 AND A RESTRICTIVE COVENANT RELATING TO HEIGHT OF BUILDINGS AS CONTAINED IN A TRANSFER DATED 12 AUGUST 2005 OVER BUILDINGS AND PREMISES (GRAVELLY WAY), FOUR ASHES, SHADED PINK ON THE ENCLOSED PLAN.

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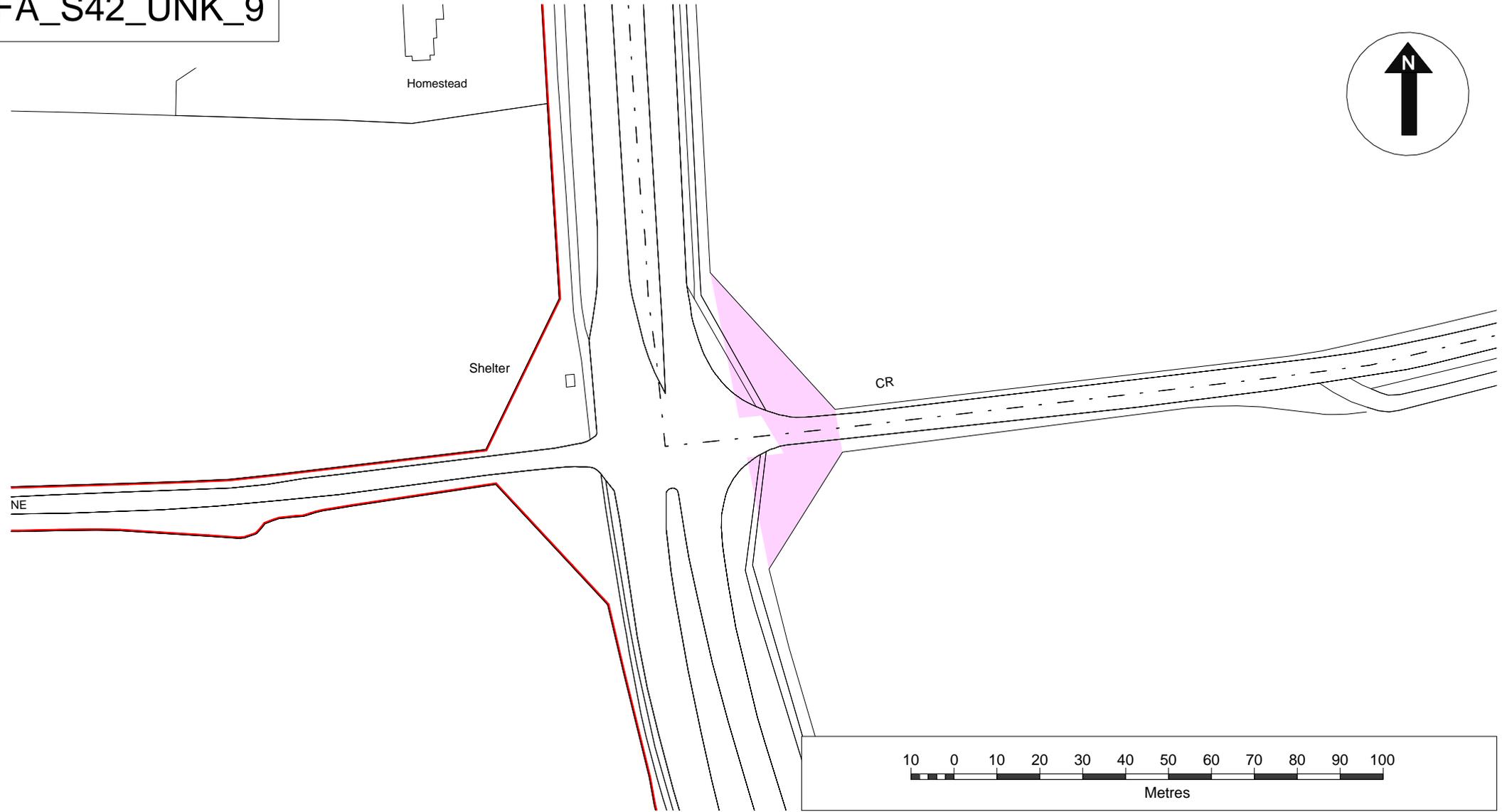
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FA_S42_UNK_9



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Extent of
Unknown
Ownership



Area to be
Referenced

West Midlands Interchange DCO

Party Name	Unknown		
Reference	FA_S42_UNK_9		
OS Map Ref	SJ 91 09		
Scale	1:1,250@A4	Date	3 July 2017

Section 42 Planning Act 2008

The West Midlands Rail Freight Interchange Order 201X

NOTICE TO THE UNKNOWN OWNER(S) AND OCCUPIER(S) OF PRIVATE ROAD (GRAVELLY WAY) SITUATED TO THE SOUTH EAST OF HOMESTEAD, STAFFORD ROAD AND TO THE WEST OF GRAVELLY WAY BRIDGE, FOUR ASHES, SHADED PINK ON THE ENCLOSED PLAN.

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- Extent of Unknown Ownership
- Area to be Referenced

West Midlands Interchange DCO

Party Name	Unknown		
Reference	FA_S42_UNK_10		
OS Map Ref	SJ 91 09		
Scale	1:1,250@A4	Date	3 July 2017

Section 42 Planning Act 2008**The West Midlands Rail Freight Interchange Order 201X****NOTICE TO THE UNKNOWN OWNER(S) AND OCCUPIER(S) OF PRIVATE ACCESSWAY (TO DUNROBIN, STATION DRIVE AND CRAIGMORE, STATION DRIVE) SITUATED TO THE NORTH OF STATION DRIVE AND TO THE SOUTH OF DUNROBIN, STATION DRIVE, FOUR ASHES, SHADED PINK ON THE ENCLOSED PLAN.****It is currently anticipated that the draft Order to which this notice relates may include a proposal to compulsorily acquire land and/or interests the ownership of which is unknown**

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Any responses or representations in respect of the proposed Application, should be sent in writing to the Applicant, at FREEPOST WMI or by e-mail to contactus@communityrelations.co.uk by no later than 30 August 2017.

Please be aware all responses will be made public.

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Appendix E: Stage 2 Consultation: Discretionary organisations list

Blackfords Progressive Angling Society	Road Haulage Association Ltd
Bromsgrove Rail User Group	Sheffield Region LEP
Calf Heath Village Hall	South Staffordshire College
Calibre Construction Ltd	Staffordshire Chambers of Commerce and Industry Ltd
Canal and River Trust	Staffordshire Wildlife Trust
Coda Project Solutions	The GBA Group
Core Academy	Wolverhampton Wheelers Cycling Club
CPRE	Road Haulage Association
Crestwood Environmental	Freight Transport Association
Freight on Rail	British International Freight Association
Freightliner	The Transport Association
Greensforge Sailing Club	Freight on Rail
Hoppe UK	Rail Freight Group
Inland Waterways Association	Network Rail Freight and Special Trains
intraining	GB Railfreight
Lichfield and Hatherton Canals Restoration Trust	West Midlands Rail Ltd
Midlands Connect	Campaign for Better Transport
Multimodal	Freight Industry Times
Nurton Developments	M6 Toll
Oaklands Group	Independent Transport Commission
Pertemps	Staffordshire Freight and Communities Forum
Ramblers Association	Stoke-on-Trent & Staffordshire Enterprise Partnership
Reflexion Care Group Limited	Road Haulage Association Ltd

Appendix F: Stage 2 Consultation: Section 42 letter



[Title] [First Name] [Surname]
[Position]
[Organisation]
[Address 1]
[Address 2]
[Address 3]
[Address 4]
[Post code]

4 July 2017

Proposals for a rail freight interchange (including warehousing and associated highway works) on land west of Junction 12 of the M6 motorway, immediately south of the A5 trunk road: Pre-Application consultation pursuant to Section 42 of the Planning Act 2008 and notice pursuant to Regulation 11 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009

The purpose of this letter is to consult you on proposals for a rail freight interchange (including warehousing and associated highway works) on land west of Junction 12 of the M6 motorway, immediately south of the A5 trunk road. You may have previously been consulted on these proposals, however, this is the more formal, statutory consultation that is being undertaken by the applicant, Four Ashes Limited (the "Applicant").

Following this consultation, and consideration of any responses, the application will be finalised, and submitted to the Secretary of State (via the Planning Inspectorate). The proposed development is a "Nationally Significant Infrastructure Project", and accordingly, the application will be for a Development Consent Order to authorise the proposed development which will be submitted under the provisions of the Planning Act 2008 ("the Application").

Consultation

The Applicant undertook a non-statutory consultation in mid-2016 (called the "Stage 1 Consultation"). The Applicant is now undertaking a further consultation process which will conform to the statutory requirements of the Planning Act 2008 (the "Act") (which will be called the "Stage 2 Consultation"). The Stage 2 Consultation will commence on 5th July 2017 and finish on 30th August 2017. Responses received will be considered before the Application is finalised for

submission. A consultation report will be submitted with the Application, setting out how the consultation responses have influenced the proposal.

This letter is being sent to all parties who are required to be consulted under section 42 of the Act. Accordingly, you may be receiving this letter because:

- a) you are a statutory authority; or
- b) you have an interest in land which may be affected; or
- c) you are another stakeholder or person whom the Applicant believes may wish to express a view on the proposal.

Notice of the proposed application is also being publicised under the requirements of Section 48 of the Act and a copy of that notice is enclosed with this letter.

The Site and the Proposals

The Application relates to land to the land west of Junction 12 of the M6 motorway, immediately south of the A5 trunk road.

The proposals comprise:

1. An intermodal freight terminal with connections to the West Coast Main Line capable of accommodating up to 10 trains per day and trains of up to 775 metres long and including container storage, associated HGV parking, rail control building and staff facilities;
2. Up to 743,200m² of rail served warehousing and ancillary service buildings;
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5. Repositioning and burying of electricity pylons and cables; and
6. Strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas and publicly accessible open areas.

We enclose a newsletter summarising the proposals for your information.

Further information

There is a large amount of information available to be viewed or downloaded from the project website, www.westmidlandsinterchange.co.uk. This includes the following:

- Consultation Overview Document – July 2017;
- Preliminary Environmental Information Report and Non-Technical Summary
- The Draft Proposed Order (including requirements) and Explanatory Memorandum
- Planning Statement
- Alternative Sites Report
- Rail Report
- Market Assessment

- Design and Access Statement
- Draft maps and drawings including illustrative masterplan and parameters plan.

Copies of this information have been made available at the following locations;

1. Brewood Library, Newport Street, Brewood, Stafford, ST19 9DT
(Opening Times: Tuesday 9am to 1pm and 2pm to 7pm, Wednesday to Friday 9am to 1pm and 2pm to 5pm, Saturday 9.30am to 1pm).
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3. South Staffordshire Council, Wolverhampton Road, Codsall, WV8 1PX
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Consultation responses

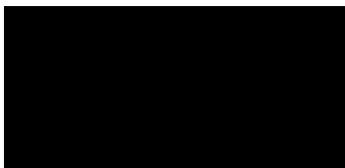
Comments are invited on the proposals. The Act allows a minimum period of 28 days for this consultation from the day after receipt of this letter and enclosures. We anticipate, from the posting date, that you will receive this letter on 5th July which would give a final date of 3rd August for receipt of consultation responses. However, having regard to the advent of summer holidays, we are providing a period of 7 weeks for consultation and therefore the deadline for receipt of responses is **30 August 2017**.

Please could you respond using one of the following methods:

By Post: FREEPOST WMI

By e-mail: contactus@communityrelations.co.uk

Yours faithfully



Four Ashes Limited

Enc. Copy of S.48 Press Notice
Consultation newsletter

**Appendix G: Stage 2 Consultation: Section 48 newspaper notices
with locations and dates**

Section 48 Planning Act 2008

Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)

The West Midlands Rail Freight Interchange Order 201X

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO")

Notice is hereby given that Four Ashes Limited of 4th Floor, 7/10 Chandos Street, Cavendish Square, London W1G 9DQ (the "Applicant") proposes to apply to the Secretary of State (via the Planning Inspectorate) under Section 37 of the Planning Act 2008 for a development consent order to authorise the construction, operation, use and maintenance of a rail freight interchange (including warehousing and associated highway works) on land west of Junction 12 of the M6 motorway, immediately south of the A5 trunk road (the "Application").

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Please be aware all responses will be made public.

Stage 2 Consultation: Newspaper adverts
The Times – Wednesday 5th July 2017

Court Circular



Palace of Holyroodhouse

4th July, 2017
The Queen held an Investiture at the Palace of Holyroodhouse this morning.

Afterwards Mr Kenneth Mackintosh MSP (Presiding Officer of the Scottish Parliament) was received by Her Majesty.

The Rt Hon Nicola Sturgeon MSP (First Minister of the Scottish Government) was received by The Queen.

Miss Rachel Wells was received by The Queen when Her Majesty invested her with the Insignia of a Dame Commander of the Royal Victorian Order.

Mr Walter Simpson, winner of the annual shooting event of The Queen's Body Guard for Scotland, Royal Company of Archers, was presented to Her Majesty this afternoon and received The Queen's Prize.

The Queen and The Duke of Edinburgh gave an Afternoon Party in the garden of the Palace of Holyroodhouse.

The Duke of York was present.

The Queen's Body Guard for Scotland, Royal Company of Archers and the High Constables of the Palace of Holyroodhouse were on duty.

The Royal Marine Band Scotland, the Band of The Royal Regiment of Scotland and the Royal Scottish Pipers' Society played selections of music during the afternoon.

Clarence House

4th July, 2017
The Prince of Wales, Patron, The Queen's Diamond Jubilee Galleries Appeal, Westminster Abbey, this evening held a Recital and Dinner at Buckingham Palace.

Buckingham Palace

4th July, 2017
The Duke of York, Royal Colonel, The Royal Highland Fusiliers, Second Battalion The Royal Regiment of Scotland, this morning visited a Patrol Competition, Castletaw, Pentland Hills.

Buckingham Palace

4th July, 2017
The Earl of Wessex, Chancellor, University of Bath, this morning presided at Degree Congregations at Bath Abbey and was received by Her Majesty's Lord-Lieutenant of Somerset (Mrs Richard Maw).

Buckingham Palace

4th July, 2017
The Princess Royal this morning arrived at Beijing Capital International Airport and was received by Her Majesty's Ambassador to the People's Republic of China (Her Excellency Dame Barbara Woodward).

Her Royal Highness this afternoon called upon Madame Liu Yangdong (Vice-Premier of the State Council of the People's Republic of China) and afterwards attended a Luncheon, Jian Fu Garden, Forbidden City, Beijing.

The Princess Royal, Vice-Patron, the British Horse Society, later attended a Reception at the Residence in Beijing.

Her Royal Highness subsequently viewed a demonstration of the United Kingdom Visas and Immigration biometric data collection process at the China National Athlete Training Centre, Beijing.

The Princess Royal this evening attended a Queen's Birthday Party Reception at the Residence.

Her Royal Highness afterwards attended a Dinner at the Residence.

Kensington Palace
4th July, 2017
The Duchess of Gloucester, Honorary President, the Lawn Tennis Association, today attended the British Tennis Awards and Lunch and afterwards visited the British Tennis Zone at the All England Lawn Tennis and Croquet Club, London, SW19.

Births, Marriages and Deaths

HE rescued me from my powerful enemies and from all those who hate me – they were too strong for me. When I was in trouble, they attacked me, but the LORD protected me. He helped me out of danger; he saved me because he was pleased with me. 2 Samuel 22.18-20 (CEV)

Births

MANVILLE On 26th June 2017 to Catriona (née McComb) and Simon, a daughter, Annabel Lucy.

MCLAUGHLIN On 9th May 2017 to Katherine and Gabriel, a son, Joshua David, brother to John Joseph, Molly Josephine and Poppy Hannah.

REES-MOGG On 4th July 2017 to Helena (née De Chair) and Jacob, a son, Sixtus Dominic Boniface Christopher, brother to Peter, Mary, Thomas, Anselm and Alfred.

WATKINS On 27th June 2017 to Anna (née Wilson) and Oliver, a son, James Robert, in Twickenham.

Forthcoming Marriages

MR J.D. EDWARDS AND MISS J.A. LOFTS
The engagement is announced between James, son of Mr and Mrs Robert Edwards, of London, and Jemima, younger daughter of Mr and Mrs Malcolm Loftis, of Dorset.

MR M. HAMILTON AND MISS H.E.C. HORLER
The engagement is announced between Matthew, son of Mrs C and the late Mr R Hamilton of Redhill, Surrey, and Hannah, daughter of Mr and Mrs N Horler of Huntingham, Warwickshire.

MR B.J. HART DYKE AND HON C.V. CHIDGEY
The engagement is announced between Barnaby John Hart Dyke, youngest son of Mr John and Mrs Catriona Hart Dyke, of Wimbledon, London, and The Honourable Caitlin Victoria Chidgey, younger daughter of Lord and Lady Chidgey, of Alresford, Hampshire, and London. The marriage to take place on Saturday 22nd July, at the Palace of Westminster.

DR P.J. HARTE AND MISS V.A. HEATHWOOD
The engagement is announced between Dr Patrick J Harte, only son of Henry J Harte and Mrs Fiona K Harte, formerly of Lightwater, Surrey, now of Selkirk, Borders, and Victoria Anne Heathwood, younger daughter of Richard and Maureen Heathwood of Edinburgh.

MISS A.M. HICKMAN AND MISS S. PEDROSA TOUNARTI
The engagement is announced between Alexandra, elder daughter of Dr and Mrs James Hickman of Stoke St Gregory, Somerset, and Miss Sabrina Pedrosa Tounarti, formerly of Malaga, Spain.

MR E.H. WATSON AND MISS C-L. PRATT
The engagement is announced between Edward, son of Mr and Mrs Charles Watson of Belgravia, London, and Cara-Louise, daughter of Mr Christopher Pratt of Hong Kong, and Mrs Lindi Harman of Biddenden, Kent.

Deaths

BROWN Mollie, born 11th April 1931. Died peacefully, at home, on 29th June 2017. Much loved by all. Mollie is survived by her daughter Louise. Funeral at 12.30pm, on Tuesday 11th July, at The Chapel of St Augustine, St Monica Trust, Cote Lane, Bristol, BS9 3UN. Donations to The Glenside Hospital Museum.

CALVER Ella (née McGregor) died peacefully on 26th June, aged 93, at Queen's Court Care Home, Wimbledon, and formerly of Taunton. Much-loved mother of Ursula and Nicholas and grandmother. Funeral service to be held at Holy Trinity, Tooting, London, SW17 7RH, on Tuesday 18th July, at 2.30pm. Enquiries to Poppy's Funerals: 020 3589 4726.

CARDALE Martin Richard on 24th June 2017, of Woolaston, Glos. Loved husband of Vicky, father of Miranda, George and Zara and grandfather of Olivia, Eleanor, Frida, Elsa, Rufus and Harriet. Funeral service Friday 7th July, 1.45pm, at St Andrew's Church, Woolaston, prior to Cremation at the Forest of Dean Crematorium, 12.30pm. Family flowers only, donations for Great Oaks Dean Forest Hospice and LINC may be made payable to Philip Blatchly & Son Donations Account and sent to Highcroft House, Woolaston, Lydney, Glos. GL15 6PN. Tel 01594 529345.

DONNELLAN Veronica (née Mulligan) formerly of Gurteen, Co Sligo, Ireland, died on 29th June 2017, aged 93 years, in Meopham, Kent. Former Matron of Darent Park Hospital, Dartford. She will be greatly missed by her children Andrew and Elizabeth and all her family. Her funeral mass will take place at St Paul's Church, Meopham, at 10am, on 20th July 2017.

GAMPELL Michael Simon died peacefully 24th June 2017. He will be sadly missed by family and friends. Funeral Service on Monday 10th July 2017, at West Herts Crematorium, WD25 0JS, at 1pm. No flowers by request, donations to Macmillan or Blue Cross. Enquiries c/o Phillips Funeral Service: 01727 851006.

GILBERT SCOTT Richard Sebastian (Dickie), died 1st July, after a long illness. Private funeral in Norfolk.

LADY LAWS

Sophie Susan Sydenham Cole passed away peacefully on 27th June 2017 aged 72 years. Funeral Service to take place at St Stephen with St John Church Westminster, on Wednesday 12th July 2017, at 10.30am. A memorial service will take place at a later date. Donations, if desired, may be made payable to Addenbrookes Charitable Trust Fund 9056, via Lady Laws In Memory Page, at www.peasgoodandskeates.co.uk or c/o Peasgood and Skeates, 617 Newmarket Road, Cambridge, CB5 8PA. Fallen asleep in the peace of Christ.

MEADES Mary Giffard, formerly Mowll née Holden, 2nd July 1917 to 30th June 2017. Loving wife of Peter, devoted mother of Jill and William and much-loved grandmother and great-grandmother. Funeral on Thursday 13th July, 2pm, at St Peter's Church, Bekebourne, CT4 5ES. Family flowers only. Donations to St Peter's, Bekebourne PCC. All enquiries to Hogben & Partis Ltd, Faversham, ME13 8PH. 01795 532319.

MOWLL Mary. Please see Meades.

PANIGUIAN Sir Richard CBE died suddenly on 25th June 2017. Beloved husband of Nil Okan. Funeral at Mortlake Crematorium, Richmond, TW9 4EN, on Saturday 8 July, at 11am. Family flowers only, but donations in his memory, if wished, to Children in Need. Any enquiries to Chelsea Funeral Directors, on 020 7352 0008. A memorial service will be held in the autumn.

PRAIN Rosalind (née Langdon) on 26th June 2017, aged 78. Loving wife of Kenneth and mother of Alison. Funeral on Tuesday 11th July, at 3pm, in Christ Church, Kincardine O'Neil, AB34 5AA. No flowers please. Donations, if desired, to MND Scotland.

STIGANT David John died unexpectedly but peacefully on 24th June 2017, aged 86. Much-loved by Shirley, Peter and Elizabeth, family and many friends. Cremation at Randall's Road Crematorium, Leatherhead, at 3.30pm, on 21st July. Family flowers only, but donations, if desired, to Nower Care. All enquiries to L Hawkins & Sons 01372 372435.

TAMLYN

Elizabeth Vaughan died peacefully on 12th June 2017 aged 86 years. Widow of Geoffrey, mother to Martin and James and Grandmother of Sophie, Coco and Louis. Funeral service to be held at Three Counties Crematorium, Nr Braintree, on Monday 10th July, at 12pm. Family flowers only please but donations, if desired, may be sent for Macmillan Cancer Care c/o Co-op Funeralcare, Kings Road, Bury St Edmunds, Suffolk, IP33 3DJ.

VAN HASSELT Marc died on 28th June 2017, aged 93. Thanksgiving service at St Thomas' Church, Lymington, on Thursday 13th July 2017, at 12.30pm. Family flowers only. Donations, if desired, to Oakhaven Hospice, Lymington. A memorial service will be held at Cranleigh School at a later date. Enquiries to Diamond & Son, 01590 672060.

WEAVER Eileen Barbara died peacefully on 4th June 2017, aged 91. Always known as "Paddy". She was a much-loved aunt and godmother, who spent her working life at the Foreign Office. Funeral service at St Johns, Hagley, on 12th July at 1pm. Family flowers only. Donations, at her request, to Médecins Sans Frontières or Sight Savers, c/o H Porter & Sons Funeral Directors, 60 South Road, Stourbridge, DY8 3UJ.

WOOD

Kenneth Leslie, passed away on 20th June 2017 aged 86. Beloved husband of Hazel, adored father of Susan, Timothy and Jason and loving grandad to his many grandchildren. The family would like to offer the warmest thanks to the remarkable nurses and doctors at Eastbourne District General Hospital. Funeral service at Eastbourne Crematorium Main Chapel, Hide Hollow, Eastbourne, BN23 8AE, on Friday 14th July at 10.45am. All enquiries to Coop Funeralcare Tel: 01323 487855

WEIR Yvonne Elspeth died peacefully on 3rd July 2017, aged 93. Funeral at St James', Leatholm, North Yorkshire, on Thursday 13th July, at 11am.

www.newsukadvertising.co.uk Technical support: 020 7680 6833

In Memoriam - Private

CAMOYS Sherman Stonor, 6th Baron, 13th July 1913 to 9th March 1976. Died tragically at Stonor. Served at Dunkirk. Beloved heroic father, Julia Camoys Stonor.

CHRISTINE GALE

One year on and you are always in our thoughts. You'd be very proud of the family you created, particularly the grandchildren as they grow and develop. Love always David, Louise, Elizabeth and Jonathan. x

Scholarships

MERCHANT TAYLORS' PREP Year 6 Scholars for Merchant Taylors' School:

Anish Bharadwaj, Continuity Scholarship; Luka Hinton, Wolsey Scholarship; Aarian Malhotra, Terry Scholarship; Aayush Pandit, Continuity Scholarship; Aaron Sohal, Continuity Scholarship; Krish Thakrar, Continuity Scholarship; Sid Tiwari, Continuity Scholarship; Yiorgos Velimachitis, Lee Scholarship.

Year 8 Scholars for Merchant Taylors' School:

Nayan Chatrath, Drama Scholarship; Thomas Groves, All Rounder Scholarship; Raiyan Qureshi, Art Scholarship; Henry Wareing, Academic Scholarship.

Year 8 Scholar for Aldenham:

James Gray, Academic & Music Scholarships.

Year 8 Scholars for Haberdashers' Aske's:

Ameya Dabral, Academic Scholarship; Ronak Patel, Academic Scholarship.

The school roll is full for September 2017 but applications for September 2018 are invited. Please contact the Admissions Officer, tel no: 01923 825648 email: office@mtpn.org.uk www.mtpn.org.uk

Legal Notices

Section 48 Planning Act 2008 Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)

The West Midlands Rail Freight Interchange Order 201X NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO")

Notice is hereby given that Four Ashes Limited of 4th Floor, 7/10 Chandos Street, Cavendish Square, London W1G 9DQ (the "Applicant") proposes to apply to the Secretary of State (via the Planning Inspectorate) under Section 37 of the Planning Act 2008 for a development consent order to authorise the construction, operation, use and maintenance of a rail freight interchange (including warehousing and associated highway works) on land west of Junction 12 of the M6 motorway, immediately south of the A5 trunk road (the "Application").

The project is EIA development (that means development that requires an environmental impact assessment) and the Applicant will submit an Environmental Statement with the Application.

The proposed DCO will, amongst other things, authorise the construction, operation, use and maintenance of:

1. An intermodal freight terminal with connections to the West Coast Main Line capable of accommodating up to 10 trains per day and trains of up to 775 metres long and including container storage, associated HGV parking, rail control building and staff facilities;
2. Up to 743,200m² of rail served warehousing and ancillary service buildings;
3. New road infrastructure and works to the existing road infrastructure;
4. Demolition of existing structures and structural earthworks to create development plots and landscape zones;
5. Repositioning and burying of electricity pylons and cables; and
6. Strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas and publicly accessible open areas.

A copy of details of the proposals, preliminary environmental information, plans, maps and other draft documents showing the nature and location of the proposed development, may be inspected free of charge at the following locations and during the hours set out below.

1. Brewood Library, Newport Street, Brewood, Stafford, ST19 9DT
Opening Times: Tuesday 9am to 1pm and 2pm to 7pm, Wednesday to Friday 9am to 1pm and 2pm to 5pm, Saturday 9.30am to 1pm
2. Penkridge Library, Bellbrook, Stafford, ST19 5DL
Opening Times: Monday 2pm to 6pm, Tuesday 2pm to 7pm, Wednesday 10am to 1pm, 2pm to 5pm, Thursday 2pm to 5.30pm, Friday 10am to 1pm, 2pm to 5pm, Saturday 9.30am to 1pm
3. South Staffordshire Council, Wolverhampton Road, Codsall, WV8 1PX
Opening Times: Monday to Friday 8.45am to 5pm.

The documents relating to the proposed Application will be on display at the above locations from 5 July 2017 to 30 August 2017. Copies of the plans, maps and documents can be provided in paper copy form at a cost of £500 or on USB free of charge. Further details in relation to the project and these documents can be found on the Applicant's website www.westmidlandsinterchange.co.uk.

Any responses or representations in respect of the proposed Application, should be sent in writing to the Applicant, at FREEPOST WMI or by e-mail to contactus@communityrelations.co.uk by no later than 30 August 2017.

Please be aware all responses will be made public.

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Stage 2 Consultation: Newspaper adverts
London Gazette – Wednesday 5th July 2017

ENVIRONMENT & INFRASTRUCTURE

Planning

TOWN PLANNING

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (Yorkshire and the Humber) (No.26) Order 2017" authorising the stopping up of a rectangular shaped northern part width of Albion Place comprising footway which lies adjacent to the Leeds Club at Leeds, in the City of Leeds to enable development as permitted by Leeds City Council under reference 17/01643/FU.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gsi.gov.uk (quoting NATTRAN/Y&H/S247/2786) and may be inspected during normal opening hours at Leeds City Council, Civic Hall, Calverley Street, Leeds, LS1 1UR.

Any person aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 05 July 2017 apply to the High Court for the suspension or quashing of the Order or of any provision included.

G Patrick, Casework Manager

(2817157)

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (North West) (No.42) Order 2017" authorising the stopping up of a western part width of Corporation Street adjoining Municipal Buildings at Blackpool, in the Borough of Blackpool to enable development as permitted by Blackpool Council, under reference 17/0104.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gsi.gov.uk (quoting NATTRAN/NW/S247/2832) and may be inspected during normal opening hours at Blackpool Council, Municipal Buildings, Corporation Street, Blackpool FY1 1NA.

Any person aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 05 July 2017 apply to the High Court for the suspension or quashing of the Order or of any provision included.

G Patrick, Casework Manager

(2817160)

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of an irregular shaped southern part width of Church Lane which lies adjacent to Ashby House Farm at Hungarton, in the District of Harborough

If made, the Order would authorise the stopping up only to enable development to be carried out should planning permission be granted by Harborough District Council. The Secretary of State gives notice of the draft Order under Section 253 (1) of the 1990 Act.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Village Hall, Barley Leas, Hungarton LE7 9JH in the 28 days commencing on 05 July 2017, and may be obtained, free of charge, from the address stated below quoting NATTRAN/EM/S247/2890.

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gsi.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on **02 August 2017**. You are advised that your personal data and correspondence will be passed to the applicant/agent to enable your objection to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection.

G Patrick, Casework Manager

(2817156)

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of an irregular shaped area of highway connecting Newland Avenue to Braithwell Road at Maltby in the Metropolitan Borough of Rotherham. If made, the Order would authorise the stopping up only to enable development as permitted by Rotherham Metropolitan Borough Council, under reference RB2017/0111.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Braithwell Post Office, 18 Doncaster Road, Rotherham, S66 7BA in the 28 days commencing on 05 July 2017, and may be obtained, free of charge, from the address stated below (quoting NATTRAN/Y&H/S247/2880).

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gsi.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on **02 August 2017**. Any person submitting any correspondence is advised that your personal data and correspondence will be passed to the applicant/agent to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your correspondence.

S Zamenzadeh, Casework Manager

(2817158)

SECTION 48 PLANNING ACT 2008 REGULATION 4 INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 (AS AMENDED) THE WEST MIDLANDS RAIL FREIGHT INTERCHANGE ORDER 201X

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO")

Notice is hereby given that Four Ashes Limited of 4th Floor, 7/10 Chandos Street, Cavendish Square, London W1G 9DQ (the "Applicant") proposes to apply to the Secretary of State (via the Planning Inspectorate) under Section 37 of the Planning Act 2008 for a development consent order to authorise the construction, operation, use and maintenance of a rail freight interchange (including warehousing and associated highway works) on land west of Junction 12 of the M6 motorway, immediately south of the A5 trunk road (the "Application").

The project is EIA development (that means development that requires an environmental impact assessment) and the Applicant will submit an Environmental Statement with the Application.

The proposed DCO will, amongst other things, authorise the construction, operation, use and maintenance of:

1. An intermodal freight terminal with connections to the West Coast Main Line capable of accommodating up to 10 trains per day and trains of up to 775 metres long and including container storage, associated HGV parking, rail control building and staff facilities;
2. Up to 743,200m² of rail served warehousing and ancillary service buildings;
3. New road infrastructure and works to the existing road infrastructure;
4. Demolition of existing structures and structural earthworks to create development plots and landscape zones;
5. Repositioning and burying of electricity pylons and cables; and

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6. Strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas and publicly accessible open areas.

A copy of details of the proposals, preliminary environmental information, plans, maps and other draft documents showing the nature and location of the proposed development, may be inspected free of charge at the following locations and during the hours set out below.

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Opening Times: Monday 2pm to 6pm, Tuesday 2pm to 7pm, Wednesday 10am to 1pm, 2pm to 5pm, Thursday 2pm to 5.30pm, Friday 10am to 1pm, 2pm to 5pm, Saturday 9.30am to 1pm
3. South Staffordshire Council, Wolverhampton Road, Codsall, WV8 1PX
Opening Times: Monday to Friday 8.45am to 5pm.

The documents relating to the proposed Application will be on display at the above locations from 5 July 2017 to 30 August 2017. Copies of the plans, maps and documents can be provided in paper copy form at a cost of £500 or on USB free of charge. Further details in relation to the project and these documents can be found on the Applicant's website www.westmidlandsinterchange.co.uk.

Any responses or representations in respect of the proposed Application, should be sent in writing to the Applicant, at FREEPOST WMI or by e-mail to contactus@communityrelations.co.uk by no later than 30 August 2017.

Please be aware all responses will be made public.

(2817159)

Property & land

PROPERTY DISCLAIMERS

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006 DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV20590477/SHD

1 In this notice the following shall apply:

Company Name: **THE MINTER HOUSING COMPANY LIMITED**

Company Number: 00795811

Interest: freehold

Title number: HP58372

Property: The Property situated at Land on the South Side of Firgrove Road, Hampshire being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on .

Assistant Treasury Solicitor

30 June 2017

(2814752)

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006 DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV21710273/1/MPC

1 In this notice the following shall apply:

Company Name: **BB KONSTRUCTION LIMITED**

Company Number: 00713070

Previous Name of Company: Kass Construction Company Limited

Interest: freehold

Title number: WYK200937

Property: The Property situated at land on the North East side of Quaker Lane, Liversedge being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 2 June 2017.

Assistant Treasury Solicitor

30 June 2017

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006 DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV21710081/1/MO

1 In this notice the following shall apply:

Company Name: **HAND AND FOOT SPA LIMITED**

Company Number: 05985234

Interest: leasehold

Title number: SY780503

Property: The Property situated at 8 High Street, Esher, Surrey being the land comprised in the above mentioned title
Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 26 May 2017.

Assistant Treasury Solicitor

30 June 2017

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006 DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV21710083/1/MO

1 In this notice the following shall apply:

Company Name: **SPICE COTTAGE (PECKHAM) LIMITED**

Company Number: 05366655

Interest: leasehold

Title number: K895593

Property: The Property situated at 2 Bullen Lane, East Finchley, London being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 31 May 2017.

Assistant Treasury Solicitor

30 June 2017

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006 DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV21710056/1/MO

1 In this notice the following shall apply:

Company Name: **DEARAN TRAINING AND SECURITY LIMITED**

Company Number: 07833050

Interest: leasehold

Title number: SGL754606

Property: The Property situated at Unit 6 Pilton Industrial Estate, Croydon, Surrey being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

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Stage 2 Consultation: Newspaper adverts
Birmingham Mail – Wednesday 5th July 2017

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Public Notices

**Section 48 Planning Act 2008
Regulation 4 Infrastructure Planning
(Applications: Prescribed Forms and Procedure)
Regulations 2009 (as amended)
The West Midlands Rail Freight Interchange
Order 201X**

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO")

Notice is hereby given that Four Ashes Limited of 4th Floor, 7/10 Chandos Street, Cavendish Square, London W1G 9DQ (the "Applicant") proposes to apply to the Secretary of State (via the Planning Inspectorate) under Section 37 of the Planning Act 2008 for a development consent order to authorise the construction, operation, use and maintenance of a rail freight interchange (including warehousing and associated highway works) on land west of Junction 12 of the M6 motorway, immediately south of the A5 trunk road (the "Application").

The project is EIA development (that means development that requires an environmental impact assessment) and the Applicant will submit an Environmental Statement with the Application. The proposed DCO will, amongst other things, authorise the construction, operation, use and maintenance of:

1. An intermodal freight terminal with connections to the West Coast Main Line capable of accommodating up to 10 trains per day and trains of up to 775 metres long and including container storage, associated HGV parking, rail control building and staff facilities;
2. Up to 743,200 m² of rail served warehousing and ancillary service buildings;
3. New road infrastructure and works to the existing road infrastructure;
4. Demolition of existing structures and structural earthworks to create development plots and landscape zones;

5. Repositioning and burying of electricity pylons and cables; and
6. Strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas and publicly accessible open areas.

A copy of details of the proposals, preliminary environmental information, plans, maps and other draft documents showing the nature and location of the proposed development, may be inspected free of charge at the following locations and during the hours set out below.

1. Brewood Library, Newport Street, Brewood, Stafford, ST19 9DT
Opening Times: Tuesday 9am to 1pm and 2pm to 7pm, Tuesday to Friday 9am to 1pm and 2pm to 5pm, Saturday 9.30am to 1pm
2. Penkridge Library, Bellbrook, Stafford, ST19 5DL
Opening Times: Monday 2pm to 6pm, Tuesday 2pm to 7pm, Wednesday 10am to 1pm, 2pm to 5pm, Thursday 2pm to 5.30pm, Friday 10am to 1pm, 2pm to 5pm, Saturday 9.30am to 1pm
3. South Staffordshire Council, Wolverhampton Road, Codsall, WV8 1PX
Opening Times: Monday to Friday 8.45am to 5pm

The documents relating to the proposed Application will be on display at the above locations from 5 July 2017 to 30 August 2017. Copies of the plans, maps and documents can be provided in paper copy form at a cost of £500 or on USB free of charge. Further details in relation to the project and these documents can be found on the Applicant's website www.westmidlandsinterchange.co.uk.

Any responses or representations in respect of the proposed Application, should be sent in writing to the Applicant at FREEPOST WMI or by e-mail to contactus@communityrelations.co.uk by no later than 30 August 2017.

Please be aware all responses will be made public.

Stage 2 Consultation: Newspaper adverts
Express and Star – Wednesday 5th July 2017

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Regulation 4 Infrastructure Planning
(Applications: Prescribed Forms and Procedure)
Regulations 2009 (as amended)
The West Midlands Rail Freight Interchange Order 201X
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Stage 2 Consultation: Newspaper adverts
Staffordshire Newsletter – Wednesday 5th July 2017

Public Notices

24/7 Advertising for private and trade

Public Notices

Section 48 Planning Act 2008 Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)

The West Midlands Rail Freight Interchange Order 201X

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NOTICE OF APPLICATION FOR PLANNING PERMISSION

Publication 5 July 2017

Town and Country Planning (Development Management Procedure) (England) Order 2015
Article 15 (4) or (5)

17/26523/OUT
Land Adjacent To 85 Hilderstone Road Meir Heath - The application is submitted in outline form with only access not reserved for subsequent approval. An indicative layout plan is submitted with the application (Limited Infilling 2 dwellings)
17/26514/HOU
Blacklake Farm 85 Hilderstone Road Meir Heath - Retention of 2 sheds

The proposed development(s) do not accord with the provisions of the development plan in force in the area in which the land to which the applications relate are situated.

Members of the public may inspect copies of the application(s), the plans and other documents submitted with them at the Planning and Regeneration of Stafford Borough Council, Civic Centre, Stafford during all reasonable hours until 26 July 2017.

Anyone who wishes to make representations about these applications should write to the Council at the Planning and Regeneration at Stafford Borough Council, Civic Centre, Riverside Stafford, ST16 3AQ by 26 July 2017.

Please note that in accordance with the Access for Information Act 1985, any representations will be open for public inspection
Signed J Holmes, Development Manager on behalf of Stafford Borough Council
Date 5 July 2017

STAFFORDSHIRE COUNTY COUNCIL (STAFFORD WESTERN ACCESS ROUTE, STAFFORD) COMPULSORY PURCHASE ORDER 2017

COMPULSORY PURCHASE OF LAND AND NEW RIGHTS BETWEEN A34 FOREGATE STREET AND MARTIN DRIVE, STAFFORD, STAFFORDSHIRE

Notice is hereby given that Staffordshire County Council has made The Staffordshire County Council (Stafford Western Access Route, Stafford) Compulsory Purchase Order 2017 under sections 239, 240, 246, 250 and 260 of the Highways Act 1980. It is about to submit this order to The Secretary of State for Transport for confirmation, and, if confirmed, the order will authorise Staffordshire County Council to purchase compulsorily the land and the new rights described below for the purpose of:

- (i) the construction of a 350 metre highway between Doxey Road and the existing roundabout at the junction of Rose Hill and Martin Drive, to be modified to incorporate a fourth arm;
- (ii) the construction of a new roundabout junction on a realigned Doxey Road to the west of the West Coast Main Line;
- (iii) realigned Doxey Road west of the West Coast Main Line to accommodate the new roundabout in (ii) above;
- (iv) the construction and improvement of a new and realigned highway between the West Coast Main Line and Pans Drive for a distance of approximately 340m. This section will comprise a new realigned roundabout at Doxey Road and the access to Doxey Road short and long stay car parks;
- (v) the construction of a new highway running in a north easterly direction from Doxey Road roundabout to Greyfriars Place for approximately 610 metres. This section will comprise a six span viaduct over the River Sow and its flood plain;
- (vi) the construction of highway (realigned Greyfriars Place) running west to east for a distance of approximately 70m;
- (vii) the carrying out of improvements to existing highways in the vicinity of the A34, Foregate Street, Stafford, junction with Greyfriars Place;
- (viii) the improvement and widening of a highway at the A34 Foregate Street and Browning Street Junction, Stafford for a distance of approximately 50 metres in a northerly direction;
- (ix) the diversion of watercourses and the carrying out of other works on watercourses in connection with the construction and improvement of the highways mentioned above;
- (x) use by the acquiring authority in connection with such construction and improvement of highways mentioned above; and
- (xi) the mitigation of any adverse effects which the existence or use of the highways proposed to be constructed or improved will have on their surroundings.

A copy of the order and of the accompanying map may be seen at all reasonable hours at Staffordshire County Council, No 1 Staffordshire Place, Stafford, ST16 2DH.

Any objection to the order must be made in writing to National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne, NE4 7AR before 31 July 2017 and should state the title of the order, the grounds of objection and the objector's address and interests in the land.

DESCRIPTION OF LAND AND THE NEW RIGHTS

1. All interests in 306 sq. metres of land containing part of a footpath known as Stafford 62 situated at Martin Drive, Castlefields, Stafford, Staffordshire.
2. The right to enter on 338 sq. metres of grass verge land situated adjacent to the north west of the existing roundabout at Martin Drive and Rose Hill, Castlefields, Stafford, Staffordshire for the purposes of working space in connection with carrying out the highway works.
3. All interests in 644 sq. metres of grass verge land situated adjacent to the existing roundabout at Martin Drive and Rose Hill, Castlefields, Stafford, Staffordshire.
4. The right to enter on 119 sq. metres of grass verge land situated adjacent to the east of a roundabout at Martin Drive and Rose Hill, Castlefields, Stafford, Staffordshire for the purposes of working space in connection with carrying out the highway works.
5. All interests in 8,981 sq. metres of scrubland, situated between a rail siding and Martin Drive, Castletown, Stafford, Staffordshire.
6. The right to enter on 1,108 sq. metres of scrubland situated between a rail siding, and Martin Drive, Castletown, Stafford, Staffordshire for the purposes of working space in connection with carrying out the highway works.
7. The right to enter on 690 sq. metres of a rail siding, situated near to Doxey Road, Castletown, Stafford, Staffordshire, for the purposes of working space in connection with carrying out the highway works.
8. All interests in 553 sq. metres of rail siding situated near to Doxey Road, Castletown, Stafford, Staffordshire.
9. The right to enter on 161 sq. metres of a rail siding situated near to Doxey Road, Castletown, Stafford, Staffordshire, for the purposes of working space in connection with carrying out the highway works.
10. The right to enter on 2,502 sq. metres of industrial land and commercial premises known as Saint Gobain Abrasives Limited situated at Doxey Road, Stafford, Staffordshire, for the purposes of working space in connection with carrying out the highway works.
11. All interests in 13,119 sq. metres of industrial land and commercial premises known as Saint Gobain Abrasives Limited situated at Doxey Road, Stafford, Staffordshire.
12. The right to enter on 1,201 sq. metres of industrial land and commercial premises known as Saint Gobain Abrasives Limited situated at Doxey Road, Stafford, Staffordshire, for the purposes of working space in connection with carrying out the highway works.
13. The right to enter on 10,769 sq. metres of industrial land and commercial premises known as Saint Gobain Abrasives Limited situated at Doxey Road, Stafford, Staffordshire for the purposes of a site compound in connection with carrying out the highway works.
14. The right to enter on 590 sq. metres of industrial land and commercial premises known as Saint Gobain Abrasives Limited situated at Doxey Road, Stafford, Staffordshire for the purposes of working space in connection with carrying out the highway works; laying, constructing, inspecting, maintaining, replacing and using drainage pipes to take surface water from the highway works to Doxey Drain; and constructing, inspecting, maintaining replacing and using a new headwall associated with Doxey Drain.
15. All interests in 1 sq. metre of land at Doxey Road rail overbridge sitting to the rear of an existing wing wall directly to the north east of Plot 11 at Doxey Road, Castletown, Stafford, Staffordshire.
16. All interests in 1922 sq. metres of land and grass verge situated between Spruce Way and Doxey Road, Stafford, Staffordshire.
17. The right to enter on 5,726 sq. metres of land to the north of Doxey Road and forming part of the southern edge of Doxey Marshes, Stafford, Staffordshire for the purposes of working space in connection with carrying out the highway works; and inspecting and maintaining the adjoining retaining walls and embankments between plots 17 and 18.
18. All interests in 2,964 sq. metres of land situated to the north of Doxey Road and forming part of the southern edge of Doxey Marshes, Stafford, Staffordshire.

19. All interests in 904 sq. metres of landscaping area and car parking area situated at Doxey Road short stay car park, and also forming part of the access way from Doxey Road, Stafford, Staffordshire.
20. The right to enter on 387 sq. metres of land situated at Doxey Road short stay car park, Doxey Road, Stafford, Staffordshire for the purposes of working space in connection with carrying out the highway works.
21. The right to enter on 5,164 sq. metres of land located within Doxey Road short stay and long stay car parks situated to the south and west of the River Sow, Stafford, Staffordshire for the purposes of storage, working space and a site compound in connection with carrying out the highway works; inspecting and maintaining the adjoining retaining wall and viaduct/bridge over the River Sow at the boundary of plots 21 and 23; laying, constructing, inspecting, maintaining, replacing and using drainage pipes to take surface water from the highway works to the River Sow; constructing inspecting, maintaining, replacing and using a new headwall at the River Sow; completing necessary works to accommodate future access from and to the public highway; and gaining access to and from the nearest public highway to exercise those rights described above.
22. All interests in 477 sq. metres of land consisting of landscape planting located within Doxey Road short stay and long stay car parks and situated adjacent to Pans Drive, Stafford, Staffordshire.
23. All interests in 15,059 sq. metres of land consisting of Pans Drive access road, part of the access way from Doxey Road, Stafford, Staffordshire, part of Doxey Road short stay and long stay car park and the River Sow's river bank bounded on the northern side, Stafford, Staffordshire.
24. The right to enter on 1,799 sq. metres of land located at Madford Retail Park, Greyfriars Place, Stafford, ST16 2SD situated to the north east of the River Sow, Stafford, Staffordshire for the purposes of storage and working space in connection with carrying out the highway works; inspecting and maintaining the adjoining retaining walls at the boundary of plots 24 and 25; laying, constructing, inspecting, and using pipes to take water from the highway works to the River Sow; constructing, inspecting and using a new headwall at the River Sow; and gaining access to and from the public highway to exercise those rights described above.
25. All interests in 2,023 sq. metres of existing car parking land, landscape area and vehicular access situated at Madford Retail Park, Greyfriars Place, Stafford, ST16 2SD situated to the north east of the River Sow, Stafford, Staffordshire and adjacent to Greyfriars Place, Stafford, Staffordshire.
26. The right to enter on 1,947 sq. metres of land located at Tenpin, Greyfriars Place, Stafford ST16 2SD situated to the north east of the River Sow, Stafford, Staffordshire for the purposes of storage and working space in connection with carrying out the highway works; inspecting and maintaining the adjoining retaining walls; laying, constructing, inspecting, maintaining, replacing and using drainage pipes to take surface water from the highway works to the River Sow; constructing inspecting, maintaining, replacing and using the a new headwall at the River Sow; and gaining access to and from the public highway to exercise those rights described above.
27. All interests in 1,015 sq. metres of car parking land at Tenpin, Greyfriars Place, Stafford ST16 2SD situated to the north east of the River Sow, Stafford, Staffordshire and adjacent to Greyfriars Place, Stafford, Staffordshire.
28. All interests in 159 sq. metres of land and surfaced carriageway fronting A34 Foregate Street and situated on the junction between A34 Foregate Street and Browning Street, Stafford, Staffordshire.

John Tradewell, Director of Strategy, Governance and Change, Staffordshire County Council, 2 Staffordshire Place, Stafford, ST16 2DH.

Date: 28 June 2017

ROAD TRAFFIC REGULATION ACT 1984 (AS AMENDED) ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991 DIVERSION OF VEHICULAR TRAFFIC A513 WEEPING CROSS/A513 MILFORD ROAD, STAFFORD, A513 MAIN ROAD, MILFORD

NOTICE is hereby given that the Staffordshire County Council intend not less than seven days from the date of this Notice to make an Order the effect of which will be to prohibit any vehicle from proceeding in those lengths of A513 Weeping Cross, A513 Milford Road and A513 Main Road between their junctions with Baswick Lane and Brocton Road unless the vehicle is being used in connection with the works. Access to frontages will be available dependant on the works, pedestrian access will be unaffected. No other access will be available for the duration of the works.

An alternative route for traffic is available via A513 Weeping Cross, A34 Radford Bank, A34 Queensville, A34 Queensville Roundabout, A34 Queensville Bridge, A34 Lichfield Road, A34 Queensway, A518 Lammascote Road, A518 Weston Road, A518 Weston Bank, A518 Stafford Road, A51 London Road, A51 Lichfield Road, A51 Main Road, A513 Lichfield Road and vice versa. For more information, visit: <https://roadworks.org?tm=167341>.

The order will come into operation on 24th July 2017 and the said works will commence on or as near as practicable to that date. It is anticipated that the works will be completed by 1st September 2017.

The Order will remain in force for a period of 18 months, or until the Gas main renewal works undertaken by Cadent, and carriageway reinstatements of defective tarmac and removal/replacement of ironworks undertaken by Severn Trent Water, which are proposed to be carried out on or near the road have been completed, whichever is the earlier.

John Tradewell, Director for Strategy, Governance & Change
No. 2 Staffordshire Place, Tipping Street, Stafford, ST16 2DH

Ref: 4080491 Enquiries: Customer Contact Centre Tel: 0300 111 8000
www.staffordshire.gov.uk/trafficregulationorders <http://roadworks.org>
Date: 5th July 2017

ROAD TRAFFIC REGULATION ACT 1984 (AS AMENDED) ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991 TEMPORARY 30 M.P.H. SPEED RESTRICTION A518 BEACONSIDE, STAFFORD

NOTICE is hereby given that the Staffordshire County Council intend not less than seven days from the date of this Notice to make an Order the effect of which will be to impose a 30 M.P.H. speed restriction on A518 Beaconside in Stafford from its junction with A34 Stone Road in a generally easterly direction for a distance of approximately 700 metres.

For more information, visit: <https://roadworks.org?tm=167601>

The order will come into operation on 20th July 2017 and the said works will commence on or as near as practicable to that date. It is anticipated that the works will be completed by 20th January 2019.

The Order will remain in force for a period of 18 months, or until the S278 works which it is proposed to carry out on or near the road have been completed, whichever is the earlier.

John Tradewell Director for Strategy, Governance & Change
No. 2 Staffordshire Place Tipping Street Stafford ST16 2DH

Ref: 4082696 Enquiries: Customer Contact Centre Tel: 0300 111 8000
www.staffordshire.gov.uk/trafficregulationorders <http://roadworks.org>
Date: 5th July 2017

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Stage 2 Consultation: Newspaper adverts
Birmingham Mail – Wednesday 12th July 2017

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Business

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COOKING

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Stage 2 Consultation: Newspaper adverts
Express and Start – Wednesday 12th July 2017

Section 48 Planning Act 2008
Regulation 4 Infrastructure Planning
(Applications: Prescribed Forms and Procedure)
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The West Midlands Rail Freight Interchange Order 201X
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2. Up to 743,200m² of rail served warehousing and ancillary service buildings;
3. New road infrastructure and works to the existing road infrastructure;
4. Demolition of existing structures and structural earthworks to create development plots and landscape zones;
5. Repositioning and burying of electricity pylons and cables; and
6. Strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas and publicly accessible open areas.

A copy of details of the proposals, preliminary environmental information, plans, maps and other draft documents showing the nature and location of the proposed development, may be inspected free of charge at the following and during the hours set out below.

1. Brewood Library, Newport Street, Brewood, Stafford, ST19 9DT
Opening Times: Tuesday 9am to 1pm and 2pm to 7pm, Wednesday to Friday 9am to 1pm and 2pm to 5pm, Saturday 9.30am to 1pm
2. Penkridge Library, Bellbrook, Stafford, ST19 5DL
Opening Times: Monday 2pm to 6pm, Tuesday 2pm to 7pm, Wednesday 10am to 1pm, 2pm to 5pm, Thursday 2pm to 5.30pm, Friday 10am to 1pm, 2pm to 5pm, Saturday 9.30am to 1pm
3. South Staffordshire Council, Wolverhampton Road, Codsall, WV8 1PX
Opening Times: Monday to Friday 8.45am to 5pm.

The documents relating to the proposed Application will be on display at the above locations from 5 July 2017 to 30 August 2017. Copies of the plans, maps and documents can be provided in paper copy form at a cost of £500 or on USB free of charge. Further details in relation to the project and these documents can be found on the Applicant's website www.westmidlandsinterchange.co.uk.

Any responses or representations in respect of the proposed Application, should be sent in writing to the Applicant, at FREEPOST WMI or by e-mail to contactus@communityrelations.co.uk by no later than 30 August 2017.

Please be aware all responses will be made public.

Stage 2 Consultation: Newspaper adverts
Staffordshire Newsletter – Wednesday 12th July 2017

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NOTICE OF APPLICATION FOR PLANNING PERMISSION

Publication 12 July 2017

Town and Country Planning (Development Management Procedure) (England) Order 2015 Article 15 (4) or (5)

17/25983/FUL

Land At Portal Road Beaconside - Construction of 16 affordable housing units

The proposed developments are classed as major developments and accord with the provisions of the development plan in force in the area. Members of the public may inspect copies of the applications, the plans and other documents submitted with them at the Planning and Regeneration of Stafford Borough Council, Civic Centre, Stafford during office hours until 2 August 2017. Anyone who wishes to make representations about these applications should write to the Planning and Regeneration at Stafford Borough Council Civic Centre, Riverside, Stafford, ST16 3AQ by 2 August 2017. Please note that in accordance with the Access for Information Act 1985 any representations will be open for public inspection.

Signed J Holmes - Development Manager on behalf of Stafford Borough Council

Date 12 July 2017

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Public Notices

STAFFORDSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984 (AS AMENDED)

ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

DIVERSION OF VEHICULAR TRAFFIC

BAULK LANE, FULFORD

NOTICE is hereby given that the Staffordshire County Council on 11 July 2017 made an Order the effect of which will be to prohibit any vehicle from proceeding in that length of Baulk Lane in Fulford from its junction with The Green for a distance of approximately 60 metres in a south westerly direction unless the vehicle is being used in connection with the works; or is being used for police, fire brigade or ambulance purposes. The footway will remain open to pedestrians.

An alternative route for traffic is available via Baulk Lane, Fulford Road, Townend, The Green and vice versa. For more information, visit: <https://roadworks.org?tm=157446>.

The order will come into operation on 19 July 2017 and the said works will commence on or as near as practicable to that date taking place daily between the hours of 08:30 and 16:00. It is anticipated that the works will be completed by 20 July 2017.

The Order will remain in force for a period of 18 months, or until the pole replacement works, which it is proposed to carry out on or near the road have been completed, whichever is the earlier.

John Tradewell, Director for Strategy, Governance & Change
No. 2 Staffordshire Place, Tipping Street, Stafford. ST16 2DH
Ref: C33035; Enquiries: Customer Contact Centre; Tel: 0300 111 8000
www.staffordshire.gov.uk/trafficregulationorders <http://roadworks.org>
Date: 12 July 2017

ROAD TRAFFIC REGULATION ACT 1984 (AS AMENDED)

ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

DIVERSION OF VEHICULAR TRAFFIC

LONG STREET, WHEATON ASTON

NOTICE is hereby given that the Staffordshire County Council intend not less than seven days from the date of this Notice to make an Order the effect of which will be to prohibit any vehicle from proceeding in that length of Long Street in Wheaton Aston in the vicinity of and adjacent to property number 22 unless the vehicle is being used in connection with the works; or unless the vehicle requires access to premises on the length of road or is being used for police, fire brigade or ambulance purposes. Pedestrian access will be available.

An alternative route for traffic is available via Long Street, Marston Road, Greenhill Lane and vice versa. For more information, visit: <https://roadworks.org?tm=162904>.

The order will come into operation on 1 August 2017 and the said works will commence on or as near as practicable to that date. It is anticipated that the works will be completed by 3 August 2017.

The Order will remain in force for a period of 18 months, or until the new water connection works, which it is proposed to carry out on or near the road have been completed, whichever is the earlier.

John Tradewell, Director for Strategy, Governance & Change
No. 2 Staffordshire Place, Tipping Street, Stafford. ST16 2DH
Ref: 4080337; Enquiries: Customer Contact Centre; Tel: 0300 111 8000
www.staffordshire.gov.uk/trafficregulationorders <http://roadworks.org>
Date: 12 July 2017

ROAD TRAFFIC REGULATION ACT 1984 (AS AMENDED)

ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

DIVERSION OF VEHICULAR TRAFFIC, TEMPORARY FOOTWAY CLOSURE AND TEMPORARY SUSPENSION OF ONE-WAY ORDER

A34 FOREGATE STREET, COUNTY ROAD AND SASH STREET, STAFFORD

NOTICE is hereby given that the Staffordshire County Council intend not less than seven days from the date of this Notice to make an Order the effect of which will be to:

- Prohibit any vehicle from proceeding in the following lengths of roads at their junctions with A34 Foregate Street:
County Road
Sash Street
- To suspend the One-Way Order on Sash Street from its junction with A34 Foregate Street for a distance of 98 metres towards Gaol Road.
- To temporarily close the footway of A34 Foregate Street at its junctions with County Road and Sash Street.

Unless the vehicle is being used in connection with the works; or unless the vehicle requires access to premises on the length of road or is being used for police, fire brigade or ambulance purposes. Pedestrian routes will be maintained at all times.

Alternative routes for traffic will be signed on site. For more information, visit: <https://roadworks.org?tm=169645>.

The order will come into operation on 31 July 2017 and the said works will commence on or as near as practicable to that date. It is anticipated that the works will be completed by 18 August 2017.

The Order will remain in force for a period of 18 months, or until the structural repairs, footway works and carriageway resurfacing works, which it is proposed to carry out on or near the road have been completed, whichever is the earlier.

John Tradewell, Director for Strategy, Governance & Change
No. 2 Staffordshire Place, Tipping Street, Stafford. ST16 2DH
Ref: 4085023; Enquiries: Customer Contact Centre; Tel: 0300 111 8000
www.staffordshire.gov.uk/trafficregulationorders <http://roadworks.org>
Date: 12 July 2017

ROAD TRAFFIC REGULATION ACT 1984 (AS AMENDED)

ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

DIVERSION OF VEHICULAR TRAFFIC

THORNEYFIELDS LANE, HYDE LEA

NOTICE is hereby given that the Staffordshire County Council intend not less than seven days from the date of this Notice to make an Order the effect of which will be to prohibit any vehicle from proceeding in that length of Thorneyfields Lane in Hyde Lea between its junctions with Sundown Drive and Furlong Lane unless the vehicle is being used in connection with the works. No other access will be available for the duration of the works.

An alternative route for traffic is available via Thorneyfields Lane, Bigwood Lane, Littywood Lane, Furlong Lane, Bradley Lane, A518 Newport Road, A518 Billington Bank, Sundown Drive and vice versa. For more information, visit: <https://roadworks.org?tm=169450>

The order will come into operation on 31st July 2017 and the said works will commence on or as near as practicable to that date. It is anticipated that the works will be completed by 22nd December 2017.

The Order will remain in force for a period of 18 months, or until the Thorneyfields Lane overbridge refurbishment works, which it is proposed to carry out on or near the road have been completed, whichever is the earlier.

John Tradewell, Director for Strategy, Governance & Change
No. 2 Staffordshire Place, Tipping Street, Stafford. ST16 2DH
Ref: 32739; Enquiries: Customer Contact Centre; Tel: 0300 111 8000
www.staffordshire.gov.uk/trafficregulationorders <http://roadworks.org>
Date: 12th July 2017

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Public Notices

Section 48 Planning Act 2008

Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)

The West Midlands Rail Freight Interchange Order 201X

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO")

Notice is hereby given that Four Ashes Limited of 4th Floor, 7/10 Chandos Street, Cavendish Square, London W1G 9DQ (the "Applicant") proposes to apply to the Secretary of State (via the Planning Inspectorate) under Section 37 of the Planning Act 2008 for a development consent order to authorise the construction, operation, use and maintenance of a rail freight interchange (including warehousing and associated highway works) on land west of Junction 12 of the M6 motorway, immediately south of the A5 trunk road (the "Application").

The project is EIA development (that means development that requires an environmental impact assessment) and the Applicant will submit an Environmental Statement with the Application.

The proposed DCO will, amongst other things, authorise the construction, operation, use and maintenance of:

- An intermodal freight terminal with connections to the West Coast Main Line capable of accommodating up to 10 trains per day and trains of up to 775 metres long and including container storage, associated HGV parking, rail control building and staff facilities;
- Up to 743,200m² of rail served warehousing and ancillary service buildings;
- New road infrastructure and works to the existing road infrastructure;
- Demolition of existing structures and structural earthworks to create development plots and landscape zones;
- Repositioning and burying of electricity pylons and cables; and
- Strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas and publicly accessible open areas.

A copy of details of the proposals, preliminary environmental information, plans, maps and other draft documents showing the nature and location of the proposed development, may be inspected free of charge at the following locations and during the hours set out below.

- Brewood Library, Newport Street, Brewood, Stafford, ST19 9DT
Opening Times: Tuesday 9am to 1pm and 2pm to 7pm, Wednesday to Friday 9am to 1pm and 2pm to 5pm, Saturday 9.30am to 1pm
- Penkridge Library, Bellbrook, Stafford, ST19 5DL
Opening Times: Monday 2pm to 6pm, Tuesday 2pm to 7pm, Wednesday 10am to 1pm, 2pm to 5pm, Thursday 2pm to 5.30pm, Friday 10am to 1pm, 2pm to 5pm, Saturday 9.30am to 1pm
- South Staffordshire Council, Wolverhampton Road, Codsall, WV8 1PX
Opening Times: Monday to Friday 8.45am to 5pm.

The documents relating to the proposed Application will be on display at the above locations from 5 July 2017 to 30 August 2017. Copies of the plans, maps and documents can be provided in paper copy form at a cost of £500 or on USB free of charge. Further details in relation to the project and these documents can be found on the Applicant's website www.westmidlandsinterchange.co.uk.

Any responses or representations in respect of the proposed Application, should be sent in writing to the Applicant, at FREEPOST WMI or by e-mail to contactus@communityrelations.co.uk by no later than 30 August 2017.

Please be aware all responses will be made public.

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ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14(1)(a) THE A5 TRUNK ROAD (CANNOCK, STAFFORDSHIRE) TEMPORARY PROHIBITION OF TRAFFIC ORDER 2017

NOTICE IS HEREBY GIVEN that Highways England Company Limited (Company No. 9346363) intends to make an Order on the A5 Trunk Road, at Cannock in the County of Staffordshire to allow road marking and stud replacement works to be carried out.

The effect of the Order will be to -

- close -
 - the A5 from its roundabout junction with the A4601, to its roundabout junction with the A460 and A34 Walsall Road;
 - any layby adjacent to the length of the A5 described in (a) above; and
- prohibit any vehicle from entering or leaving the length of the A5 described in 1. (a) above at its junction with any side road.

The work will be carried out overnight between 21:00 hours and 06:00 hours and is expected to start on Monday 7 August 2017 and continue for 5 nights. The layby closures will be in operation 24 hours from 06:00 hours on Sunday 6th August 2017 for the duration of the work. The Order will come into force on Monday 31 July 2017.

Vehicles being used for police, fire brigade or ambulance purposes and vehicles being used in connection with the works will be exempt from the closures and prohibition. Access to properties will be maintained at all times.

Diversion routes via the A4601, the A460, the A34 and the A5190 will be signed.

For further information please contact Esosa Ikolo on 0300 470 3105.

Karen Eustace, an officer in Highways England Company Limited.

Highways England Company Limited (Company No. 9346363) registered office: Bridge House, Walnut Tree Close, Guildford, GU1 4LZ. A Company registered in England and Wales.

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Appendix H: Stage 2 Consultation: Consultation documents

Appendix H – Contents

1. Interim Consultation Report
2. Feedback Form
3. Newsletter
4. Overview Report
5. Links to technical documents and plans

1. Interim Consultation Report

Interim Consultation Report

Copper Consultancy

The West Midlands Rail Freight Interchange Order 201X

July 2017 - Stage 2 Consultation

The West Midlands Rail Freight Interchange Order 201x

Interim Consultation Report

Document Ref 7.10

Regulation 5(2)(q)

July 2017

Copper Consultancy

Revision	Date	Author
V5	3 July 2017	Copper

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1. EXECUTIVE SUMMARY

1.1.1 This Interim Consultation Report details the first stage of consultation carried out on the West Midlands Interchange (WMI) including the feedback that was received and how it has been considered in the development of the project. The project, which is being proposed by Four Ashes Limited (FAL), has been refined and improved following consideration of all the feedback received.

1.1.2 Stage 1 Consultation ran from Monday 13 June 2016 to Sunday 24 July 2016. This document has been prepared as part of Stage 2 Consultation.

1.2 Why we consult

1.2.1 Consultation on proposals helps create better projects; maximising benefits and reducing potential impacts. Consultation with those who live locally or who have responsibility for the local area brings the benefit of intimate local knowledge. FAL is carrying out two stages of consultation before submitting an application to the Planning Inspectorate. This includes one stage of 'non-statutory' consultation that we have already carried out (Stage 1, between 13 June and 24 July 2016) on early stage proposals, and one 'statutory' consultation on detailed draft proposals, which this document forms a part of and will run from 5th July 2017 to 30th August 2017.

1.2.2 We recognise that developments have impacts. By involving local people we hope to understand their concerns and refine the scheme to reduce these impacts as much as possible. By listening to the local community, we can take their concerns into account as we develop the project, and this should lead to a better, more sensitive development.

1.3 Stage 1 consultation

1.3.1 Valuable feedback from Stage 1 consultation was received from statutory consultees, stakeholders and from members of the public – most of which were from the local community. We received responses from 20 statutory consultees and around 300 responses from the public.

1.3.2 A large amount of detailed feedback was received and the key issues raised were:

- The loss of Green Belt, agricultural land and green space.
- Why this site and/or why this scale of development?
- The impact of additional traffic near the site.
- Scepticism regarding the employment figures put forward.
- Impact on residents and communities from light, noise, air pollution, and loss of property value – noise was the single most common impact identified.

1.3.3 Responses from statutory consultees were more specific to the individual roles and responsibilities of the consultees. Many of the comments from these consultees were to highlight particular areas they wished to see covered in more depth at the next stage of consultation.

1.3.4 The project proposals have been updated to reduce impacts wherever practical. In addition, a draft Alternative Site Assessment has been published (document 7.2) which sets out the need for a Strategic Rail Freight Interchange in the region as well as how and why the proposed site at Four Ashes was chosen.

1.3.5 A project website - www.westmidlandsinterchange.co.uk - was set up in April 2016 and since then it has been updated to advise the public of milestone points in the evolution of the project. For example, in December 2016 the website was updated to provide details of the latest Illustrative Masterplan.

1.4 Stage 2 Consultation

1.4.1 This report has been published as part of our Stage 2 Consultation, which will fulfil the statutory pre-application consultation requirements of the Planning Act 2008.

- 1.4.2 How FAL are consulting with the community during Stage 2 consultation is set out in our Statement of Community Consultation (SoCC) which was published and uploaded onto the project web site on 21st June 2017.
- 1.4.3 A Consultation Report will be submitted with FAL's application for a DCO, which will set out all the details of consultation on the scheme, summarise the feedback received and FAL's consideration of that feedback.

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2. Introduction

2.1 About the project

2.1.1 The West Midlands Interchange (WMI) is a proposed Strategic Rail Freight Interchange (SRFI) immediately west of Junction 12 of the M6 in South Staffordshire. A SRFI is a large distribution park linked into the strategic rail and road system, capable of accommodating warehouses for the storage, processing and movement of goods for manufacturers, retailers and consumers.

2.1.2 The current proposals for the West Midlands Interchange include:

- An intermodal freight terminal with connections to the West Coast Main Line, capable of accommodating up to 10 trains per day and trains of up to 775m long and including container storage, HGV parking, rail control building and staff facilities;
- Up to 743,200 square metres of rail served warehousing and ancillary service buildings;
- New road infrastructure and works to the existing road infrastructure;
- Demolition of existing structures and structural earthworks to create development plots and landscape zones; and
- Strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas and publicly accessible open areas.

Nationally significant infrastructure

2.1.3 The Planning Act 2008 as amended ('the Act') sets out a planning process for projects classified as Nationally Significant Infrastructure Projects (NSIPs).

2.1.4 In view of their national importance, this classification covers developments such as energy generating stations of a certain size, new highways, new gas and overhead electric lines, as well as a range of other infrastructure projects.

To be considered a Nationally Significant Infrastructure Project, a rail freight interchange must be over 60 hectares in size and have the capacity to handle four or more goods trains per day. The West Midlands Interchange proposal site is 297 hectares with the capacity to handle up to 10 goods trains per day at maturity.

- 2.1.5 The planning process for Nationally Significant Infrastructure Projects is different to that for most planning applications. Instead of applying for planning permission from the appropriate council covering the site, we will apply to the Planning Inspectorate for development consent. The Planning Inspectorate will examine our application before recommending to the Secretary of State (for Transport in this case) whether the proposals should receive consent. The Secretary of State then makes the final decision.

2.2 Pre-application consultation

- 2.2.1 Consultation before the submission of a proposal is a key requirement of the Act. Effective pre-application consultation leads to a better developed application, where key issues have been considered as thoroughly as possible before submission. It also increases the level of understanding of projects amongst the public. The Government considers pre-application consultation particularly important in allowing for shorter and more efficient examinations.
- 2.2.2 The Department for Communities and Local Government (DCLG) has issued its advice on the pre-application process, including consultation, called the '*Planning Act 2008: Guidance on the pre-application process*' (March 2015). This advice sets out a number of principles for good consultation, including recommending multiple stages of consultation on complex projects.

2.3 Stage 1 Consultation

- 2.3.1 The partners of FAL adopted a vision for the WMI project. This vision was committed to and set out at the Stage 1 Consultation and it has guided the development of these proposals:

The partners of FAL are committed to delivering a rail-served development which will bring significant sustainable social and economic benefits to South Staffordshire, the Black Country and the wider region, through responsible design and by taking into account community interests and environmental considerations.

- 2.3.2 In order to help us to develop the best possible project, FAL has decided to carry out two stages of consultation on the West Midlands Interchange. Only one stage of consultation is mandatory under the Act. However, in order to maximise the opportunity for communities and stakeholders to meaningfully influence the final proposals, FAL chose to consult early in the formulation of the scheme and is now asking for comments on the project that has evolved following the first round of consultation.
- 2.3.3 The first stage of consultation was designed to get feedback on the general principles of the project and the two draft layout options we were considering for locating the rail terminal within the site. Stage 1 consultation was held from Monday 13 June 2016 to Sunday 24 July 2016.
- 2.3.4 Whilst Stage 1 consultation was ‘non-statutory’ FAL approached it in the same way as a statutory exercise. For example, FAL discussed the best approach to Stage 1 Consultation with the District and County Councils ahead of formalising arrangements. The ‘*Consultation Strategy*’ was published on the project website (www.westmidlandsinterchange.co.uk) on 8 June 2016.
- 2.3.5 Our approach to Stage 2 Consultation has similarly involved detailed discussions with South Staffordshire Council and Staffordshire County Council to ensure that they consider our consultation to provide sufficient opportunity for people to comment on the proposals. These discussions included consideration of the extent of the consultation area, the suitability of the locations for the exhibitions and the number of exhibitions. For example, in response to feedback from Stage 1 consultation, the Zone of focused consultation for Stage 2 has been widened to include Penkridge. FAL published a draft Consultation Strategy for consideration by South Staffordshire District and Staffordshire County Council and took on board

their comments before finalising arrangements for Stage 2 consultation and publishing the SoCC.

2.3.6 The published Consultation Strategy for Stage 1 can be found in Appendix 1.

2.4 Material and Information available at Stage 1 consultation

2.4.1 The first stage of consultation was used to set out the early outline proposals for WMI and encourage the identification of issues people felt were important to address as part of the development of the scheme. We also sought opinions and information regarding two alternative layout options for the scheme that were being considered.

2.4.2 The following materials were made available as part of the consultation:

- Layout Option Plans – plans showing the two layout options for the West Midlands Interchange that were consulted on.
- Consultation Overview Document – this was the primary consultation document for Stage 1. It contained:
 - Background to the project
 - Preliminary proposals
 - Information about potential benefits, effects and impacts of the proposals.
- Environmental Report – a technical document that set out early environmental considerations and information about the proposals.
- Transport Technical Note – a technical document that set out early transport considerations and preliminary proposals.
- Newsletter – which was used to publicise the consultation. It gave an outline of the project and the Stage 1 Consultation process, as well as directing people to where more information could be found and details of public exhibitions.
- Feedback Form – to help collect people’s views during the consultation process. The form guided feedback on a number of issues which FAL was specifically interested in at this stage of the project’s development, but there was also dedicated space to make any additional comments.

- 2.4.3 Copies of the consultation promotional materials, exhibition boards and feedback form can be found in Appendix 2. Other Stage 1 consultation documents can be downloaded from the project website but have since been superseded by documents published as part of Stage 2 consultation.

DRAFT

3. Stage 1 – Consultation with statutory consultees

3.1 Early engagement

3.1.1 FAL and the project team engaged with various stakeholders before Stage 1 Consultation. These stakeholders include officers from South Staffordshire District Council and Staffordshire County Council and Network Rail.

3.1.2 The purpose of this early engagement was to introduce certain key stakeholders to the project and receive initial feedback on the approach to its development.

3.2 Identification of consultees

3.2.1 As mentioned, although Stage 1 Consultation was not carried out to fulfil the requirements for pre-application consultation under the Act, the Act was used as a guide to identify stakeholders that take on a statutory function during the statutory period of pre-application consultation.

3.2.2 For Stage 1 consultation, a number of “statutory” consultee groups were identified.

Local authorities

3.2.3 The following local authorities were included in Stage 1 consultation:

- South Staffordshire Council, which the application site is located in.
- The following councils which share a boundary with South Staffordshire Council:
 - Stafford Borough Council

- Cannock Chase District Council
 - Walsall Council
 - Wolverhampton City Council
 - Dudley Metropolitan Borough Council
 - Bromsgrove District Council
 - Wyre Forest District Council
 - Shropshire Council
 - Telford and Wrekin Council
- The upper-tier county council for the application site, Staffordshire County Council.
 - The following unitary or upper tier county councils which share a boundary with Staffordshire County Council:
 - Leicestershire County Council
 - Derbyshire County Council
 - Cheshire East Council
 - Stoke-on-Trent City Council
 - Telford and Wrekin Council
 - Shropshire Council
 - Warwickshire County Council
 - Worcestershire County Council
 - West Midlands Combined Authority

Statutory organisations

- 3.2.4 Statutory organisations include various organisation and bodies, which FAL is required to consult on proposals. This includes organisations like Highways England and the Environment Agency with specific responsibilities as consultees in the planning process. It also includes parish councils near the site as representative bodies.
- 3.2.5 A full list of the statutory consultees consulted as part of Stage 1 consultation can be found in Appendix 3.

Potentially affected land owners

3.2.6 42 land owners potentially affected by the proposals were specifically consulted. A number of meetings were held on a one to one basis to explain the proposals as they affected those parties.

3.3 Consultation activity

3.3.1 All consultees listed above were written to, inviting them to provide feedback to Stage 1 Consultation. The letter included details of where additional information about the proposals could be found. The deadline for responding to Stage 1 Consultation was the same as for members of the public - 24 July 2016.

3.3.2 The following consultation materials were enclosed with the letter:

- A Newsletter that was sent to homes and businesses near the site, setting out information about the project and consultation.
- Plans of the two layout options being consulted on during Stage 1 Consultation.
- A Feedback Form asking specific questions about the project.

In addition, the Local Authorities and potential Persons with interest in land (PILs) were also sent a copy of the Consultation Overview Document.

4. Stage 1 Consultation - Consultation with the Community

4.1 Early engagement

- 4.1.1 FAL and the project team engaged with residents and businesses nearest to the site before Stage 1 consultation. The purpose of this early engagement was to introduce the people closest to the project to the principle of a strategic rail freight interchange, FAL and the process that the project would be following.
- 4.1.2 On 12 April 2016, FAL sent letters to 234 homes and businesses near to the site with introductory information about the project. Those closest to, or within, the proposed site were offered meetings with Peter Frost, FAL director, before Stage 1 consultation. Nine meetings were held with members of the local community before the start of Stage 1 consultation. These were one to one meetings to explain the principle of the application and the DCO process.
- 4.1.3 On the 12th April 2016 FAL gave a presentation to South Staffordshire Councillors and a number of Staffordshire County Councillors again to explain the principles of the application, our consultation approach and the DCO process. Members asked the team to keep them informed via regular briefings at key points in the project. Further presentations were made on the 7th June 2016 and the 29th November 2016.
- 4.1.4 In addition, elected representatives (including councillors, parish councils and Members of Parliament) were sent information about the upcoming proposals.

4.2 Approach to consultation

- 4.2.1 FAL sought to ensure those who live and work near the site of the proposed development would have the opportunity and ability to learn about and feedback on the early stage proposals during Stage 1 Consultation.
- 4.2.2 In order to accomplish this, the consultation was promoted through a range of channels (see below), increasing awareness of the project and the consultation period. Consultation documents were easily available to enable people to access information. Finally, feedback was collected through a range of channels to ensure that people could make their comments in their preferred way.
- 4.2.3 Throughout the consultation, a Freephone helpline was also promoted which allowed people to get in touch directly with the project team via our contact centre to find out more about the project and the consultation.
- 4.2.4 Before Stage 1 consultation, we published a 'Consultation Strategy' on our project website. This document set out how we were consulting with the community during Stage 1. It was available along with other consultation documents so that people could see how we were carrying out consultation.

Contact centre

- 4.2.5 A contact centre has been available since we began early engagement on the proposals in April 2016. We publicised an email address (contactus@communityrelations.co.uk) and freephone number (0800 377 7345) so that people could contact the project team at their convenience. The details of the contact centre were included on promotional material for Stage 1 Consultation.

Website

- 4.2.6 All information published as part of Stage 1 Consultation was available on the project website www.westmidlandsinterchange. The website also provides a

Frequently Asked Questions section, updates about the project and details of how people can get in touch with the project team.

4.3 Consultation activity

Methods of informing people of the Consultation

- 4.3.1 As set out in the Consultation Strategy, a number of methods were used to promote the consultation and increase people's ability to engage with Stage 1.
- 4.3.2 Direct mail – All homes and businesses within approximately 2km of the site were sent information directly by Royal Mail. This provided a reliable way of ensuring that people who lived and worked within the immediate vicinity of the project had an opportunity to learn directly about the project and consultation. Homes and businesses were sent copies of the Newsletter, Feedback Form and Layout Option Plans.
- 4.3.3 We also made direct contact with elected representatives, recognising their role in liaising with their communities. This included all councillors within South Staffordshire Council, relevant councillors within Staffordshire County Council, the two local Members of Parliament and the Parish councils in the area.
- 4.3.4 Newspaper advertisements – In order to promote awareness of the project and consultation amongst the consultation zone and wider area, newspaper advertisements were placed in the Birmingham Mail and the Express and Star on Thursday 16 June 2016, during the first week of the consultation. Copies of those advertisements can be found in Appendix 2.
- 4.3.5 Press release – In order to promote awareness of the project and consultation amongst the wider community, a press release was issued on Monday 13 June 2016 to the following newspapers and media outlets:
- Birmingham Mail
 - Birmingham Post

- Bridgnorth Journal
- Burton Mail
- Cannock Chronicle
- Coventry Telegraph
- Express & Star
- Leek Post & Times
- Lichfield Mercury
- Royal Sutton Coldfield Observer
- Shrewsbury Admag
- Shrewsbury Chronicle
- Shropshire Star
- Staffordshire Newsletter
- Sunday Mercury
- Tamworth Herald
- Telford Journal
- The Sentinel (Stoke)
- Walsall Advertiser
- Walsall Chronicle
- Wolverhampton Chronicle
- Wolverhampton West, Town and Village Life

4.3.6 A copy of the issued press release can be found in Appendix 2.

4.3.7 Posters – In order to help further promote the consultation, posters were placed in the following locations:

Table 1: Stage 1 Consultation poster locations

Poster location	Postcode
Shareshill Community Shop and Post Office	WV10 7LA
Shareshill, St Mary & St Luke C Of E Church	WV10 7LA
Shareshill Parish Council notice board next to Havergal C E Primary School	WV10 7LE
Shareshill Parish Council notice board next to Shareshill Community Shop and Post Office	WV10 7LA

Calf Heath Village Hall	WV10 7DW
Cheeky Munchies	WV10 7DE
The Co-operative Food Penkridge	ST19 5DH
Penkridge Parish Council	ST19 5DT
The Mess Bistro	ST19 9BS
The Co-operative Food Brewood	ST19 9BS
Brewood and Coven Parish Council	ST19 9DX

Information availability

- 4.3.8 All the Stage 1 consultation documents were available online (at www.westmidlandsinterchange.co.uk) and as paper copies at a number of information points for the duration of the consultation. The details of the information points were provided in our published Consultation Strategy and our Newsletter, which was sent to around 3,000 homes and businesses nearest the site.

Table 2: Information points

Location	Address
Brewood Library	Newport Street, Brewood, Stafford, ST19 9DT
Penkridge Library	Bellbrook, Stafford, ST19 5DL
South Staffordshire Council	Wolverhampton Road, Codsall, WV8 1PX

4.3.9 In addition, all the consultation materials were available at our public exhibitions.

4.3.10 Our Consultation Overview Document, which summarised the key information at this stage of the project, was available for people to take away from information points, at the public exhibitions and on request through our contact centre.

4.3.11 This approach ensured that people could review documents in the way that best suited them.

Public exhibitions

4.3.12 Three public exhibitions were held as set out in the published Consultation Strategy. The exhibitions provided an opportunity for people to review the documents with members of the project team on hand to answer questions. The exhibitions were held early in the consultation period to allow people to discuss issues with the project team and have time to fully consider their responses to the consultation.

A total of 472 attendees were recorded at the three exhibitions.

Table 3: Public exhibitions and attendee numbers

Date	Time	Location	Attendees
Thursday, 30 June 2016	2pm to 7pm	The Haling Dene Centre, Cannock Road, Penkridge, Stafford, ST19 5DT	183

Friday, 8 July 2016	3pm to 8pm	Coven Memorial Hall, Brewood Road, Coven, WV9 5DL	144
Saturday, 9 July 2016	10am to 2pm	Calf Heath Village Hall, Straight Mile, Calf Heath, Wolverhampton, WV10 7DW	145
Total			472

Feedback mechanisms

- 4.3.13 As with the consultation document availability, we provided a number of different ways for people to provide their comments. The Stage 1 Feedback Form was included with the Newsletter that was sent to the nearest 3,000 homes and businesses to the site. This included a Freepost address so that responses could be sent to us without cost to the community.
- 4.3.14 People were also able to leave their feedback with us at public exhibitions, online through a digital version of our feedback form, or by emailing us their thoughts via the dedicated project email address.
- 4.3.15 Feedback could be sent through any of the channels below. The deadline for responding was given as midnight on Sunday 24 July 2016.
- Freepost – the Feedback Form, or any other feedback, could be posted to FREEPOST WMI
 - Project website (www.westmidlandsinterchange.co.uk) which hosted an online version of the Feedback Form
 - Email – via contactus@communityrelations.co.uk

5. Stage 1 Consultation – Feedback from Statutory Consultees

5.1 Overview

5.1.1 Responses were received from 20 statutory consultees:

- Cheslyn Hay Parish Council
- Dunston with Coppenhall Parish Council
- Lapley, Stretton and Wheaton Ashton Parish Council
- Penkridge Parish Council
- Joint Parish Councils
- Cannock Chase AONB Partnership
- Environment Agency
- ES Pipelines
- Health and Safety Executive
- Highways England
- Inland Waterways Association
- National Grid
- Natural England
- Public Health England
- Royal Mail Group
- South Staffordshire Council
- Staffordshire County Council
- Staffordshire Fire and Rescue
- The Coal Authority
- Warwickshire County Council

5.2 Summarised feedback

5.2.1 In the sections below, the principal issues raised by each consultee are summarised. Details of how the project has evolved can be found in Section 7.

Cheslyn Hay Parish Council

- 5.2.2 The Parish Council raised several objections to the proposals on the grounds of the loss of Green Belt, impact on local residents (specifically noise), the impact on rural amenity, the traffic created by the proposals and the potential for “rat running” through local communities. Concern was also expressed about the location and scale of the project. The Parish Council also considered that mineral excavation on the site should be completed before any development is taken forward.
- 5.2.3 The Parish Council asked several questions about the project including; whether the project was part of a national initiative, whether it was linked to Pentalver, if the project would lead to the nationalisation of the M6 toll, the interaction with the proposed M54/M6 link road and HS2, if there was additional capacity on the rail line, if occupants would be required to use the rail terminal, how staff car parking was being handled, the area employees were likely to be drawn from, what pollution controls could be put in place and how traffic controls could be enforced.

Dunston with Coppenhall Parish Council

- 5.2.4 The Parish Council raised objections to the proposals on the grounds of the impact on residents and the loss of Green Belt. Concerns were also expressed regarding the impact of additional traffic, noise and pollution. It was also stated that the project should not only benefit the developer.
- 5.2.5 The Parish council asked several questions about the project including; a request for details of the transfer from road to rail, details of the freight transportation to be used, whether Jaguar Land Rover will be affected by the proposals, which rail routes would be used and the need for the project.

Lapley, Stretton & Wheaton Aston Parish Council

- 5.2.6 The Parish Council raised concerns about the proposals including; the impact of air and noise pollution from HGV traffic, the impact on already congested

major roads. The Parish Council suggested that a non-Green Belt site be used.

Penkridge Parish Council

- 5.2.7 The Parish Council did not provide its own response but collated and forwarded correspondents from local residents as their response.
- 5.2.8 The issues raised included: objection to the loss of Green Belt, concern about the scale of the project, statements that there are other brownfield sites that should be used, that claims have not been backed up, concern regarding traffic generation and the impact on residents, the loss of natural habitats, the impact on rural lifestyle, impact on property prices and the justification for developing south of Vicarage Road was questioned.
- 5.2.9 Some of the emails expressed general opposition to the project. The issue of whether occupants would be obliged to use the rail terminal was also raised.

Joint Parish Council response

- 5.2.10 A consultation response was received as a joint response from nine parish councils. These were:
- Hatherton Parish Council
 - Featherstone Parish Council
 - Cheslyn Hay Parish Council
 - Great Wyrley Parish Council
 - Shareshill Parish Council
 - Saredon Parish Council
 - Hilton Parish Council
 - Huntington Parish Council
 - Dunston With Coppenhall Parish Council

- 5.2.11 The issues raised in the response were:

- Opposition to the development, primarily because of the loss of Green Belt and a lack of evidence that there are no appropriate alternative sites.
- Alternative sites were suggested including Rugeley Power Station, Junction 15 at Meaford, Hortonwood at Telford, Fradley at Lichfield and Drakelow Power Station.
- Concern that occupants will not be obliged to use the rail terminal and that it will simply become a logistics centre.
- Concern regarding additional traffic and the impact on people and roads.
- Concern regarding noise and light pollution.
- Concern regarding impact on a SSSI.
- The jobs figures were questioned and concerns were raised about the impact on the local economy and public finances.
- Concern regarding the loss of a heritage asset provided by the Canal Conservation Area.
- Statement that there was no evidence for the size of the project and the use of land south of Vicarage Road was questioned.

Cannock Chase AONB Partnership

- 5.2.12 The Partnership's primary concerns were on visual impact on the AONB and what mitigation measures would be taken to screen the site.

Environment Agency

- 5.2.13 The Environment Agency raised several specific areas for consideration by the project team including; contamination of controlled waters from the terminal area, impact on existing ground water remediation work, localised surface water flooding, management of contaminated water and drainage.
- 5.2.14 General concerns about air pollution were also raised. The Environment Agency suggested that the West layout option would have less impact on watercourses.

ES Pipelines

5.2.15 The utilities firm ES Pipelines confirmed that it had no gas or electricity infrastructure on the site and was not affected.

Health and Safety Executive

5.2.16 The Health and Safety Executive responded that they had no comments on the proposals at this stage, but that they should be involved in the statutory consultation.

Highways England

5.2.17 Highways England requested that several issues be considered and information provided as part of the development of the proposals, these included:

- Statement that joint working with Network Rail will be required.
- That Highways England will need to see rail forecasts.
- Suggestion of 24/7 surveys for HGV, non-HGV and rail trips.
- Various points regarding additional or expanded surveys and information for the next stage of consultation.
- Request for evidence demonstrating appropriateness of proposed junction layout.
- Request for more detail regarding provision for sustainable modes of transport.
- Statement that the consented Bericote development needs to be considered.
- Agreement that the facility represents an 'exceptional circumstance'
- Intended to assess future year assessment in 2036.
- Interest in development's impact on air quality, ecology and nature conservation, landscape and visual, noise and vibration, water environment and utilities.

Inland Waterways Association

- 5.2.18 The Inland Waterways Association raised general concerns about the project, including; a stated reduction in freight capacity on the West Coast mainline, excessive size of development, that the project is not a 'rail interchange' and that transportation claims are not credible
- 5.2.19 Specific concerns regarding the impact on the Staffordshire and Worcestershire Canal included; damage to the rural setting of the Canal, the visual impact of the development and proximity to the Canal, noise impact, and potential impact on Calf Heath Reservoir.

National Grid

- 5.2.20 National Grid responded to the consultation to alert the team to low and medium pressure pipelines in the development area.

Natural England

- 5.2.21 Natural England noted that the proposed development is near the Cannock Chase AONB, Four Ashes Pit SSSI and Belvide Reservoir SSSI. Natural England highlighted the potential impact of air pollution, the loss of agricultural land and the need to accommodate protected species. An evidence plan which should look to demonstrate a net benefit was requested.

Public Health England

- 5.2.22 Public Health England made a number of requests and recommendations for information including; assessment of alternative sites, recommendation of carrying out an Environmental Impact Assessment, screening assessments, air pollution assessment, water impact assessment, contamination assessment, consultation with local authorities and the Environment Agency and assessment for human health risk.
- 5.2.23 It was also suggested that the perception of risk may have a greater impact than hazards themselves.

Royal Mail Group

- 5.2.24 The Royal Mail Group confirmed that they have no issue with the project going ahead but expressed concern regarding the potential impact of additional traffic. The Royal Mail Group requested a detailed transport impact assessment and to be involved in the next stage of consultation.

South Staffordshire Council

- 5.2.25 South Staffordshire Council responded to the consultation with an interim position on the project, which was to oppose the project at this location due to the impact on the Green Belt but acknowledged that the project addresses the Government's aim of shifting freight from road to rail. The Council requested an assessment of alternative sites.

Staffordshire County Council

- 5.2.26 Staffordshire County Council requested evidence of the need for the project, the site selection and the exceptional circumstances warranting the large scale of the development, and how the project fits with national strategy. The Council expressed interest in the transport aspects of the proposals, the justification for the loss of Green Belt, more detail on the proposed junctions, the integration of the rail element to the proposals and the potential to incorporate advanced manufacturing and engineering.
- 5.2.27 The Council expressed interest in the economic strategy for the project, the travel to work area, the number and type of potential jobs created, how the freight paths would be managed, and the creation of a training / employment plan for local people, and the potential for manufacturing on site.
- 5.2.28 The Council raised concerns including; the loss of Calf Heath Wood, impact on the water environment, indirect impact, flood risk, the need to assess impact on the historic environment, waste generation, air quality impact, impact on users of the Canal towpath, the need for information about phasing, the potential impact on passenger rail services, how the rail terminal will be

linked in the rail line, the impact on traffic, parking provision, and impact on existing businesses (specifically during construction)

- 5.2.29 The Council also requested that community facilities be incorporated into the site, that additional information about landscaping be provided, that sensitive building design be used and that the project should strive for sustainability, that flood risk and biodiversity be considered in the design, that additional surveys on biodiversity and flooding be carried out, and that the Water Framework Directive should be considered when assessing impact.

Staffordshire Fire and Rescue

- 5.2.30 Staffordshire Fire and Rescue stated that appropriate supplies of water should be made available at the site and proper vehicle access provided (including outlining requirements). The use of Automatic Water Suppressions Systems was advised.

The Coal Authority

- 5.2.31 The Coal Authority stated it had no comment as the site lies outside its defined 'High Risk' areas.

Warwickshire County Council

- 5.2.32 Warwickshire County Council recognised the benefits the scheme could deliver in better connecting local markets to ports and rail networks. The Council noted development pressure on the A5, the rail capacity on the branch line and that the consented Bericote scheme needs to be considered.

City of Wolverhampton Council

- 5.2.33 The City of Wolverhampton Council welcomed the proposals and recognised the need for a development of this type and scale in this area.

6. Feedback from the public

6.1 Overview

- 6.1.1 300 pieces of feedback were received from members of the public, organisations and councillors.
- 6.1.2 This section of the report summarises the key concerns raised in responses to the WMI public consultation. It reviews the responses by geographical location, beginning with Four Ashes and Gailey in the centre, and following clockwise to consider responses from: Penkridge; Calf Heath, Great Saredon and Four Crosses; Coven; and Brewood; responses from the wider area.
- 6.1.3 The analysis finds that traffic and noise are the most pressing issues, followed by justifications for developing the greenbelt, and then wildlife conservation.
- 6.1.4 A number of requests for further information were also made in the consultation feedback.

6.2 Methodology

- 6.2.1 Responses were organised by location in order to understand whether particular issues would arise for those in particular areas, such solutions to broader issues (for example, congestion) can be better tailored to the particular needs of those area. Location was determined by checking the given postcode and address, in order to gain a more accurate understanding of the sources of concern.
- 6.2.2 The frequency of references made to particular issues was then noted for each area. In this report, this is displayed in tabular form within each area section. Frequency (*f*) refers to the number of occasions each issue arose.

6.3 Summary of findings

- 6.3.1 Question 1 and question 3 of the State 1 Consultation form asked consultees to provide information about the site, surrounding area and any specific concerns. This section summarises, by theme, the main issues and information raised within consultees' responses. Table 1 below identifies the four most cited concerns in each of the main consultation areas.
- 6.3.2 General opposition to the project was a common comment throughout. Opposition was sometimes stated without reference to specific reason but often linked to the issues highlighted below. Comment was made throughout that the project 'should not be allowed to happen'.
- 6.3.3 A common observation was that the respondent understood the value of SRFIs to the regional and national economy but disagreed with the selection of site; believing that alternative / brownfield sites would be better for the project.

Table 4. Four most cited concerns of each area

	Four Ashes	Gailey	Penkridge	Calf Heath	Coven	Brewood
1	Traffic	Greenbelt	Traffic	Traffic	Traffic	Traffic
2	Noise	Noise	Greenbelt	Greenbelt	Greenbelt	Greenbelt
3	Greenbelt	Traffic	Noise	= Noise = Scale and appearance	= Noise = 24-hour operation	Wildlife
4	Wildlife	Wildlife	Air pollution	Quality of life	Wildlife	Noise

Traffic

- 6.3.4 This was the most cited concern in all areas. In particular, concerns surround congestion of the A449 and A5. Public comments state that such congestion particularly occurs when there are accidents on the M6, leading to the use of local roads in the area by motorway traffic as an alternative route.
- 6.3.5 Related to this are concerns about the impact of approximately 8000 new employees and many HGVs using local roads, particularly for the safety of pedestrians, cyclists, bikers and riders, and for the impact on commuting times to school and work. Of a similar nature, many comments raise the importance of the ability of emergency vehicles to operate quickly on local roads and of residents to reach New Cross Hospital in Wolverhampton.
- 6.3.6 Traffic-related comments also demonstrate a widespread view that the local road infrastructure is unable to cope with heavy vehicles, particularly in their anticipated number and frequency. It was argued on a few occasions that the Council spends too little on road maintenance at present traffic levels. Relatedly, there is a belief that HGVs won't adhere to signs restricting their use of particular roads, and that this problem will be consolidated by the narrowness of local roads, which comments state makes these roads too narrow for HGVs to carry out U-turns. Two respondents stated that HGVs regularly get stuck under bridges.
- 6.3.7 Regarding particular locations for anticipated traffic concerns, the responses as a whole raised all of the main connecting roads in the area at some point. Unsurprisingly, those closest to particular areas received particular attention, however there is a widespread general concern for traffic in the broader area. For example, a few responses, coming from across the consultation areas, mentioned Straight Mile as a location that would be affected by increased traffic. This was not one of the core locations of concern, however. The following paragraphs discuss the more specific concerns over traffic on local roads.
- 6.3.8 For residents of Calf Heath, 44 of 60 responses discussed traffic on Vicarage Road. A number of these responses express concern over the entrance to the proposed site on Vicarage Road; public consultees contend that the

introduction of a roundabout will further add to congestion on the A449. Comments recommend that this could be resolved by (a) restricting the development to the west of Vicarage Road, (b) having entrances only from the A5 or (c) creating a direct route to the site from the M6. Calf Heath public respondents are also concerned about traffic on Station Drive.

- 6.3.9 For residents of Penkridge and Coven, residents express particular concern over increased traffic through their villages and the impact of this on the rural feel of the villages. Respondents from Penkridge are also concerned over impacts on Gailey Island. This was also raised by Lapley, Stretton and Wheaton Ashton Parish Council, however few Gailey residents (2) mentioned this.

Noise

- 6.3.10 Noise was also a widespread issue for most respondents, some of whom complained of the existing 'drone' from the M6. Objections relating to noise came most strongly from residents closest to the site; in Four Ashes, Gailey and Calf Heath. These respondents spoke of the noise impacts on residents in their houses, and in the impact of the noise pollution in generally quiet and tranquil villages.
- 6.3.11 In general, responses that reference noise raised this as an issue but in no detail. Most consultation flagged broad issues in this manner.
- 6.3.12 However, of note is responses that anticipated adverse noise impacts on pets, wildlife, and those using the local countryside for leisure purposes. Specifically, a number of public comments from across the consultation areas argued that although some of Calf Heath Wood will be preserved, levels of enjoyment will be reduced due to increased noise.

Green Belt

- 6.3.13 The green belt was one of the most cited concerns and was mostly mentioned in general terms. Reiterating its designated status and, as such, its right to be preserved. The topic of the development of the greenbelt generated

passionate language from respondents across the consultation areas; for example, terms such as ‘devastating’ and ‘unacceptable’.

- 6.3.14 Many public consultees asked to know what the special conditions are in this circumstance that warrant development on the greenbelt. Two people mentioned that local people have been unable to build houses due to the greenbelt, and find this unfair. Many comments expressed a belief that there must be a more appropriate brownfield site. Many of these comments also stated that the respondents felt the scale of the proposed site is unnecessarily large when compared to other RFIs, such as at East Midlands Gateway.

Wildlife

- 6.3.15 As with noise and the green belt, comments relating to wildlife mostly raised the topic in general terms. Responses anticipated the development of land for the proposed project to result in destruction of wildlife and nature, and argued a need to protect wildlife. The following paragraphs note some the specific and detailed comments relating to wildlife.
- 6.3.16 Some responses anticipate that the project would result in the enclosure of Calf Heath and increased noise and air pollution in this area, which they argue will impact wildlife corridors (in addition to impacting their enjoyment of the area).
- 6.3.17 A number of respondents from across the areas mentioned the need to protect Heronry at Gailey reservoir.
- 6.3.18 Some comments suggested there are protected species in the area. One respondent said there are protected Crested Newts in Four Ashes.
- 6.3.19 One respondent argued that the nature and wildlife in the area is a source of tourism that will be destroyed.
- 6.3.20 Other environmental concerns raised include:
- flooding (particularly of the A449 and A5), due to a high water table;

- the status of Cannock Chase as an Area of Outstanding Natural Beauty; and
- the stability and pollution of the Canal and Calf Heath reservoir.

Air pollution

- 6.3.21 Air pollution was a signalled as a significant concern for respondents from across the consultation area, although concern over air pollution was express less than it was for noise pollution. The following paragraphs identify the sentiment of the comments regarding air pollution.
- 6.3.22 Air pollution was mostly raised in connection to the increase of heavy vehicles in the area and to the use of local roads for 'rat runs' and commuting by the 8000 new employees.
- 6.3.23 Relatedly, there was a perceived irony noted by many residents across the area that rail freight is intended to reduce emissions yet will increase the emissions pollution affecting local people.
- 6.3.24 In response to anticipated air pollution, a few comments also asked for the rail line to be electrified.

Scale and appearance

- 6.3.25 The scale and appearance of the project was commented on by respondents from Calf Heath, Coven, Gailey and Penkridge. In these areas, the proposed development was felt to be too tall to be effectively screened, impacting on the views of the landscape. This argument was tied to house prices in some consultation responses; a number of respondents argued they have paid a premium in house prices to enjoy views of this landscape.

24-hour operation

- 6.3.26 The consultation responses as a whole indicate that there is confusion over whether the proposed development will operate overnight. Many responses indicate an assumption that the development would operate on a 24-hour/7-

days per week basis. Responses from Calf Heath and Coven express the most concern about this, due to anticipated night-time noise, light pollution, and general disturbance. This was not raised in any responses from the Four Ashes area.

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Other issues

- 6.3.27 Other topics were raised. The following paragraph identifies the key sentiments regarding these issues, which were raised on too few occasions to warrant their own sections but are noteworthy.
- 6.3.28 **Alternative uses:** The consultation responses as a whole also indicate confusion over whether the site will be used for uses not directly related to the operation of the site as a rail freight interchange, such as manufacturing uses. Other respondents believed that the rail terminal element of the proposals was only included to overcome the green belt classification. Some comments state that this could happen in the event that the site experiences underuse (as has been the case at Etwell). Other suggest that the intention to use the site for other uses is the reason for the scale of the project (described as ‘unnecessary’ by one respondent) and that to do so would circumvent greenbelt policy.
- 6.3.29 **Affordable workspace:** One respondent asked that affordable workspace be provided as part of the development in the same manner that affordable housing would be provided on a residential development.
- 6.3.30 **Property values:** Across the consultation responses as a whole, those closest to the site raised cited the devaluation of their properties as a core objection to the project, for which any responses requested compensation. Comments of this nature arose particularly in responses from consultees in Calf Heath, Gailey, Coven and Four Ashes. One consultee requested a comparable compensation package to those offered by Heathrow Airport Limited to those to be affected by the third runway (at least 125% of their property value). Some other responses requested that the developer purchase their properties, with two consultation responses requesting that Compulsory Purchase Order (‘CPO’) powers be used. Of the opposite sentiment, two others consultation responses suggested stated that the use of CPO powers would be ‘disgraceful’.

Proposed project alterations

6.3.31 A number consultation responses made suggestions to altering the project. These include the following:

- provision of a direct road connection between the M6 and the proposed site;
- downscaling the project or restricted it only to the Bericote site;
- implementation of traffic management measures, such as a traffic management plan, traffic calming measures, traffic lights and an overall lower speed limit;
- provision of more screening and landscaping measures;
- improvements to local footpaths;
- permitting South Staffs District Council to retain all new generated business rates income; and
- provision of affordable business space on the development site.

Preferred options

6.3.32 Question 2 of the Stage 1 Consultation form asked for comments regarding the illustrative layout options. The majority of responses did not answer this question, or answered by stating the project should be halted or relocated to other brownfield sites. Of those who did respond, the preference was for the East terminal, except in Gailey (which preferred West) and Calf Heath (that had mixed opinion).

6.3.33 Table 1 below summarises the preferred options of public consultees as a whole for each the main consultation areas.

Table 5. Preferred option of each area, and reasons

Four Ashes	Gailey	Penkrige	Calf Heath	Coven	Brewood
None	West	East	Equal split	East	East

- 6.3.34 A number of responses recommended instead that the project should proceed on different sites. Alternative sites that were recommended in these responses included the following: Bescot Yard; Rugeley; Crewe Mashalling Yards; Birch Coppice site, Daventry; Etwall RFI; East Midlands Gateway RFI; and The Gateway, Brierley Hill.

Requests for the next consultation

- 6.3.35 Question 4 of the Stage 1 Consultation form asked consultees for comments regarding the consultation process for the Stage 2 Consultation. The responses to this question are summarised in the following section.
- 6.3.36 Some respondents requested that the consultation cover a wider area. This response seemed to be connected to perceptions of the scale of the effects of the project, which it is felt will cover a wider area than that which was consulted for Stage 1. It is noted that Penkridge residents were particularly disappointed to not have been consulted initially.
- 6.3.37 Many comments regarding the next consultation surrounded advertising methods. Responses of this nature urged a need to use a combination of traditional methods (flyers, posters and door-to-door) alongside email and social media, since many people in the area do not have or use the internet. One consultee suggested that an online forum could be set up to constructively discuss problems and solutions.
- 6.3.38 Some comments related to the format of the consultation meetings. These included requests for:
- 6.3.39 multiple meetings to be held over a number of days, including later in the evenings and at weekends;
- 6.3.40 the major landowners to attend the consultation meetings;
- 6.3.41 to-scale models of the proposed development; and

- 6.3.42 presentations on the alternative sites considered, the traffic studies undertaken and the anticipated impacts on the area.

Further questions

- 6.3.43 There were many questions about the project. Broadly, these covered the following areas: access to traffic, environmental and financial, options and noise impact reports; grounds justifying greenbelt development; how HGVs will be prevented from using minor roads; plans to compensate residents; whether CPO powers will be used; site operation hours; increased road and rail figures; sizes and speeds of trains; warehousing and freight stack dimensions; whether trains will be electric or diesel powered; likelihood of alternative site uses; funding sources; any restrictions on chemicals and hazardous materials contained in warehouses; general dates for the project; wildlife and nature projection and management; job numbers and types.

Conclusion

- 6.3.44 This section of the report has reviewed the responses to the West Midlands Interchange Stage 1 Consultation on an area-by-area basis. The key broad areas of concern raised by members of public from across the consultation areas are traffic congestion, noise, air and light pollution, impacts on wildlife, and development of the green belt, and impacts on wildlife. These issues were raised across the consultation areas and the analysis found that there were fewer differences in priorities between the areas than anticipated, in part because of the tendency of consultees to list all concerns, rather than write in depth about particular issues, and to express concern over issues that they expected would affect residents of other areas, but not necessarily themselves.
- 6.3.45 Many of the concerns raised by consultees are underlined by a general lack of clarity on key issues, particularly whether the site will be operate on a 24-hour/7-days per week basis, or whether the site will be restricted to rail freight use or also used for other industrial activities. This is the case, for instance, in objections to the proposed project based upon overnight noise and light disturbance.

6.3.46 One of the most significant issues raised concerns traffic impacts. Lack of clarity on how traffic will be managed and the main access routes to and from the site are fuelling anxiety about the impact of congestion on daily rural life and on commuting journeys. The consultation responses also indicate particular concerns over the impacts of HGV and new employee commuter traffic on local roads, with some importance concerns about the impact of this traffic on the ability of emergency vehicles to operate in the area.

6.3.47 The consultation responses also indicate a widespread view that the local economic benefits of the project have been overstated: that job creation forecasts figures are deceptively high in order to win support; that the jobs will be merely transferred from other locations and will not be for local people; and that the jobs created will be low-skilled. Additionally, a number of the consultation responses cite the relatively low levels of unemployment in the area as a reason for which job creation is not perceived as a local benefit of the project; rather, that job creation is anticipated to bring commuter traffic and further (unwanted) housing development.

6.4 Consultation Area Profiles

Four Ashes

6.4.1 There were 18 responses from Four Ashes residents.

6.4.2 Sentiments towards the project are resoundingly negative. This is mainly connected to concerns about traffic, noise and pollution. There were no site preferences given. There is much work needed to show how these concerns will be mitigated.

Themes/Issues

6.4.3 The main issues arising at Four Ashes were:

- 'Havoc' of increased traffic on quiet roads (15),
- pollution (noise (11), emissions (3) and light (4));
- building on the green belt (10);

- the impact on wildlife (8).
- 6.4.4 **Traffic** concerns were mainly that Station Road would become gridlocked, particularly if there was an accident on the M6, and that there were safety issues posed to pedestrians and to the ability of emergency services to use these roads locally in that event.
- 6.4.5 5 people complained of the impact on their **property values**, requesting compensation for this.
- 6.4.6 There were (4) expressions of concern about the ability of **local infrastructure** to cope with heavy vehicles, since the Council doesn't spend money on improving infrastructure.
- 6.4.7 There were also concerns that the site could become used for **other industrial uses** too, and that this would prevent the site being used for V Fest (which is welcomed because it contributes to the local economy but is infrequent).

Table 6. Hierarchy of concerns in Four Ashes

	Issue	Details	F
1	Traffic		15
		<i>Road infrastructure (esp. A449/A5) unable to cope/full to capacity</i>	6
		<i>Station Drive</i>	6
		<i>Straight Mile</i>	2
		<i>Vicarage Road</i>	2
		<i>HGVs cause accidents</i>	1
2	Noise pollution		11
3	Greenbelt		10
4	Wildlife		8
		<i>Heronry at Gailey Reservoir</i>	
5	Impact on property values		5
6	Light pollution		4
6	Impact on views		4
		<i>From houses</i>	
		<i>Of landscape views generally</i>	

7	Air pollution	3
7	Potential alternative uses	3
7	Scale	3
	<i>Screening won't help enough</i>	
8	Flooding (of Station Drive/A449)	2
9	'Quality of life'	1
10	Cannock Chase is an AONB	1

Proposed project alterations

6.4.8 Besides requests that the project be relocated or not go ahead at all, there were a number of suggestions to modify the project, including traffic calming measures, noise dampening and screening measures, improvements to local walkways and areas. These include:

- situating the buildings closest to residents and the lorry parking furthest away;
- improving public walk ways and the lake and woodlands areas;
- introducing traffic calming measures and traffic lights from new proposed traffic island to the canal bridge;
- installing noise barriers before construction work commences;
- screening the site with trees, and planting these early enough to allow time for them to grow; and
- compensation for depreciations in house values.

Site preference

6.4.9 Nobody made a choice between the options.

6.4.10 Two respondents proposed alternative local brownfield sites: Rugeley; Bescot yard (the marshalling yards at Crewe); the Birch Coppice site, Daventry (no. 7).

Requests for the next consultation

6.4.11 A respondent asked that the developers attend the consultation events.

Further questions

6.4.12 Some respondents asked how compensation would be paid; as a cash lump sum or through as a direct purchase of their properties.

Conclusion

6.4.13 Issues to be addressed surround traffic (management and improvement of infrastructure). This particularly concerns how to minimise issues caused by the size and frequency of HGVs on the roads, the impact of these on the quality and maintenance needs of the roads, the safety of pedestrians and leisure/activity users who do not have footpaths, and how to prevent HGVs parking on local roads to take their legally required rests.

Gailey

6.4.14 There were 33 responses from Gailey residents.

6.4.15 Responses from Gailey were much briefer and had a tendency to list broad issues without going into great depth; traffic, greenbelt and the countryside, and air pollution being the main things mentioned

Themes/Issues

6.4.16 The main concerns were the greenbelt and traffic. There were surprisingly few references to Gailey island roundabout, and more discussion generally of the A449 and the A5.

6.4.17 It was twice mentioned that there are often problems on this stretch of railway line. No more details were given.

Table 7. Hierarchy of concerns in Gailey

	Issue	Details	f
1	Greenbelt		25
		<i>Housebuilders have had their applications refused for this reason</i>	
2	Traffic		24
		<i>Full to capacity/Gridlocking</i>	10
		<i>New employees & rat runs on local roads</i>	5
		<i>HGVs on local roads with nowhere to turn around</i>	4
		<i>Safety (of pedestrians; increase in car accidents)</i>	2
		<i>Gailey Island</i>	2
		<i>Delays to school/work commutes</i>	1
3	Noise pollution		19
4	Wildlife		14
		<i>Heronry at Gailey Reservoir</i>	
		<i>Effect on tourism</i>	
5	Effect on reasons they chose to live there (quality of life, leisure, aesthetic values)		13
6	Light pollution		11
6	Scale and appearance		11
		<i>'Monstrosity', 'ugly'</i>	
		<i>In comparison to East Midlands Gateway</i>	
7	Air pollution		10
8	Property devaluation		8
9	24 hour/Overnight operation		6
10	Views		7
11	Canal conservation		5
12	Potential alternative uses		5
13	Jobs		7
		<i>Guarantee for local people</i>	5
		<i>Where will new workers park</i>	1
		<i>Will encourage unwanted housing development</i>	1
15	Enclosure of Croft Lane within developments		3
16	Calf Heath reservoir (proximity to)		3
17	Use of CPO powers		2
		<i>Will they be used</i>	1
		<i>Unfair</i>	1
18	Cannock Chase AONB		1
19	Ancient woodland rules		1

20	Extraction of minerals before work begins	1
21	Vibration of residents houses	1

Proposed project alterations

6.4.18 None noted.

Site preference

6.4.19 There were some expressions of preference for the West option because it was believed to provide less noise and disturbance to local residents and less destruction to the canal and to wildlife. On the other hand, another resident argued that there would be greater visual and audio disturbance but the West option was preferred because it wouldn't require a bridge over the canal.

6.4.20 Requests for the next consultation

6.4.21 The following requests were made:

- consult a much wider area.
- advertise the consultation in person, by email and by post.

Further questions

6.4.22 None noted.

Conclusions

6.4.23 Respondents from Gailey express relatively more concern about the greenbelt than other areas, however its overall areas of concern are the same. Their responses were more general and inquisitive. One particular issue that arose was jobs; details of who they will be for, and concerns that they will require additional housing and parking development.

Penkridge

- 6.4.24 There were 51 responses from Penkridge residents.
- 6.4.25 There was a general sentiment of distrust from Penkridge respondents in their responses, as a result of Penkridge initially not being consulted. Residents indicated that they feel deliberately excluded, describing the process in terms like ‘underhand’ and ‘secretive’. One respondent wrote, *‘I feel we are having the wool pulled over our eyes’*. On the whole there was also an underlying statement being made that the area has more meaning to people than can be understood on paper. Penkridge residents appreciate the green environment in and of itself, rather than for some particular purpose.

Themes/Issues

- 6.4.26 The main issue of concern for Penkridge residents was the volume of traffic through the area, which they feel already is overstretched. Some responses highlight the difficulty that traffic congestion causes to those working or attending New Cross Hospital in Wolverhampton.
- 6.4.27 Second to traffic was the greenbelt, with residents expressing concern about destruction of the greenbelt in general an issue, but particularly the scale of the development, which they feel cannot be effectively screen, and the ‘obliteration’ of the landscape. Relatedly, one response also discusses non-designated green areas, which they are important to local people regardless of their environmental issues.
- 6.4.28 Noise and air pollution were the next big issues.
- 6.4.29 Some responses also discuss the principle of the project. One response argues that the project is speculative not a real need requested by the industry because all users will have to sign up to pay for the site. One respondent questioned whether rail hubs are beneficial due to a trend towards people want things sooner (i.e. by road).

Table 8. Hierarchy of concerns in Penkridge

	Issue	Details	f
1	Traffic		41
		<i>Full to capacity/Gridlocking (M6 crashes)</i>	29
		<i>Poor road infrastructure</i>	18
		<i>Traffic through Penkridge</i>	15
		<i>Delays to school/work commutes</i>	10
		<i>Gailey Island (M54i)</i>	10
		<i>Difficulty getting to New Cross Hospital</i>	5
		<i>Safety (of pedestrians; increase in car accidents)</i>	5
		<i>New employees & rat runs on local roads</i>	4
		<i>Ability of emergency services to reach accidents</i>	2
		<i>Similar disruption is accepted infrequently for events, e.g. V Fest</i>	3
2	Greenbelt		35
		<i>Opening door for further greenbelt development</i>	
		<i>Insufficient evidence of need</i>	
		<i>Should be retained for crops</i>	3
3	Noise pollution		25
4	Air pollution		20
5	Wildlife		11
6	Views/Effect on landscape		10
7	Scale and appearance		6
		<i>Too big to be screened</i>	3
8	24 hour/Overnight operation		4
9	Effect on reasons they chose to live there (quality of life, leisure, aesthetic values)		4
10	Potential alternative uses		3
11	Canal conservation		2
		Pollution of canal water	1
		Impact of development on structure and nature along banks	1
12	Jobs (won't be long-term)		2
13	Vibration of residents houses		2
14	Calf Heath reservoir (bank and ground stability)		1
15	Use of CPO powers (use would be 'disgraceful')		1
16	Cannock Chase AONB		1
17	Removal of bridal paths		1
18	Light pollution		1

6.4.30 A number of residents also listed some things to know about the area, in response to Stage 1 Consultation Question 1. These were:

- traffic already gridlocks the village when there is an accident on the M6. The M54 island and Gailey roundabout are already significant issues. The road is perceived to be used to maximum capacity;
- local services are perceived to be overstretched;
- the canal is a conservation area;
- Cannock Chase is an AONB;
- a public footpath within the site boundary; Penkridge 29;
- the following summary of geographical landmarks: *'large boulders which I presume to be glacial erratics subsequently utilised as parish boundary marks, a parish boundary post which may date to 1987, an alignment of trees that may indicate the presence of a lost track, for which evidence exists on an old railway plan... and a spot where I have noted dressed sandstone blocks exposed by ploughing. I also have some knowledge of birds seen locally included ringing records, and have noted badger holes in an area not included on the report'*; and
- a new housing development, Lyme Hill Meadow, has been consented and is already anticipated to add to traffic problems.

Proposed project alterations

6.4.31 The following alterations to the project as consulted on were suggested:

6.4.32 Construct a direct link between the M6 and the site, diverting from the A449 and Penkridge completely.

6.4.33 The project be moved and downscaled to a more suitable, smaller brownfield site or a site such as Rugeley, where residents welcome development.

Site preference

6.4.34 There were at least 17 preferences for neither option.

6.4.35 Two respondents chose the East option because of noise dampening and more efficient movement of goods.

Requests for the next consultation

6.4.36 The following requests were made:

- that Penkridge and a much wider number of towns and villages be consulted (18). This request is linked to the scale of disruption the project is anticipated to bring;
- that a variety of methods be used to advertise the events, including use of local notice boards, post and email;
- that the consultation be held over a longer timeframe (e.g. a week), including evenings and weekends; and
- that information should be presented on alternative locations and traffic capacity.

Further questions

6.4.37 There were questions over traffic: daily and hourly numbers of HGVS and trains, on train size and speed, and on the additional number of cars, vans and lorries that will be generated in the long-term.

6.4.38 One response questioned how HGVs will be prevented from utilising local roads and whether they will be allowed to travel on single carriageways.

6.4.39 Some responses requested addition details on the management of traffic, pollution and other environmental issues.

6.4.40 One response requested to know the justification for developing the Green Belt.

6.4.41 One response requested further details on the purposes and activities of the development.

- 6.4.42 One response requested further information on the use of CPO powers in relation to the project.

Conclusion

- 6.4.43 Responses related more generally to traffic, the greenbelt and pollution, rather than to issues such as property values and views from houses, as in Four Ashes and Gailey. Responses from Penkridge were quite specific about traffic issues.

Calf Heath, Four Crosses and Great Saredon

- 6.4.44 There were 64 responses from Calf Heath, Four Crosses and Great Saredon residents (the majority being from Calf Heath). It should be noted that many identically worded responses were sent in. One family of five each sent in the same response. One respondent made two submissions to the consultation.
- 6.4.45 Again, traffic was the biggest issue, followed shortly by the greenbelt and pollution. Compared to other areas, the spreading of the development across Vicarage Road was a key point of contention. Disruption to the rural way of life and safety concerns relating to traffic also came through strongly. It is felt that an unnecessary RFI is being used as a way to exploit greenbelt exception policies for these purposes.

Issues/Themes

- 6.4.46 The most cited issues raised by respondents from Four Crosses, Great Saredon and Calf Heath were:
- traffic (60);
 - the greenbelt (57);
 - the scale and appearance (49);
 - Pollution (noise (49), air (25) and light (18)); and
 - the effect on wildlife and nature (33).

- 6.4.47 The extension across to Vicarage road is a significant concern due to its impact on the traffic levels on Vicarage road at the A5, and because of its proximity to residential developments. These objections are linked both to the location of the site entrance there (as opposed to directly from the A5) and to a widespread objection to the scale of the project, which is felt to be unnecessarily large compared to other freight interchanges.
- 6.4.48 42 people also referenced the disruption to quality of life and the rural way of life more broadly. 28 people raised safety concerns due to an increase of traffic and a lack of footpaths in the area.
- 6.4.49 The scale of the project is a significant issue. A widespread source of objection is that the site is 1.5 times larger than East Midlands RFI. Of the 49 who objected to its scale or appearance, nearly all described the project as a ‘monstrosity’.
- 6.4.50 Connected to noise complaints, 25 people objected to the site operating 24/7.
- 6.4.51 Additionally, 20 people objected to the lack of guarantee that the site won’t be used for alternative operations.

Table 9. Hierarchy of concerns in Calf Heath, Great Saredon and Four Crosses

	Issue	Details	f
1	Traffic		60
		<i>Congestion of Vicarage Road</i>	44
		<i>HGVs on roads</i>	36
		<i>Safety (of pedestrians; increase in car accidents)</i>	28
		<i>Full to capacity/Gridlocking (M6 crashes)</i>	23
		<i>New employees using roads</i>	20
		<i>Station Drive congestion</i>	19

		<i>If HGVs can't use A449/minor roads they won't listen anyway</i>	4
		<i>Stable lane congestion</i>	1
		<i>Accessibility for emergency vehicles</i>	1
		<i>Heavy commercial traffic alighting M6 J12</i>	1
2	Greenbelt		5 7
		<i>Opening door for further greenbelt development</i>	
		<i>Insufficient evidence of need</i>	
		<i>Should be retained for crops</i>	
3	Noise pollution		4 9
3	Scale and appearance		4 9
		<i>'Monstrosity'</i>	
4	Effect on reasons they chose to live there (quality of life, leisure, aesthetic values)/destruction of community		3 3
4	Local habitat and wildlife		3 3
		<i>Heronry at Gailey</i>	1 2
5	Air pollution		2 5
5	24 hour/Overnight operation		2 5
6	Potential alternative uses		2 0
7	Light pollution		1 8
8	Property devaluation		1 7
9	Proximity to houses and rural community		9
10	Views/Effect on landscape		8
11	Flooding		5
12	Calf Heath reservoir (bank and ground stability)		3
13	Calf Heath Wood		2
14	Cannock Chase AONB		1
14	Could disturb old mines		1
14	Increase in fly-tipping		1
14	Increase in crime		1

6.4.52 A number of residents also listed some things to know about the area, in response to Stage 1 Consultation Question 1. These were:

- the area is quiet but traffic is already to capacity. People feel that they have already put up with enough development; the Veolia waste disposal site (3) and the prison;
- local services are perceived to be used to full capacity, and the area already struggles to get high speed broadband or mains gas;
- the area has significant rural character;
- the flat and open landscape makes noise pollution a more sensitive issue than it perhaps would be in other areas; and
- there are mineral reserves that should be fully used up.
- Proposed project alterations
- Suggestions to modify the project include:
 - providing access to the development site only from the A5;
 - restricting the scheme to the Bericote scheme only;
 - situating the site directly off junction 13 of the M6;
 - extension of the M6 toll;
 - electrification of the rail line;
 - provision of improved footpaths around the area;
 - purchasing the land in Stable Lane from Woodlands Lane crossroads to Elmhurst to use as a buffer between the site and Calf Heath;
 - new traffic management measures; and
 - allowing South Staffs District Council all generated business rates to mitigate local impact.

Site preference

6.4.53 There were 3 votes in favour of the East Terminal (rail line in centre), and 3 in favour of the West terminal (noise further from residents and terminal and warehousing less obtrusive). A further response argued for the West terminal if the extension across Vicarage Road is removed.

- 6.4.54 Most advocate halting or relocating the project to a site that (a) has fewer residents; (b) has available brownfield land; (c) has an existing rail freight interchange. 15 responses mentioned brownfield land generally, 14 suggested Etwell and East Midlands Gateway RFIs, and 5 responses suggested Rugeley.

Requests for the next consultation

- 6.4.55 Few people addressed this question. Of those who did, they requested that their concerns be taken seriously, argued consultations in the past have always been a façade, and asked for further transparency, for example by providing the promised ‘to-scale’ model of the development.
- 6.4.56 Others asked for multiple meetings per area so that more people can attend and stated that combination of traditional (flyer-ing and posters) and social media methods should be used to advertise the consultation, as many people don’t use the internet.

Further questions

- 6.4.57 None noted.

Conclusion

- 6.4.58 Overall, the content across the responses read very similarly, with the same wording occurring frequently. Preferences for the site were also more mixed. The scale and appearance of the site gained much more attention than in other areas, as did the extension of the site across Vicarage Road, as this puts the site in much closer proximity to Calf Heath Village and is anticipated to cause traffic problems along the A449.

Coven

6.4.60 There were 58 responses from Coven residents.

6.4.61 Responses from Coven were overwhelmingly concerned with traffic, however responses were overall constructive and, if the site it to go ahead, the preference is for the East option.

Issues/Themes

6.4.62 The main issue raised in consultation responses from Coven was traffic (43), followed by pollution (noise (24), air (15), light (8)) and the destruction of greenbelt (28), and countryside and wildlife (19).

6.4.63 Respondents were concerned about the impact of increasing activity on the village/rural communities, and on the daily effect on residents close to the development (noise, pollution, road safety).

6.4.64 Regarding the environment, a number of people expressed concern about Calf Heath reservoir, Calf Heath wood, and in particular their ability to access and use the canal which will be enveloped.

Table 10. Hierarchy of concerns in Coven

	Issue	Details	f
1	Traffic		43
		<i>Full to capacity/Gridlocking (M6 crashes)</i>	17
		<i>HGV drivers and new employees on roads</i>	11
		<i>Safety of pedestrians etc./road accidents</i>	10
		<i>Poor road infrastructure</i>	7
		<i>Vicarage Road congestion</i>	5
		<i>Station Road congestion</i>	4
		<i>Gailey Island</i>	3
		<i>Congestion in Coven village</i>	2
		<i>Ability of emergency services to reach accidents</i>	2
		<i>Straight Mile congestion</i>	1
		<i>Main entrance on A449</i>	1

2	Greenbelt	27
3	Noise pollution	24
3	24 hour/Overnight operation	24
4	Wildlife/local habitat (destruction of)	19
5	Air pollution	15
6	Scale and appearance ('eyesore')	12
7	Jobs	10
	<i>Will require further housing development</i>	4
	<i>Unnecessary; low unemployment</i>	3
	<i>Temporary or permanent?</i>	2
	<i>Will likely be low-skilled</i>	1
8	Light pollution	8
9	Destruction of rural way of life	7
10	Property devaluation ('devastating')	6
11	Landscape views	5
12	Potential alternative uses	4
13	Flooding (Station Rd, Vicarage Rd)	2
13	Calf Heath Wood (enclosed)	2
14	Calf Heath reservoir (bank and ground stability)	1
14	Destruction of farmland	1
14	Proximity to existing houses/rural community	1
14	Strain on local services	1

6.4.65 A number of residents also listed some things to know about the area, in response to Stage 1 Consultation Question 1. These were:

- Coven residents feel they have been subject to a relative lot of development recently and it is changing their rural village character. This is partly due to the increased traffic and development from i54;
- there is only one pelican crossing in Coven; transport concerns are therefore partly about safety;
- there are crested newts at Four Ashes.

Proposed project alterations

6.4.66 None noted.

Site preference

- 6.4.67 The overwhelming preference is that the project be halted, however feedback is much more constructive. In general the East Terminal option is preferred (11 votes in favour) because the rail line is in the centre and it is furthest from Coven residents. There were no votes for the West option. Requests in particular are made for traffic and landscaping measures if it will be located here.

Requests for the next consultation

- 6.4.68 Advertisement: use of flyers and social media.
- 6.4.69 Wider consultation area.
- 6.4.70 Regular updates of developments, not just at consultation events.

Further questions

- 6.4.71 None noted.

Conclusion

- 6.4.72 The overall attitude slightly more receptive; issues are expressed in relation to the type of development, traffic and pollution. The tone is of concern rather than absolute objection. Nevertheless, preferences are still stated in terms of which project would be worst, not best.

Brewood

6.4.74 There were 28 responses from Brewood.

6.4.75 Responses from Brewood responses were of a similar nature and sentiment to the wider corpus of consultation responses, however they expressed marginally more concern for specific aspects of wildlife conservation. The overall preference was for the East option.

Issues/Themes

6.4.76 The main concern raised in the responses from Brewood was traffic on the A449 and the A5 (21). There were also concerns for the greenbelt (14) and local wildlife (13). This was followed by concerns for Four Ashes residents regarding noise pollution (12), and light pollution (6), as well as air pollution in general. Three residents complained of anticipated house devaluation.

Table 11. Hierarchy of concerns in Brewood

	Issue	Details	f
1	Traffic		21
		<i>Full to capacity/Gridlocking (M6 crashes)</i>	14
		<i>Safety of pedestrians, cyclists, etc.</i>	4
		<i>Use of roads for rat runs</i>	2
		<i>Congested A5</i>	
		<i>Existing congestion of A449 through Penkridge on market days</i>	1
		<i>Getting to work on time</i>	1
2	Greenbelt		14
3	Wildlife		13
		Need to create wildlife corridors (Calf Wood isolation won't work)	1
4	Noise pollution		12
5	Destruction of rural way of life		8
6	Air pollution		6
7	Light pollution		6
		<i>Jobs are being relocated not created</i>	2
		<i>Will likely be low-skilled</i>	1

		<i>Doesn't outweigh environmental destruction</i>	1
8	Jobs		4
9	Proximity to existing houses/rural community		3
9	Property devaluation ('devastating')		3
10	24 hour/Overnight operation		2
10	Scale and appearance ('eyesore')		2
11	Calf Heath Wood (enclosed)		1
11	Calf Heath reservoir (bank and ground stability)		1
11	Destruction of farmland		1
11	Calf Heath reservoir		1
11	Ability to access the canal		1
11	Landscape views		1
11	Strain on local services		1
11	Potential for/no guarantee of no alternative operations		1

- 6.4.77 A number of residents also listed some things to know about the area, in response to Stage 1 Consultation Question 1.
- 6.4.78 One resident said that lorries frequently get stuck under the bridge at Four Ashes.
- 6.4.79 Others noted that there are activities/shows at Weston Park, Cosford and Chillington Hall.
- 6.4.80 Proposed project alterations
- 6.4.81 Additionally, one respondent requested the inclusion of affordable units on site for commercial use, such as studios, workshops and multi-use spaces.
- 6.4.82 Site preference
- 6.4.83 7 respondents preferred East because it was nearest to the M6. One preferred the West option (reason unspecified).
- 6.4.84 Five recommended relocating the RFI to brownfield land.

- 6.4.85 One expressly supported the scheme and preferred the East option, but also expressed surprise that the RFI will not be located at Bescot Sidings or Washwood Heath.
- 6.4.86 Requests for the next consultation
- 6.4.87 The following requests were made:
- 6.4.88 exhibitions should be held Brewood (at Jubilee Hall), Wheaton Aston (at the village hall) and Penkrige (at the Haling Dene Centre).
- 6.4.89 regular updates on the project's progression should be distributed by email to all residents.
- 6.4.90 Further questions
- 6.4.91 None noted.
- 6.4.92 Conclusion
- 6.4.93 Brewood residents, being slightly further from the development, expressed the same general concerns over traffic, the greenbelt and wildlife. Their concerns over noise were largely concerns for the nearby residents, not necessarily themselves. Proportionally, they expressed marginally more concerns for the wildlife in the area, particularly noting the need to create wildlife corridors. They were also marginally less combative in their responses.

6.4.95 **7. Further afield**

6.4.96 North of Four Ashes

6.4.97 There were 2 responses from areas north of the site that do not fall within specific areas studied.

6.4.98 One respondent, from Coppenhall, expressed a desire to counter 'NIMBY' attitudes by arguing that Stafford has become a dormitory town for Birmingham, suffers from lower employment and a sharp decline in its industrial base. The respondent stated highlighted the economic benefits of the proposed project for the region, and in places such as Rugeley who have experienced the closure of the power station, although there will be serious implications for the locality which must be resolved (such as noise and traffic in and around Penkridge and Dunston).

6.4.99 Another respondent, from Stafford, gave their support for the project on the basis that they welcome any move from road to rail.

6.4.100 East of Four Ashes

6.4.101 There were 5 responses from areas east of the site that do not fall within specific areas studied.

6.4.102 Responses from the wider area eastwards of Four Ashes echo the responses from those closer to the development; citing traffic (congestion, parked HGVs and safety of pedestrians, cyclists, riders, etc.), pollution, the development of the green belt as core concerns.

6.4.103 One respondent preferred the West option because it didn't require a bridge over the canal to be constructed.

6.4.104 One respondent focussed on local environmental impacts, raising issues with the limited access to local reservoirs and canals, and 'destruction' of nature and wildlife.

- 6.4.105 West of Four Ashes
- 6.4.106 There were 10 responses from areas west of the site that do not fall within specific areas studied. Response came from Codsall, Bishop's Wood, Wheaton Aston and Lapley.
- 6.4.107 Responses from these areas expressed concerns over: the capacity of road infrastructure to cope with increases in traffic, air and noise pollution levels resulting from HGV traffic through villages, exacerbation of congestion around Gailey Island, development of the green belt (as opposed to other non-green belt areas close to the M6) and of agricultural land, the scale of the project, loss of leisure use, risk of flooding, and the consultation area:
- 6.4.108 Environmental concerns surrounded the assurance that the channels allowing the reservoir to exit to the canal is kept clear, the potential of flooding of the A5, preservation of the landscape around the site and screening, and loss of agricultural land. On the other hand, one respondent was pleased with conservation of greenspace and wildlife measures and requested this be maximised.
- 6.4.109 Regarding leisure use, requests were made to improve the pathway around the reservoir and to upgrade the service road and car parks associated with the sailing club. Two responses cited concerns surrounding loss of leisure use of the canal towpath.
- 6.4.110 Three people raised issue with the scale of the project.
- 6.4.111 One respondent questioned the need for WMI given the underuse of Donnington RFI.
- 6.4.112 Regarding the consultation process, three residents (from Shareshill, Wheaton Ashton and Lapley) objected to not having been consulted.
- 6.4.113 Two respondents preferred the East layout, stating that it would minimise disruption and is closer to M6. One respondent preferred the West layout due to the proximity of the East layout to residents.

- 6.4.114 South of Four Ashes
- 6.4.115 There were 2 responses from areas south of the site that do not fall within specific areas studied.
- 6.4.116 One respondent proposed that The Gateway in Brierley Hill be considered as an alternative location. They stated that the site has a freight line serving the TATA Steel site, that regeneration is sought for the area and that the economic benefits would be welcomed.
- 6.4.117 The second response highlights highway safety issues, suggesting: traffic lights on Four Crosses Lane, a dual carriageway along A449 Gailey Island/M6 J12 and onwards to A4601, and from the A460/A5/A34 junction to Cheslyn Hay.
- 6.4.118 Responses from unknown locations
- 6.4.119 There were nine responses from unknown locations.
- 6.4.120 These responses were representative of the public responses as a whole; mostly expressing concern over traffic, air pollution, and the greenbelt and wildlife.
- 6.4.121 Three respondents requested compensation for the impacts of the development.
- 6.4.122 Three of the responses preferred the East option because of its proximity to the M6 and allowance for more direct servicing of warehouses by rail. Two suggested that the project be relocated to a brownfield site.
- 6.4.123 Conclusion
- 6.4.124 Overall, responses from further north and south were much more positive, emphasising the regional economic potential of locating an RFI in the area. Responses further East, West and from unknown (but seemingly local) areas echo the responses of the core consultation areas, raising no new issues.

7. How the project has evolved

7.1.1 Following the completion of Stage 1 consultation, FAL has updated its proposals in a number of ways in response to feedback and with the benefit of further technical studies. This section deals first with the way in which the project has evolved in response to the general themes that emerged from the Stage 1 Consultation. It then goes on to explain how the project layout and mitigation measures have attempted to respond to feedback from particular areas (organised by post-code).

7.2 Evolution of the Project in Response to General Themes

Alternative Sites Assessment [Document 7.2]

7.2.1 The project team is aware of the need to demonstrate that there is no better site suitable or available to meet the need for an SRFI in this area. The Wolverhampton to Penkridge Rail corridor in South Staffordshire has been identified in successive studies undertaken for the public authorities as being one of the best regional locations for a SRFI. A detailed draft Alternative Sites Assessment (ASA) has been produced as part of this consultation setting out the steps that have been taken to retest whether alternatives may be available. The ASA methodology is based on best practice elsewhere and has been closely reviewed by planning officers from South Staffordshire District and Staffordshire County councils.

7.2.2 The ASA has taken a thorough approach using all available sources of data. The work demonstrates that there are no alternative suitable sites able to meet the important criteria of scale and accessibility to road and rail networks. As part of the ASA the project team examined additional sites suggested by the public through the Stage 1 Consultation. The ASA has also been subject to challenges and rigorous testing from South Staffordshire District and Staffordshire County Councils.

7.3 Loss of Green Belt Land

- 7.3.1 Objection to the loss of Green belt land was one of the most common themes from respondents to Stage 1 of the consultation. Proposals for development in the Green Belt are by definition inappropriate and it is for the applicant to demonstrate very special circumstances. The lack of any suitable alternative sites and the weight to be given to the planning merits of the scheme are part of the planning balance to be made. The draft Planning Statement (document 7.1) sets out the context of the Green Belt in this area and the reasons why the project team are asking the Secretary of State to recognise the very special circumstances that justify the use of this land for a SRFI.
- 7.3.2 It is common ground with the district council that employment and housing needs cannot be satisfied locally without the development of Green Belt land. This much was made clear through the examination of the South Staffordshire Core Strategy, which promotes a review of the Green Belt to meet local needs and development needs arising in the Black Country, for which there is no urban capacity. This arises because the existing Green Belt boundaries have not been reviewed for many years, despite the increased need for both housing and employment. That need has reached extreme proportions both locally and more widely, with the West Midlands authorities recognising that there is not a single site available for development of more than 25 hectares in the region. Across the West Midlands all planning authorities have recognised that a Green Belt review is required and Local Plans such as Birmingham's are promoting major Green Belt releases as the only means of meeting the agenda for growth.
- 7.3.3 The development plan system has not been able to resolve the outstanding need for large scale rail freight distribution sites but there is way of meeting that need without the development of Green Belt land.
- 7.3.4 The WMI proposals do involve large scale development in the Green Belt but the government policy set out in the National Policy Statement (the NPS) recognises that developers may not be able to find suitable sites for SRFI development without the selection of Green Belt sites.

7.3.5 The WMI site represents less than 1% of the South Staffordshire Green Belt in a location which is already affected by significant urban development. It does represent development in the countryside and it would reduce the openness of this part of the Green Belt but it would not cause towns to merge and it is contained within clear boundaries, which would be reinforced by the layout, mounding and planting proposed.

7.4 Layout

7.4.1 At Stage 1 Consultation FAL and the project team presented two alternative layout options and asked for opinions on each. The majority of responses from the public did not answer the question directly, preferring instead to object or suggest other sites altogether. However, of those who did respond the preference was marginally for the east terminal option, except in the Gailey area (which preferred the west) and the Calf Heath area (which had a mixed opinion).

7.4.2 In addition to feedback from the public the project team also engaged with other relevant stakeholders and experts to assess the relative merits of each proposal. There were particular concerns raised by the public and by experts regarding the impact of the layout on the Canal Conservation Area. The East option would have required a rail bridge over the canal to deliver trains to the rail terminal. Whilst the location of the terminal within the development had some advantages these were outweighed by other factors. In particular the impact of the bridge on that section of the Canal Conservation Area in the north of the site. This was a significant factor in ultimately developing a western option to take forward for Stage 2 consultation. Other factors included an assessment that an eastern terminal would limit the ability to plan the masterplan layout with the flexibility that would reduce local environmental effects. In addition, clear feedback was received from rail freight operators that a western terminal was to be preferred because it would provide a more efficient SRFI, with a greater ability to receive, load and unload trains more quickly and efficiently.

7.4.3 With the benefit of all of the feedback from Stage 1 Consultation the project team spent many months honing both options to get them as good as they could be before making a recommendation to FAL as to the best one to

pursue. As part of this exercise the team took account of the environmental impacts, community impacts, market advice and soundings from rail freight operations experts. In working both schemes up to take account of these impacts a significant number of changes were made to the illustrative masterplans. These have now been incorporated into the illustrative masterplan layout and parameter plans proposed as part of this consultation.

7.4.4 A summary of the layout changes is set out in section 3 of the draft Planning Statement and reproduced below.



Figure 1: WMI Illustrative Masterplan for Stage 2 Consultation

7.4.5 The following principal changes were made to the Illustrative Masterplan as a result of the Stage 1 Consultation and further assessment undertaken between Stage 1 and Stage 2 Consultation (the changes accord with the numbering on Figure 1 above).

- 1.** Internal roads and the A5 roundabout have been relocated 30m to the east to reduce impact on the setting of the Canal Conservation Area and the two listed buildings¹, as a result of expert heritage advice.
- 2.** A 20m landscape buffer has been introduced along the western boundary of illustrative Unit 3030, to enhance ecological connectivity through the Site.
- 3.** The rail terminal layout has been refined to allow the rail terminal to accept full-length 775m trains without splitting. This has required the reconfiguration of Gravelly Way and the introduction of a new road bridge.
- 4.** The rail terminal footprint has been reconfigured and reduced, allowing for additional landscape screening to the A449 and to minimise the impact of the terminal on residents on Station Drive.
- 5.** Additional mitigation land has been brought into the scheme to mound and landscape so as to reduce the impact of the terminal on the residents of Station Drive.
- 6.** Additional land has been brought into the scheme to create a community park to the south of the development.
- 7.** The layout of the buildings to the south of Vicarage Road has been altered to retain existing veteran trees, hedgerows and pond and to reduce the impact on

¹ Wharf Cottage and the Roundhouse, both Grade II listed

Calf Heath village through detailed landscaping changes and by altering the buildings to be single sided units.

8. The amount of green space across the scheme has been increased, with ecological and pedestrian connectivity enhanced within the Site.
9. Negotiations to enter purchase agreements have been started with a number of properties that were in close proximity of the Site or within the Site. This will reduce any hardship caused by the scheme on local residents.

7.5 Highways and Traffic

- 7.5.1 Traffic has been a universal concern from the local community and from the local authorities representing their constituents. Traffic impact was the number one concern from five out of the six local post code areas. There have been a number of scheme development responses to this issue. Most notably to agree that the new road through the site from the A5 to the A449 should be publicly accessible in order to make this the principal route between the two trunk roads and the M6 as well as providing an easy route for WMI traffic.
- 7.5.2 Traffic modelling to assess the base traffic flows against those anticipated when the scheme reaches maturity has been carried out and rigorously tested with Highways England and with the local highways authority - Staffordshire County Council. This work is not fully complete but the emerging conclusions are set out in the Transport and Access chapter (15) of the draft Environmental Statement being published as part of Stage 2 consultation. The modelling work demonstrates that the traffic generated by the WMI scheme can be accommodated within the capacity of the highway network,
- 7.5.3 This work recognises the significant benefits that the new link road from the A5 to the A449 will give to the area in relieving the congested conditions that affect the Gailey roundabout and improving local traffic flow. The traffic and highways work has then looked at other mitigation measures proposed to address concerns raised by local people at Stage 1 consultation. The

package of traffic mitigation measures is summarised in 10.2.8 to 10.2.15 of the draft Planning Statement and reproduced below for ease:

- 7.5.4 The Proposed Development includes a number of features embedded into the design proposals to improve access to the Site and to make overall improvements to the road network serving the Site. The project will include a Sustainable Transport Strategy, Framework Travel Plan and HGV Management Plan. The former sets out a range of measures to deliver improved pedestrian and cycle access, including new infrastructure and addressing existing issues with crossings, footways and cycleways, as well as improvements to the canal towpath. The Sustainable Transport Strategy also outlines possible enhanced bus provision which could include a mix of additional public services and dedicated WMI buses. These measures have been taken into account in the assessment.
- 7.5.5 The highway impact and mitigation has been based on the assessment process identified in the Transport Assessment and from identifying local concerns and areas of stress on the existing highway. Notably these included the Gailey Roundabout at the junction of the A5 and A449 and Station Road/Station Drive. This has resulted in a number of specific mitigation measures².
- 7.5.6 Given the location of the site and the proposed infrastructure it is possible to provide a new route for all vehicles to travel from the A5 east to the A449 south and vice versa. This provides vehicles with a choice of routes between the A5 and A449 and reduce the demand on the Gailey Roundabout giving the road network greater resilience.
- 7.5.7 Currently the junction of Station Drive and the A449 is subject to peak period queuing. Station Drive and Station Road also have a number of properties with direct frontage and there is a low railway bridge which can give rise to problems of over height vehicles. It is proposed to ban the

² In accordance with NPS paragraph 5.213

right turn from the A449 into Station Drive. Vehicles requiring direct access will need to utilise the new roundabout to turn around, further north at the junction with Gravelly Way. This has the result of reducing the total number of vehicles using Station Drive and Station Road.

- 7.5.8 It is also proposed to provide a turning area on the west side of the low railway bridge on Station Drive. This means that HGVs which do inadvertently turn into Station Drive can turn around without blocking the road or undertaking a dangerous movement, such as reversing back to the A449.
- 7.5.9 It is proposed that Crateford Lane would be made one way eastbound. This means that egress is maintained for local residents whilst preventing existing 'rat running'.
- 7.5.10 The highway works proposed will minimise the impacts of the Proposed Development, in particular delivering an improvement to the operation of the Gailey Roundabout by providing an alternative route for movements between the A5 and A449.

Conclusion on Highways and Traffic matters

- 7.5.11 Based on the inclusion of the embedded mitigation measures, no significant adverse effects are anticipated during the construction or completed development phase of the Proposed Development as a result of transport and access.
- 7.5.12 The mitigation strategy will provide a net benefit for the local road network by providing greater resilience on the strategic road network around the site, measures to manage traffic on local roads and improved facilities for pedestrians and cyclists.

7.6 Noise

- 7.6.1 Noise was an issue linked to concerns over traffic impacts but also due to the operation of the rail terminal and the warehousing units. A significant number of respondents wanted reassurances over the noise levels of the operation of the SRFI and unsurprisingly it was the number two concern for respondents from the Four Ashes and Gailey postcodes, which include Station Drive and Croft Lane.
- 7.6.2 Detailed noise studies have taken place and as a result the layout has been amended in a number of areas in order to introduce a range of noise attenuation measures. Our noise consultant has been closely involved in optimising and adjusting the masterplan layout to limit noise impacts. These measures include extensive bunding to screen properties from sources of noise and this can be seen on the illustrative layout and cross section drawings as part of Stage 2 Consultation. An example includes the warehousing proposed in the south east of the site, closest to Calf Heath village. There, additional landscaping has been introduced and the principal unit has been designed as 'single sided' so that its servicing activity can be oriented away for the community with the warehouse acting as its own noise barrier. The location of the rail interchange west of the WCML also has benefits in this respect, as the principal rail activity is concentrated adjacent to the existing rail line and the Four Ashes industrial estate, rather than introducing new rail activity into the area east of the canal. Extensive landscaping and screening is proposed to protect the properties on Station Drive from noise and lighting impacts from the terminal.
- 7.6.3 A detailed assessment of the noise impacts of the scheme and proposed mitigation measures are set out in Chapter 13 of the draft Environmental Statement.
- 7.6.4 The assessment demonstrates that the proposals meet the noise policy tests set out in the NPS. The layout and screening of the development which is embedded in the masterplan limits noise impacts, whilst FAL is also committing to a high specification for the built fabric of the warehouses to limit the noise effects of activity from within the warehouses.

7.6.5 For a limited number of residential properties, the assessment forecasts high noise impacts and for these properties FAL is proposing a bespoke Noise Insulation Scheme, notwithstanding the fact that the forecast noise levels are well below those which would trigger noise insulation under government insulation schemes. With the proposed mitigation, the internal noise environment of all affected properties would fall within the standards set for new housing under the World Health guidelines and British standards.

7.7 Visual Impact

7.7.1 At Stage 1 Consultation and throughout the development of the project there has been considerable thought given to the visual impacts of the proposals and how to mitigate these from a number of sensitive areas. These included local residents living in the Gailey/Croft Lane, Calf Heath or Four Ashes/Station Drive areas; the Canal Conservation area and further afield from the AONB at Shoal Hill.

7.7.2 Changes to the scheme to respond to these concerns include the following:

- A reduction in the height parameters of the buildings to a maximum of 30m to the ridge. The proposal at Stage 1 was up to 36m.
- A restriction on the highest buildings (up to 30m) to a central part of the development zones where they are least visible from Shoal Hill AONB.
- The development of a Green Infrastructure (GI) plan to soften the impacts of the buildings on the surrounding areas. The GI proposals and a wider assessment of landscape and visual matters are detailed in Chapter 12 (Landscape and Visual) of the draft Environmental Statement and summarised in the Design and Access Statement (document 7.5).
- The new link road from the A5 has been moved 30m to the east to reduce any impact on the setting of the conservation area. As a result, it has allowed for the introduction of an additional landscape buffer

zone of green planting between the eastern edge of the canal and the new link road. This change helps to mitigate impacts on the conservation area and on residential properties in this part of Croft Lane.

- Additional land has been brought into the scheme to create a community park to the south of the development and to help to mitigate impacts on the Calf Heath and Hatherton areas.

7.8 Evolution of the Project in response to comments at Stage 1 Consultation from local areas

Gailey and Croft Lane

- 7.8.1 The project has sought to respond to the comments made by residents of Gailey and Croft Lane, whilst continuing to generally refine the Proposed Development to minimise the potential impact on the local community.
- 7.8.2 A new Community Park, Croft Lane Community Park, is proposed to provide a significant buffer between the existing Gailey and Croft Lane community and the Proposed Development. It would also provide an area for habitat creation, mitigating the wildlife impacts and contribute towards the enhancement of retained woodlands. The park would provide a high quality new recreation area for the community. Sensitive drainage design and water attenuation will also be incorporated into the park, with a number of water attenuation areas included.
- 7.8.3 The Community Parks, as well as improvements to the Canal environment, will improve the permeability of the site for local residents.
- 7.8.4 A new road would run through the Site, from the A5 to the A449, via two new roundabouts which would be installed on the roads. The two roundabouts, along with the new road, would help to relieve the existing congestion at Gailey roundabout along the A5 and A449, in addition to creating an alternative route for traffic through the Site.

- 7.8.5 It is also proposed that the canal side environment would be enhanced, particularly through upgrading the canal tow path in agreement with the Council and River Trust.
- 7.8.6 As part of the Landscape and Green Infrastructure Strategy, bunding and a planting strategy are proposed to create a screen to enhance the immediate environment and to limit the potential visual and noise impact of the Proposed Development from viewpoints and sensitive receptors outside the Site.
- 7.8.7 FAL will prepare for approval an Employment and Skills Plan in advance of commencement. This would define working partnerships between FAL, tenants and public and education sector stakeholders and will help to secure the maximum local benefit from these new jobs (during both construction and operation). Consultation with these partners is already underway.
- 7.8.8 Furthermore, given the relatively high number of unemployed residents in the Travel to Work Area ('the TTWA'), the development is anticipated to provide substantial regional employment benefits. There is a good match of skills between the jobs that would be created at WMI and the occupational characteristics of those seeking work in the TTWA.

Calf Heath

- 7.8.9 The project has sought to respond to the comments made by residents of Calf Heath and the surrounding area, whilst continuing to generally refine the Proposed Development to minimise the potential impact on the local community.
- 7.8.10 A new Community Park, Calf Heath Community Park, is proposed to provide a significant buffer between the existing Calf Heath community and the Proposed Development. It would also provide an area for habitat creation, mitigating the wildlife impacts and contribute towards the enhancement of retained woodlands. The park would provide a high

quality new recreation area for the community. Sensitive drainage design and water attenuation will also be incorporated into the park, with a number of water attenuation areas included.

- 7.8.11 The Community Parks, as well as improvements to the Canal environment, will improve the permeability of the site for local residents.
- 7.8.12 The layout of the proposed development has also been changed following the first round of consultation. In particular, the proposed buildings have been revised in order to retain more hedgerows and mature trees south of Vicarage Road, whilst Unit 5020 of the Illustrative Masterplan has been revised to be a single sided unit with the building itself acting as a screen from servicing and other activity in order to limit noise and visual effects from Calf Heath Village.
- 7.8.13 A new roundabout would be introduced to Vicarage Road. This would provide an alternative access into the Proposed Development (with the A5 roundabout providing primary access to the Site), but would also allow oversized HGVs the opportunity to turnaround prior to reaching the low (12ft 3in) bridge³ between Station Drive and Station Road, potentially reducing collisions and helping to minimise the potential impacts of traffic on the local area.
- 7.8.14 As part of the Landscape and Green Infrastructure Strategy, bunding and a planting strategy are proposed to create a screen to enhance the immediate environment and to limit the potential visual and noise impact of the Proposed Development from viewpoints and sensitive receptors outside the Site.

Four Ashes including Station Drive

- 7.8.15 The project has sought to respond to the comments made by residents of Four Ashes, Station Drive and the surrounding area, whilst continuing to

³ A coach is around 14ft 4in in height

generally refine the Proposed Development to minimise the potential impact on the local community.

- 7.8.16 The location of the rail terminal has been amended as a result of the Stage 1 Consultation, with further bunding and landscaping between the terminal and the residential properties on Station Drive.
- 7.8.17 A new HGV turning point would be introduced on Station Drive, just before the low bridge under the railway.
- 7.8.18 There would be 'no right turn' going north from the A449 into Station Drive in order to encourage vehicles to use the new link road via the new roundabout proposed on the A449. Any vehicles seeking to access existing properties and businesses on Station Drive from the south would be able to turn at the proposed roundabout on the A449.
- 7.8.19 Both of these highways improvements would seek to reduce the chance of congestion and vehicle collisions with the low bridge between Station Drive and Station Road.
- 7.8.20 Crateford Lane would also be made one-way (west to east), to reduce the opportunity for 'rat running' off the new proposed A449 roundabout.
- 7.8.21 As part of the Landscape and Green Infrastructure Strategy, bunding and a planting strategy are proposed to create a screen to enhance the immediate environment and to limit the potential visual and noise impact of the Proposed Development from viewpoints and sensitive receptors outside the Site.
- 7.8.22 The two new Community Parks, at Calf Heath and Croft Lane, will help to mitigate the impacts of the Proposed Development on local wildlife. These Community Parks, as well as improvements to the Canal environment, will improve the permeability of the site for local residents.

Coven and Brewood

- 7.8.23 The principal mitigation measures for the Proposed Development, as noted above, seek to address many of the concerns raised by respondents from Coven and Brewood.
- 7.8.24 The Landscape and Green Infrastructure Strategy has also considered and has sought to minimise the impact of the Proposed Development on the settlements of Coven and Brewood.
- 7.8.25 The proposed new road that would run through the Site, from the A5 to the A449, via two new roundabouts, would help to relieve the existing congestion at Gailey roundabout and along the A5 and A449, in addition to creating an alternative route for traffic through the Site should any issues arise at the Gailey roundabout.
- 7.8.26 Crateford Lane would also be made one-way (west to east), to reduce the opportunity for 'rat running' off the new proposed A449 roundabout, seeking to reduce the potential impact of traffic on surrounding communities.

Penkridge

- 7.8.27 The principal mitigation measures for the Proposed Development, as noted above, seek to address many of the concerns raised by respondents from Penkridge.
- 7.8.28 The consultation area for Stage 2 Consultation has been extended to include Penkridge.
- 7.8.29 The proposed new road that would run through the Site, from the A5 to the A449, via two new roundabouts, would help to relieve the existing congestion at Gailey roundabout and along the A5 and A449, in addition

to creating an alternative route for traffic through the Site should any issues arise at the Gailey roundabout.

- 7.8.30 We are also proposing an HGV Routing and Signage Strategy which focusses movement to and from the WMI development via the appropriate sections of the strategic road network.
- 7.8.31 To deter HGVs from using the A449 between Gailey Roundabout and the M6 Junction 13, i.e. through Penkridge, HGV traffic will be banned from using this route unless it is a local journey (with origin or destination along the A449 south of J13 of the M6) or if the M6 is closed between J12 and J13. This could be enforced using Automatic Number Plate Recognition ANPR camera technology – a method widely used to manage HGV routing. If HGV's are found to be using that section of the A449 inappropriately, action would be taken including the potential to issue fines.

8. Appendices

8.1 Consultation strategy

8.1.1 As published on 8 June 2016

DRAFT

Consultation Strategy

Stage 1 Consultation

June 2016



West Midlands
Interchange

Four Ashes Ltd

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1. Introduction

The West Midlands Interchange is a proposal for a Strategic Rail Freight Interchange (SRFI) with warehousing and other associated development that would be built on land west of Junction 12 of the M6 at Four Ashes in South Staffordshire.

The West Midlands Interchange would be linked directly to the West Coast Mainline, one of the country's principal freight routes, and will be well placed to serve South Staffordshire, the Black Country and the West Midlands.

When built, it would provide around 800,000 square metres of new rail served warehousing and room for the region's important logistics industry to grow. These proposals would create up to 8,500 new jobs.

Four Ashes Limited (FAL) is bringing forward this proposal, which needs to be granted a Development Consent Order (DCO) by the Secretary of State for Transport before it can be built.

It will be approximately 18 months before we can apply for development consent to build the West Midlands Interchange. Before then we need to talk to local communities, residents and businesses to ensure we can make our proposal the best it can be.

This document sets out how we will consult with the community during the first of our two stages of consultation. Stage 1 Consultation will focus on early stage proposals for the project, before we develop more detailed proposals for Stage 2 Consultation in early 2017.

More information on this will be available in the consultation documents themselves.

When	What
Monday 13 June to Sunday 24 July 2016	Stage 1 (Non-Statutory) Consultation: Early stage proposals
Early 2017	Stage 2 (Statutory) Consultation: Detailed proposals
September 2017	Application for a DCO submitted
January to June 2018	Examination process
January 2019	Decision from Secretary of State expected
<i>The dates for Stage 1 (Non Statutory) Consultation are fixed. All other dates set out above are indicative only. FAL hopes to achieve these timescales but will ensure that its proposals are as good as possible before submitting an application for a DCO. The timescales for examination and decision by the Secretary of State are fixed once the process begins.</i>	

2. Project background

2.1 Why do we need the West Midlands Interchange?

A SRFI is something that has been long identified as essential for the future prosperity of the West Midlands region. The region's trunk roads are already congested, the West Midlands' strong manufacturing and logistics industrial base is growing and there is a shortage of suitable quality development land for large scale rail served logistics warehousing. Without fast, reliable transport links the region may not be able to take full advantage of the global business and investment opportunities predicted in the future.

The Government's policy is to encourage the shift of goods from road to rail to help reduce carbon emissions and provide economic benefits. It believes a network of strategic rail freight interchanges across the UK will help realise its vision. Rail freight produces 70% less CO₂ than road freight, up to 15 times less nitrogen oxide emissions and nearly 10 times less particulates, as well as de-congestion benefits.

2.2 Where do you propose to build it?

Following extensive research with a number of regional partners over many years, we have selected a site in the region of 260 hectares next to a branch of the West Coast Main Line, south west of where the A5 meets the M6 at junction 12.

2.3 Why this location?

This area was identified as one of the best locations in the West Midlands for an SRFI as early as 2007. The proposed location is considered uniquely suited to meet the need for a large scale SRFI in this part of the country because:

- it is located on a branch of the West Coast Main Line and where the M6, the A5 trunk road and the A449 trunk road come together;
- it is large enough to accommodate a SRFI and to achieve the critical mass required to attract frequent train movements and operators;
- it meets specific pressing local needs for modern rail served distribution facilities in the north western part of the West Midlands, particularly Staffordshire and the Black Country where there is a strong manufacturing base and automotive and aerospace industries; and/
- it offers businesses proximity to markets particularly where product is perishable.

2.4 Who is behind the scheme?

Four Ashes Limited is led by Kilbride Holdings, a company specialising in rail infrastructure to serve business and industry. Kilbride Holdings has developed projects for Jaguar Land Rover in Halewood and Castle Bromwich. Kilbride Holdings is one of three partners in Four Ashes Limited, along with privately owned international property group Grosvenor Group and Piers Monckton, who is the primary landowner.

The partners of Four Ashes Limited are committed to delivering a rail served development which will bring significant sustainable social and economic benefits to South Staffordshire, the Black Country

and the wider region, through responsible design and by taking into account community interests and environmental considerations.

2.5 Regional benefits

The WMI project would boost the West Midlands economy by:

- strengthening the logistics and freight industry and its supply chain, thereby offering new opportunities for the efficient movement of goods for local businesses
- connecting key local markets with ports and a national network of rail served distribution centres
- unlocking wider commercial opportunities by bringing the prospect of high quality rail freight connections to the region
- encouraging inward investment to the region.

The WMI project would create a broad range of well-paid and skilled new jobs across the West Midlands, as well as opportunities for lower skilled employment by:

- creating up to 8,500 jobs in South Staffordshire and the Black Country
- securing existing manufacturing, logistics and freight jobs in the region
- generating additional jobs across a broad spectrum of business sectors
- strengthening businesses and boosting prosperity in the region.

The WMI project would promote regional sustainability by:

- connecting the national road and rail freight networks to Staffordshire and the north of Birmingham
- making freight distribution more cost-effective and productive
- removing HGV journeys from the M6 and the strategic road network, thereby saving carbon, easing congestion and increasing safety
- improving resilience to meet 21st century market demands.

3. Process

3.1 Planning Act 2008

The Planning Act 2008 as amended ('the Act') sets out a planning process for projects considered to be 'Nationally Significant Infrastructure Projects' (NSIPs).

In view of their national importance, the NSIP classification covers developments such as energy generating stations of a certain size, new highways, new gas and overhead electric lines, as well as a range of other infrastructure projects. To be considered an NSIP, a Rail Freight Interchange must be over 60 hectares in size and have the capacity to handle four or more goods trains a day. The West Midlands Interchange proposal is in the region of 260 hectares with the capacity to handle approximately 10 goods trains per day.

The planning process for NSIPs is different to that for most planning applications. Instead of applying for planning permission from the appropriate council covering the site, we will have to apply to the Planning Inspectorate for development consent. The Planning Inspectorate will examine our application before recommending to the Secretary of State (for Transport in this case) whether the proposals should receive consent. The Secretary of State then makes the final decision.

Before we submit an application for development consent, we will be carrying out detailed pre-application consultation.

3.2 Pre-application consultation

Projects applying for development consent under the Act have to carry out pre-application consultation that fulfil certain requirements before they can be accepted for examination by the Planning Inspectorate. In addition to consulting various statutory bodies and people whose land may be affected, the Act sets out how the community should be consulted.

We propose to consult on our proposal this summer while it is at an early stage in its development (Stage 1) before we bring forward more detailed proposals early next year for Stage 2 Consultation. Stage 1 Consultation will be non-statutory consultation, in that it is not being carried out to fulfil the requirements of the Act.

Stage 2 will be 'statutory consultation', which is required to fulfil the requirements identified in the Act. How we intend to consult with the community during Stage 2 will be published in a 'Statement of Community Consultation' before the start of consultation.

4. Stage 1 Consultation

4.1 Consultation period

Stage 1 Consultation on the West Midlands Interchange will run from Monday 13 June 2016 to midnight on Sunday 24 July 2016.

4.2 Who we are consulting

During Stage 1 Consultation we are consulting with the local community, residents and businesses located in the immediate area of the site, and with the general public. Those living or working within an identified 'consultation zone', and those who have registered for updates, will receive information by direct mail. The consultation zone extends approximately 2km from an indicative site boundary, with small extensions to ensure villages or groups of houses are wholly included. A map of this consultation zone can be found in Appendix 1.

We will also be writing to the Parish Councils, councillors and Members of Parliament who represent the area.

At the same time as consulting with the community, we will be consulting with landowners, statutory consultees and local authorities.

4.3 Consultation documents

- Newsletter –it covers the project in outline and the Stage 1 Consultation process, as well as directing people to where more information can be found and details of public exhibitions. Included with this newsletter are two layout options for the West Midlands Interchange that we are consulting on.
- Consultation Overview Document –this is the primary consultation document for Stage 1. It will contain:
 - Background to the project
 - Preliminary proposals
 - Information about potential benefits, effects and impacts of the proposals.
- Environmental Report – a technical document setting out early environmental considerations and information about the proposals.
- Transport Technical Note – a technical document setting out early transport considerations and preliminary proposals.
- Feedback Form – to help collect people's views during the consultation process. The form will guide feedback on a number of issues which we are specifically interested in at this stage of the project's development, but there will also be dedicated space to make any additional comments. The feedback form will be available as a printed version but also online at our project website.

Note: We will accept and consider all written feedback received during the consultation period whether or not it has been provided using the feedback form.

4.4 Information availability

In order to make our consultation easily accessible, information during consultation will be available through a number of channels.

Copies of the Newsletter and Feedback Form will be sent to all residential and business addresses identified by the Royal Mail within the consultation zone, and to those who have registered for updates.

More information about the proposals is available:

- online at the project website www.westmidlandsinterchange.co.uk
- at public exhibitions
- by post - we will send a copy of the Consultation Overview Document, which contains more information about the project, free of charge on request
- at local information points – during their normal opening hours, copies of all consultation documents can be viewed at:

Location	Address
Brewood Library	Newport Street, Brewood, Stafford, ST19 9DT
Penkridge Library	Bellbrook, Stafford, ST19 5DL
South Staffordshire Council	Wolverhampton Road, Codsall WV8 1PX

4.5 Public exhibitions

During Stage 1 Consultation we will hold three public exhibitions. These will be held early in the consultation period to allow people to discuss specific issues with the project team and have time to fully consider their responses.

A range of times and locations have been selected to increase the number of opportunities for people to attend an event.

Date	Time	Location
Thursday, 30 June 2016	2pm to 7pm	The Haling Dene Centre , Cannock Road, Penkridge, Stafford, ST19 5DT
Friday, 8 July 2016	3pm to 8pm	Coven Memorial Hall , Brewood Road, Coven, WV9 5DL
Saturday, 9 July 2016	10am to 2pm	Calf Heath Village Hall , Straight Mile, Calf Heath, Wolverhampton, WV10 7DW

4.6 Promotion

We will use a range of communication channels to promote the consultation period, access to information and the public exhibitions. These will be timed to promote consultation just before and at the start of the consultation period, to ensure that people hear about it in good time and to promote the consultation deadline.

- **Direct mail** – a copy of our Newsletter and Feedback Form will be sent by first class Royal Mail to residents and businesses within the consultation zone set out in Appendix 1.

- **Newspaper advertisement** – quarter page colour adverts will be placed in the Express and Star, and Birmingham Mail during the first week of the consultation to promote the public exhibitions.
- **Press releases** – will be issued to a number of regional media outlets to seek coverage at the start and end of consultation.
- **Posters** – will be available on request to any business, Parish Council or other interested body who would like to use them to help promote the consultation.

4.7 How to give us your views

Feedback can be sent to us through any of the channels below. The deadline for responding is midnight on Sunday 24 July 2016. Responses received after this date may not be considered as part of the responses to Stage 1 Consultation.

- Online Feedback Form – can be completed on our project website www.westmidlandsinterchange.co.uk
- Email – you can email us your feedback via contactus@communityrelations.co.uk
- Freepost – the Feedback Form, or any other feedback, can be posted to the freepost address below. If using this freepost address please write it exactly as shown, on a single line, otherwise it may not be delivered.
FREEPOST WMI

5. ‘Hard to Reach’ groups

In conjunction with South Staffordshire Council and Staffordshire County Council, we have identified a range of ‘hard to reach’ groups specifically related to the consultation zone.

In order to ensure that ‘hard to reach’ groups are encouraged to get involved in Stage 1 Consultation, we will prepare materials to be accessible, clear and relevant. We will also make sure that:

- The Newsletter and Consultation Overview Document are as clear and concise as possible.
- The freepost address and freephone number are prominent on all published material.
- The Newsletter and Consultation Overview Document are available in alternative forms on request (e.g. large print, Braille, languages other than English).
- Exhibitions are held at times and places that are convenient and as accessible to as many people as possible. Anyone requiring special requirements to attend an event will be invited to contact us via the communications channels identified on advertising materials.
- Press releases are issued to relevant local publications.
- Advertisements are placed in local publications.
- Information is sent directly to people’s addresses within the consultation zone.
- Representatives of ‘hard to reach’ groups are sent copies of the Newsletter.

6. Next steps

6.1 Feedback

The project team will review and consider all the feedback it receives during Stage 1 Consultation. The findings of Stage 1 Consultation, along with details of how we have used the information received in the evolution of the project design, will be published in an Interim Consultation Report, which will be one of the documents included in Stage 2 Consultation.

6.2 Stage 2 Consultation

We plan to carry out Stage 2 Consultation in early 2017 on the detailed project proposal.

In advance of consultation, we will prepare a draft Statement of Community Consultation which will set out how we intend to consult, and seek comments on it from South Staffordshire Council and Staffordshire County Council before it is published on our website and promoted.

7. Contact us

To contact the community relations team, please use the details below.

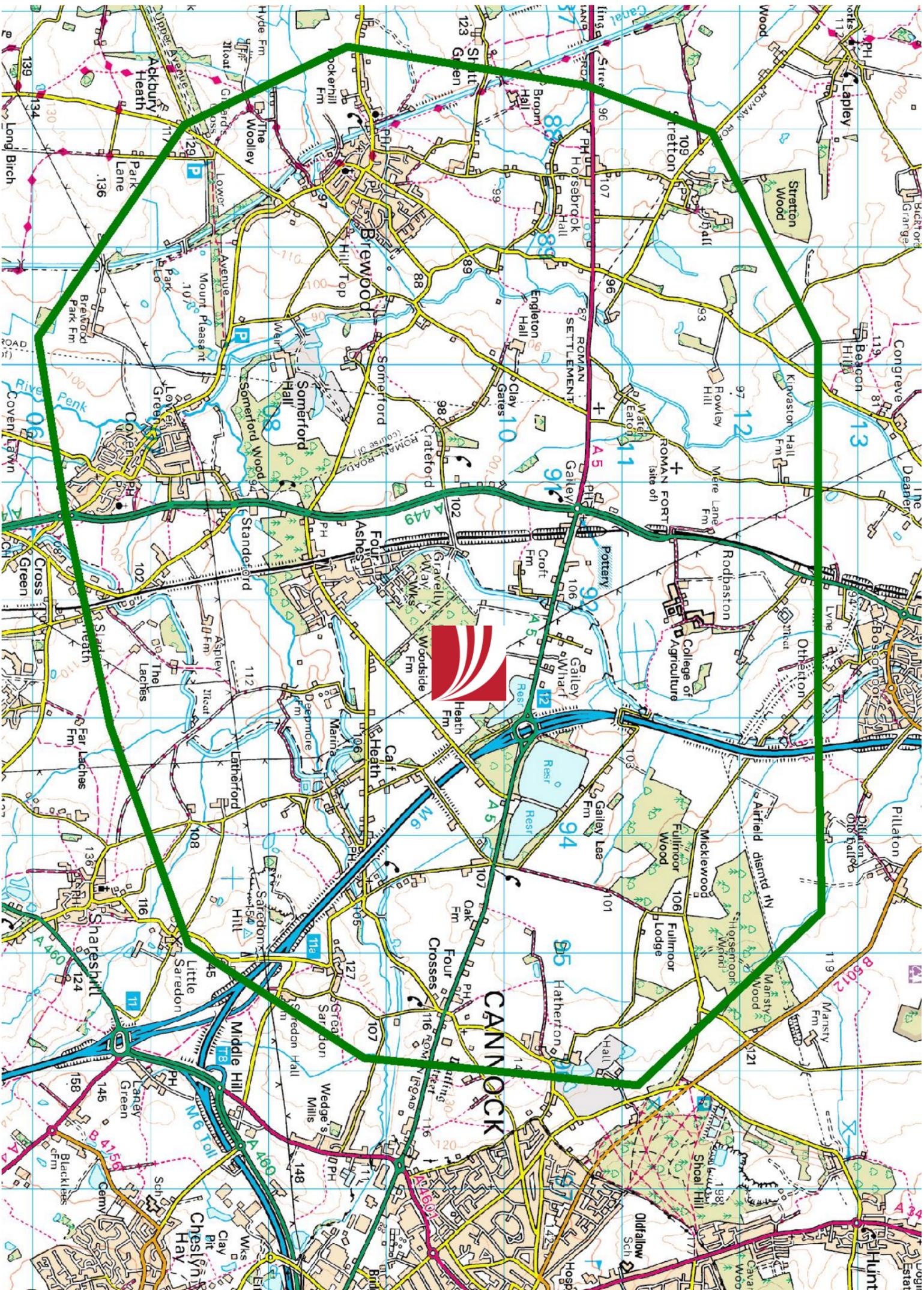
Freephone: 0800 377 7345

Post: FREEPOST WMI

Email: contactus@communityrelations.co.uk

Website: www.westmidlandsinterchange.co.uk/contact-us

Appendix 1: Consultation Zone



8.2 Consultation materials

Newsletter

DRAFT



The Davenport International Rail Freight Terminal; a modern SFRI

Stage 1 Consultation

The West Midlands Interchange is a proposed Strategic Rail Freight Interchange immediately west of Junction 12 of the M6 in South Staffordshire.

The project is being proposed by Four Ashes Limited (FAL). We would like to hear your views on our proposals at this early stage. After this first stage of consultation, we will review the feedback we have received and develop more detailed proposals, which we plan to consult on in early 2017.

This newsletter includes a short overview of the project, as well as details of where you can find out more information and how to tell us what you think.

Stage 1 (Non-Statutory) Consultation runs from Monday 13 June 2016 to Sunday 24 July 2016

Stage 2 (Statutory) Consultation will be held in early 2017

About the project

A Strategic Rail Freight Interchange (SFRI) is a large distribution park linked into the strategic rail and road system, capable of accommodating warehouses for the storage, processing and movement of goods for manufacturers, retailers and consumers.

The current proposals for the West Midlands Interchange include:

- an **intermodal rail freight terminal with connections to the West Coast Main Line (WCML)**, accommodating approximately 10 trains per day including container storage and associated HGV parking;
- around **800,000 square metres of rail served warehousing and associated service buildings** and may also include some manufacturing and processing activities;
- **new road infrastructure** and works to the existing road infrastructure;
- a **new junction on the A5** that will be the main road access into the site.

Central to the proposals is a Landscape and Green Infrastructure Strategy (LGIS) for the site. This will include best practice landscape design and community woodland, as well its future management.

Key benefits

The WMI project would boost the West Midlands economy by:

- strengthening the logistics and freight industry and its supply chain, thereby offering new opportunities for the efficient movement of goods for local businesses
- connecting key local markets with ports and a national network of rail served distribution centres
- unlocking wider commercial opportunities by bringing the prospect of high quality rail freight connections to the region
- encouraging inward investment to the region.

The WMI project would create a broad range of well-paid and skilled new jobs across the West Midlands, as well as opportunities for lower skilled employment by:

- creating up to 8,500 jobs in South Staffordshire and the Black Country
- securing existing manufacturing, logistics and freight jobs in the region
- generating additional jobs across a broad spectrum of business sectors
- strengthening businesses and boosting prosperity in the region.

About us

FAL is led by Kilbride Holdings, a company specialising in rail infrastructure to serve business and industry. Kilbride Holdings has developed projects for Jaguar Land Rover in Halewood and Castle Bromwich. Kilbride Holdings is one of three partners in FAL, along with privately owned international property group, Grosvenor Group, and Piers Monckton, who is the primary landowner.

Mission statement

The partners of FAL are committed to delivering a rail served development which will bring significant sustainable social and economic benefits to South Staffordshire, the Black Country and the wider region, through responsible design and by taking into account community interests and environmental considerations.

The WMI project would promote regional sustainability by:

- connecting the national road and rail freight networks to Staffordshire and the north and west of Birmingham
- making freight distribution more cost-effective and productive
- removing HGV journeys from the M6 and the strategic road network, thereby saving carbon, easing congestion and increasing safety
- improving resilience to meet 21st century market demands.

What we are consulting on

During Stage 1 Consultation, we would particularly like to hear your views on the following topics to help us refine our proposals:

- Local information, issues and concerns
- Two layout options
- Any other thoughts or feedback you have about the project.



Example of warehousing



Example of a rail freight terminal

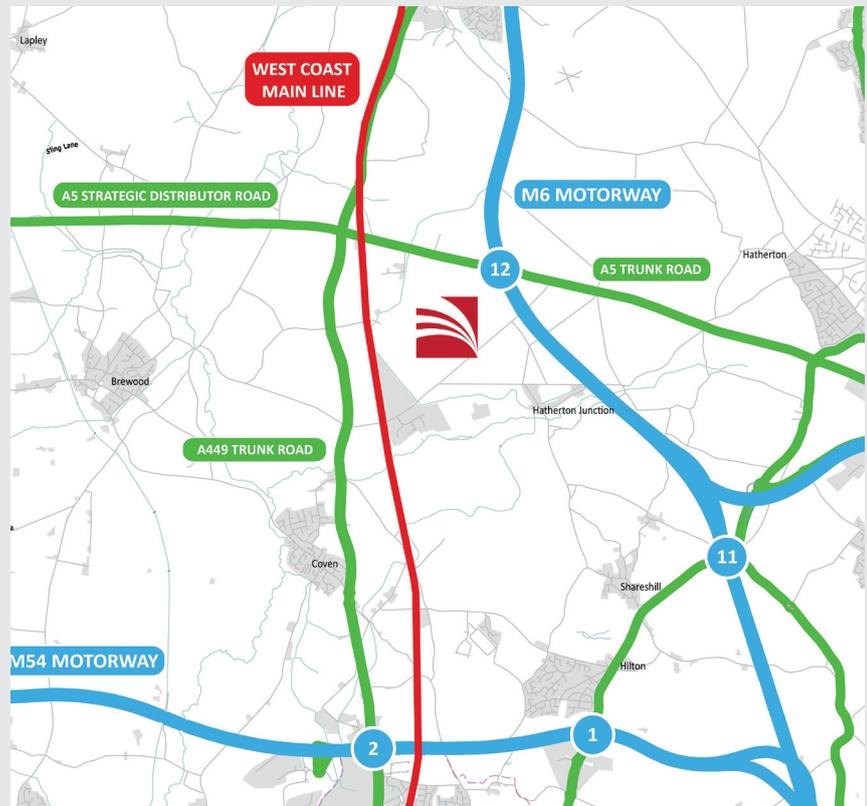
Location

The proposed location is considered uniquely suited to meet the need for a SRFI in the area and the growing demand for rail-served warehousing serving South Staffordshire, the Black Country and the West Midlands. Independent research has shown that this should be treated as a priority.

FAL looked at many sites in the West Midlands area. The WMI site at Four Ashes was chosen because:

- the site can accommodate the most up to date trains allowed on the network, maximising efficiency
- the site is located on a branch of the WCML, has access from both directions of travel and the capacity for additional freight trains
- this section of rail line has two tracks, as opposed to the four-track main section of the WCML through Rugeley to the east. This makes it easier to connect to a SRFI, avoiding the need for a complex rail junction

- the M6 is one of the busiest roads for freight in the UK. The WMI location is where the M6, the A5 trunk road, the A449 trunk road and the Strategic Freight Network for Rail meet, providing a unique opportunity to move goods between road and rail
- the site is large enough to accommodate a SRFI and achieve the critical mass required for success.



Next steps

After the consultation, feedback will be analysed and reviewed by FAL while further developing our proposals. A report on the feedback and how it has shaped the project design will be published with detailed proposals during our Stage 2 Consultation in early 2017. Stage 2 Consultation will be 'statutory' consultation as set out by the Planning Act 2008.

Due to its national significance, the West Midlands Interchange will require a specific type of planning permission known as a Development Consent

Order (DCO) from the Secretary of State for Transport, instead of planning permission from the local planning authority. We hope to submit an application for a DCO in autumn 2017 and if it is accepted, the application will be examined by the Planning Inspectorate. During this stage, people who have registered to have their say will be invited to participate in the examination process. When the examination is complete, there will be a further six months before a decision is made by the Secretary of State, which is likely to be in early 2019.

Where to find out more

More information about the proposals can be found:

- **Online** at the project website
www.westmidlandsinterchange.co.uk
- **At public exhibitions** during the consultation period
- **By post** - we will send a copy of the Consultation Overview Document, which contains more information about the project, free of charge on request
- **At local information points** - during their normal opening hours, copies of all consultation documents can be viewed at:
 - Brewood Library, Newport Street, Brewood, Stafford, ST19 9DT
 - Penkridge Library, Bellbrook, Stafford, ST19 5DL
 - South Staffordshire Council offices, Wolverhampton Road, Codsall WV8 1PX

How to tell us your views

Feedback can be sent to us through any of the channels listed below. The deadline for responding is midnight on Sunday 24 July 2016. Responses received after this date may not be considered as part of Stage 1 consultation.

- **Online feedback form** – can be completed on our project website
www.westmidlandsinterchange.co.uk
- **Email** – you can email us your feedback via contactus@communityrelations.co.uk
- **Freepost** – the feedback form, or any other feedback, can be posted to the freepost address below. If using this freepost address please write it exactly as shown, on a single line, otherwise it may not be delivered.

Come to an exhibition

We are holding three public exhibitions during the consultation and the project team will be on hand to talk through the project and answer any questions you may have.

- **Thursday, 30 June 2016**

2pm to 7pm

The Haling Dene Centre

Cannock Road,
Penkridge,
Stafford,
ST19 5DT

- **Friday, 8 July 2016**

3pm to 8pm

Coven Memorial Hall

Brewood Road,
Coven,
WV9 5DL

- **Saturday, 9 July 2016**

10am to 2pm

Calf Heath Village Hall

Straight Mile,
Calf Heath,
Wolverhampton,
WV10 7DW

Poster



Stage 1 Consultation

13 June 2016
to 24 July 2016



We are consulting on proposals for a new Strategic Rail Freight Interchange west of J12 of the M6, including:

- A new rail freight terminal with connections to the West Coast Main Line
- Around 800,000 square metres of rail served warehousing and associated buildings
- New road infrastructure and a new junction on the A5
- The creation of around 8,500 new jobs

Come to one of our public exhibitions to learn more about the proposals and speak to members of the team:

Thursday 30 June 2016, 2pm to 7pm
The Haling Dene Centre,
Penkridge, ST19 5DT

Friday 8 July 2016, 3pm to 8pm
Coven Memorial Hall,
Brewood Road, WV9 5DL

Saturday 9 July 2016, 10am to 2pm
Calf Heath Village Hall,
Straight Mile, WV10 7DW

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T 0800 377 7345
E contactus@communityrelations.co.uk

Four Ashes Ltd

Advertisement



Stage 1 Consultation

13 June 2016
to 24 July 2016

We are consulting on proposals for a new Strategic Rail Freight Interchange west of J12 of the M6, including:

- A new rail freight terminal with connections to the West Coast Main Line
- Around 800,000 square metres of rail served warehousing and associated buildings
- New road infrastructure and a new junction on the A5
- The creation of around 8,500 new jobs



Come to one of our public exhibitions to learn more about the proposals and speak to members of the team:

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Four Ashes Ltd

Press release

Public's views sought on West Midlands Interchange

Four Ashes Limited has launched a public consultation on its plans to build a major new strategic rail freight interchange (SRFI) to serve South Staffordshire and the West Midlands.

Consultation on early design options for the scheme starts on Monday June 13 and will run until Sunday July 24. Four Ashes Limited is encouraging interested members of the public and businesses to have their say at this early stage in the project's development.

A number of public exhibitions are scheduled, where people can look at plans and documents and discuss the project first hand with members of the project design team.

The exhibitions are:

- Penkrudge: Thursday 30 June from 2pm until 7pm
The Haling Dene Centre, Cannock Rd, Penkrudge, Stafford ST19 5DT
- Coven: Friday 8 July from 3pm until 8pm
Coven Memorial Hall, Brewood Road, Coven, WV9 5DL
- Calf Heath: Saturday 9 July from 10am until 2pm
Calf Heath Village Hall, Straight Mile, Calf Heath, Wolverhampton, WV10 7DW

The initial proposals outline development of a large SRFI on land west of junction 12 of the M6 in southern Staffordshire. It is hoped that such a scheme could boost the regional and local economy and create up to 8,500 jobs in South Staffordshire and the Black Country. It would also be part of a national network of similar interchanges helping to transfer long distance freight movements from road to rail and easing congestion on the motorway network.

The Managing Director of Four Ashes Limited, Peter Frost, said: "The West Midlands Interchange is a large distribution park featuring a rail freight terminal with rail connections to the West Coast Main Line.

"The development will be made up of warehouses for the storage, processing and movement of goods for manufacturers, retailers and consumers and will connect the West Midlands to a wider strategic national network of rail served distribution centres and ports. It's the type of project that the region's businesses and economic organisations have said they urgently need and it is supported by a national government policy to encourage freight movements off the roads and onto rail.

"Getting people involved early is vital so that community and regional stakeholders' views are considered in the emerging scheme design. The masterplan outlines how key parts of the development

could be arranged and so at this stage we want to know what people think of our two preliminary design options and to give us any information they think is relevant.

“This first round of consultation is non-statutory and we will be using the feedback people give us now to help us develop our proposals to the detailed design stage. We will then consult on our detailed proposals early next year.”

The privately-funded project is classed as a Nationally Significant Infrastructure Project, which means it needs a Development Consent Order from the Secretary of State for Transport before it could be built, rather than a planning application which is decided by the local planning authority.

An application is not expected to be submitted until autumn 2017, and consultation with nearby communities, residents, businesses and other organisations is a crucial part of the development process.

The company announced the West Midlands Interchange project in April this year. For more information about the West Midlands Interchange, the consultation process, or to find out how to get involved and register for project updates, visit www.westmidlandsinterchange.co.uk.

/ends

For media enquiries or to request an interview please call 0800 377 7345 or email contactus@communityrelations.co.uk.

Notes to editors

The West Midlands Interchange project is being developed by Four Ashes Limited. Kilbride Holdings is one of three partners in Four Ashes Limited, along with privately owned international property group, Grosvenor Group, and Piers Monckton, who is the majority landowner. Kilbride Holdings has developed projects for Jaguar Land Rover in Halewood and Castle Bromwich.

Mission statement

The partners of Four Ashes Limited are committed to delivering a rail served development which will bring significant sustainable social and economic benefits to South Staffordshire, the Black Country and the wider region, through responsible design and by taking into account community interests and environmental considerations.

Key benefits

The West Midlands Interchange project would boost the West Midlands economy by:

- strengthening the logistics and freight industry and its supply chain, thereby offering new opportunities for the efficient movement of goods for local businesses;

- connecting key local markets with ports and a national network of rail served distribution centres;
- unlocking wider commercial opportunities by bringing the prospect of high quality rail freight connections to the region; and
- encouraging inward investment to the region.

The West Midlands Interchange project would create a broad range of job opportunities in South Staffordshire including well-paid and new skilled jobs, as well as opportunities for lower skilled employment by:

- creating up to 8,500 jobs in South Staffordshire;
- securing existing manufacturing, logistics and freight jobs in the region;
- generating additional jobs across a broad spectrum of business sectors; and
- strengthening businesses and boosting prosperity in the region.

The West Midlands Interchange project would promote sustainability by:

- connecting the national road and rail freight networks to Staffordshire and the north and west of Birmingham;
- making freight distribution more cost-effective and productive;
- removing HGV journeys from the M6 and the strategic road network, thereby saving carbon, easing congestion and increasing safety; and
- improving resilience to meet 21st century market demands.

Government policy

According to the Government's National Policy Statement (NPS) for National Networks, which sets out policy for Strategic Rail Freight Interchanges (SRFIs), there is a compelling need for an expanded national network of SRFIs. Tonne for tonne, rail freight produces 70% less carbon dioxide than road freight, up to 15 times less nitrogen oxide emissions and nearly 10 times fewer particulates, as well as de-congestion benefits.

Exhibition boards

DRAFT



West Midlands Interchange

Welcome

Welcome to our exhibition about the initial proposals for the West Midlands Interchange. The West Midlands Interchange is a proposed Strategic Rail Freight Interchange (SRFI) immediately west of Junction 12 of the M6 in South Staffordshire.

The project would add to the UK's growing logistics industry; helping businesses import and export cheaply and efficiently, and customers receive their products quickly. The West Midlands Interchange has the potential to provide up to 8,500 new jobs while supporting regional businesses and encouraging investment into the area.

This is our first stage of consultation and the draft proposals are still in an early stage of development.

Your views are important in helping us shape the proposals. More detailed proposals will be consulted on early next year once we have considered all feedback from the consultation and carried out additional design work.

About us

Four Ashes Limited (FAL) is led by Kilbride Holdings, a company specialising in rail infrastructure to serve business and industry. Kilbride Holdings has developed projects for Jaguar Land Rover in Halewood and Castle Bromwich. Kilbride Holdings is one of the three partners in FAL, along with privately owned international property group, Grosvenor Group, and Piers Monckton, who is the primary landowner.

Mission statement

The partners of Four Ashes Limited are committed to delivering a rail served development which will bring significant sustainable social and economic benefit to South Staffordshire, the Black County and the wider region through responsible design and by taking into account community interests and environmental considerations.



Example warehouse unit

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T 0800 377 7345
E contactus@communityrelations.co.uk

Four Ashes Ltd



The need for SRFIs

Rail freight terminals are the freight equivalent of stations for passengers and rail freight is playing an increasingly significant role in logistics, meeting the changing needs of the logistics industry. SRFIs can provide the logistics support which allows: retailers to keep their shelves stocked; the different components in automotive production to be collected; and also enables e-commerce businesses to deliver goods to millions of people's front doors in ever reducing timescales.

Policy considerations for the determination of SRFI projects are set out in a Government document called the National Policy Statement (NPS) for National Networks (December 2014). The NPS sets out the Government's vision for the transport system as a driver of economic growth and attaches particular importance to the use of rail for the transport of freight across the country.

“ The Government has concluded that there is a compelling need for an expanded network of SRFIs. It is important that SRFIs are located near to the business markets they serve – major urban centres, or groups of centres – and they are linked to key chain supply routes. ”

(NPS paragraph 2.56)

“ New [SRFI] facilities need to be located alongside major rail routes, close to major trunk roads, as well as near to the conurbations that consume the goods. ”

(NPS paragraph 2.45)

“ Proposed new rail freight interchanges should have good road access as this will allow rail to effectively compete with, and work alongside, road freight to achieve a modal shift to rail. ”

(NPS paragraph 4.84)

In relation to Green Belt locations, the NPS advises that Green Belts are often situated around cities and major urban areas and therefore:

“ Promoters of SRFIs may find that the only viable sites for meeting the need for regional SRFIs are on Green Belt land. ”

NPS paragraph 5.172)



Example distribution park offices

W www.westmidlandsinterchange.co.uk

T 0800 377 7345

E contactus@communityrelations.co.uk

Four Ashes Ltd



The proposals

A SRFI is a large distribution park linked into both the rail and strategic road system to maximise efficiency and sustainability, and is capable of accommodating the large warehouses necessary for the storage, processing and movement of goods for manufacturers, retailers and end consumers.

The current West Midlands Interchange proposals include the following principal elements:

- an intermodal rail freight terminal with connections to the West Coast Main Line, accommodating approximately 10 trains per day with the capability to receive trains of up to 775m long and including container storage and associated HGV parking;
- around 800,000 square metres of rail served warehousing and ancillary service buildings. They may also include some manufacturing and processing activities;
- new road infrastructure and works to the existing road infrastructure;
- a new principal access from the A5 into WMI; and
- demolition of existing structures, where necessary.

The layout of West Midlands Interchange is far from fixed at this stage in the design process and we welcome your views on the two different options for the layout of the proposals.



Example of an operational SRFI



The site

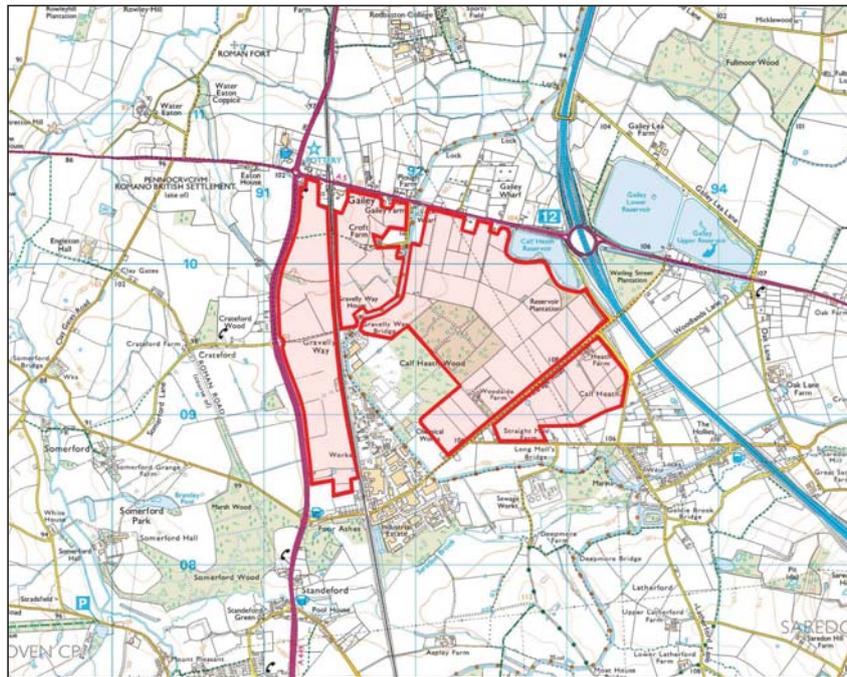
The map below is our current site boundary. The final boundary of the proposals may alter based on discussions with landowners, consultation feedback or further development of our proposals.

The site is made up of a large area in the east known as Calf Heath Quarry where sand, gravel and minerals are excavated; a patchwork of agricultural fields with hedgerows and trees to the west and south of the quarry and an area of mixed woodland known as Calf Heath Wood. To the south lies the Bericote development site, the chemical works operated by SI Group and the Four Ashes industrial area. The area south of Vicarage Road is made up of agricultural fields with trees and hedgerows.



Central to our proposals will be a Landscape and Green Infrastructure Strategy. This will include best practice landscape design and community woodland, as well as provision for its future management.

The final redline boundary and our Landscape and Green Infrastructure Strategy will be part of the next stage of consultation, which will be held early next year.



Site map



Local history

The Staffordshire and Worcestershire Canal was constructed in 1772, designed by James Brindley as part of a wider plan to link the cities of Hull, Bristol and Liverpool. The canal formed a crossroads with the A5 at Gailey, where freight could be moved between road and canal. The Gailey Marina incorporates Hatherton Junction, which was used to link the canal to the Cannock Extension Canal. This branch was closed in 1949.

The Grand Junction Railway was constructed in 1833, running from Newton Junction near Warrington to Birmingham. It was amalgamated with other railways in 1846 to create the London and North Western Railway, then becoming a part of the London, Midlands and Scottish Railway system in 1923. The Four Ashes railway station was built by the Grand Junction Railway in 1837 and operated till 1959 when it was closed to passenger traffic. The Rugby-Birmingham-Stafford Line loop from the West Coast Main Line, which runs past the site, passes the former station.

The Midland Tar Distillers built a refinery at Four Ashes in 1950 to refine tar acids. The site has since been occupied by SI Group. More recently the Four Ashes Industrial Estate and Veolia's Energy Recovery Facility have been built in the area.

Most recently, Bericote has received outline permission for 900,000 sq ft of distribution space at Four Ashes.



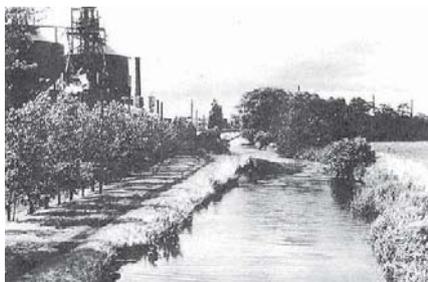
First Edition Ordnance Survey Map 1890



Ordnance Survey Map 1925



Ordnance Survey Map 1967



The Staffordshire and Worcestershire Canal at Four Ashes



A Coronation Class locomotive, used for the express passenger train service from London to Glasgow. The Coronation Scot was inaugurated in 1937 for the coronation of King George VI and Queen Elizabeth



Why this site?

The location is uniquely suited to meet the need for a SRFI and rail served warehousing serving South Staffordshire, the Black Country and the West Midlands. Independent research has shown that it is needed in this area and should be treated as a priority.

FAL looked at many sites in the West Midlands area. The West Midlands Interchange site at Four Ashes was chosen because:

- The site can accommodate the most up to date trains allowed on the network, maximising efficiency
- The site is located on a branch of the West Coast Main Line, has access from both directions of travel and the capacity for additional freight trains
- This section of rail line has two tracks, as opposed to the four-track main section of the West Coast Main Line through Rugeley to the east. This makes it easier to connect to a SRFI, avoiding the need for a complex rail junction
- The M6 is one of the busiest roads for freight in the UK. The WMI location is where the M6, the A5 trunk road, the A449 trunk road and the Strategic Freight Network for Rail meet, providing a unique opportunity to move goods between road and rail
- The site is large enough to accommodate a successful Strategic Rail Freight Interchange, and provides the scale of operations needed.





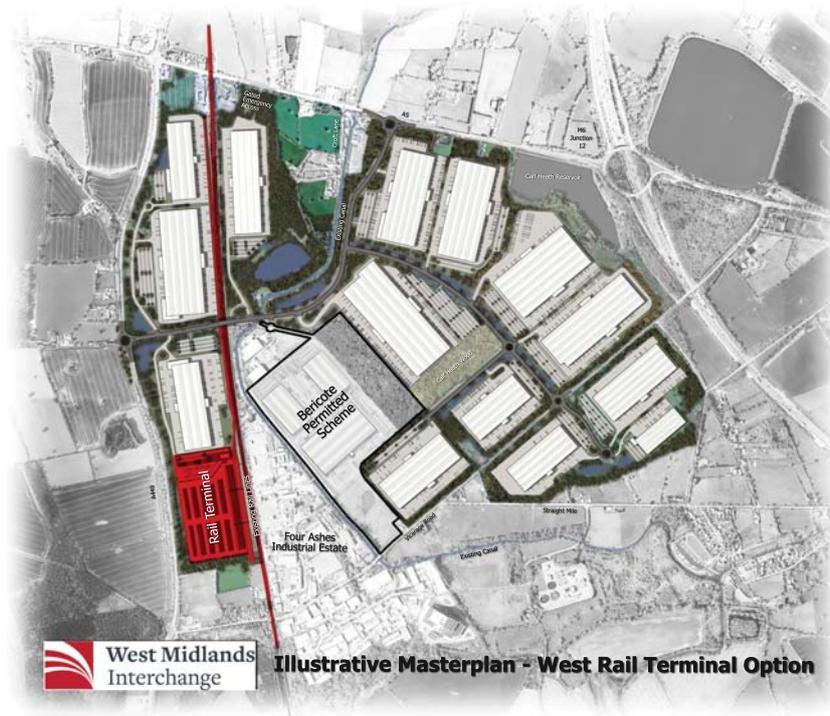
Illustrative masterplan West Rail Terminal

This plan shows a potential layout for the West Midlands Interchange including rail terminal location and new road and rail infrastructure.

This option has the rail terminal access points to the west of the existing rail line. The trains would be split in two in the reception sidings and then moved into the terminal. The West Terminal Option can accommodate 775m trains in the reception sidings and 395m sections in the rail terminal area. The container stacking area will be alongside the rail terminal area with all the facilities to the west of the West Coast Main Line.

Substantial landscape screening would be provided to the south and west of the rail terminal in addition to the comprehensive landscape scheme throughout the site.

The layout is illustrative only and elements will change as the proposals are developed. More detailed proposals will be consulted on during the next stage of consultation.



- Key**
- Existing canal
 - Existing landscape retained
 - Proposed water attenuation lagoons & swales
 - Proposed new landscape
 - Rail infrastructure
 - Road infrastructure



Benefits

The project will boost the West Midlands economy by:

- Strengthening the logistics and freight industry and its supply chain
- Connecting key local markets with the ports and a national network of rail served distribution centres
- Unlocking wider commercial opportunities
- Encouraging inward investment to the region.

The project will create a broad range of well-paid and skilled new jobs across the West Midlands, as well as opportunities for lower skilled employment by:

- Creating up to 8,500 jobs in South Staffordshire and the Black Country
- Securing existing manufacturing, logistics and freight jobs in the region
- Generating additional jobs across a broad spectrum of business sectors
- Strengthening businesses and boosting prosperity in the region.

The project promotes regional sustainability by:

- Connecting national road and rail freight networks to Staffordshire and the north of Birmingham
- Making freight distribution more cost-effective and productive
- Removing thousands of HGV journeys from the M6 and the strategic road network, thereby saving carbon, easing congestion and increasing safety
- Improving the ability of British businesses to meet 21st century market demands.





Transport

SRFIs reduce the number and length of HGV trips on the national highways network.

Without a SFRI, freight arrives in the UK either by ship or the Channel Tunnel. It is then typically driven to national distribution centres before being sent on to regional distribution centres, local distribution centres and then customers.

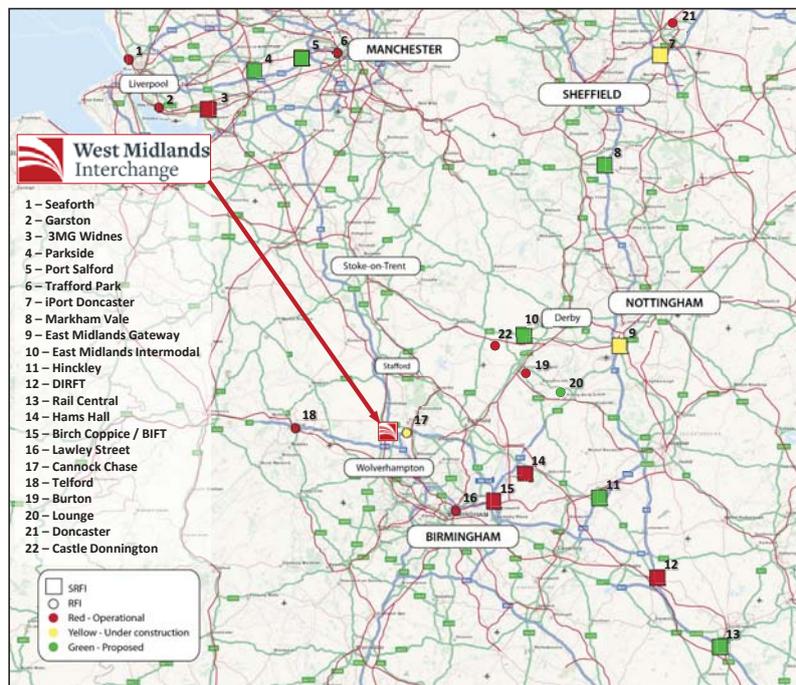
The introduction of SFRIs removes the first main HGV journey to an international distribution centre and potentially to a regional distribution centre. This benefit improves as the network of SFRIs grows.

The benefit also works in reverse, simplifying export logistics and the return trip for freight containers (whether full or empty).

The rail terminal would include reception sidings, where freight trains would be held between arrivals, processing and departure. The site's road network will link the warehousing to the rail terminal with rail lines also linking directly into a number of individual warehouse units. The terminal facility would also be available for the movement of goods associated with existing businesses who are not based at the site.

We are working closely with Network Rail, Highways England and the highways teams of local councils.

“ Network Rail is supportive of the West Midlands Interchange proposal and will be engaged with the Four Ashes team as it progresses through the normal process of rail technical investigation, planning and design ”
Guy Bates, Head of Freight Development, Network Rail



RFI and SRFI in the wider area

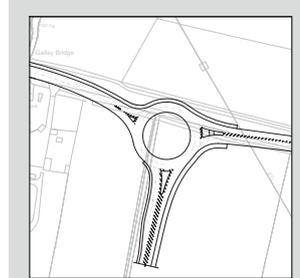


Transport

Identifying and reducing potential transport impacts on the local area will remain a key focus of our proposals as the scheme develops.

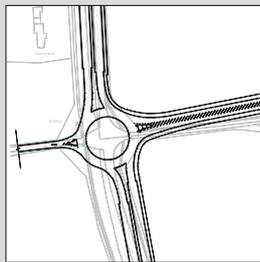
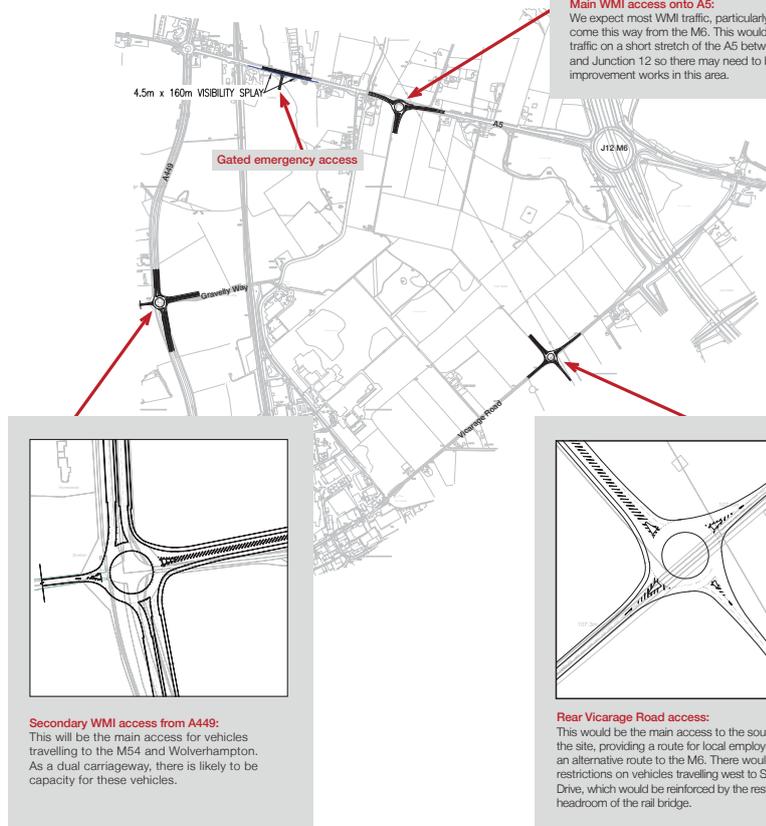
At this early stage, we are proposing three access points into the West Midlands Interchange site plus an additional gated emergency access.

A Travel Plan will be created as part of the application. This will include a strategy for sustainable travel for employees, which may include a bespoke bus service.



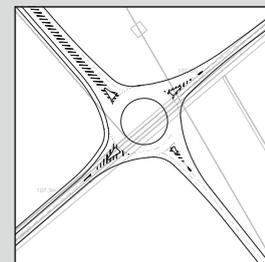
Main WMI access onto A5:

We expect most WMI traffic, particularly HGVs, will come this way from the M6. This would increase traffic on a short stretch of the A5 between the WMI and Junction 12 so there may need to be some improvement works in this area.



Secondary WMI access from A449:

This will be the main access for vehicles travelling to the M54 and Wolverhampton. As a dual carriageway, there is likely to be capacity for these vehicles.



Rear Vicarage Road access:

This would be the main access to the south of the site, providing a route for local employees and an alternative route to the M6. There would be restrictions on vehicles travelling west to Station Drive, which would be reinforced by the restricted headroom of the rail bridge.



Planning process

Due to its national significance, the West Midlands Interchange will require a specific type of authorisation known as a Development Consent Order (DCO) from the Secretary of State for Transport. This is instead of planning permission from the local planning authority (such as South Staffordshire Council or Staffordshire County Council).

This process for 'Nationally Significant Infrastructure Projects' was set out in the Planning Act 2008.

Pre-application consultation is a key part of the DCO process. Effective consultation leads to better proposals. It is important that the consultation process begins at an early enough stage to allow the proposals to be influenced by feedback.

Once we have finalised our proposals we will submit an application to the Planning Inspectorate. If they accept it, the Planning Inspectorate will carry out an examination of the DCO in which the public can participate. They will then make a recommendation to the Secretary of State, who will make the final decision.

Next steps

Thank you for visiting our exhibition. Please speak to a member of the team if you have any questions. Our first stage of consultation runs from Monday 13 June 2016 to Sunday 24 July 2016.

During this consultation we are asking for views on our early proposals. After this first stage of consultation, we will review the feedback we have received and develop more detailed proposals, which we plan to consult on in early 2017.

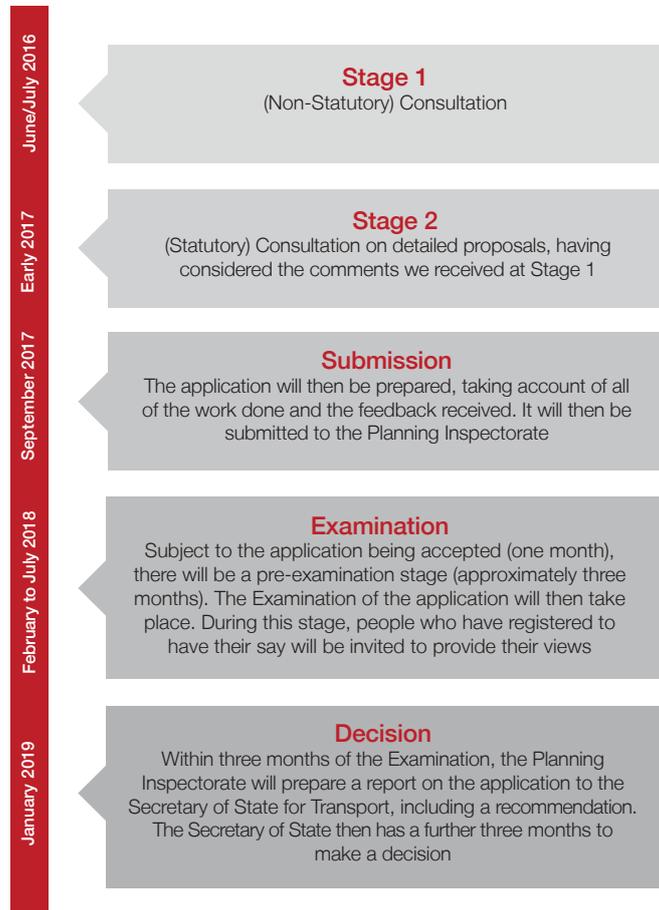
Any issues raised during consultation will be considered by the project team in the development of the proposals. Feedback from Stage 1 consultation will be presented in an Interim Consultation Report, published during Stage 2 consultation. Feedback from Stage 2 consultation will be presented in the Consultation Report submitted as part of our final application.



Example warehousing



Anticipated timeline



Feedback form

DRAFT



The Daventry International Rail Freight Terminal; a modern SFRI

Stage 1 Consultation

Four Ashes Limited (FAL) is consulting on proposals for a new Strategic Rail Freight Interchange near to junction 12 of the M6 at Four Ashes. This feedback form is part of our first stage of consultation, which will run from Monday 13 June 2016 to Sunday 24 July 2016.

More information about the proposals is available:

- **Online** at the project website
www.westmidlandsinterchange.co.uk
- **At public exhibitions** during the consultation period
- **By post** - we will send a copy of the Consultation Overview Document, free of charge, on request
- **At local information points** - during their normal opening hours, copies of all consultation documents can be viewed at:
 - Brewood Library, Newport Street, Brewood, Stafford, ST19 9DT
 - Penkridge Library, Bellbrook, Stafford, ST19 5DL
 - South Staffordshire Council offices, Wolverhampton Road, Codsall WV8 1PX

How to tell us your views

Feedback can be sent to us through any of the channels listed below. The deadline for responding is midnight on Sunday 24 July 2016. Responses received after this date may not be considered as part of Stage 1 Consultation.

- **Online feedback form** – can be completed on our project website
www.westmidlandsinterchange.co.uk
- **Email** – you can email us your feedback via
contactus@communityrelations.co.uk
- **Freepost** – this feedback form, or any other feedback, can be posted to the freepost address below. If using this freepost address please write it exactly as shown, on a single line, otherwise it may not be delivered.

Website: www.westmidlandsinterchange.co.uk
Email: contactus@communityrelations.co.uk

Freepost: FREEPOST WMI
Freephone: 0800 377 7345

What we are consulting on

During Stage 1 Consultation, we would like to hear your views on the following topics to help us refine our proposals:

Local information, issues and concerns

To help us develop the best proposals possible, including mitigation measures, we would like to hear about anything you think would be relevant concerning the local area, any specific issues you would like to see addressed, or any concerns you may have about potential impacts.

Layout options for the site

We are considering two options for the laying out of the various elements of the project, in particular the location of the rail terminal and the associated road and rail infrastructure. We would like to hear your opinion on both options. The layout options presented as part of this consultation are illustrative only and many elements of the proposals may change as the project is developed in more detail.

We would also welcome any other comments you have about our project at this stage.



Example of a rail freight terminal

About you

Name:

Address:

Postcode:

Email:

Telephone: Age: 15-24 25-44 45-64 65+

Are you responding on behalf of an organisation? Yes No

If so, which organisation:

Data protection

Personal information that is supplied to FAL in response to this consultation will be treated confidentially and handled in accordance with the Data Protection Act 1998.

The information may be disclosed or shared with FAL's contractors and advisors who are working on the West Midlands Interchange project. This will allow the team to fully consider the responses and use them in the development of the project. Upon submission of FAL's application for development consent under the Planning Act 2008, the Secretary of State may require FAL to supply copies of all consultation responses received. If a request is made, FAL is under legal obligation to supply copies of the responses. By submitting a consultation response to FAL, a respondent agrees that FAL may supply a copy of their response to the Secretary of State via the Planning Inspectorate, if required to do so.

Question 1

Is there any information about the site or surrounding area that you would like the project team to be aware of?

This could include details of footpaths you use or locations we should examine carefully.

Question 2

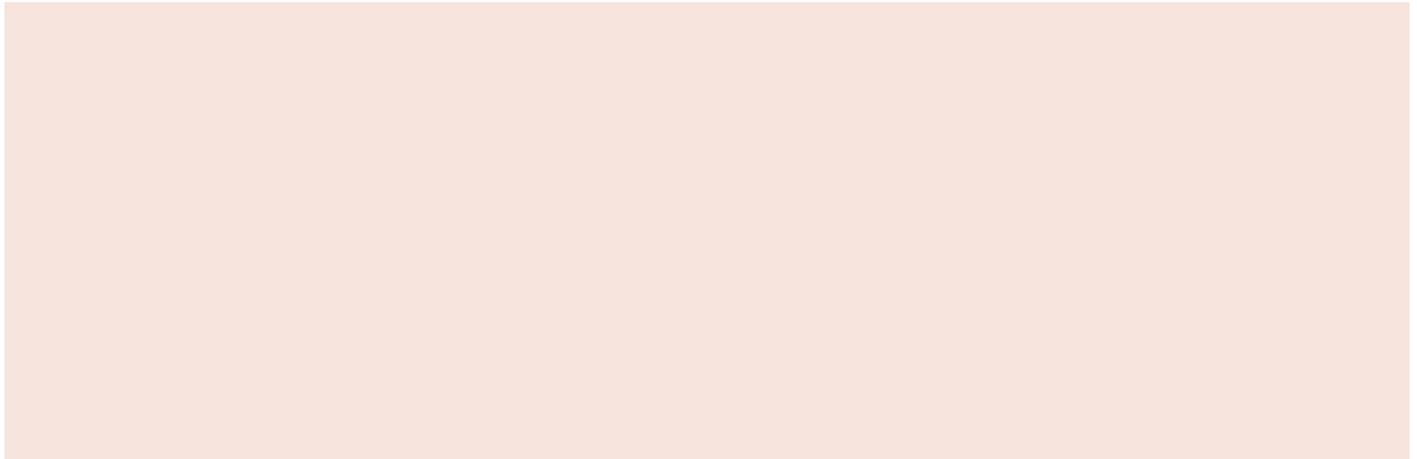
The two layout options show the potential location of the proposed rail terminal and related road and rail infrastructure. Do you have any comments about the two layout options? What do you like or dislike about each option?

The layout options presented as part of this consultation are illustrative only and many elements of the proposals may change as the project is developed in more detail.

Question 3

Are there any specific issues or areas of concern that you would like to highlight?

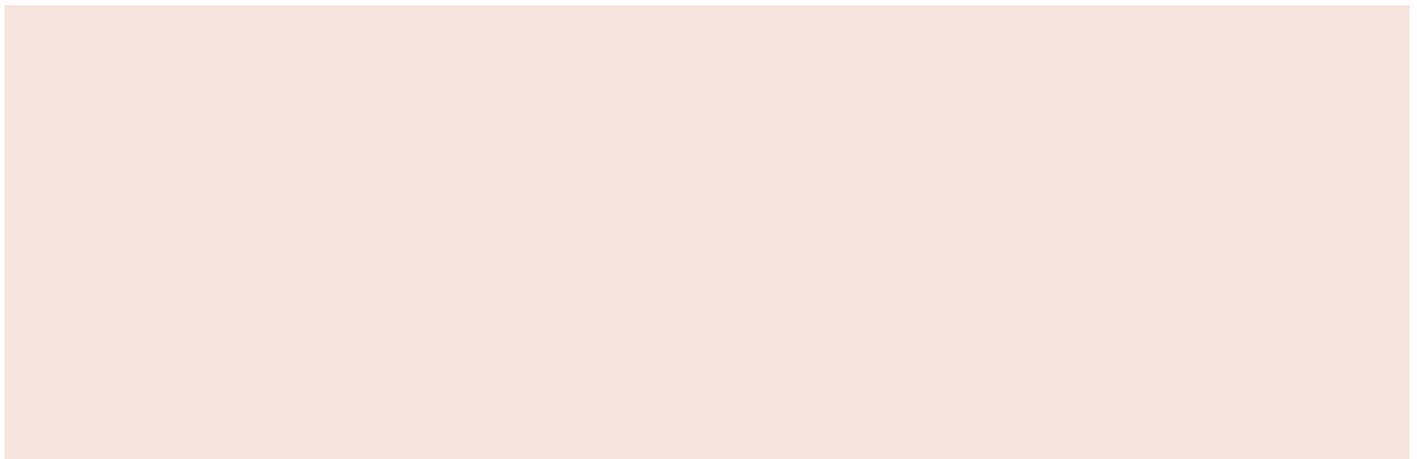
We will review all feedback we receive to help us develop our proposals. How these issues have been considered in shaping the scheme designs will be explained during our next stage of consultation.



Question 4

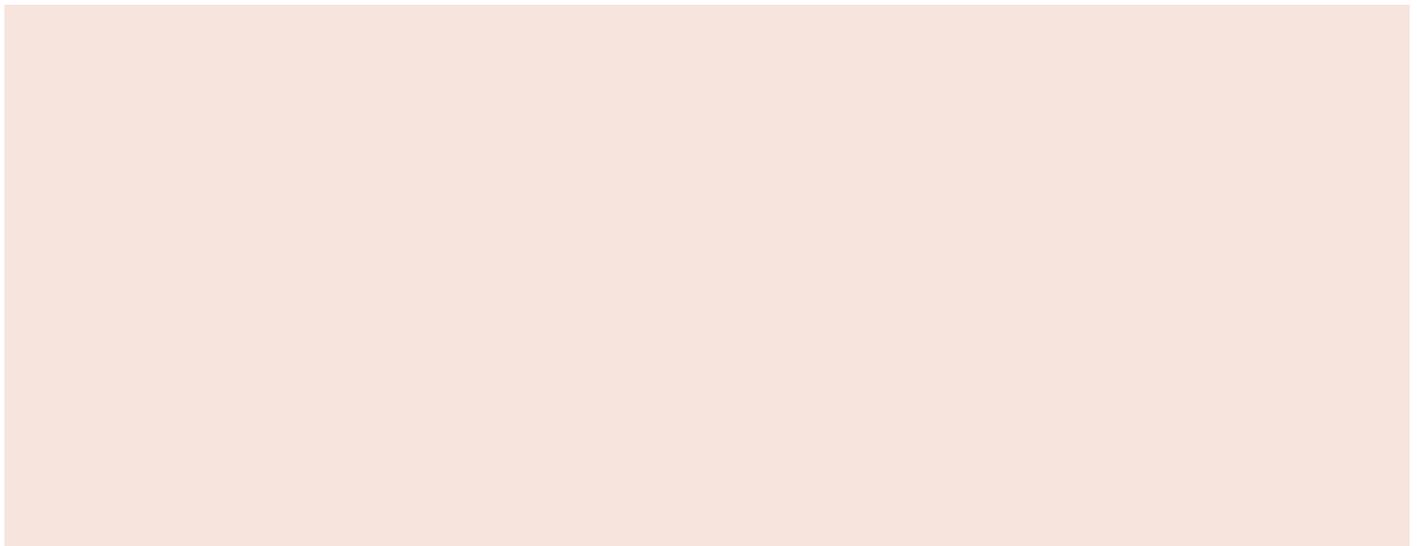
We will be consulting again in early 2017 with more detailed information about the scheme design. Is there anything specific about the consultation process you would like to see at the next stage of consultation?

For example, this could include different ways of being kept informed or additional venues for public exhibitions.



Question 5

Please let us know if there are any other comments or suggestions you would like to make.



8.3 List of statutory consultees engaged during Stage 1

- Abbey Power Generation Limited
- Brewood and Coven CP
- British Energy Generation (UK) Limited
- Canal and River Trust
- Cannock Chase AONB Unit
- Cannock Chase Clinical Commissioning Group
- Centro
- Danske Commodities A/S
- Department for Transport
- Dong Energy RB (UK) Limited
- E.ON UK Plc
- EDF Development Company Limited
- EDF Energy Nuclear Generation Limited
- EDF Energy Renewables Limited
- Energetics Electricity Limited
- Energetics Gas Limited
- Energy Assets Pipelines Limited
- ENGIE Power Limited
- ES Pipelines Limited
- ESP Connections Limited
- ESP Electricity Limited
- ESP Networks Limited
- ESP Pipelines Limited
- Esso Petroleum Company Limited
- Fulcrum Pipelines Limited
- GB Developers Limited
- GTC Pipelines Limited
- Harlaxton Energy Networks Limited
- Hatherton CP
- Health and Safety Executive
- Health and Social Care Information Centre
- Health Education England
- Health Research Authority
- Highways England
- Highways England Historical Rail Estate
- Historic England
- HS2 Ltd
- Independent Pipelines Limited
- Independent Power Networks Limited
- Indigo Pipelines Limited
- International Power Ltd
- Lichfield and Hatherton Canals Restoration Trust
- LNG Portable Pipeline Services Limited
- London and Continental Railways Limited
- Midland Expressway Limited
- National Grid Electricity Transmission Plc
- National Grid Gas Plc
- National Institute for Health and Clinical Excellence
- National Patient Safety Agency
- National Treatment Agency
- NATS Ltd
- Natural England
- Natural England (Regional office) North Mercia
- Network Rail
- Network Rail (High Speed) Limited

- Network Rail Infrastructure Limited
- NHS Blood and Transport
- NHS Business Services Authority
- NHS Commissioning Board
- NHS Commissioning Board Authority
- NHS Litigation Authority
- NHS Trust Development Authority
- Npower Direct Limited
- Office of the Police and Crime Commissioner
- Peel Electricity Networks Limited
- Public Health England
- Quadrant Pipelines Limited
- Rail and Safety Standards Board
- Royal Mail
- Rugeley Power Generation Limited
- RWE Generation UK Plc
- Saredon CP
- Scottish Power Generation Limited
- Severn Trent Water Ltd
- South East Staffordshire and Seisdon Peninsula Clinical Commissioning Group
- South East Staffordshire and Seisdon Peninsula Clinical Commissioning Group
- South Staffordshire and Shropshire Healthcare NHS Foundation Trust
- South Staffs Water
- Sow and Penk IDB
- SSE Generation Limited
- SSEPG (Operations) Limited
- Stafford and Surrounds Clinical Commissioning Group
- Staffordshire and Stoke on Trent NHS Trust
- Staffordshire Fire and Rescue Service
- The Canal and River Trust
- The Civil Aviation Authority
- The Coal Authority
- The Crown Estate Commissioners
- The Electricity Network Company Limited
- The Environment Agency
- The Environment Agency - Staffordshire, Warwickshire and West Midlands
- The Forestry Commission
- The NHS Institute for Innovation and Improvement
- The Royal Wolverhampton NHS Trust
- The Secretary of State for Transport
- UK Power Distribution Limited
- UK Power Reserve Limited
- Uniper UK Limited
- University Hospitals of North Midlands NHS Trust
- Utility Assets Limited
- West Midlands Integrated Transport Authority
- Western Power Distribution (West Midlands Plc)
- WINGAS Storage UK Limited

2. Feedback Form



The Daventry International Rail Freight Terminal; a modern SRFI

Stage 2 Consultation

Four Ashes Limited (FAL) is consulting on proposals for a new Strategic Rail Freight Interchange near to junction 12 of the M6 at Four Ashes. This feedback form is part of our second stage of consultation, which will run from **Wednesday 5 July 2017** to **Wednesday 30 August 2017**.

As a Strategic Rail Freight Interchange with a capacity to handle up to ten trains per day, the West Midlands Interchange is classified as a Nationally Significant Infrastructure Project by the Planning Act 2008. This consultation fulfils the requirements of sections 42 and 47 of the Planning Act 2008.

During this consultation, we are seeking comments and feedback on the proposed scheme, and our preliminary environmental information, to help refine and improve our proposals. Opinions expressed in feedback to this consultation still allow you to support or object to the proposals.

More information

To access the consultation documents please visit www.westmidlandsinterchange.co.uk. The website also includes details of other ways to access the consultation documents. If you have any questions about this form or how to access information, please contact us on the details below.

How to respond to the consultation

There are various ways that you can respond to this consultation. All consultation responses must be received by midnight on **Wednesday 30 August 2017**. Responses received after this date may not be taken into consideration as part of Stage 2 Consultation.

- **Online Feedback Form** – can be completed on our project website www.westmidlandsinterchange.co.uk
- **Email** – you can email us your feedback via contactus@communityrelations.co.uk
- **Freepost** – this Feedback Form, or any other feedback, can be posted to the freepost address below. If using this freepost address please write it exactly as shown on a single line, otherwise it may not be delivered.

About you

Name:

Address:

Postcode:

Email:

Telephone: Age: 15-24 25-44 45-64 65+

Are you responding on behalf of an organisation? Yes No

If so, which organisation:

Data protection

Personal information that is supplied to FAL in response to this consultation will be treated confidentially and handled in accordance with the Data Protection Act 1998. The information may be disclosed or shared with FAL's contractors and advisors who are working on the West Midlands Interchange project. This will allow the team to fully consider the responses and use them in the development of the project. On submission of FAL's application for development consent under the Planning Act 2008, the Secretary of State may require FAL to supply copies of all consultation responses received. If a request is made, FAL is under legal obligation to supply copies of the responses. By submitting a consultation response to FAL, a respondent agrees that FAL may supply a copy of their response to the Secretary of State via the Planning Inspectorate, if required to do so.

Question 1

The suitability of the Four Ashes site for a Strategic Rail Freight Interchange in the West Midlands has been considered against other potential sites in the region. How we have done this is set out in our Alternative Site Assessment.

Do you have any comments about the selection of the site or suggestions of potential alternatives in the region?

If you need more space for answering any question, please continue on a separate sheet(s).

Question 2

As part of the consultation, we have produced an illustrative masterplan showing one way in which the West Midlands Interchange could be delivered.

Do you have any comments or suggestions on the illustrative masterplan?

Question 3

The West Midlands Interchange will deliver a number of community benefits including new community parks, improving the canalside environment and a community fund.

Do you have any suggestions as to how these benefits could be used, improved or managed? For example, suggestions of what to include in the community parks or what the community fund should be focused on.

Question 4

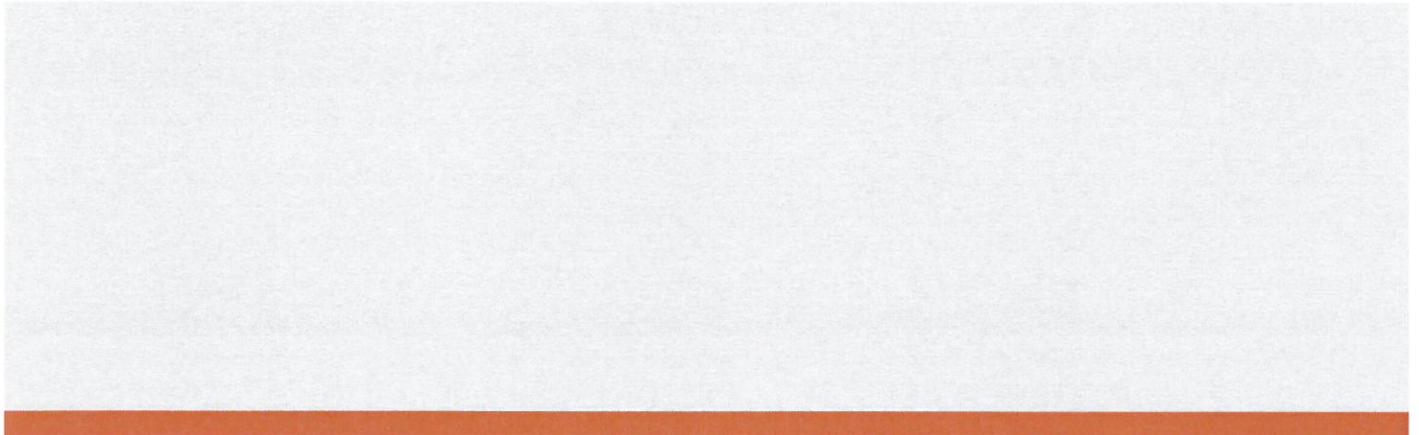
FAL's proposals would create up to 8,550 jobs once fully operational. We are committed to helping local people in South Staffordshire access these jobs.

Do you have any suggestions about how FAL can help people in South Staffordshire to access jobs associated with the West Midlands Interchange?

Question 5

FAL's preliminary environmental information about the West Midlands Interchange, including the approach to mitigating potential impacts, is set out in the Preliminary Environmental Information Report (PEIR) and summarised in the Overview Document.

Do you have any comments about the proposed mitigation measures (including our Landscape and Green Infrastructure Strategy) or preliminary environmental information?



Question 6

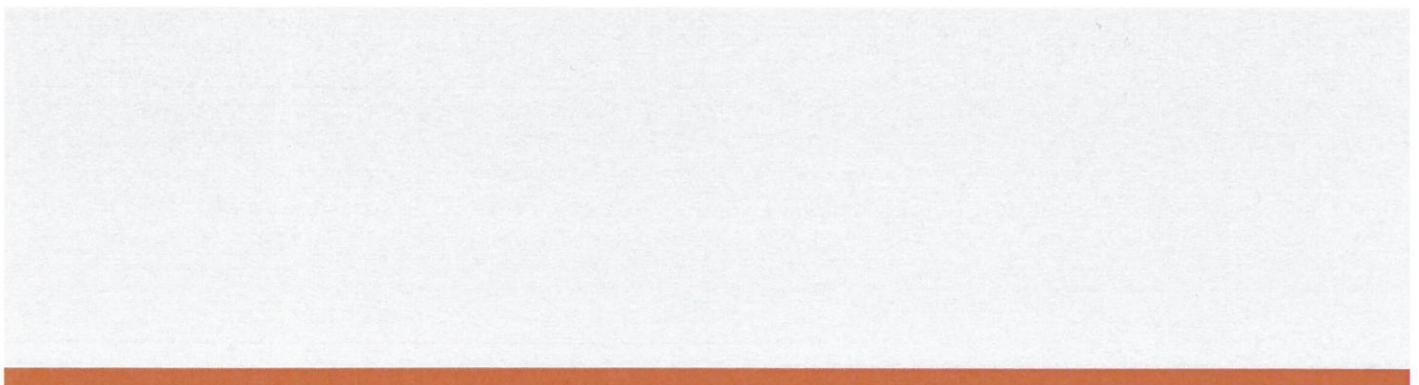
An assessment of the West Midlands Interchange's impact on the surrounding road network is set out in our Transport Assessment (PEIR Chapter 15). This also includes FAL's proposals for minimising and mitigating this impact, including road and junction improvements, support for public transport and traffic management measures.

Do you have any comments on FAL's assessment of the transport impacts of the West Midlands Interchange or the traffic management proposals?



Question 7

Do you have any other comments about FAL's proposals for the West Midlands Interchange?



WMI - Stage 2 Consultation

Overview

Four Ashes Ltd (FAL) is proposing to build the West Midlands Interchange, a Strategic Rail Freight Interchange (SRFI) near Junction 12 of the M6 at Four Ashes in South Staffordshire.

FAL is consulting from Wednesday 5 July 2017 to Wednesday 30 August 2017.

Why we are consulting

As a Strategic Rail Freight Interchange with a capacity to handle up to ten trains per day, the West Midlands Interchange is classified as a Nationally Significant Infrastructure Project by the Planning Act 2008. This consultation fulfils the requirements of sections 42 and 47 of the Planning Act 2008.

During this consultation, we are seeking comments and feedback on the proposed scheme, and our preliminary environmental information, to help refine and improve our proposals. Opinions expressed in feedback to this consultation still allow you to support or object to the proposals.

Stage 2 Consultation - Introduction

During this consultation, we are seeking comments and feedback on the proposed scheme, and our preliminary environmental information, to help refine and improve our proposals. Opinions expressed in feedback to this consultation still allow you to support or object to the proposals.

More information

To access the consultation documents please visit **www.westmidlandsinterchange.co.uk** <<http://www.westmidlandsinterchange.co.uk>> . The website also includes details of other ways to access the consultation documents. If you have any questions about this form or how to access information, please contact us on the details below.

Freephone: 0800 377 7345

Email: **contactus@communityrelations.co.uk** <[http://contactus@communityrelations.co.uk](mailto:contactus@communityrelations.co.uk)>

About you

Data protection

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Name

Address

Postcode

What is your email address?

If you enter your email address then you will automatically receive an acknowledgement email when you submit your response.

Email

Age

Please select only one item

15-24 25-44 45-64 65+

Are you responding on behalf of an organisation?

(Required)

Please select only one item

Yes No

If so, which organisation?

Question 1 and 2

1. The suitability of the Four Ashes site for a Strategic Rail Freight Interchange in the West Midlands has been considered against other potential sites in the region. How we have done this is set out in our Alternative Site Assessment.

Do you have any comments about the selection of the site or suggestions of potential alternatives in the region?

You can access the Alternative Site Assessment [here](#) `<user_uploads/-7.2--alternative-sites-assessment.pdf>` .

2. As part of the consultation, we have produced an illustrative masterplan showing one way in which the West Midlands Interchange could be delivered.

Do you have any comments or suggestions on the **illustrative masterplan**

<user_uploads/illustrative-masterplan.pdf> ?

Question 3 and 4

3. The West Midlands Interchange will deliver a number of community benefits including new community parks, improving the canalside environment and a community fund.

Do you have any suggestions as to how these benefits could be used, improved or managed? For example, suggestions of what to include in the community parks or what the community fund should be focused on.

4. FAL's proposals would create up to 8,550 jobs once fully operational. We are committed to helping local people in South Staffordshire access these jobs.

Do you have any suggestions about how FAL can help people in South Staffordshire to access jobs associated with the West Midlands Interchange?

Question 5 and 6

5. FAL's preliminary environmental information about the West Midlands Interchange, including the approach to mitigating potential impacts, is set out in the Draft Environmental Statement / Preliminary Environmental Information Report (PEIR) and summarised in the Overview Document.

Do you have any comments about the proposed mitigation measures (including our Landscape and Green Infrastructure Strategy) or preliminary environmental information?

Non-Technical Summary of the Draft Environmental Statement / PEIR <user_uploads/-6.3--draft-environmental-statement---non-technical-summary.pdf>

Overview Document <user_uploads/-0.2--overview-document.pdf>

6. An assessment of the West Midlands Interchange's impact on the surrounding road network is set out in our Transport Assessment (PEIR Chapter 15). This also includes FAL's proposals for minimising and mitigating this impact, including road and junction improvements, support for public transport and traffic management measures.

Do you have any comments on FAL's assessment of the transport impacts of the West Midlands Interchange or the traffic management proposals?

Transport Assessment - Text <user_uploads/-9.0--transport-assessment--1-of-3--text.pdf>

Transport Assessment - Figures <user_uploads/-9.0--transport-assessment--2-of-3--figures.pdf>

Transport Assessment - Appendices <user_uploads/-9.0--transport-assessment--3-of-3--appendices.pdf>

Question 7

7. Do you have any other comments about FAL's proposals for the West Midlands Interchange?

3. Newsletter



The Daventry International Rail Freight Terminal; a modern SRFI

Stage 2 Consultation

Four Ashes Limited (FAL) is proposing to build the West Midlands Interchange, a Strategic Rail Freight Interchange (SRFI) near Junction 12 of the M6 at Four Ashes in South Staffordshire.

You may remember that we consulted you about our initial proposals for the site last year and promised to consult you again after taking note of everything you told us.

We are now at that stage as our plans have developed further. We are holding our second stage of consultation between **Wednesday 5 July** and **Wednesday 30 August 2017**.

As the project is a Nationally Significant Infrastructure Project, this will be a statutory consultation that meets the requirements of sections 42 and 47 of the Planning Act 2008.

Inside this newsletter you'll find an overview of the project, details of where you can find out more information and how to make your views known.

Four Ashes Ltd

Introduction

It's almost exactly a year since we first consulted you about our outline proposals for a new Strategic Rail Freight Interchange at Four Ashes. Altogether almost 500 people attended our events during the first stage of consultation on the initial ideas for the site.

Having read all your feedback, we have been working hard to refine our plans for the better. We have expanded the information in our Alternative Site Assessment which demonstrates why it is such a suitable site; not just for the rail-served warehousing the region needs but also for delivering the benefits and opportunities it can bring to South Staffordshire. We have also worked to refine the detailed layout of the proposals, taking account of the site's characteristics and the relationship with properties near to the site.

Among other things, we have now included plans for community parks creating significantly more publicly accessible land than previously proposed. We are also proposing a new through road which will be open to the public, allowing local traffic travelling between the A5 to the east and the A449 to the south to avoid the Gailey Roundabout. We are also working on planning obligations for discussion with South Staffordshire Council which we anticipate will include commitments to matters such as local employment and skills training and a community fund.

The West Midlands Interchange has the power to be truly transformative for the local and wider economy. It will help the region tap into global business and investment, support the local and regional economy and create up to 8,550 jobs.

This stage of consultation is expected to be our last before we submit the final proposals to the Planning Inspectorate. This newsletter is your guide to the consultation, explaining how to find out more and tell us what you think, to help us make sure we get it right.

Peter Frost, Four Ashes Ltd

The proposals

The West Midlands Interchange proposals are made up of:

- An intermodal freight terminal with direct connections to the West Coast Main Line, capable of accommodating around 10 trains per day and trains of up to 775m long, including container storage, Heavy Goods Vehicle ("HGV") parking, rail control building and staff facilities;
- Up to 743,200 square metres of rail-served warehousing and ancillary service buildings;
- New road infrastructure and works to the existing road infrastructure;
- Demolition of existing structures and earthworks to create development plots and landscape zones;
- Repositioning and burying of electricity pylons and cables; and
- Strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas and publicly accessible open areas.

Who we are

The West Midlands Interchange project is being developed by Four Ashes Limited (FAL) – a consortium led by Kilbride Holdings, a company specialising in rail infrastructure to serve business and industry. Kilbride Holdings is one of three partners in Four Ashes Ltd. The others are Grosvenor Group and Piers Monckton, who is the primary landowner.

The partners of FAL are committed to delivering a rail-served development which will bring significant sustainable social and economic benefits to South Staffordshire, the Black Country and the wider region, through responsible design and by taking into account community interests and environmental considerations.

Local, regional and national economic benefit

Rail freight plays a vital role in Britain's economy. Every year it directly contributes £870 million to the economy but it also helps generate £5.9 billion, over six times its direct turnover.

Tonne for tonne, rail freight produces 70% less carbon dioxide (National Networks NPS, 2014) than road freight, up to 15 times less nitrogen oxide emissions and nearly 10 times less particulates.

The Government has identified a compelling need for a national network of strategic rail freight interchanges. Despite being essential for the region's future prosperity, the West Midlands' need for a SRFI remains unfulfilled.

The pressing need to ease road traffic congestion, reduce carbon and meet the specific local requirements of regional businesses has made the Black Country and South Staffordshire an area in urgent need of rail-served warehousing.

The Four Ashes site is perfect for the West Midlands Interchange because it is ideally located to meet the region's need for a high quality rail freight interchange. It is one of the very few sites in

the UK with the right road and rail access to allow the intermodal transport of larger containers.

More cost-effective and efficient freight distribution will make local industry and its supply chain businesses much more competitive. Meanwhile fast and reliable access to ports through a national network of rail-served distribution centres will open up greater opportunities for imports, exports and inward investment to the region, creating opportunities for all. The West Midlands Interchange will be a major asset for the economy of the region. It will also support local businesses through increased trade at nearby hotels, restaurants, pubs and shops.

With 8,550 new logistics jobs created, investment at the West Midlands Interchange would generate an additional £417m of local economic activity each year, and through the supply chain create up to £1,341m of economic activity regionally and nationally.

New community parks

Although the area earmarked for the West Midlands Interchange is largely undeveloped, except for current quarrying operations, there is surprisingly little public access. We would like to improve this.

As well as being pleasant places to spend time, landscaping and habitats can help screen development from nearby communities, improve views and help reduce noise. The entire perimeter of the site will be lined by a landscape buffer zone varying between 30m (100ft) to 50m (160ft) wide.

Two new community parks will be created – one near Calf Heath Village and Straight Mile to the south, and one in the Croft Lane area in the north. We will also improve the canalside of the Staffordshire and Worcestershire Canal as it passes through the site.

Exactly what goes in the community parks is something we want to hear local people's views about. But, however they look, the cost of building and maintaining them will never fall to the public purse. We will secure the long-term maintenance of open space and the community's right to access them through a management plan.

We would like to work closely with local people and groups to design the detail of the community parks and a management plan for these areas. The management plan would include details of how the community will be actively involved in shaping the way that the space is used.

Our Landscape and Green Infrastructure Strategy is being developed with environmental organisations such as Natural England to address visual, landscape and ecological matters.



Community fund

In addition to working very hard to reduce the impact of the West Midlands Interchange on the communities alongside it, we recognise that it will be these areas that face the biggest changes. We want to be good neighbours and make sure adjacent communities share the benefits of our economic regeneration.

We are in discussion with South Staffordshire Council to establish a community fund, which will provide money for facilities in the local area.



Illustrative masterplan



Key	
	Existing Canal
	Existing Woodland & Trees
	Proposed water attenuation lagoons & swale network
	Green Infrastructure
	Rail Infrastructure
	Road Infrastructure
	Estate Management Offices / Amenity and Welfare Facilities
	Order Limit

This masterplan shows one way in which the project could be delivered within the defined parameters.

Parameters plan



Key

- Zone A1-A7 - Development Areas
- Zone B - Rail interchange, Container storage, Parking area and associated welfare facilities.
- Zone C - Rail corridor including new rail lines and landscaping.
- New road infrastructure and improvements to existing infrastructure.
- Primary green infrastructure.
- Existing Hedge Retained (Access between plots but will maintain hedgerow)
- Estate Management Offices / Amenity and Welfare Facilities

Parameters Plans identify and define the maximum floorspace and building heights of the WMI project. Other aspects such as the heights of bunding and size of landscaped areas are also controlled by the Parameters Plans. The nature of SRFI developments is such that some degree of flexibility is needed when schemes are being developed, in order to allow the development to respond to market requirements as they arise.

Jobs and skills

As well as helping secure existing jobs, the West Midlands Interchange will create **up to 8,550 new jobs** in South Staffordshire, which includes areas with a particular need for new local job opportunities.

These new jobs will require a range of skills, including both full and part time, shift and non-shift roles. In line with the logistics industry, careers will be high quality with training and career development opportunities. Salaries in the modern logistics sector are likely to be well above the regional and national average.

About half of the new jobs will be skilled or semi-skilled. Other roles will be particularly suitable for school leavers, people without formal qualifications and those coming back to work.

Logistics companies invest substantially in their workforce, often training individuals for engineering roles and offering apprenticeships.

Before work starts, FAL will agree an Employment and Skills Plan with tenants, the public sector and education providers to help make sure local people get as many of the available jobs as possible during construction and in the long-term operation of the West Midlands Interchange.

4,500 person years of employment will be created by the West Midlands Interchange in addition to the logistics jobs, the equivalent of around 230 construction jobs at any one time during the construction period. 8,000 indirect jobs in the UK economy will also be supported by economic activity at the West Midlands Interchange.

We will help people in South Staffordshire and nearby areas of unemployment, such as parts of Wolverhampton and the Black Country, get access to the jobs. We'll provide a programme of support from the pre-application stage to in-post, including interview training, work experience, job readiness and apprenticeships. This will be backed up by a sustainable travel plan.



The planning process

Strategic Rail Freight Interchanges that can handle at least four trains a day and are larger than 60 hectares are classified as 'Nationally Significant Infrastructure Projects' by the Planning Act 2008. This means the West Midlands Interchange will need to be authorised by a Development Consent Order, granted by the Secretary of State for Transport.

We are now carrying out 'statutory' consultation on the detailed proposals for the West Midlands Interchange. After consultation, we will consider all of the feedback received from members of the

community and other stakeholders before submitting an application to the Planning Inspectorate.

Subject to the application being accepted, Inspectors appointed by the Planning Inspectorate will examine the proposals over a six month period. Following the examination, the Inspectors will submit a report and recommendation to the Secretary of State for Transport. The Secretary of State then has a further three months to decide whether to approve the application or not. The earliest a decision on the project is likely to be made is in 2019.



Find out more

All of our consultation documents are available at www.westmidlandsinterchange.co.uk. A USB stick with all the consultation documents is also available. If you would like a USB stick, please contact us using the details overleaf.

Our Consultation Overview Document provides a summary of the proposed scheme including the relevant policy background, the need case, an assessment of alternative sites, masterplans and visualisations, and information about the potential benefits and impacts of the proposals. If you would like a Consultation Overview Document, please get in touch.

Copies of the Consultation Overview Document, Newsletter and Feedback Form will be available to review and take away at three local information points as set out below. In addition, copies of the consultation documents will be available at the local information points to review. The local information points will be checked regularly during the consultation period to ensure the documents are available.

Local information points

Location	Address	Opening times
Brewood Library	Newport Street Brewood Stafford ST19 9DT	Monday: Closed Tuesday: 9am-1pm, 2-7pm Wednesday: 9am-1pm, 2-5pm Thursday: 9am-1pm, 2-5pm Friday: 9am-1pm, 2-5pm Saturday: 9.30am-1pm Sunday: Closed
Penkridge Library	Bellbrook Stafford ST19 5DL	Monday: 2-6pm Tuesday: 2-7pm Wednesday: 10am-1pm, 2-5pm Thursday: 2-5.30pm Friday: 10am-1pm, 2-5pm Saturday: 9.30am-1pm Sunday: Closed
South Staffordshire Council	Wolverhampton Road Codsall WV8 1PX	Monday to Friday: 8.45am-5pm Saturday: Closed Sunday: Closed

Note: Opening times are correct at time of publication.

Public exhibitions

During Stage 2 Consultation, we are holding five public exhibitions. These events will allow people to discuss specific issues with the project team. Copies of all the consultation documents will also be available at each exhibition to review.

Date	Location	Address	Time
Tuesday 11 July	Calf Heath Village Hall	Straight Mile, Calf Heath, Wolverhampton, WV10 7DW	3pm to 8pm
Wednesday 12 July	Brewood Jubilee Hall	Bargate Street, Brewood, Staffordshire, ST19 9BB	2pm to 7pm
Thursday 20 July	Penkridge, Haling Dene Centre	Cannock Road, Penkridge, Stafford, ST19 5DT	3pm to 8pm
Friday 21 July	Calf Heath Village Hall	Straight Mile, Calf Heath, Wolverhampton, WV10 7DW	2pm to 7pm
Saturday 22 July	Coven Memorial Hall	Brewood Road, Coven, WV9 5DL	10am to 2pm



How to respond to the consultation

Feedback can be sent through any of the channels below. The deadline for responding will be midnight on 30 August 2017. Responses received after this date may not be considered as part of the responses to Stage 2 Consultation.

- **Online** Feedback Form – can be completed on the project website www.westmidlandsinterchange.co.uk
- **Email** – feedback can be sent via contactus@communityrelations.co.uk
- **Freepost** – this Feedback Form, or any other feedback, can be posted to the freepost address below. If using this freepost address please write it exactly as shown on a single line, otherwise it may not be delivered.

Contact us

Website: www.westmidlandsinterchange.co.uk
Email: contactus@communityrelations.co.uk

Freepost: FREEPOST WMI
Freephone: 0800 377 7345

4. Overview Report

Stage 2 Consultation Overview Document

The West Midlands Rail Freight Interchange Order 201X

July 2017

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1. Introduction

- 1.1.1 This Overview Document has been prepared by Four Ashes Limited ('FAL') to explain our emerging proposals for a Strategic Rail Freight Interchange ('SRFI'), called West Midlands Interchange ('WMI' or the 'Proposed Development'), near Junction 12 of the M6 at Four Ashes in South Staffordshire. It accompanies our second stage of public consultation, in which we set out our preferred scheme.
- 1.1.2 FAL intends to make an application to the Secretary of State via the Planning Inspectorate for a Development Consent Order under the Planning Act 2008 for the WMI SRFI.
- 1.1.3 An SRFI is a large rail served distribution park linked into both the rail and strategic road networks, capable of accommodating large warehouses necessary for the storage, processing and movement of goods for manufacturers, retailers and end consumers. The aim of an SRFI is to optimise the use of rail in the freight journey and minimise the secondary distribution journey by road, through co-location of distribution and freight activities and by adopting locations close to centres of demand. Government policy encourages the development of a national network of SRFIs.
- 1.1.4 WMI was formally launched in April 2016 and we carried out Stage 1 Consultation from 13 June to 24 July 2016. Stage 2 Consultation will be carried out from 5 July 2017 to 30 August 2017. Stage 2 Consultation includes detailed information about the preferred scheme, draft **Parameter Plans**, an **Illustrative Masterplan** and a **draft Environmental Statement** assessing the impact of the scheme, as well as a report setting out the feedback received during the first stage of consultation (the **Interim Consultation Report**).
- 1.1.5 This Overview Document provides a short summary of the WMI proposals for Stage 2 Consultation. In this document, you will find;
- a background summary of the project;
 - an explanation of what an SRFI development includes and why we have chosen this particular location;

- a summary of the policies and guidance which have helped to shape the proposals;
- details of how the scheme has evolved as a result of consultation;
- and further studies and a review of the potential effects of the development and the mitigation proposed.

1.1.6 The technical environmental and other information from which this document is drawn remains 'work in progress'. It may change as the preparation of the DCO application continues and as a result of this consultation, but is available in preliminary draft form via the project website (www.westmidlandsinterchange.co.uk) as part of Stage 2 Consultation.

1.1.7 The principal documents available on our website include those listed below, all of which are prepared in draft at this stage, to be finalised following this consultation to support the DCO application, which it is proposed to submit around the end of this year:

- Draft Proposed Order (including requirements) and Explanatory Memorandum;
- Draft Environmental Statement and Non-Technical Summary;
- Planning Statement;
- Alternative Sites Assessment;
- Interim Consultation Report;
- Statement of Community Consultation;
- Rail Operations Report;
- Market Assessment;

- Transport Assessment, together with a Sustainable Transport Strategy, Framework Workplace Travel Plan, Framework HGV Management Plan and Framework Construction Traffic Management Plan;
- Design and Access Statement; and
- Draft plans and drawings including an Illustrative Masterplan and Parameters Plans.

1.1.8 This Overview document can inevitably only provide a short summary of the information, so please do review the full documentation via our project website for more information on the aspects of most interest to you.

2. Summary of the Proposal

2.1 Description of Development

2.1.1 The Proposed Development comprises:

- An intermodal rail freight terminal with connections to the West Coast Main Line, capable of accommodating up to 10 trains per day and trains of up to 775m long and including container storage, HGV parking, rail control building and staff facilities;
- Up to 743,200 square metres of rail served warehousing and ancillary service buildings;
- New road infrastructure and works to the existing road infrastructure;
- Demolition of existing structures and structural earthworks to create development plots and landscape zones;
- Repositioning and burying of electricity pylons and cables; and
- Strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas and publicly accessible open areas.

2.1.2 A detailed description of the development is provided in the draft **Planning Statement** and at **Chapter 4** of the **draft Environmental Statement**.

2.1.3 Key 'parameters' which control the proposed buildings on the site, including the maximum building heights and location of the Green Infrastructure will be fixed as part of the application process, and are defined in a set of **Parameters Plans**. In addition, an **Illustrative Masterplan** demonstrates one way in which the development could be delivered within those parameters.

2.2 The Site

- 2.2.1 The WMI proposals cover approximately 297 hectares. The **Order Limits Plan** is included in the set of Stage 2 Consultation drawings and shows the extent of the proposed site area.
- 2.2.2 The site, shown below (**Figure 1**), is located approximately 10km north of Wolverhampton and lies immediately west of Junction 12 of the M6. The site is within the administrative boundary of South Staffordshire District Council.

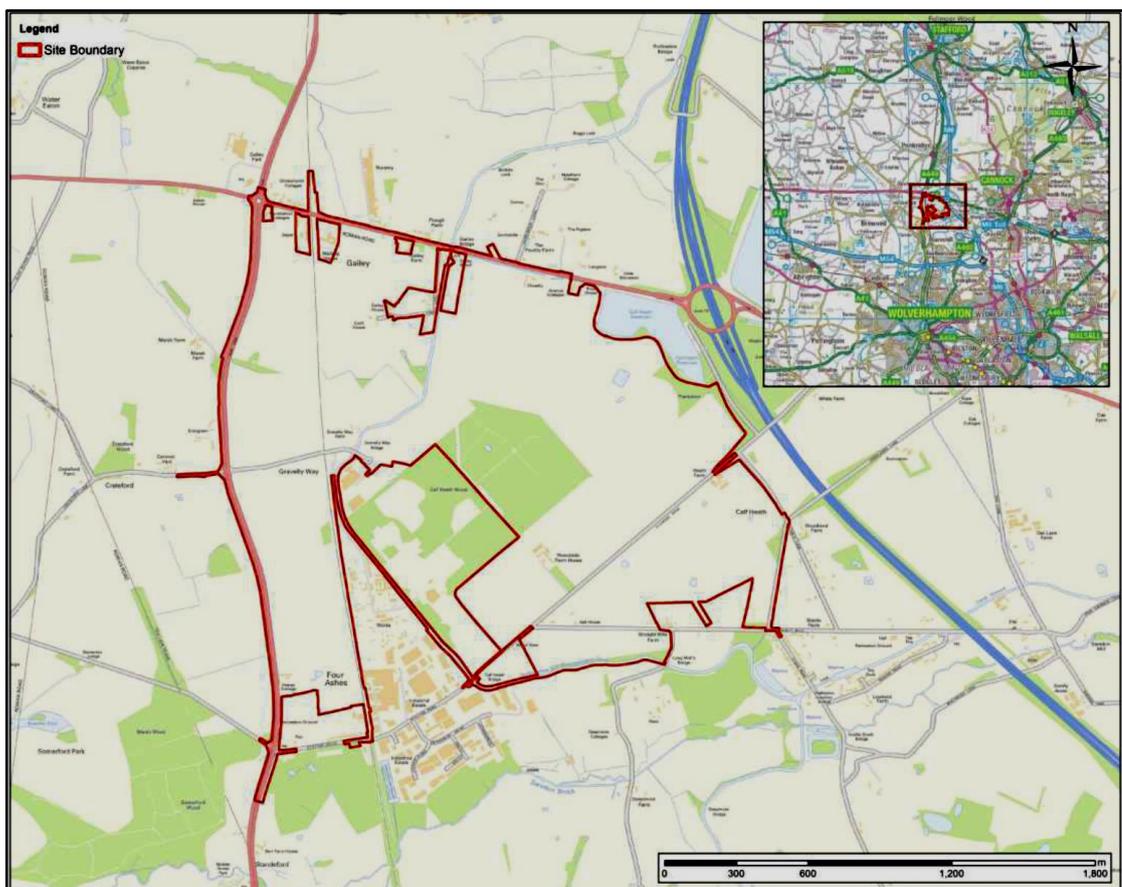


Figure 1 WMI Site Location

- 2.2.3 The site is broadly bounded by the A5 road to the north (from Junction 12 to the Gailey Roundabout); Calf Heath reservoir, the M6, Stable Lane and Woodlands Lane to the east; Station Drive, Straight Mile and Woodlands Lane to the south; and the A449 (Stafford Road), from the Gailey Roundabout to Station Drive to the west. The south-eastern area of the site is divided by Vicarage Road.

- 2.2.4 The site is characterised by a large area of sand and gravel mineral extraction within the east known as Calf Heath Quarry (Application Ref.: SS.07/19/681); a patchwork of agricultural fields with hedgerows and trees to the west and south of this and an area of mixed woodland known as Calf Heath Wood. The current use of the site is mainly arable farming and the mineral extraction area covers approximately 38ha.
- 2.2.5 The Staffordshire and Worcestershire Canal runs roughly north to south through the western part of the site. The West Coast Main Line also runs north to south through the site, near the western edge.
- 2.2.6 Importantly, the WMI site lies within Green Belt land and there is, therefore, a requirement to demonstrate that very special circumstances exist to justify any development on this land.

2.3 Four Ashes Limited

- 2.3.1 FAL is led by Kilbride Holdings, a company specialising in rail infrastructure to serve business and industry. The Kilbride Holdings team has developed rail-based projects for Jaguar Land Rover in Halewood and Castle Bromwich, amongst others. Kilbride Holdings is one of three partners in FAL, along with privately owned international property group, the Grosvenor Group and Piers Monckton, who is the primary landowner.
- 2.3.2 The partners of FAL adopted a vision for the WMI project. This vision was committed to and set out at the Stage 1 Consultation and it has guided the development of these proposals:

The partners of FAL are committed to delivering a rail served development which will bring significant sustainable social and economic benefits to South Staffordshire, the Black Country and the wider region, through responsible design and by taking into account community interests and environmental considerations.

3. What is a Strategic Rail Freight Interchange?

- 3.1.1 A Strategic Rail Freight Interchange (SRFI) is a large distribution park linked into both the rail and strategic road systems. SRFIs operate in a similar way to ports, with goods arriving and transferred from train to lorry, or vice versa, as part of the supply chain and distribution of freight and goods around the UK. SRFIs can accommodate the large warehouses necessary for the storage, processing and movement of goods for manufacturers, retailers and end consumers. In order to maximise efficiency and sustainability, an SRFI should be served by high quality rail and road connections and located close to the markets they serve. This will help improve the use of rail in the freight journey and minimise the secondary distribution journey by road.
- 3.1.2 At the heart of SRFI developments is the rail terminal, which is available to occupiers of the on-site warehouse buildings, but also to local, sub-regional and regional manufacturers and suppliers for both sending and receiving goods. Therefore, the key advantage of an SRFI is the use of rail to move goods both across the country and internationally, with consequent benefits for carbon generation, road congestion and for the efficiency and economy of distribution.
- 3.1.3 Warehouses served by the rail freight terminal will store goods to be collected or sent to their next stop on the supply chain. Other goods are delivered in bulk and broken down for individual delivery to stores and businesses or directly to end consumers. An SRFI may also allow for goods to be processed or packaged onsite before being moved again.
- 3.1.4 Please refer to the **Rail Operations Report** for a more detailed summary of the core functions of an SRFI. A summary of a 'day in the life' of an SRFI is also provided there.

4. Policy Context

- 4.1.1 This section provides a summary of the national policies and guidance which have helped shape the draft proposals so far, and which will guide the consultation and decision-making processes, going forward. The following summary helps to explain why the proposed location was chosen as well as demonstrating why SRFIs are considered to be of ‘national significance’.
- 4.1.2 The Planning Act 2008 (‘the Act’) sets out the planning process for developments which are classified as ‘Nationally Significant Infrastructure Projects’. These Projects include important types of development such as energy generating stations, new highways, new gas and overhead electric lines, as well as a range of other nationally important projects, including SRFIs.
- 4.1.3 The planning procedure for Nationally Significant Infrastructure Projects, such as WMI, is unique in two key ways.
- 4.1.4 First, Nationally Significant Infrastructure Projects require a type of consent known as a “Development Consent Order” or a “DCO”. DCOs are intended to simplify and speed up the planning process and are decided by the Secretary of State, following a recommendation from the Planning Inspectorate. The DCO not only provides planning consent for the project but may also incorporate other consents and include authorisation for the compulsory acquisition of land. The Order would specify details of the development consented, its location and any requirements (conditions) that must be met in implementing the consent.
- 4.1.5 Second, the Act requires applications for Nationally Significant Infrastructure Projects to be determined in accordance with the relevant National Policy Statement.
- 4.1.6 In the case of SRFIs, the ‘National Networks National Policy Statement’ (the ‘NPS’), published in December 2014, sets out the need for (and Government’s policies to deliver) Nationally Significant Infrastructure Projects on the national road and rail networks in England, including SRFIs.
- 4.1.7 The NPS sets out the Government’s vision for the transport system as a driver of economic growth and social development, and it attaches particular

importance to the use of rail for the transport of freight across the country, in order to help meet environmental goals and improve quality of life (NPS paragraph 2.29). The shift of goods from road and aviation to rail is strongly encouraged to help reduce transport's carbon emissions and provide economic benefits (NPS paragraph 2.40).

- 4.1.8 Government forecasts confirm the need for an expanded network of large SRFIs across the regions (NPS paragraphs 2.50 and 2.54), and the NPS advises that:

“The Government has concluded that there is a compelling need for an expanded network of SRFIs” (NPS paragraph 2.56)

- 4.1.9 The NPS does not seek to identify specific sites or locations for SRFIs, but does include several criteria and guidance on the appropriate location of SRFIs, as follows:

“New facilities need to be located alongside major rail routes, close to major trunk roads, as well as near to the conurbations that consume the goods” (NPS paragraph 2.45)

“It is important that SRFIs are located near the business markets they will serve – major urban centres or groups of centres – and are linked to key chain supply routes” (NPS paragraph 2.56)

“Proposed new rail freight interchanges should have good road access as this will allow rail to effectively compete with, and work alongside, road freight to achieve a modal shift to rail” (NPS paragraph 4.84)

- 4.1.10 Because of these characteristics, and the forecast growth in rail freight, the NPS confirms that the number of suitable locations for SRFIs will be limited (NPS paragraph 2.56) and that:

“Due to their requirements, it may be that countryside locations are required for SRFIs” (NPS paragraph 4.84)

4.1.11 With regard to Green Belt locations, the NPS advises that Green Belts are situated around certain cities and major urban areas (NPS paragraph 5.164) (i.e. the markets and conurbations that SRFIs intend to serve) and that:

“Promoters of SRFIs may find that the only viable sites for meeting the need for regional SRFIs are on Green Belt land.”
(NPS paragraph 5.172)

5. Why is the West Midlands Interchange needed?

5.1.1 The shift of freight from road to rail is strongly encouraged by the Government to help reduce transport's carbon emissions and provide economic benefits (NPS paragraph 2.40). The NPS establishes that there is a “*compelling need*” for “*an expanded network of SRFIs*” throughout the country and that “*SRFI capacity needs to be provided at a wide range of locations, to provide the flexibility needed to match the changing demands of the market.*” (NPS paragraph 2.58).

5.1.2 The NPS explains the drivers of the need for development of the national rail network and acknowledges the role that rail transport has in reducing pollution and congestion:

“Rail transport has a crucial role to play in delivering significant reductions in pollution and congestion. Tonne for tonne, rail freight produces 70% less CO2 than road freight, up to fifteen times lower NOx emissions and nearly 90% lower PM10 emissions. It also has de-congestion benefits – depending on its load, each freight train can remove between 43 and 77 HGVs from the road.” (NPS paragraph 2.35)

5.1.3 In addition to the important environmental benefits, SRFIs can provide the logistics support which allows: retailers to keep their shelves stocked; manufacturers to assemble, store and distribute their goods; and also enables e-commerce businesses to deliver goods to millions of people's front doors in ever reducing timescales.

5.1.4 In light of these benefits, SRFI have been long identified as important to the future prosperity of the West Midlands region. A review of the local and regional policy set out in the draft **Planning Statement** demonstrates that the importance of providing capacity for strategic-scale rail interchanges in the West Midlands, particularly to the north west of the Birmingham/Wolverhampton urban area, has been long understood. Since 2004, successive policy documents have demonstrated a need for strategic-scale rail interchange facilities in the West Midlands. However, despite the

urgency of the identified need, no policy progress has been made to secure the development of rail served sites and the scale of the identified shortfall remains outstanding.

- 5.1.5 The failure of the planning process to identify new land for distribution, coupled with the area's inherent attraction for warehousing has resulted in an ever-decreasing supply of land and buildings. The draft **Market Assessment** demonstrates that there is an extraordinary scarcity of supply of suitable logistics facilities and locations. The amount of warehousing currently available in WMI's market area is only enough to last approximately 9 – 10 months, based on average levels of demand over recent years. This shortage is particularly evident in the Black Country where there is no modern large-scale warehousing available and the amount of secondary warehousing currently available is only enough to last approximately 2 – 3 months. There is not a single site in the West Midlands in excess of 25 hectares that meets the needs of a potential major employer. This scarcity of land is a serious threat to the continued prosperity of the region.
- 5.1.6 As demonstrated by the map of the national network (at **Figure 2**), there are no new or planned SRFIs in the West Midlands, apart from WMI, and there is a substantial gap in the national network of SRFIs between the East Midlands and the North West.
- 5.1.7 The lack of provision in the west and north West Midlands, all the way through the Staffordshire corridor to the North West is a particularly obvious gap in the national network. It is intended that WMI would infill the southern part of this gap and respond to the long-established need for an SRFI in this area.

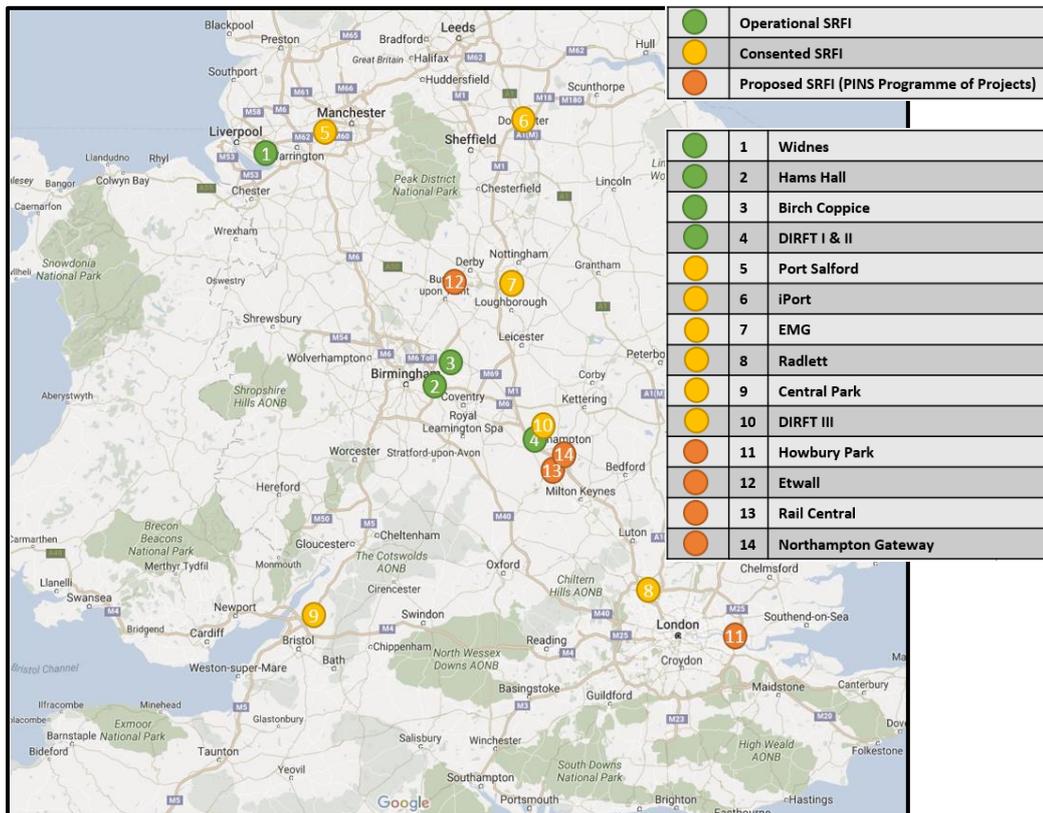


Figure 2 Strategic Rail Freight Interchange Network

- 5.1.8 The West Midlands remains the heartland of UK manufacturing, still accounting for almost 25% of the UK's manufacturing output. The region generally brings in low value raw materials and creates high value outputs. Businesses are particularly reliant on good logistics support – and cost and time savings brought by a modern SRFI would help to ensure the area is competitive in national and international markets. South Staffordshire is very well located at the heart of the country to play a major role in logistics and distribution but its inherent potential is limited by the lack of available land for development.
- 5.1.9 WMI would help improve the efficient, competitive and sustainable logistics and distribution network which the area needs in order to maintain and enhance its inherent economic strengths. WMI would also support the growth of other sectors such as manufacturing and higher technology activities, which are so important to the future of the local economy.

6. Why this particular location?

6.1.1 The proposed location for the West Midlands Interchange is considered uniquely suited to meet the need for a large scale SRFI in this part of the country and the growing demand for rail-served floorspace to serve South Staffordshire, the Black Country and the wider West Midlands.

6.1.2 Starting in 2005, Kilbride Holding began searching for a suitable SRFI site, within the West Midlands and surrounding area. From their market knowledge, Kilbride were aware of a significant gap in the national network of large scale, rail served distribution sites to the north west of the West Midlands. Kilbride's principal search criteria required sites to be of a sufficient size to accommodate an SRFI, be close to a motorway junction and have good rail access from the West Coast Main Line.

6.1.3 During the search, a number of potential sites were identified but ultimately, the WMI site at Four Ashes was selected because:

- The site is bisected by a long, flat and straight section of West Coast Main Line which links London and the South East with the Midlands, North West and Scotland, and is the principal route for movement of north-south intermodal rail traffic;
- The site would also allow efficient access to the main line from both directions of travel and there is a reasonable expectation of securing up to 10 train paths per day on and off the main line in the medium to long term;
- The WMI site is located adjacent to Junction 12 of the M6, a principal road for the transfer of freight within the UK. The site is also well located in relation to the Strategic Road Network and the borders of the site are where the M6, the A5 trunk road and the A449 trunk road meet;
- The site is large enough to accommodate full length reception sidings directly adjacent to the rail line. This means that the site has the capability to handle 775 metre trains – maximising train efficiency;

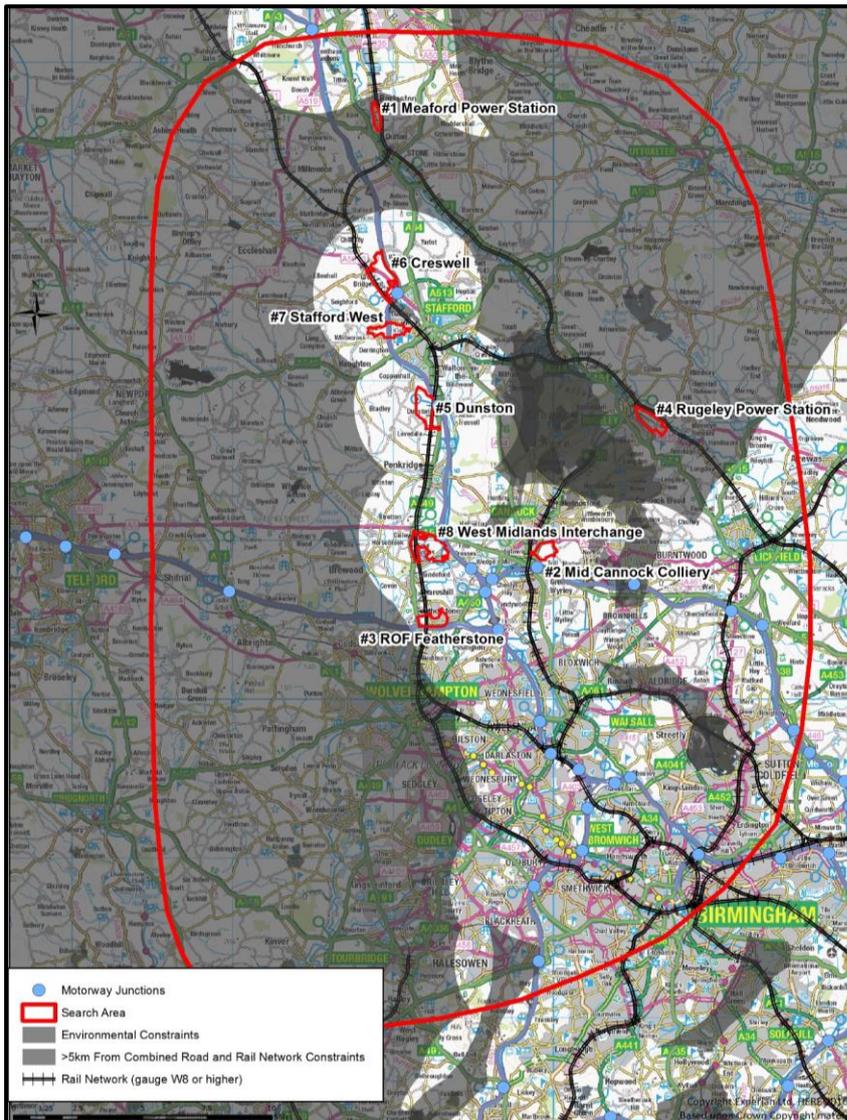
- The site is of a sufficient size to accommodate the rest of the SRFI development and, importantly, it is large enough to achieve the critical mass required for success and to accommodate the significant landscape and open space improvements required to mitigate the visual impacts of the development and create a suitable 'buffer' between the development and the surrounds; and
- The site is close to the Birmingham/Wolverhampton urban area and would be well placed to serve this currently under-served market.

6.1.4 A detailed summary of how the WMI project has evolved, from the search for a suitable SRFI site, through to the selection of a preferred masterplan option is provided at **Chapter 3** of the draft **Planning Statement**.

6.1.5 A draft **Alternative Sites Assessment** has also been produced and it considers both the general location of the greatest need and revisits the availability of alternative sites. The draft **Alternative Sites Assessment** considers other sites and possible locations, exploring the extent to which these could meet the identified need. The **Alternative Sites Assessment** also explores whether or not this identified need can be met without the use of Green Belt land.

6.1.6 The **draft Alternative Site Assessment** seeks to identify sites that can accommodate an SRFI development within the identified gap in the national network.

6.1.7 It is clear from the Assessment that the key criteria for an SRFI facility, principally the need to efficiently link to both the national road and rail networks, greatly restricts the SRFI development opportunities within the search area. Whilst theoretical locations for SRFIs have been identified (shown below), it is clear that, apart from WMI, there are no sites within the search area which represent genuinely suitable locations for an SRFI development.



Ref	Site
1	Meaford Power Station
2	Mid Cannock Colliery
3	ROF Featherstone
4	Rugeley Power Station
5	Dunston
6	Creswell
7	Stafford West
8	WMI

This plan identifies the initial alternative site search area in red.

The search area is further refined, narrowing to just those areas which are at least 5km of a suitable rail line and at least within 5km of a suitable motorway junction. Additionally, areas with significant environmental constraints were also discounted.

Finally, the locations of the long-listed alternative sites are identified.

Figure 3 Map of Refined Search Area and Long-List Alternative Sites

6.1.8 Specifically, the **Alternative Sites Assessment** found that, of the potential alternative sites which were identified, Meaford Power Station, Mid Cannock Colliery and Stafford West failed to meet one or more of the fundamental criteria (i.e. ability to effectively access both the strategic road and rail network) and were discounted from further consideration. Those sites also suffered other fundamental constraints – such a size, non-availability and environmental constraints. Creswell, Rugeley Power Station and ROF Featherstone were examined further but, upon detailed inspection, were found to have difficult highways issues and would require large scale highway improvements or reliance on existing routes to the strategic road network which pass through built up residential areas. Creswell and ROF Featherstone

also have significant site constraints which would result in complex and unsuitable rail connections. For Dunston, the road access concerns are secondary to the main issue which is that the site is an open and rural location, protected as Open Countryside and a development of the size and scale of an SRFI would be very difficult to successfully assimilate or mitigate in landscape and visual terms. The resultant effects on the landscape character of the site and its visual impacts would be much greater at Dunston than at WMI due to Dunston's existing openness and rural character and the absence of screening as well as the absence of existing industry or urban influences from its setting.

- 6.1.9 At every opportunity, the **draft Alternative Site Assessment** adopted a comprehensive and inclusive methodology and the findings of the draft Assessment have demonstrated that, even when utilising a search methodology which goes beyond what an operator would normally consider reasonable, there are still no suitable alternative locations to WMI.

7. The Illustrative Masterplan and Parameter Plans

7.1 The Illustrative Masterplan

- 7.1.1 The two masterplan options brought forward at Stage 1 Consultation, held from June to July 2016, are shown in Figure 4 below. Full details of the proposals brought forward to Stage 1 Consultation are available in the **Stage 1 Consultation Overview Document**.
- 7.1.2 The two options provided alternative locations for the rail terminal, east or west of the rail line, generating different layouts and operating characteristics as a result of the proposed terminal locations.

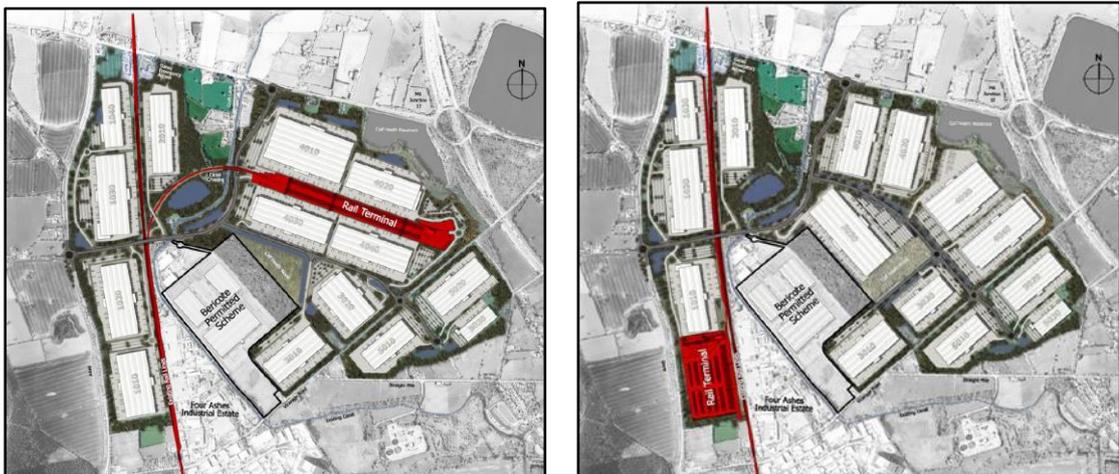


Figure 4 The East and West Rail Terminal and Masterplan Options published at Stage 1 Consultation

- 7.1.3 The feedback received from the first stage of consultation was considered by the project team and was used to help inform the decision made on the masterplan option that has been brought forward to this second stage of consultation. The latest **Illustrative Masterplan** is shown at **Figure 5** overleaf.
- 7.1.4 The **Illustrative Masterplan** has evolved significantly since the first stage of public consultation. The west terminal option was brought forward following consultation. Amongst the reasons for the choice of the west terminal option were; the limited impact on the Canal Conservation Area, simpler access and improved operational efficiency from the West Coast Main Line and perceived

occupier preference. The western location also concentrated the principal rail activity close to the West Coast Main Line and the Four Ashes industrial estate, rather than introducing new rail activity east of the canal. The choice of the west option also provides more flexibility in the layout of the buildings east of the canal, which allows them to be located more easily to respect woodland and other constraints.

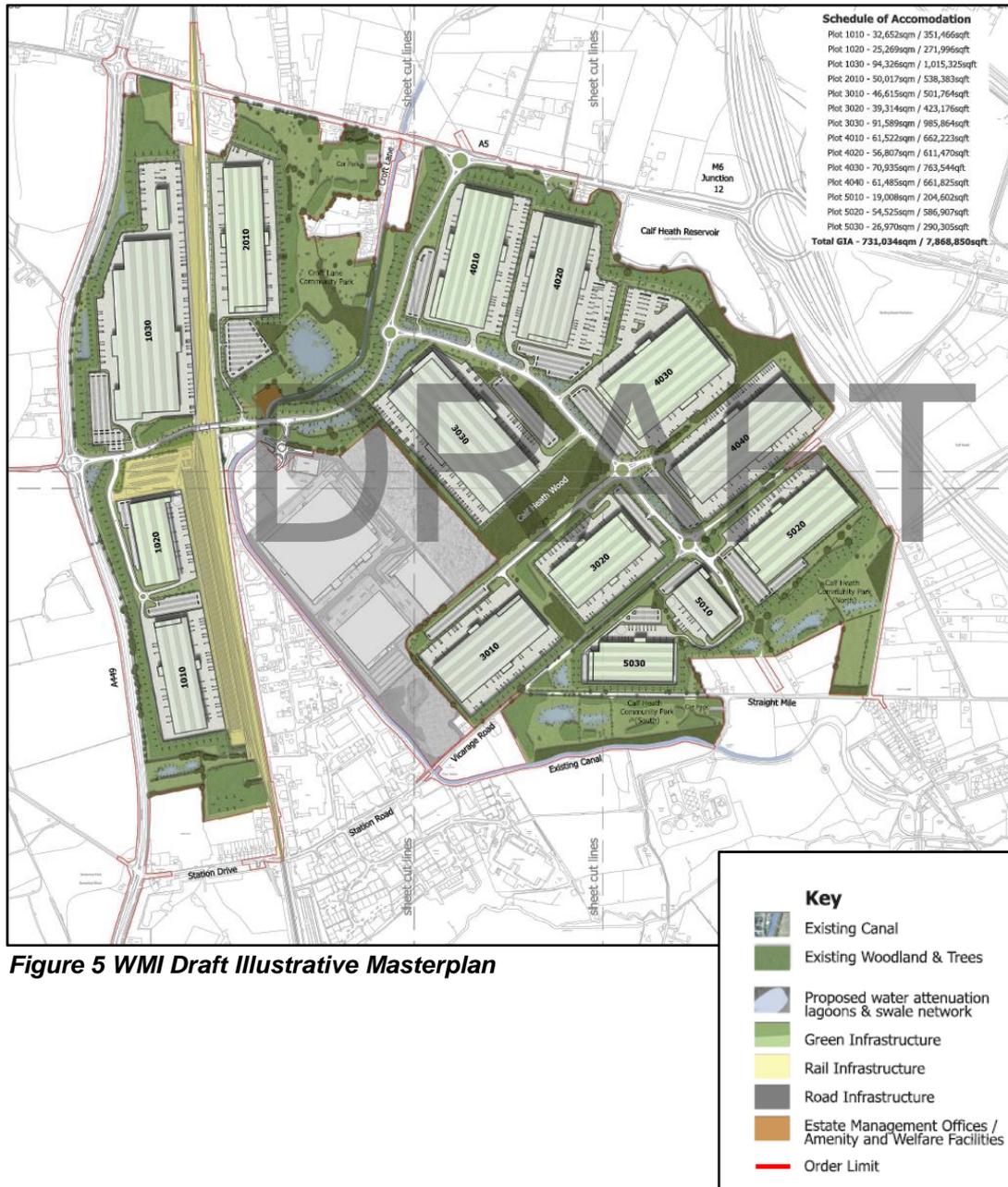


Figure 5 WMI Draft Illustrative Masterplan

- 7.1.5 Further changes were made to the **Illustrative Masterplan** and the **Parameter Plans** as a result of the Stage 1 Consultation and the further studies undertaken between Stage 1 and Stage 2 Consultation. These include, relocating the proposed A5 roundabout 30 metres to the east to reduce impact on the setting of the Canal Conservation Area; introducing a 20 metre landscape buffer along the western boundary of Unit 3030, to enhance ecological connectivity through the Site; refining the rail terminal layout to allow the rail terminal to accept full-length 775m trains without splitting; revising the southern layout of the development to screen activity from Calf Heath and including further landscape, visual and ecological mitigation.
- 7.1.6 Overall, the layout as now proposed allows for 32% of the area to be given over to a connected network of green infrastructure, including the provision of two community parks.
- 7.1.7 A detailed summary of the draft **Illustrative Masterplan** and the changes which took place between Stage 1 and Stage 2 Consultation is included in the draft **Planning Statement**.

7.2 The Parameter Plans

- 7.2.1 The draft **Illustrative Masterplan** demonstrates one way in which the WMI proposals could potentially come forward. Flexibility is needed before settling the final layout but there are certain important elements which it is proposed to fix in the DCO application because they limit the impact of the development.
- 7.2.2 The WMI development is a significant undertaking which will take about 15 years to complete. It is also a development which is proposed to meet a market requirement but for which (currently) no specific occupiers are identified (as is typical at this stage of the planning process). In addition, the logistics market is very dynamic and the requirements of occupiers need to adapt quickly in order to meet market demands and keep up with technological advancements. It is therefore important that any DCO granted provides the same level of flexibility as would be available under an outline planning permission to ensure occupiers requirements can be accommodated.
- 7.2.3 This is achieved by adopting a 'Parameters Approach' to the proposed development whereby the development is described in terms of clearly defined parameters inside which future design development will be undertaken. This

approach is used across a range of large-scale and infrastructure projects in order to ensure that the potential impacts of a project are properly controlled whilst allowing flexibility in design options for future design development.

7.2.4 Three sets of draft **Parameter Plans** [Document Refs. 2.5 – 2.7] have been developed which encapsulate the scheme’s concept and which will form the ‘envelope’ within which future detailed design proposals will need to evolve.

7.2.5 The draft **Parameter Plans** identify those elements of the scheme which are to be fixed or controlled as part of the DCO (i.e. the location of development plots and the framework of green infrastructure) and those elements which are subject to restrictions. The three **Parameter Plans** which set out the design parameters are:

- **Building Development Parameter Plan;**
- **Green Infrastructure Parameter Plan;** and
- **Floor Level and Building Heights Parameter Plan.**

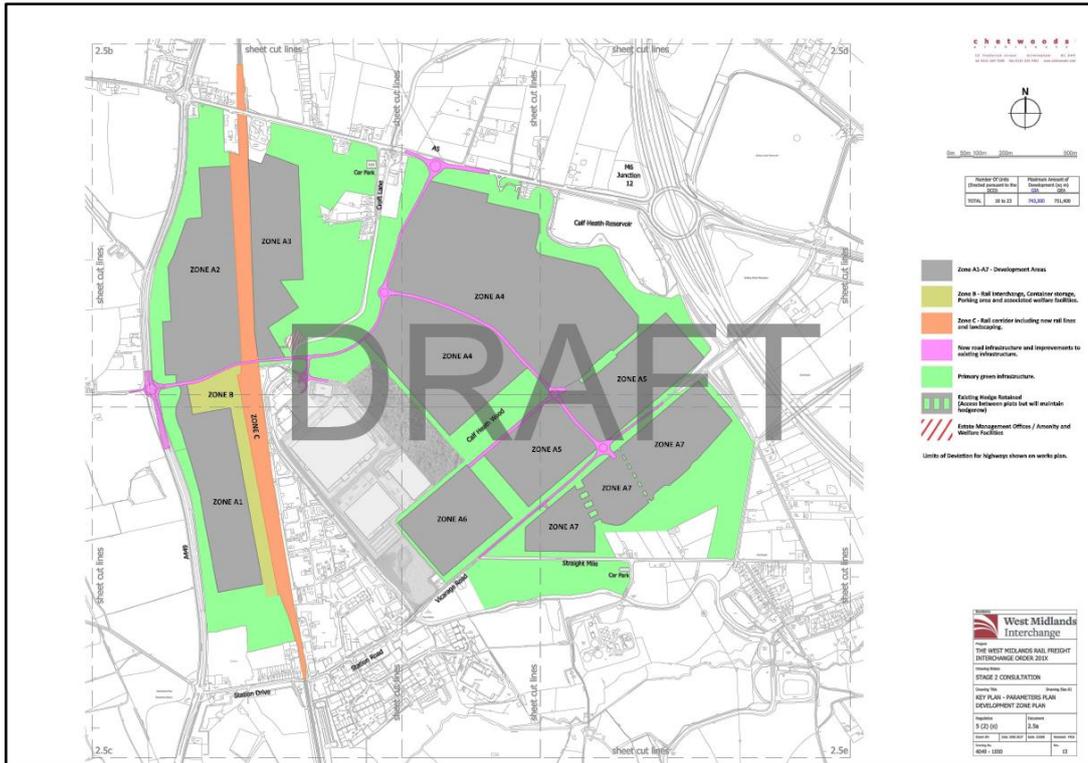


Figure 6 WMI Draft Building Development Parameter Plan

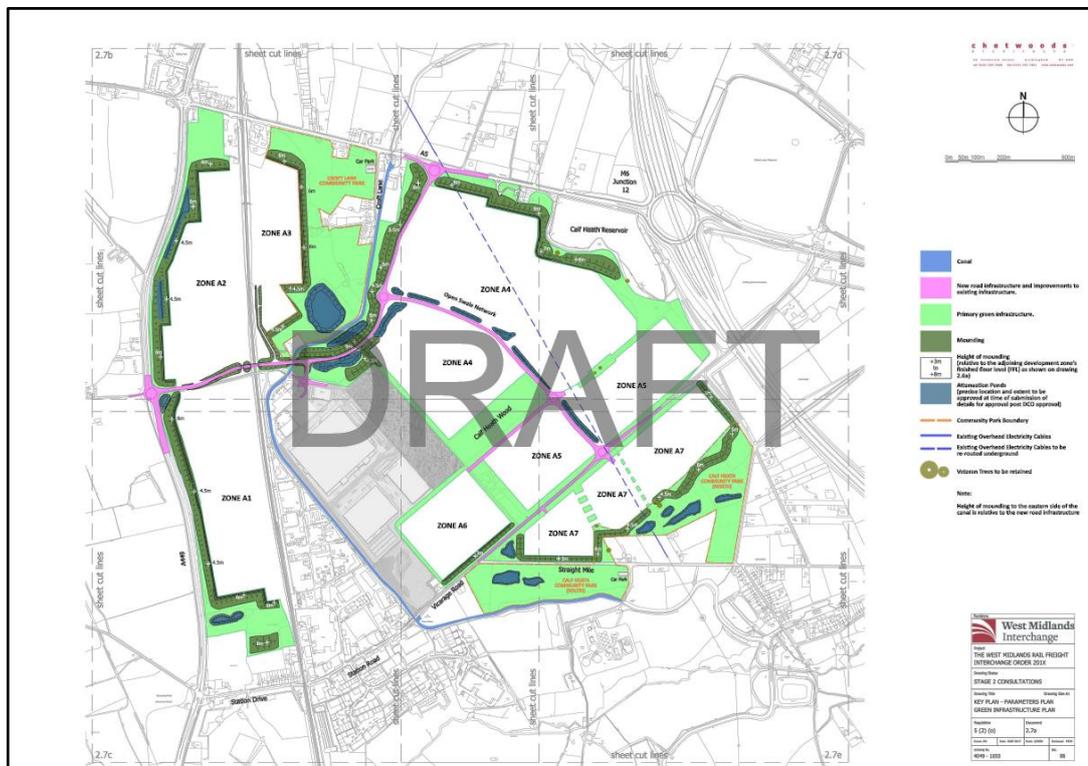


Figure 7 WMI Draft Green Infrastructure Parameter Plan

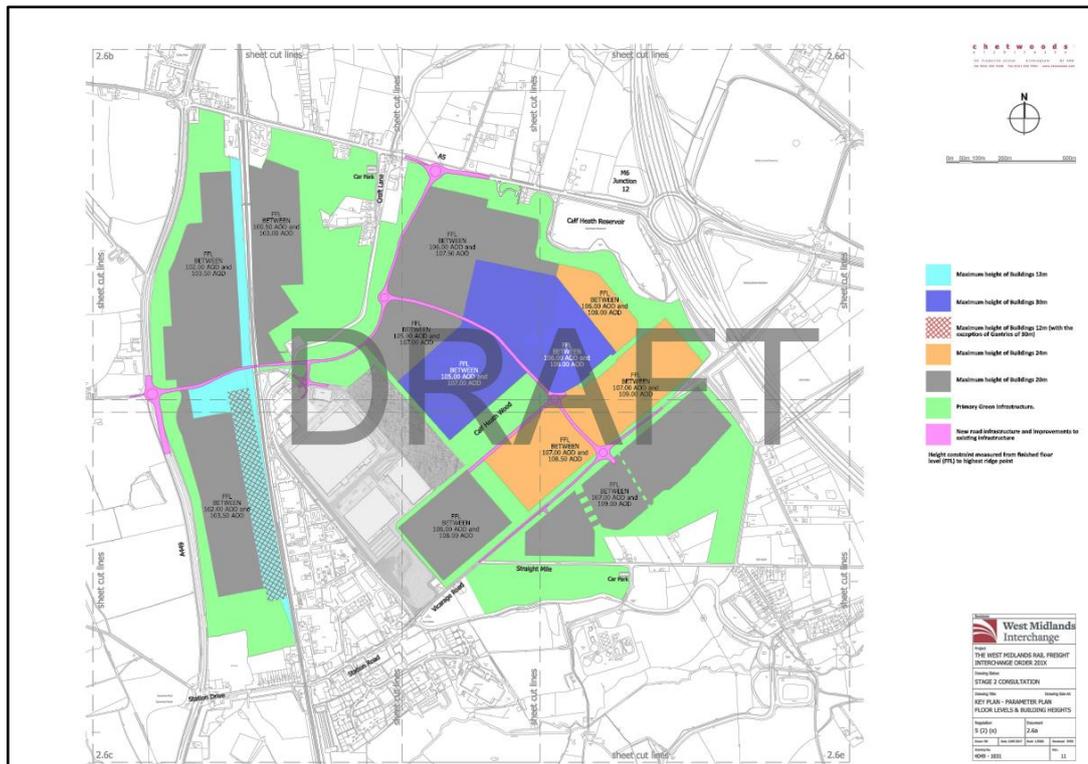


Figure 8 WMI Draft Floor Level and Building Heights Parameter Plan

7.2.6 Building heights for the proposed warehouses range from 20m around the site perimeter (comprising around 62% of the floorspace up to 30m in the centre of the site. The maximum height has been reduced from 36m shown in our Stage 1 consultation.

7.2.7 The design development work undertaken so far means that FAL is confident that an SRFI of exceptional operational quality has been designed within a framework that has been heavily influenced by community consultation, environmental considerations and occupier needs. The latest **Parameter Plans** are capable of delivering a scheme that:

- is well connected to both the national road and rail networks;
- can credibly deliver rail-served warehousing in the initial stages of the development;
- provides a significant element of warehousing (over 1.6 million square feet) with potential to be directly rail-linked;

- can handle 'full-length' (up to 775 metres) long freight trains, without splitting, reducing the need for on-site shunting;
- is capable of handling four trains a day in the early phases of the development, from both directions, whilst being of sufficient scale and capacity to enable this to rise to up to 10 trains per day at full maturity; and
- delivers 32% of the scheme as Green Infrastructure.

7.2.8 The draft **Planning Statement** and draft **Design and Access Statement** provide further explanation of how the proposals have developed in response to all of the relevant considerations, including the feedback received through extensive engagement and consultation, which is further explained in the **Interim Consultation Report**.

8. Green Belt Considerations

- 8.1.1 The proposed site for the WMI development is designated as Green Belt land and this is one of the principal planning issues to be considered in determining the suitability of the WMI proposal.
- 8.1.2 Paragraph 5.178 of the NPS is clear that infrastructure projects are inappropriate development which is, by definition, harmful to the Green Belt and for which there is a presumption against development, except in very special circumstances. These very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 8.1.3 The draft **Planning Statement** reviews the Green Belt issues and considers whether or not there are very special circumstances justifying development in the Green Belt.
- 8.1.4 Uniquely for any statement of national planning policy, the NPS recognises that sites suitable for SRFI development may only be available in the Green Belt. Paragraph 5.172 of the NPS provides that:

“Promoters of SRFIs may find that the only viable sites for meeting the need for regional SRFIs are on Green Belt land.”

- 8.1.5 This is perhaps unsurprising as Green Belts are generally designated around the country’s major conurbations, which is exactly where policy requires SRFIs to be located.
- 8.1.6 **Figure 9** overleaf illustrates the extent of the West Midlands Green Belt boundary today and how tightly the boundaries are drawn around the existing settlements. Around 80% of South Staffordshire is designated as Green Belt, with the remaining 20% designated as Open Countryside and subject to very similar policies of restraint.

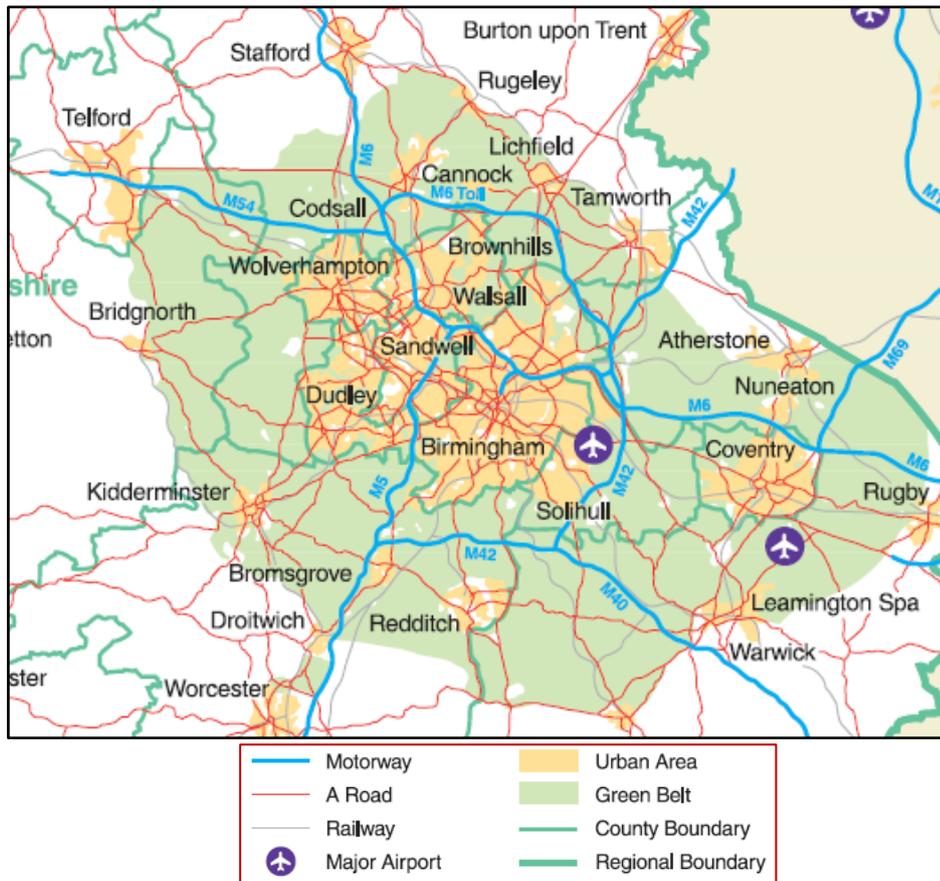


Figure 9: Map of the West Midlands Green Belt¹

- 8.1.7 Whilst the scale of the WMI proposals is substantial, the site area of 297 hectares represents less than 1% of the South Staffordshire Green Belt.
- 8.1.8 The draft **Planning Statement** summarises the history of the West Midlands Green Belt and finds that the Green Belt boundaries in South Staffordshire are tightly drawn and have not been reviewed to address large scale employment land requirements since at least 1996. The ongoing failure of strategic planning policy in the West Midlands to review the Green Belt boundaries has resulted in an increasing shortage of suitable sites for development. As a result, the West Midlands Green Belt boundaries are acknowledged to be out of date with a number of West Midlands authorities, including South Staffordshire, accepting that employment and housing needs cannot be met without a long overdue Green belt review, even for small scale development.

¹ WM RSS – January 2008

- 8.1.9 This is particularly true of the outstanding need for a new large scale Regional Logistics Site (RLS) / SRFI in south Staffordshire, which has been recognised in regional and local policy as far back as 2004 and which can only be provided if Green Belt land is developed.
- 8.1.10 The South Staffordshire Core Strategy and the Site Allocation Document identify that even small-scale housing and employment needs could not be addressed without a Green Belt review. It follows that the need for an SRFI in south Staffordshire can only be met by development in the Green Belt.
- 8.1.11 This much is further confirmed within the publication version of the Site Allocation Document which recognises at paragraph 9.31 that the need for an SRFI remains outstanding.

8.2 The “Very Special Circumstances”

- 8.2.1 The draft **Planning Statement** explains the existence of very special circumstances in this case.
- 8.2.2 The local planning policy recognition that the need for an RLS/SRFI to serve south Staffordshire and the Black Country remains to be addressed is reinforced by the strong recognition in national planning policy that a network of SRFI should be created. The clear need coupled with the lack of alternative sites means, in principle, that very special circumstances do exist to develop an SRFI in the Green Belt.
- 8.2.3 These considerations are reinforced by the severe shortage of large scale employment land suitable for distribution or other uses. The draft **Market Assessment** has established an extreme shortage of supply. Whilst this is calculated at the exceptionally low levels of 0.2 - 0.8 years supply (which is wholly inadequate), the reality is that there are no suitable sites on which the policy requirement for rail based distribution facilities can be met. This extreme shortage of supply is a legacy of the failure of strategic planning policy in the West Midlands and the out of date Green Belt boundaries mean that employment and housing needs cannot be met without a long overdue Green Belt review.
- 8.2.4 In this context, the conclusions of the draft **Alternative Sites Assessment** mean that national policy objectives clearly expressed in the NPS to meet the

compelling need for a network of large scale SRFIs will not be met unless Green Belt development is permitted in principle – and specifically at the WMI site.

- 8.2.5 The draft **Alternative Sites Assessment**, the draft **Rail Operations Report** and the draft **Planning Statement** make clear that the application site offers a range of characteristics which make it uniquely suited for the development of a nationally significant SRFI.
- 8.2.6 The combination of these considerations amounts to very special circumstances in this case, meaning that DCO consent could be granted consistently with the policies of the NPS.
- 8.2.7 It is, of course, necessary to consider the scale of harm that the WMI proposals would cause to the Green Belt together with any other harm and these matters are considered in the subsequent sections of this Overview Document.

9. The Effects of the West Midlands Interchange

9.1 Introduction

- 9.1.1 In this section, we provide a summary of the potential effects and impacts that may arise from the development and explain our approach to the way in which these would be mitigated.
- 9.1.2 The WMI proposal would have a range of potential effects on the local area. This includes economic and social effects and impacts as well as physical and environmental effects or impacts. As with any large development scheme, WMI will provide a mixture of potentially very positive as well as some potentially adverse effects, although through a sensitive design and masterplan many of the potential adverse effects can be successfully minimised or even eliminated altogether.
- 9.1.3 The WMI Preliminary Environmental Information in the form of a draft **Environmental Statement** ('draft ES') is available to help the public and others understand the likely impacts and effects of the proposal. The draft **ES** chapters remain 'work in progress' and will be completed in due course, but are intended to help local people and others understand the assessment work that is underway.
- 9.1.4 A draft **Non-Technical Summary** ('draft NTS') of the draft **ES** is also available. The draft NTS summarises the content and main findings of the draft **ES** in a clear and concise manner to assist the public in understanding what the significant environmental effects of the WMI proposals are likely to be.
- 9.1.5 The draft **ES** comprises a number of themed chapters, each dealing with a different aspect of the proposal and its likely effects. The draft **ES** chapters are listed below:
- Agriculture and Soils;
 - Air Quality;

- Cultural Heritage;
- Archaeology (Buried Heritage Assets);
- Ecology and Nature Conservation;
- Ground Conditions;
- Landscape and Visual Impact;
- Socio-Economics;
- Transport and Access;
- Noise and Vibration; and
- Water Environment and Flood Risk.

9.1.6 The draft **ES** contains a full chapter on each of the above. Whilst the summary below contains the principal elements for the assessment, it cannot set out the full detail and the draft **ES** is available with all of the other Stage 2 consultation documents through the project website.

9.2 Cultural Heritage (above ground)

9.2.1 A comprehensive assessment of the effect of the WMI development on built (above ground) heritage assets is at **Chapter 9** of the draft **ES**.

9.2.2 A section of the Staffordshire and Worcestershire Canal runs through the WMI site, and several historic features associated with the canal are located within or near the site. These include the canal itself (which is a conservation area), two 18th century cottages at Gailey marina, and a number of historic bridges which are locally listed. The cottages, Round House and Wharf Cottage, are Grade II listed buildings. Gailey marina is located between two of the land parcels west of Gailey along the northern edge of the WMI site. The historic wharf at Gailey is also locally listed at Grade A, and includes a restored 18th century revolving crane.

- 9.2.3 There will be direct and indirect effects on the canal conservation area and the associated historic features. The direct effects include the removal of redundant pipe bridges which cross the canal at Four Ashes to enhance the character and appearance of the conservation area. The towpaths will also be reinstated to improve public access and enjoyment of the canal, and connectivity to the wider network.
- 9.2.4 The proposed development will change parts of the existing setting of the canal which will cause some, but less than substantial, harm to the conservation area. This harm is mainly focussed on the section of canal between Gailey and Gravelly Way where the landscape setting is most preserved. It is important to recognise that the historic landscape setting is not intact, however, and has become subject to later industrialising influences. At Gailey, the new development will be set back from the canal and screened by mounding and planting. The landscaping proposals also include the provision of Croft Lane Community Park which will enhance the setting and experience of the canal.
- 9.2.5 Other direct effects of the development include the demolition of two 19th century farmhouses. The farmhouses are not statutorily listed, but Heath Farm is locally listed at Grade B. Woodside Farm is neither listed nor locally listed. The farmhouses are non-designated heritage assets, and their loss is considered to have a minor adverse effect on the local historic environment. Historic building recording will be undertaken to mitigate the loss of these buildings, and the results will be stored in a local archive to ensure that a record of the area's local agricultural history is available for any future study.
- 9.2.6 Further mitigation strategies are proposed at both the construction and operational stage of the development to protect and, where possible, enhance the special interest of built heritage assets. These include hoarding, construction good practice, and limits on construction hours.

9.3 Ecology and Nature Conservation

- 9.3.1 The full assessment of the WMI proposals in respect of biodiversity and ecological conservation is addressed in **Chapter 10** of the draft **ES**. The assessment uses desk study data from publicly available sources, information obtained through consultation with key stakeholders and information gathered from a comprehensive programme of ecology habitat and species surveys carried out at the WMI site.

- 9.3.2 There are no Internationally or Nationally designated sites located on or immediately adjacent to the site. There are no Special Protection Areas or Ramsar Sites within 10km of the site. Motte Meadows Special Area of Conservation is located 7.5km to the north-west and Cannock Chase Special Protection Area is 7.4km to the north-east.
- 9.3.3 Surveys at the site have recorded the presence of several protected, rare, declining or notable species including great crested newt and other amphibians; birds including breeding birds, in particular farmland birds and water birds; invertebrates; several species of bat; and terrestrial mammals including badger, hedgehog and otters. A comprehensive and significant range of mitigation measures have been developed to address these effects which are discussed in some detail at **Chapter 10** of the draft **ES**. The proposed mitigation includes, the creation of interim habitats, the creation of the new Community Parks early in the development, translocation of important hedgerows where possible and the adoption of a Demolition and Construction Environmental Management Plan and Ecological Management and Mitigation Plan in all construction phases.
- 9.3.4 As a result, significant residual effects in the operational phase have been identified, but these are generally at the site or 'local scale' (notably on farmland birds) or while habitats develop. This is balanced in part through the provision of significant new and enhanced habitat including the Green Infrastructure framework and the proposed new community parks, to be maintained in the long term, which would provide benefits to a range of wildlife and which would be appropriately managed for the duration of the operational phase. The habitats created would address local and national biodiversity action plan targets.
- 9.3.5 Additional ecological mitigation has been incorporated into the parameters for WMI, which include retention of a portion of Calf Heath Wood, which comprises the more ecologically diverse areas of the plantation woodland. The development parameters also ensure many existing ecological corridors are retained and enhanced across the site and, upon completion of the development there will be an overall net gain in the areas of woodland/ tree groups/ trees and lengths of hedgerow across the site.
- 9.3.6 Mitigation for the loss of veteran trees will also be undertaken in order to retain as far as possible the specialist habitat that their veteran condition currently

offers to local bio-diversity. The mitigation measures will be suitably tailored to ensure continuation of that habitat resource as best possible.

- 9.3.7 Due to the nature and scale of the WMI proposals, it would require the loss of 4 of the 11 true veteran trees and 5 of the 25 transitional veteran trees on site. We have sought to conserve all veteran trees, where possible, and only where their loss is unavoidable are veteran trees proposed to be lost.

9.4 Air Quality and Carbon Emissions

- 9.4.1 Policy at all levels provides strong support for development which has the potential to improve air quality and reduce carbon emissions. In practice, the WMI proposals would secure substantial carbon benefits. As the NPS explains:

“Rail transport has a crucial role to play in delivering significant reductions in pollution and congestion. Tonne for tonne rail freight produces 70% less CO₂ than road freight, up to 15 times lower NO_x emissions and nearly 90% lower PM₁₀ emissions. It also has decongestion benefits – depending on its load, each freight train can remove between 43 and 77 HGVs from the road.” (NPS paragraph 2.35).

- 9.4.2 The WMI SRFI is forecast to receive 10 trains per day at maturity – the potential scale of carbon savings is clear and substantial.
- 9.4.3 The **draft ES** assesses the likely environmental effects and the associated likely effects of WMI in respect of air quality at **Chapter 7**. Assessment of the carbon emissions is not yet complete and will be available in a Sustainability Statement which will be submitted in support of the DCO application.
- 9.4.4 At the time of writing the **draft ES** further air quality assessment was ongoing and will be reported in the final ES. The final assessment will consider sources of emissions including construction dust, vehicle (traffic) emissions (including impacts to the wider road network) and rail emissions. The assessment utilises desk study data from publicly available sources, information obtained through consultation with key stakeholders including local monitoring data, and assessment and modelling undertaken specifically for the WMI scheme.

Measures will be proposed through the ODCEMP to limit and control effects during construction and to ensure best practice in construction activities.

9.5 Landscape and Visual Impacts

- 9.5.1 Full details and assessment of the landscape and visual impacts of the WMI proposals are contained within **Chapter 12** of the draft **ES** and landscape design issues are explained in the draft **Design and Access Statement** [Document 7.5].
- 9.5.2 The **Green Infrastructure Parameter Plan** (see Figure 7) illustrates the extent of the proposed green infrastructure, including the location and heights of the proposed mounding and the extent of the proposed community parks. The purpose of the green infrastructure parameters is to help integrate the development into the existing landscape, improve local biodiversity and ecological value of the site and improve the interconnectivity within and immediately adjacent to the site whilst maintaining safe and enjoyable public access to the new community parks.
- 9.5.3 The WMI site lies approximately 3km to the west of the south western extent of the Cannock Chase Area of Outstanding Natural Beauty (AONB). The proposed development has taken into account and addressed the potential effects upon the important landscape and visual receptors. The assessment concludes that there is unlikely to be a significant effect upon the landscape character (including its special qualities) of the Cannock Chase AONB. The influence of the WMI development will be limited to the south west corner of the AONB and the proposals will form one of a number of active and large-scale infrastructure elements and developments in this context (including the settlement of Cannock, the M6 Motorway, the energy from waste plant, the Rodbaston Wind Turbines, the Four Ashes Industrial Estate, etc.).
- 9.5.4 However, it is acknowledged that the WMI proposals would result in a loss of landscape, whilst substantially urbanising land which is predominantly now countryside. Therefore, primary landscape and visual mitigation measures and considerations have been incorporated as an integral (or 'embedded') part of the design and layout of the WMI development. These include attention to the heights of the proposed warehouses, with the highest buildings proposed to be located in the centre of the site, and consideration of the earthworks and types of planting proposals, with the extensive use of perimeter mounding and planting to screen activities and limit views. All of these aspects and features

have been taken into account in the design of the development and the development parameters and have been assessed for both the construction and operational stages.

- 9.5.5 In total, 32% of the application site is proposed to be given over to green infrastructure and it is proposed to locate the new buildings and infrastructure within a large framework of new and existing landscaped areas and corridors.
- 9.5.6 Well managed and controlled site activities and the application of good practices throughout the construction process will also help to minimise the potential adverse visual effects arising from construction.
- 9.5.7 In general, the landscape effects of the completed and operational development would reduce over time following the establishment and maturing of the proposed planting and habitat creation. The comprehensive management of not only the proposed planting and habitats but also the existing conserved woodland, trees, hedgerows and other habitats would also assist in reducing the initial landscape effects.
- 9.5.8 It is considered that residual visual effects for many of the properties on Croft Lane, A5, A449, Station Drive, Vicarage Rd and Straight Mile will reduce over time as a result of the visual screening and filtering of the proposed development by the proposed woodland and other planting. Views from the majority of these properties will still be possible after 15 years. However, these are likely to be more limited and, in many instances, will only be towards the higher parts of the buildings. At this stage, the visual effects are likely to vary up to moderate/ major adverse for a number of properties, although the majority of those on or close to these surrounding roads will experience a reduced level of effect as a result of more limited and restricted views. A similar reduction in the level of visual effects would generally be experienced by other properties and receptors close to the site as a result of the proposed mounding and the increasing maturity of the proposed planting.
- 9.5.9 From the canal (towpath and boat users), the maturing of the new woodland, trees and other planting, coupled with positive management of the planting would increasingly reduce the visual effects of the proposed development over time. After 15 years, the visual effects are assessed as moderate adverse. A similar residual moderate adverse visual effect would also be experienced by users of Calf Heath Reservoir.

- 9.5.10 The development will have a significant effect on the openness of the Green Belt. 297 ha of countryside would become substantially developed, although the extent of the green infrastructure and landscaping mean that significant parts of the site will retain an open character. If the need for a SRFI is to be met, however, some impact on openness is inevitable, particularly as the **draft Alternative Sites Assessment** has shown that the need can only be satisfied in a green field, Green Belt location.
- 9.5.11 The WMI site is relatively enclosed by mature woodland, trees and hedgerows, and its setting is significantly affected by the proximity of substantial built development and urban influences. These features limit the site's visual influence and its connection with (and contribution to) the surrounding landscape. The site has clear boundaries, which would be reinforced with mounding and screening.

9.6 Socio-Economics

- 9.6.1 The socio-economic effects are considered primarily in terms of effects on employment as a key economic indicator, including the types of jobs and their skill profile. However, the assessment in **Chapter 14** of the draft **ES** also considers the potential for the WMI development to have significant economic effects, and considers the potential effects on human health and recreation and amenity and on local businesses.
- 9.6.2 Economic benefits to the economy at a regional or national level are usually expressed in terms of Gross Value Added (GVA) which is a measure of additional value generated in the economy by the development through the production of goods or services. WMI would generate an estimated £427 million in GVA each year of operation and the indirect effects in the wider economy (through supply chain effects) generated by investment at WMI would result in indirect additional GVA effects totalling £1,341 million. In the context of the local, regional and Local Enterprise Partnership economies, this would be a major beneficial effect. Although the effect is small in the context of the size of the UK economy, a contribution of this magnitude from a single development project is also considered to be beneficial at a National level.
- 9.6.3 The employment impacts of the development are overwhelmingly positive. Using standard ratios of floorspace to employment and based on experience elsewhere, analysis suggests that the proposal will result in around 8,550 additional jobs once operational. Construction employment will also be

created, although on a smaller scale due to the timeframe and the method of construction. Overall, the effects of employment creation here, especially in the context of unemployment within the potential labour catchment, would have a permanent and major beneficial effect at the Local and District level – and within the Stoke and Staffordshire Local Enterprise Partnership Area. In addition, an estimated 8,000 indirect and induced jobs would be supported in the UK economy by the activity at WMI.

- 9.6.4 No significant residual adverse effects have been identified that would result in significant effects on health and recreation and amenity.

9.7 Transport Networks

- 9.7.1 The effect of the WMI project on transport networks has been the subject of comprehensive analysis, both in terms of the effects on road and rail transport. Full details and assessment of the impacts of the scheme on transport networks can be seen in **Chapter 15** of the draft **ES** and the draft **Transport Assessment**.
- 9.7.2 In addition, a draft **Rail Operations Report** has been produced which focuses on the rail-related aspects of the WMI proposals and describes the main line railway access from the site, proposed on-site railway infrastructure and associated interchange facilities and estimates the rail-related traffic at a mature level of operations.

Highways

- 9.7.3 The WMI site is currently very well served by the road network locally, regionally and nationally. The site is located at a strategic location in the national highway network, close to Junction 12 of the M6, close to the M54 and linked directly by the A5 and A449.
- 9.7.4 There are a number of highway works proposed to serve the WMI scheme. These aspects of the strategy will ensure that appropriate access is provided for WMI traffic, ensure that the proposed development does not have an adverse impact upon the existing transport network and also provide improvements for some existing road users and residents.

9.7.5 In order to facilitate highway access to the WMI site, it is proposed to construct the following new roundabout junctions and one new adopted road;

- the construction of a new roundabout on the A5, providing access to the site from the north;
- the construction of a new roundabout on the A449, providing access to the site from the west;
- the construction of a new adopted road connecting the A5 and A449 between these two new junctions;
- the construction of a new roundabout on Vicarage Road, providing access to the site to the north east;

9.7.6 There will also be a number of other improvements to the local highway network, including:

- alterations to the junction layout at the A449 / Station Drive junction to enable a banned right turn from the south to be imposed;
- alterations to the layout of Crateford Lane to make it one way in a west to east direction; and
- the construction of an HGV turning area on Station Drive, before the low WCML bridge.

9.7.7 The local highway improvements have been derived from the WMI traffic data, which has all been agreed with Highways England and Staffordshire County Council and the forecasting has been undertaken using Highways England models. The models have been refined in agreement with both authorities to reflect the local current planning conditions and the WMI scheme.

9.7.8 To promote sustainable travel principles to the site, a draft **Framework Workplace Travel Plan** and draft **Sustainable Transport Strategy** have also been developed and are appended to the draft **Transport Assessment**. Measures included in these documents include suggested new and expanded bus services, new and improved footways and cycleways on roads

surrounding the site and initiatives to reduce single occupancy car travel such as personalised travel planning, dedicated travel website and a car sharing portal.

- 9.7.9 A draft **Framework HGV Management Plan** and draft **Framework Construction Traffic Management Plan** have also been produced (and appended to the draft **Transport Assessment**) in order to reduce the impact of HGVs upon the local highway network. This will include the banning of WMI HGVs through Penkridge (apart from those vehicles with specific business in the town), which will be enforced by a monitoring regime.
- 9.7.10 An important highway mitigation measure is the new road through the site which connects the new A5 and A449 roundabouts. This road will provide an alternative route for both existing road users and WMI traffic, which will allow them to bypass the Gailey Roundabout. It will be available for use by public traffic at all times and would be a signed route between M6 Junction 12 and the A449. This additional choice of route means that in the future there will be added resilience to this area, whereby vehicles can vary their route as necessary.
- 9.7.11 Based on the inclusion of the embedded mitigation measures, such as the new road through the site, no significant adverse effects are anticipated during the construction or completed development phase of the proposed development as a result of transport and access.
- 9.7.12 The mitigation strategy will provide greater resilience on the strategic road network around the site through the provision of the route through the site connecting the A449 and the A5, measures to manage traffic on local roads and improved facilities for pedestrians and cyclists.

Rail

- 9.7.1 FAL has engaged with Network Rail on the evolution of the proposals since 2007 covering main line connections and access for trains over the national network. Prior to engagement with FAL, authority was sought from Network Rail's internal investment panels which scrutinised the initial SRFI proposals in order to determine whether the scheme would introduce unacceptable risk to Network Rail's Licence Conditions in respect of asset protection and service resilience. The internal panels approved the proposals and these have since

progressed through the relevant initial stages of Network Rail's internal development process known as GRIP (Guide to Rail Investment Projects).

- 9.7.2 Based on the outputs of the GRIP workstreams, Network Rail considers that the network capacity can be made available to align with the anticipated growth of traffic to / from WMI, beyond the Planning Act 2008 definition of a SRFI (up to 4 trains per day in and out of the site). In practice, trains to and from WMI would then be scheduled in accordance with long-established rail industry procedures, with train operating companies applying for paths from Network Rail to draw on spare capacity within the timetable, so avoiding conflicts with existing services.
- 9.7.3 Network Rail also considers that WMI can be connected into the existing WCML without adverse impacts on the operation of the railway, having made provision in the recent Wolverhampton area re-signalling project to accommodate the anticipated future signalling requirements of WMI. Therefore, no mitigation measures are proposed beyond amendments to the existing track and signalling to accommodate the new main line connections. Two existing overbridges will be removed, one (Gravelly Way) being replaced with a new structure, the other being a disused accommodation bridge.

9.8 Noise

- 9.8.1 The forecast noise effects of the development are set out in **Chapter 13** of the draft **ES**. The assessment considers the potential effects of noise and vibration on sensitive receptors, primarily human (residential receptors) from sources including construction activities, completed development plant and vehicle movements and traffic on the local road network.
- 9.8.2 The noise assessment included noise surveys undertaken around the proposed site. The surveys have provided a picture of the current noise levels and sources on the site. Generally, the baseline noise levels recorded during the surveys were considered to be low, despite the busy roads within the vicinity of the site perimeter.
- 9.8.3 Sensitive noise receptors close to the site include: the existing local residents along the A5, to the north of the site; on Croft Lane, to the north of the site; on Station Drive, to the south of the Site; along the A449, to the west of the Site; and in Calf Heath, to the south-east of the site. Canal users that moor along

the Staffordshire and Worcestershire Canal, close to the Croft Lane and users of the canal towpath are also sensitive noise receptors.

- 9.8.4 Potential effects identified for noise and vibration include the noise generated by construction plant and traffic movements to and from the site. The construction of the WMI development would give rise to temporary significant adverse effects at receptors that are located close to construction activities.
- 9.8.5 A draft **Outline Demolition and Construction Environmental Management Plan** (ODCEMP) has been prepared for the WMI project in order to establish the minimum environmental controls that will be put in place during the demolition and construction stages. The ODCEMP contains several measures which will be implemented to ensure that the potential noise impacts are minimised. In relation to construction vibration effects, no significant adverse effects are identified and localised issues are proposed to be addressed through the ODCEMP.
- 9.8.6 Once the development is completed, noise and vibration would be generated by increased traffic on the local road network and by plant, rolling stock, vehicles and machinery. These effects have been limited by several measures which are embedded into the design of the WMI masterplan, including:
- the potential to orientate noise generating activity such as the operation of service yards away from residential receptors, with the use of the buildings themselves used as noise screens;
 - the location of the rail terminal adjacent to the existing rail line away from immediate residential receptors and the incorporation within the scheme itself of additional land for noise and visual mitigation – for instance, to achieve separation between properties in Station Drive and the rail interchange;
 - a commitment to a high-quality building specification and to operating procedures to limit noise effects; and
 - the development of an extensive green infrastructure network which includes, in particular, the use of landscaped bunds to screen residential receptors from noise generating activities.

- 9.8.7 Resulting noise levels would have adverse effects for the closest properties. Whilst the noise levels will be less than those that would otherwise trigger a need for noise insulation (in the form of double glazing and ventilation), FAL propose to commit to a Noise Insulation Scheme for the most affected properties to ensure that the WMI development does not result in any homes experiencing internal noise levels greater than that recommended by British Standards or the World Health Organisation.

10. Stage 2 Consultation

- 10.1.1 Informal and non-statutory consultation and engagement about the West Midlands Interchange proposals has been underway for several years with a large number of local partners and bodies. This has helped shape and inform the project and the detailed proposals.
- 10.1.2 FAL carried out Stage 1 Consultation (non-statutory) from 13 June 2016 to 24 July 2016 to gather evidence and inform the development of the proposed scheme. Stage 2 Consultation (statutory) will be carried out from Wednesday 5 July 2017 to Wednesday 30 August 2017. Stage 2 Consultation includes detailed information about the proposed scheme as well as a report setting out the feedback received during the first stage of consultation (the “**Interim Consultation Report**”).

10.2 Programme

- 10.2.1 The following is the anticipated programme for the West Midlands Interchange project:
- **Stage 2 (Statutory) Consultation** will run from 5 July 2017 to 30 August 2017 – having reviewed the comments from Stage 1, we are presenting the preferred proposals in greater detail. Stage 2 consultation includes substantial technical information about the proposal, including an assessment in draft of likely principal environmental effects.
 - **The Development Consent Order application** would then be prepared, taking account of all of the work done and the feedback received. The submission of the Development Consent Order application to the Planning Inspectorate (PINs) is anticipated to take place at the end of 2017 / Early 2018.
 - Subject to the **Acceptance** (one month) and **Pre-examination** (approximately three months) stages, it is anticipated that the Planning Inspectorate would carry out the **Examination** of the application from May to October 2018. During this stage, people who have registered to have their say, will be invited to provide more details of their views

in writing and it is likely that the Planning Inspectors would establish hearings for the public to express their views and for specific issues to be examined.

- The Planning Inspectorate would then prepare a report on the application to the Secretary of State for Transport, including a recommendation, within three months of the Examination. The Secretary of State then has a further three months to **Issue the Decision** on whether to approve the development consent order applied for.

10.3 What we are consulting on

10.3.1 During this stage of consultation, we are seeking comments and feedback on the proposed scheme presented in the Stage 2 Consultation documents. These include more detail than provided for the Stage 1 Consultation and include **Parameter Plans**, a revised **Illustrative Masterplan**, as well more advanced preliminary environmental information assessing the impact of the scheme. The plans show our preferred scheme for the WMI SRFI based on a revised western rail terminal option and include the highway mitigation measures required to accommodate the scheme along with greater detail of the green infrastructure to be provided.

10.4 Viewing the consultation documents

10.4.1 In order to make the consultation documents easily accessible, information is available through the following channels during Stage 2 Consultation:

- **Online:** All consultation documents is available to download from the project website: www.westmidlandsinterchange.co.uk.
- **Digital storage device:** A USB containing digital copies of all consultation documents will be available during the consultation. We will send a copy of this USB free of charge to those who request it.
- **Public exhibitions:** All consultation documents will be available for review at the public exhibitions. In addition, copies of this Overview Document, the Feedback Form and the Consultation USB will be available to take away from the exhibitions.

- **Posted on request:** A copy of this Overview Document, Feedback Form and/or USB containing the consultation documents will be sent free of charge to anyone who requests them. Printed copies of all other consultation documents are available on request, however there may be a charge of up to £500 required to cover the cost of printing.
- **Information points:** Copies of the Overview Document, Newsletter and Feedback Form are available to review and take away at three local information points. In addition, copies of all the documents listed are available at the local information points to review. The local information points will be checked every two weeks during the consultation period to ensure the documents are available.

10.4.2 The Local Information Points are:

Location	Opening Hours
Brewood Library, Newport Street, Brewood, ST19 9DT	Monday: closed Tuesday: 9am – 1pm and 2 – 7pm Wednesday to Friday: 9am – 1pm and 2 – 5pm Saturday: 9.30am – 1pm Sunday: closed
Penkridge Library, Bellbrook, Penkridge ST19 5DL	Monday: 2 – 6pm Tuesday: 2 – 7pm Wednesday: 10am – 1pm and 2 – 5pm Thursday: 2 – 5.30pm Friday: 10am – 1pm and 2 – 5pm Saturday: 9.30am – 1pm Sunday: closed
South Staffordshire Council, Wolverhampton Road, Codsall, WV8 1PX	Monday to Friday: 8.45am – 5pm Saturday and Sunday: closed

10.5 Meeting the project team

10.5.1 During the Stage 2 Consultation, we are holding five public exhibitions. These events allow people to discuss specific issues with the project team.

Date	Time	Location
Tuesday 11 July 2017	3pm to 8pm	Calf Heath Village Hall, Straight Mile, Calf Heath, Wolverhampton, WV10 7DW
Wednesday 12 July 2017	2pm to 7pm	Brewood Jubilee Hall, Bargate Street, Brewood, Staffordshire, ST19 9BB
Thursday 20 July 2017	3pm to 8pm	The Haling Dene Centre, Cannock Road, Penkridge, Stafford, ST19 5DT
Friday 21 July 2017	2pm to 7pm	Calf Heath Village Hall, Straight Mile, Calf Heath, Wolverhampton, WV10 7DW
Saturday 22 July 2017	10am to 2pm	Coven Memorial Hall, Brewood Road, Coven, WV9 5DL

10.5.2 In addition, the community relations team can be reached via:

- **Telephone:** 0800 377 7345
- **Email:** contactus@communityrelations.co.uk
- **Website:** www.westmidlandsinterchange.co.uk/contact-us

10.6 How to give us your views

10.6.1 Feedback can be sent through any of the channels below. The deadline for responding will be midnight on Wednesday 30 August 2017. Responses received after this date may not be considered as part of the responses to Stage 2 Consultation.

- **Online Feedback Form:** can be completed on the project website www.westmidlandsinterchange.co.uk
- **Email:** feedback can be sent via contactus@communityrelations.co.uk
- **Freepost:** the Feedback Form, or any other feedback, can be posted to the freepost address “FREEPOST WMI”

5. Links to technical documents and plans

[Newsletter](#)

[Overview Document](#)

[Feedback Form](#)

[Statement of Community Consultation](#)

[Illustrative traffic flow diagram](#)

[\(2.2\) Works Plans](#)

[\(2.3\) Access and Rights of Way – Key Plan](#)

[\(2.3\) Access and Rights of Way – Sheet 1](#)

[\(2.3\) Access and Rights of Way – Sheet 2](#)

[\(2.3\) Access and Rights of Way – Sheet 3](#)

[\(2.4\) Order Limits Plan – Key Plan](#)

[\(2.4\) Order Limits Plan – Sheet B](#)

[\(2.4\) Order Limits Plan – Sheet C](#)

[\(2.4\) Order Limits Plan – Sheet D](#)

[\(2.4\) Order Limits Plan – Sheet E](#)

[\(2.5\) Parameter Plan – Development Zone Plan – Key Plan](#)

[\(2.5\) Parameter Plan – Development Zone Plan – Sheet B](#)

[\(2.5\) Parameter Plan – Development Zone Plan – Sheet C](#)

[\(2.5\) Parameter Plan – Development Zone Plan – Sheet D](#)

[\(2.5\) Parameter Plan – Development Zone Plan – Sheet E](#)

[\(2.6\) Parameter Plan – Floor Levels & Height Plan – Key Plan](#)

[\(2.6\) Parameter Plan – Floor Levels & Heights Plan – Sheet B](#)

[\(2.6\) Parameter Plan – Floor Levels & Heights Plan – Sheet C](#)

[\(2.6\) Parameter Plan – Floor Levels & Heights Plan – Sheet D](#)

[\(2.6\) Parameter Plan – Floor Levels & Heights Plan – Sheet E](#)

[\(2.7\) Parameter Plan – Green Infrastructure Plan – Key Plan](#)

[\(2.7\) Parameter Plan – Green Infrastructure Plan – Sheet B](#)

[\(2.7\) Parameter Plan – Green Infrastructure Plan – Sheet C](#)

[\(2.7\) Parameter Plan – Green Infrastructure Plan – Sheet D](#)

[\(2.7\) Parameter Plan – Green Infrastructure Plan – Sheet E](#)

[\(2.8\) Illustrative Masterplan – Key Plan](#)

[\(2.8\) Illustrative Masterplan – Sheet B](#)

[\(2.8\) Illustrative Masterplan – Sheet C](#)

[\(2.8\) Illustrative Masterplan – Sheet D](#)

[\(2.8\) Illustrative Masterplan – Sheet E](#)

[\(2.9\) General Arrangement – Key Plan](#)

[\(2.9\) General Arrangement 101](#)

[\(2.9\) General Arrangement 102](#)

[\(2.9\) General Arrangement 103](#)

[\(2.9\) General Arrangement 104](#)

[\(2.9\) General Arrangement 105](#)

[\(2.9\) General Arrangement 106](#)

[\(2.9\) General Arrangement 107](#)

[\(2.9\) General Arrangement 108](#)

[\(2.9\) General Arrangement 109](#)

[\(2.9\) General Arrangement 110](#)

[\(2.9\) General Arrangement 111](#)

[\(2.10\) Highway Works – Key Plan](#)

[\(2.10\) Highway Works – Sheet 1](#)

[\(2.10\) Highway Works – Sheet 2](#)

[\(2.10\) Highway Works – Sheet 3](#)
[\(2.11\) Traffic Regulation Plan – Key Plan](#)
[\(2.11\) Traffic Regulation Plan – Sheet 1](#)
[\(2.11\) Traffic Regulation Plan – Sheet 2](#)
[\(2.11\) Traffic Regulation Plan – Sheet 3](#)
[\(2.12\) Speed Limits Plan](#)
[\(2.13\) Highway Classification – Key Plan](#)
[\(2.13\) Highway Classification – Sheet 1](#)
[\(2.13\) Highway Classification – Sheet 2](#)
[\(2.13\) Highway Classification – Sheet 3](#)
[\(2.14\) Rail interchange illustrative general arrangement](#)
[\(2.15\) Rail interchange illustrative phase 1 layout](#)
[\(2.15\) Rail interchange illustrative phase 2 layout](#)
[\(2.16\) Long Sections Railway Alignment](#)
[\(2.16\) Cross Sections Railway Alignment Sheet 1](#)
[\(2.16\) Cross Sections Railway Alignment Sheet 2](#)
[\(2.17\) Parish Boundaries Plan – Key Plan](#)
[\(2.17\) Parish Boundaries Plan – Sheet B](#)
[\(2.17\) Parish Boundaries Plan – Sheet C](#)
[\(2.17\) Parish Boundaries Plan – Sheet D](#)
[\(2.17\) Parish Boundaries Plan – Sheet E](#)
[\(2.18\) Proposed Bridge Plans – Location Plan](#)
[\(2.18\) Proposed Bridge Plans – Rail Sidings](#)
[\(2.18\) Proposed Bridge Plans – WCML](#)
[\(2.18\) Proposed Bridge Plans – Staffs & Worcs Canal](#)
[\(3.1\) Draft Development Consent Order](#)
[\(3.2\) Explanatory Memorandum](#)
[\(6.2\) Draft Environmental Statement Vol 1](#)
[\(6.2\) Draft Environmental Statement Vol 2 \(1 of 7\)](#)
[\(6.2\) Draft Environmental Statement Vol 2 \(2 of 7\)](#)
[\(6.2\) Draft Environmental Statement Vol 2 \(3 of 7\)](#)
[\(6.2\) Draft Environmental Statement Vol 2 \(4 of 7\)](#)
[\(6.2\) Draft Environmental Statement Vol 2 \(5 of 7\) Part 1](#)
[\(6.2\) Draft Environmental Statement Vol 2 \(5 of 7\) Part 2](#)
[\(6.2\) Draft Environmental Statement Vol 2 \(6 of 7\)](#)
[\(6.2\) Draft Environmental Statement Vol 2 \(7 of 7\)](#)
[\(6.2\) Draft Environmental Statement Vol 3 \(Photomontages\)](#)
[\(6.3\) Draft Environmental Statement – Non-Technical Summary](#)
[\(7.1\) Planning Statement](#)
[\(7.2\) Alternative Sites Assessment](#)
[\(7.3\) Rail Operations Report](#)
[\(7.4\) Market Assessment](#)
[\(7.5\) Design & Access Statement](#)
[\(7.10\) Interim Consultation Report](#)
[\(9.0\) Transport Assessment \(1 of 3\) Text](#)
[\(9.0\) Transport Assessment \(2 of 3\) Figures](#)
[\(9.0\) Transport Assessment \(3 of 3\) Appendices](#)