

The West Midlands Rail Freight Interchange Order 201x

Statement of Common Ground – Canal and River Trust

Document Ref X

Regulation 5(2)(q)

March 2019

Revision	Date	Authors
	11 03 19	FPCR

Contents

1. GLOSSARY	1
2. INTRODUCTION	1
3. BACKGROUND	2
3.2 The Site	2
3.3 Staffordshire and Worcestershire Canal.....	3
3.4 Proposed Development	4
4. GENERAL MATTERS AGREED	5
5. DETAILED MATTERS AGREED.....	5
5.1 Heritage, Character and Amenity	5
5.2 Bridge Crossings.....	9
5.3 Towpath and Access	12
5.4 Calf Heath Reservoir	12
5.5 Staffordshire and Worcestershire Canal Feeder Course	13
5.6 Natural Environment (including Noise and Air Quality)	13
5.7 Surface Water Drainage.....	15
5.8 Land Ownership.....	16
5.9 Commercial Matters	16
6. CONCLUSION	16
7. SIGNED PARTIES	17

1. GLOSSARY

1.1.1 The terms used in this document are as follows:

DCLG	Department for Communities and Local Government
DCO	Development Consent Order
ExA	Examining Authority
CRT	Canal and River Trust
CES	Canal Enhancement Scheme
SoCG	Statement of Common Ground
SRFI	Strategic Rail Freight Interchange
WMI	West Midlands Interchange

2. INTRODUCTION

2.1.1 This Statement of Common Ground (SoCG) has been prepared by FPCR Environment and Design Ltd (FPCR) on behalf of Four Ashes Limited (FAL, the Applicant) and Canal and River Trust (CRT). It sets out common ground between the two parties (FAL and CRT) in respect of the West Midlands Interchange (WMI) application (the Application).

2.1.2 This statement sets out the matters of interest to CRT on which there is agreement between the Applicant and CRT. It also sets out the matters which, at the time of writing, there is not agreement between CRT and the Applicant.

2.1.3 The purpose of this statement is to assist the Examining Authority (ExA) in making its recommendation on the Application. It has been prepared in accordance with DCLG Guidance¹.

2.1.4 The Applicant and CRT have met and corresponded throughout the consultation period of the Application. This has shaped the technical inputs to the Application as submitted. The Consultation Report (Document 7.10),

¹ Planning Act 2008: Guidance for the examination of applications for development consent, DCLG, March 2015

as prepared by Copper, catalogues the dialogue between the two parties leading up to the submission of the Application.

2.1.5 Discussion around the design and construction methodologies for new and demolished structures has been held between Waldeck Consulting and CRT. Accordingly, provisions have been made in the designs produced to date and the detailed design is to follow the Code of Practice process.

2.1.6 This SoCG covers the following matters:

- Heritage, Character and Amenity;
- Bridge Crossings;
- Towpath and Access;
- Calf Heath Reservoir;
- Staffordshire and Worcestershire Canal Feeder Course;
- Natural Environment (including Noise and Air Quality);
- Surface Water Drainage;
- Land Ownership; and
- Commercial Matters.

3. BACKGROUND

3.1.1 The Application is for a Development Consent Order (DCO) under the Planning Act 2008, for a proposed strategic rail freight interchange (SRFI) in South Staffordshire District (the Site).

3.2 The Site

3.2.1 The Site comprises approximately 297 hectares (ha) of land.

3.2.2 The Site, located at Four Ashes, Staffordshire, is approximately 10km north of Wolverhampton and lies immediately west of Junction 12 of the M6.

3.2.3 The Site is broadly bounded by the A5 trunk 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 trunk road (Stafford Road), from the Gailey Roundabout to Station Drive to the west. The south-eastern area of the Site is bisected by Vicarage Road.

3.2.4 The Site is characterised by a mix of uses including a large area of sand and gravel mineral extraction within the east known as Calf Heath Quarry and a patchwork of agricultural fields with hedgerows and trees to the west and south of this, with an area of mixed woodland known as Calf Heath Wood in the centre of the Site. The current use of the Site is mainly arable farming and the mineral extraction area covers approximately 40ha, with almost the entirety of this area currently open-cast.

3.3 Staffordshire and Worcestershire Canal

3.3.1 The Staffordshire and Worcestershire Canal travels through the Site along a broadly north-south alignment and there are existing marinas both to the north at Gailey and to the south-east of the site at Hatherton. Hatherton Canal, joins with the Staffordshire and Worcestershire Canal approximately 350m south-east of the Site boundary.

3.3.2 The Staffordshire & Worcestershire Canal is a designated Conservation Area. The Conservation Area designation covers the length of the Canal, which extends approximately 74km (46 miles) from Great Haywood in Staffordshire, to Stourport in Worcestershire. The Canal was first designated as a Conservation Area in 1978.

3.3.3 Approximately 85- 90% of the Canal bank within and immediately adjoining the Site is presently formed from intact sheet piling.

3.3.4 A towpath extends along the western side of the Canal for its length through the Site and this has links to Croft Lane, Gravelly Way, Station Road and a minor road to the south of Straight Mile.

3.3.5 There are no approved permanent mooring sites within the Site (or Order Limits). All moorings within the Order Limit are visitor / leisure moorings, which are subject to limits varying from “*no overnight stay*” to “*maximum 5 days*”.

3.3.6 Two reservoirs, Calf Heath Reservoir and Gailey Reservoir, are situated immediately adjacent to and approximately 500m north-east of the north-eastern Site boundary. These reservoirs both feed and are linked to the Staffordshire and Worcestershire Canal via a partially culverted watercourse situated partly within the Site, along the northern Site boundary (alongside the A5), as well as to Hatherton Canal via a partially culverted watercourse to the east and south east of the Site.

3.4 Proposed Development

3.4.1 In summary, the development proposals include the following:

- An intermodal freight terminal with direct connections to the West Coast Main Line, capable of accommodating up to 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 (gross internal area) of rail served warehousing and ancillary service buildings;
- New road infrastructure and works to the existing road infrastructure;
- Demolition and alterations to existing structures and earthworks to create development plots and landscape zones;
- Reconfiguring 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.

Canal Enhancement Scheme (CES)

3.4.2 A Canal Enhancement Scheme (CES) will be agreed and secured through a DCO Requirement. The improvements and mitigation measures included in the CES will only relate to the section of the Canal which is located within the WMI Order Limits.

3.4.3 The CES will include improvements and mitigation measures. It is anticipated that the CES is likely to include:

- Towpath surfacing improvements using a suitable bound/compacted gravel surface;
- New pedestrian connections to the towpath from the proposed Croft Lane Community Park;
- New sympathetic wayfinding and information signage along the Canal at appropriate locations and, in particular, at the access points;
- Fishing pegs installed at agreed locations;

- Specific ecological mitigation included in the FEMMP (Doc 6.2; Technical Appendix 10.4).

3.4.4 FAL and CRT have discussed and agreed the likely improvements and mitigation measures that form the CES listed above.

4. GENERAL MATTERS AGREED

4.1.1 The Applicant and CRT agree on the following areas of interest to the CRT:

- The nature and extent of the development in relation to the Staffordshire and Worcestershire Canal and Calf Heath Reservoir;
- The potential effect of the development on the Staffordshire and Worcestershire Canal, the Gailey and Hatherton Marinas and Calf Heath Reservoir and visitors/ users of these facilities/ features.
- The design and mitigation measures and methods to be adopted during construction and operation of the development.

4.1.2 The Applicant and CRT have worked positively to seek agreement on all relevant matters.

4.1.3 The Applicant and CRT agree that all assessment works relating to: Cultural Heritage; Ecology and Biodiversity; Landscape and Visual impact; and the Water Environment and Flood Risk included in the Application are based on reasonable and appropriate methodologies.

4.1.4 The Applicant and CRT have agreed commercial terms for the bridge, culvert and other necessary rights. [Note: written confirmation awaited from CRT.]

5. DETAILED MATTERS AGREED

5.1 Heritage, Character and Amenity

Existing Character and Conservation Area

5.1.1 The Staffordshire & Worcestershire Canal is a designated Conservation Area. The Conservation Area designation covers the length of the Canal, which extends approximately 74km (46 miles) from Great Haywood in

Staffordshire, to Stourport in Worcestershire. The Canal was first designated as a Conservation Area in 1978.

- 5.1.2 The relevant published documents include the Staffordshire and Worcestershire Canal Conservation Area Appraisal prepared by Staffordshire County Council (1978). Other relevant documents are the list entry descriptions for the listed buildings within the section of the canal which travels through the Site. The list entries are included as ES Technical Appendix 9.7 (Doc 6.2).
- 5.1.3 The setting of the Staffordshire and Worcestershire Canal CA is characterised by a transition between different landscape types and land uses, including built-up areas, industrial areas and rural landscapes. This variety is apparent in the relatively small (c.4km) section of the CA which passes through the Site.
- 5.1.4 This part of the Canal corridor encompasses both rural and urban characteristics and features and includes both open farmland and industrial and commercial developments. It has experienced later and more recent influences, such as the Four Ashes Industrial Estate, the S.I. Group Chemical Plant and the more recent Bericote development.
- 5.1.5 Other influences within this part of the corridor include the major road networks (M6, A5, A449), as well as an existing railway line (West Coast Main Line) and mineral extraction (Calf Heath Quarry). The combination of these developments has over time altered the character of the landscape setting to the Canal through this area.

Landscape Design Approach and Mitigation

- 5.1.6 The proposed Green Infrastructure (GI) (including existing and new planting and habitats) extends to approximately 36% of the total site area. The extent of the proposed GI is detailed on the GI Parameters Plan (Doc 2.7). An Illustrative GI Plan is included at (Doc 6.2; ES Figure 12.11) and depicts how the GI proposals could come forward at the detailed design stage.
- 5.1.7 The GI and strategic landscape proposals have been designed to respect the nature and extent of views from the Canal.
- 5.1.8 The conservation and enhancement of the Canal as a part of a 'Green Corridor' and publicly accessible area, comprising retained Canal side

environment, trees and planting and new associated wetland and woodland habitats and increased public access; including the creation of the Croft Lane Community Park, is a sensible design approach for the treatment of this stretch of the Canal corridor.

- 5.1.9 To the north of Gravelly Way, the closest Development Zones of the Proposed Development are set back from the Canal by at least 70 metres and up to approximately 250 metres.
- 5.1.10 The use of landscape 'buffer' areas and bunds to mitigate the potential impacts of the proposed development is a sensible design strategy.
- 5.1.11 The heights of the bunding along the eastern side of the Canal will vary between 3.5m and 6m in height. To the west the nearest mounding will vary between 4.5m and 6m in height.
- 5.1.12 The landscape buffer 'areas' and bunds to the Canal will be effective in mitigating and visually screening much of the Proposed Development, including the more active and lower level parts of the proposed Development Zones (e.g. service yards and car parks).
- 5.1.13 The design approach for the landscape 'buffer' areas and bunds relating to the Canal are illustrated on the Landscape Cross Sections (Document 6.2, Figure 12.12 – Illustrative Landscape Cross Sections (Sections C-CC; K-KK; and N-NN)); and Photomontage 2 (Document 6.2, Figure 12.13) depicts the view from the Canal towpath at Gailey Marina.
- 5.1.14 It will be appropriate for CRT (as with other relevant consultees) to be consulted on the subsequent detailed Green Infrastructure proposals during the detailed design period for each warehouse / relevant phase.

Assessment

- 5.1.15 There will be a degree of harm to the heritage value (significance) of the Canal CA arising from the change to the rural setting of the canal between Gailey and Gravelly Way consequent of the Proposed Development. The level of harm to the CA will be less than substantial to the heritage value of the Canal CA.
- 5.1.16 The Cultural Heritage assessment makes a distinction between the impact on both the section of the canal which runs through the Site, and the effect

on the Conservation Area as a whole. This is the appropriate approach to understand the impact of the proposals on the CA in respect of the relevant statute and policy.

- 5.1.17 The direct effects to the Canal CA will include the removal of redundant steel pipe bridges and improvements to the towpath. These works will enhance the character and appearance of the CA by removing later structures which currently detract from the character and appearance of the canal, alongside improvements to the fabric of the canal (towpath) and the ability to access and appreciate the historic waterway.
- 5.1.18 The direct effects to the Canal CA also include the introduction of a new road bridge at Gravelly Way. This will be located at a point where the Canal meanders which prevents longer ranging views along the waterway.
- 5.1.19 There is already a modern bridge crossing at this location (Four Ashes Bridge (no. 78A) as well as a historic bridge (Gravelly Way Bridge, No. 78). The new bridge will be located to the north of the existing modern bridge and not cause a material change to the setting of bridge no. 78, which is identified as a non-designated heritage asset.
- 5.1.20 The Landscape and Visual Impact Assessment acknowledges that the Proposed Development will result in changes to the landscape character of the Canal corridor through the Site and for relatively short distances to the north and south of the Site. The most notable changes will occur for the stretch of Canal between the A5 and the Gravelly Way Bridge crossing towards the centre of the Site.
- 5.1.21 There will be limited loss of existing Canalside planting and new appropriate planting and wetland habits will be created in close proximity to the Canal.
- 5.1.22 The existing and proposed Canal bridges lie at the northern end of the existing SI Works and recent Bericote Development at a point where there is an existing change in the landscape character of the Canal corridor. The proposed road bridge will thus not sever an existing unified or cohesive stretch of the Canalside landscape.
- 5.1.23 The nature and significance of the visual effects for Canal and towpath users will vary with the most notable visual change arising between Gailey Marina and Gravelly Way Bridge and for a very short stretch immediately to the east of Long Molls Bridge (south of Straight Mile).

5.1.24 South of Gravelly Way Bridge, views towards the Proposed Development will be limited due to the existing industrial uses and buildings to both sides of the Canal.

5.2 Bridge Crossings

Existing Canal Bridge Crossings

5.2.1 Existing Canal bridge crossings within or close to the Site comprise

- A5 road bridge (CRT Bridge No. 79);
- Four Ashes Bridge (CRT Bridge No. 78a);
- Gravelly Way Bridge (CRT Bridge No. 78);
- Calf Heath Bridge (CRT Bridge No. 77);
- Long Molls Bridge (CRT Bridge No. 76) (south of Straight Mile).

5.2.2 None of the above existing bridges will be removed as a result of the Proposed Development.

5.2.3 Existing Gravelly Way Bridge (CRT Bridge No. 78a) is to be retained to provide a safe bridge crossing for cyclists and pedestrians. Any use of the older bridge (CRT Bridge No.78) as the principal cycle pedestrian access would not be appropriate on health and safety grounds due to the narrowness of the bridge and the low height of the parapets.

5.2.4 As part of the development, it has been agreed that three structures which currently oversail the Staffordshire and Worcestershire canal, will be removed. These structures are identified in Document 6.2; Figure 4.4.

Concrete Bridge Over Canal

5.2.5 A road crossing, 'Schenectady Works Bridge', that previously linked the Four Ashes industrial estate to land east of the Staffordshire and Worcestershire Canal, is proposed to be removed as part of the development.

5.2.6 Removal of the bridge from the sensitive canal corridor will be undertaken in a planned and controlled manner in order to minimise disruption for canal users and to maximise opportunities for sustainable re-use of the materials.

- 5.2.7 The structure is to be demolished to foundation level and the embankments reinstated. Adequate screening is to be used during construction to prevent debris from entering the waterway and surrounding environment.
- 5.2.8 The fence line will be reinstated at the boundary between the towpath and the industrial site.
- 5.2.9 Investigation of the structure and design of the removal methodology is to follow the Canal and Rivers Trust Code of Practice process

Steel Pipe Bridges

- 5.2.10 As part of the canal improvement works it is proposed that two steel pipe bridges, 'Calf Heath Works Pipe Bridges', located on the eastern edge of the existing Four Ashes industrial estate, which cross the canal adjacent the SI Group chemical plant, are to be removed. These are identified on the 'Proposed Demolition Plan – Tile 3' drawing for the site.
- 5.2.11 As the super structures are from bolted steel sections, it is intended that the bridge span structures will be disconnected from the columns and craned away for dismantling.
- 5.2.12 The structure is to be removed to foundation level and the embankments reinstated. Adequate screening is to be used during construction to prevent debris from entering the waterway and surrounding environment.
- 5.2.13 The fence line will be reinstated at the boundary between the towpath and the industrial site.
- 5.2.14 Investigation of the structures and design of the removal methodology is to follow the Canal and Rivers Trust Code of Practice process.

Proposals

- 5.2.15 A new road bridge crossing of the Canal is acknowledged to be necessary should the Proposed Development be approved. The location of the road bridge crossing is appropriate in relation to the existing features and character of the Canal corridor.
- 5.2.16 The new road bridge will be located at a point where the Canal meanders and not at a point where there are longer ranging views along the waterway.

- 5.2.17 The road is proposed to cross the Staffordshire and Worcestershire Canal approximately 40m north of the existing Four Ashes Bridge, No 78a. The outline design for the bridge can be found on 2.18D 'Proposed Road Bridge B4 Section and Elevation'.
- 5.2.18 The design approach to be adopted for the new road bridge have been discussed between FAL and CRT at a series of meeting, since August 2016.
- 5.2.19 The design approach for the new road bridge is detailed in Section 7.9 of the Design and Access Statement (Doc 7.5) and represents a suitable approach at this stage of the design process.
- 5.2.20 The bridge design is only illustrative at this stage, with the design subject to a detailed application at the relevant time. Illustrative design proposals for the new road bridge are included at Doc 2.18D 'Proposed Road Bridge B4 Section and Elevation'
- 5.2.21 As recommended by CRT, the publication "*HS2 - Design Principles for Waterway Crossings*" (published by CRT) is a relevant reference document for the design of the new road bridge crossing. The illustrative design proposals for the new road bridge indicate that this HS2 bridge design guidance formed the basis for the design.
- 5.2.22 Further guidance in respect of the design was provided during consultation, which adjusted the facing materials and aesthetic to be more sympathetic to the adjacent, existing Gravelly Way crossing.
- 5.2.23 The subsequent design for the new road bridge should explore the option(s) for achieving a more 'framed' and linear line across the canal as referenced in the HS2 bridge design guidance.
- 5.2.24 The new road bridge crossing is to be adopted by the County Council, therefore, the materials chosen for the structure need to be consistent with the loading and design life requirements of the "*Design Manual for Roads and Bridges (DMRB)*" by Highways England.
- 5.2.25 The design and construction of the new road bridge crossing is to follow the Canal and Rivers Trust Code of Practice process.

5.3 Towpath and Access

5.3.1 The existing Canal towpath extends along the western side of the Canal.

5.3.2 The existing Canal towpath both within the Site and to the north and south is unsurfaced.

5.3.3 A Canal Enhancement Scheme (CES) has been developed through discussions between FAL and CRT. The obligation to produce a detailed CES will be secured via a requirement in the draft DCO (Doc 3.1; Schedule 2, 15).

5.3.4 It is anticipated that the detailed CES is likely to include:

- Towpath surfacing improvements using a suitable bound/compacted gravel surface;
- New pedestrian connections to the towpath from the proposed Croft Lane Community Park;
- New sympathetic wayfinding and information signage along the Canal at appropriate locations and, in particular, at the access points;

5.3.5 FAL will engage with CRT and other parties to produce and agree the detailed CES in due course.

5.4 Calf Heath Reservoir

5.4.1 Suitable access to the Calf Heath reservoir west dam will be maintained as part of the Proposed Development; to ensure inspection of the dam for leaks, as well as planned silt removal and regular vegetation management. On the basis that this access is maintained, Calf Heath Reservoir will continue to operate satisfactorily.

5.4.2 The ditch course at the foot of the Reservoir dam will be retained. This is shown on the drawing '*Works Associated with Canal and Rivers Trust Ditch Network*' (1516-0425-WDK-SI-C-301-012) (Doc 6.2 – Appendix 16.3).

5.4.3 The ditch course will be retained around the length of the reservoir where this lies within the Site.

5.4.4 A minimum 2 metre wide access maintenance strip to the ditch course is appropriate and will be provided.

5.5 Staffordshire and Worcestershire Canal Feeder Course

- 5.5.1 A feeder channel located along the northern site boundary currently runs between the Calf Heath Reservoir and the Staffordshire and Worcestershire Canal which conveys water from the reservoir spillway. It has been confirmed that the spillway and feeder channel are under the ownership of CRT.
- 5.5.2 The proposals for the new link road between the A449 and the A5 include a new roundabout and associated highway re-alignment on the A5 which will be constructed over a portion of the current channel route.
- 5.5.3 To facilitate the A5 realignment, a section of the canal feeder course is to be diverted and culverted beneath the new road.
- 5.5.4 The culvert size and alignments are to be confirmed at detailed design stage, following receipt of a detailed survey of the existing channel. The design will ensure that the existing flow rate is not throttled by the proposed culvert.
- 5.5.5 An unrestricted maintenance strip is to be provided to the southern edge of the channel.

5.6 Natural Environment (including Noise and Air Quality)

Ecology

- 5.6.1 Matters relating to the species / habitats associated with the Canal and Calf Heath Reservoir have been satisfactorily addressed and appropriate mitigation measures are set out in the ES (Doc 6.2 Chapter 10) and the Framework Ecological Mitigation and Management Plan (FEMMP) (Doc 6.2 ES Technical Appendix 10.4) and will be secured through a Requirement of the DCO.
- 5.6.2 No barriers to wildlife movement along the Canal will be introduced.
- 5.6.3 Four wildlife (mammal) crossings will be provided (Doc 6.2; Figure 10.002) in key locations within the green infrastructure (ecological corridors). The mammal crossings will be provided at interfaces with blue / green infrastructure (Table 10.10 (Doc 6.2)) and are to be secured via the FEMMP.

- 5.6.4 The detailed design of the wildlife crossings is for subsequent approval.
- 5.6.5 Measures provided within the Outline Demolition and Construction Environmental Management Plan (ODCEMP) (Doc 6.2; Technical Appendix 2.3) will seek to control the risk of pollution events, should they ever occur. This will be secured via the DCO (Requirement 4).
- 5.6.6 As outlined in Section 5 of the ODCEMP, an Emergency Incident Plan will be agreed to deal with any potential spillages and / or pollution incidents.
- 5.6.7 Table 10.10 of the ES states the sensitive lighting strategy will ensure “*The existing dark canal corridor will be maintained and no increase in lighting as a result of the Proposed Development*”. Figure 10.003 of the ES shows this and likewise at Calf Heath Reservoir. Gailey Reservoirs which includes Calf Heath Reservoir are considered in a specific section of the ES as receptors. Both the canal and the reservoir have been considered in the assessment for the species they support. The canal was identified and assessed as a key foraging and commuting area for bats as shown on Figure 10.1.634 of the Baseline Ecology Report – ES Technical Appendix 10.1.

Noise and Air Quality

- 5.6.8 The predicted construction noise levels that are referred to in Chapter 13 of the ES relate to the absolute worst-case situation, where all of the construction plant is located at the closest possible distance to the receptors. While this approach identifies the highest that the construction noise levels could be, in reality, the construction works are not anticipated to give rise to these highest levels, since all of the construction plant can not physically be located at the shortest possible distance to the canal. Furthermore, the higher ends of the ranges of construction noise levels are only likely to last for a limited period of time.
- 5.6.9 None of the moorings along the canal bordering the Site are permanent residential moorings, but are classed as leisure moorings. There are varying time limits on the moorings, ranging from “*No Overnight Stay*” to “*Maximum 5 days*”.
- 5.6.10 The only noise mitigation measures proposed for the scheme which are considered difficult to implement in relation to the canal is the bespoke noise insulation scheme, since it is not considered feasible to provide sound insulation for a large number of boats, none of which are likely to be in the area for an extended period of time.

5.6.11 Boaters and towpath users as well as Calf Heath Reservoir are considered as receptors in the ES Air Quality chapter (Doc 6.2).

5.7 Surface Water Drainage

5.7.1 National Policy Statement guidance on drainage design is to be followed.

5.7.2 The site wide surface water drainage strategy has been developed in line with the planning requirements of Staffordshire County Council as the Lead Local Flood Authority (LLFA).

5.7.3 The drainage strategy separates the proposed development in to four catchments and provides conveyance to existing land drainage outfalls wherever possible, aiming to mimic the local hydrological regime.

5.7.4 The quality of surface water from the development and the sensitivity of the canal network as a receptor in the context of the development has been assessed in the Water Framework Directive (Document 6.2; Technical Appendix 16.2).

5.7.5 The Proposed Development Surface Water Drainage Strategy Plan (Doc 6.2; Technical Appendix 16.3) provides an appropriate drainage strategy in accordance with National Planning Statement (NPS), so far as it relates to the Canal and the Reservoirs.

Surface Water Discharge to the Staffordshire and Worcestershire Canal

5.7.1 The surface water drainage strategy for the development proposes discharge to the Canal from the Site for one of the four identified catchments, 'Catchment D'.

5.7.2 Application(s) to CRT for surface water discharge will be required and will require approval to discharge surface water from the Site to the Canal. The volume, rate and velocity of discharge proposed, and the detailed outfall arrangement, are to be agreed by CRT using the Code of Practice application process.

Pipe Boring beneath the Staffordshire and Worcestershire Canal

- 5.7.3 The primary point of surface water discharge from the site has been identified as a culvert beneath the A449 between gravelly Way and Gailey. Refer to drawing 1516-0425-WDK-SI-S-331-006 'Existing Site Drainage', (Doc 6.2 – Appendix 16.3).
- 5.7.4 It is proposed to create a new, large capacity culvert beneath the canal, in the form of three thrust bored 750mm diameter pipes. An indicative section of the proposal is shown on the drawing 1516-0425-WDK-S-C-301-003 'Proposed Drainage Pipe Boring Under Existing Canal', (Doc 6.2 – Appendix 16.3).
- 5.7.5 The initial design meets the requirements of the Code of Practice guidance from Canal and Rivers Trust in so far as clearance from the canal bed and walls is provided to mitigate any impact on the structural integrity of the canal.
- 5.7.6 The detailed design and construction of the new bored pipelines are to be agreed by CRT and implemented using Code of Practice application process.

5.8 Land Ownership

- 5.8.1 Terms for the commercial rights agreed with the CRT on [xx xx xxx] include the right to transfer a small parcel of land to be included as part of the new bridge structure.

5.9 Commercial Matters

- 5.9.1 Terms for the commercial rights for the new bridge, new culvert and other rights have been agreed with the CRT on [xx xx xxx] including the right to transfer a small parcel of land need for the new bridge structure.

6. CONCLUSION

- 6.1.1 This statement sets out a record of the issues of interest to Canal and River Trust (CRT) and the extent to which these are agreed with Four Ashes Limited (FAL).
- 6.1.2 It sets out the general circumstances surrounding each issue and the position reached at the time of writing.

7. SIGNED PARTIES

7.1.1 The Statement of Common Ground (SoCG) is jointly agreed by:

Signed Date

Name

On behalf of Four Ashes Ltd

Signed Date

Name

On behalf of Canal and River Trust