



23 April 2019

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Dear Sirs

Application by Four Ashes Limited for an Order Granting Development – Responses to Deadline 2

We write on behalf of Network Rail Infrastructure Limited (**Network Rail**).

The deadline for responses to the Examining Authority's First Written Questions was 5 April 2019. Network Rail submitted responses to these questions within the deadline and the responses have been published on the National Infrastructure Planning website for the above application.

Since the submission of the responses to the First Written Questions, it has come to Network Rail's attention that a response to the Examining Authority's question **1.2.16** was omitted in error.

Please find enclosed with this letter Network Rail's response to question **1.2.16**. Given that the question was directed solely at Network Rail, we would be grateful if you could use your discretion as Examining Inspector to accept the enclosed response so that this can be taken into account as part of the Examination.

Should you have any queries in respect of the enclosed, please feel free to contact us using the details above.

Yours faithfully



Womble Bond Dickinson (UK) LLP

PLANNING ACT 2008

INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010

**APPLICATION FOR THE WEST MIDLANDS INTERCHANGE DEVELOPMENT CONSENT ORDER
(Reference TR050005)**

ADDITIONAL RESPONSE TO EXAMINING AUTHORITY'S FIRST WRITTEN

QUESTIONS OF NETWORK RAIL INFRASTRUCTURE LIMITED

23 April 2019

The Responses to the Examining Authority's First Written Questions of Network Rail Infrastructure Limited (**Network Rail**) are contained in the following table:

Question 1.2.16	Are there any concerns about the load bearing capacity of the railway viaduct to the north of the application site to carry freight trains of 775m length?
Network Rail response	<p>The load bearing capacity of underline structures such as viaducts, bridges and culverts does not restrict the length of trains, rather the weight imposed by individual axle-weights, known as 'Route Availability' (RA).</p> <p>This is a measure of a railway vehicle's axle load. The higher the axle load of a vehicle, the higher the RA number on a scale from 1 to 10. Each section of line on the national network has an RA Number, and no vehicle with a higher RA number than the route section may travel on that route without special clearance.</p> <p>The section between Wolverhampton and Stafford (and almost universally across the West Coast Main Line) is designated as RA8, and is maintained to that axle load as a minimum. Special clearance exists for trains up to RA10.</p> <p>The heaviest axle load in a typical intermodal train will be the locomotive pulling it. Typically, a class 66 locomotive has a designation of RA7, which can operate over the route without restriction.</p> <p>Network Rail is obliged to maintain the capability of the network, and as such there is no concern about the capability of the viaduct to the north of the application site to carry freight traffic to and from the SRFI. If there was, it would be addressed in our renewals plan.</p>

Network Rail Infrastructure Limited

23 April 2019