

Explanation of Minor Amendments to Plans

The West Midlands Rail Freight Interchange Order 201X

21 May 2019

Four Ashes Limited

THE WEST MIDLANDS RAIL FREIGHT INTERCHANGE ORDER 201X
DOCUMENT 12.1 – EXPLANATION OF MINOR AMENDMENTS TO PLANS

1. Introduction

- 1.1 This document accompanies amended plans which are being submitted to the Examining Authority (ExA). There are no substantive scheme changes. The amendments are all relatively minor and are a response to:
- 1.2.1 Minor changes to highway and drainage layout sought by Highways England;
 - 1.2.2 The need for an additional plan to deal with the modification order proposed to be made by Staffordshire County Council (SCC) in relation to the Byway Open To All Traffic along the existing Gravelly Way;
 - 1.2.3 Minor amendments to highway plans to include bat hop overs / wildlife crossings as requested by SCC;
 - 1.2.4 Minor amendments to the Parameters Plans to reflect the highway amendments, provide further detail on ecological mitigation as requested by SCC, and a plot boundary rationalisation; and
 - 1.2.5 The need for amendments to the Bridge Plans for clarity in relation to Limits of Deviation.
- 1.3 The amendments arising from 1.2.1 to 1.2.5 are explained in more detail below. The amendments are relatively few but give rise to the need for a substantial number of the plans to be amended and submitted, as a result of the overlapping nature of the plans.
- 1.4 Schedule 15 of the next version of the draft DCO (dDCO) to be submitted will be revised to include the updated revision numbers of the revised plans.

2. Amendments to Highway Plans

2.1 The following plans have been the subject of minor amendments:

- Access and Rights of Way Plans (Doc 2.3)
- Highway General Arrangement Plans (Doc 2.9)
- Future Highways Maintenance Plans (Doc 2.10)
- Traffic Regulation Plans (Doc 2.11)
- Speed Limit Plans (Doc 2.12)
- Highway Classification Plans (Doc 2.13)

2.2 The amendments, in summary, are:

- 2.2.1 Addition of a signalised cycle/pedestrian crossing on the Link Road near its connection to the A449. This has given rise to a need to move the position of the entrance to the rail terminal a little further to the east.
- 2.2.2 Minor amendments to the visibility splays and footpath widths at the A449/Gravelly Way junction and the addition of a signalised cycle/pedestrian crossing on the A449 just south of the junction with Gravelly Way.
- 2.2.3 Revisions to visibility splays and the SRN boundary at the A449/Link Road junction.
- 2.2.4 Revisions to speed limit, traffic regulation and highway classification plans as a result of the changes to the A449/Link Road junction.
- 2.2.5 Addition of the location of bat hop overs/and wildlife crossings.
- 2.2.6 Additional plan dealing with the potential modification order.

- 2.3 The amendments in 2.2.1 – 2.2.4 are as a result of discussions with Highways England. The amendment referred to in 2.2.5 is as requested by SCC and the amendment referred to in 2.2.6 is as a result of the recent consideration by SCC of the application for a modification order.
- 2.4 The schedule in Appendix 1 sets out in more detail which plans have been amended and why.
- 2.5 The next version of the dDCO to be submitted will refer to the potential modification order and include provisions which would be necessary in the event the modification order is made.

3. Amendments to Parameter Plans

- 3.1 The Parameters Plans have been the subject of minor amendments in response to the changes to the highway plans and discussions with SCC, which can be summarised as follows:
 - 3.1.1 Changes to reflect the amendments to the highway plans where they impact on the Parameter Plans (e.g. revised position of rail terminal access).
 - 3.1.2 Addition of spot heights to the roads and minor drafting corrections in relation to bunds to provide greater certainty and clarity.
 - 3.1.3 An increase in the height of a length of the bund between the Link Road and the south east corner of the Gailey Marina land.
 - 3.1.4 Clearer identification of the ecological corridor linking Calf Heath Wood and Calf Heath Reservoir.
 - 3.1.5 Rationalisation of south east boundary of Development Zone 4a to provide more flexibility within that Development Zone.
 - 3.1.6 Minor amendment to bunding at the A5 access to reflect drainage arrangements.
- 3.2 The schedule in Appendix 2 sets out in more detail which plans have been amended and why.

4. Amendments to Bridge Plans

- 4.1 In response to a point raised by the ExA in ISH1 relating to the interpretation of Article 4 of the dDCO the Applicants advised that it would better identify the levels on the Bridge Plans to which the limits of deviation referred to in Article 4(b) relate (see Applicant's response to ISH1:1.10 - Applicant's Post Hearing Submissions (Document 9.1 REP1-002)).

4.2 The Bridge Plans have therefore been amended to highlight which of the levels shown on the plans are relevant for the purposes of Article 4. Article 4 will also be amended in the next version of the dDCO to be submitted to refer to those highlighted levels.

4.3 The schedule in Appendix 3 sets out in more detail which plans have been amended and why.

5. Compliance with Environmental Assessment

5.1 For the reasons set out in sections 2, 3 and 4 above the Applicant wishes to formally substitute the plans referred to in Schedule 1 and 2 for those submitted with the application.

5.2 The changes to the plans are all minor, nonetheless, the Applicant has addressed whether or not the changes, individually, or cumulatively, would result in a change to the assessment of the likely significant environmental effects of the proposal contained within the Environmental Statement (ES).

5.3 The following principal elements of the development remain unchanged:

- The quantum of warehousing floorspace;
- The rail terminal (other than a minor change to the location of its access);
- The general disposition of the various uses;
- The proposed building and structures heights; and
- The location and general extent of green infrastructure.

5.4 The amendments shown on the plans in Schedules 1 and 2 have been reviewed by the Applicant team and have been screened to assess any potential implications on the findings in the ES. The proposed amendments are considered to be minor in the context of the “parameters basis” of the ES assessment. Following the review, the only elements that it is felt warrant specific consideration are:

- Landscape and visual effect;
- Ecology and biodiversity; and
- Water resources and flood risk.

5.5 These are dealt with in turn below:

Landscape and Visual Effects

- 5.5.1 The amendments have been considered and reviewed in landscape and visual terms against the landscape and visual effects of the proposed development as detailed in the submitted ES (Document 6.2), Chapter 12 (Landscape and Visual Impact Assessment) (APP-032).
- 5.5.2 The minor amendments to the boundary of Development Zone A4a affect a small part of an existing field which lies fairly centrally within the Site. Within the Parameter Plans submitted with the DCO application (Documents 2.5 – 2.7, APP-190, APP-195 and APP-200) this field is proposed to accommodate a combination of built development, green infrastructure (including sustainable drainage) and a development access road. This combination of uses and features will not differ as a result of the amendments.
- 5.5.3 The amendments do not result in the removal of any additional existing woodland, trees or other planting.
- 5.5.4 It is concluded that the proposed inclusion of the small triangular area of development at the southern extent of Development Zone A4a will result in no change to the nature, extent and significance of the assessed landscape and visual effects arising from the Proposed Development, as detailed and described in ES Chapter 12 (Document 6.2, APP-032).

Ecology and Biodiversity

- 5.5.5 The amendment to the boundary to Development Zone 4a is not considered to affect the integrity of the proposed ecological corridor between Calf Heath Reservoir and Calf Heath Wood. The width of the corridor remains at 100m through its length, as secured by Requirement 11 of the draft DCO (Document 3.1B, REP3-003) via implementation of the Framework Ecological Mitigation and Management Plan (FEMMP, Document 6.2, ES Technical Appendix 10.4). The amendment does not compromise the delivery of the bat 'hop-over' to be provided over the road linking Calf Heath Wood and Calf Heath Reservoir, likewise secured via the FEMMP.
- 5.5.6 The amendments more clearly identify the ecological corridor linking Calf Heath Wood and Calf Heath Reservoir and do not materially alter the findings of the ES with respect to ecology (Document 6.2, ES Chapter 10, APP-030). They do not introduce any additional ecological effects requiring further assessment.

Water Resources and Flood Risk

- 5.5.7 The amendments are not considered to materially affect assessments in the ES with respect to flood risk and water quality. The amendments are also not considered to affect the conclusions of the assessment of surface water drainage based on the Site Wide Surface Water Drainage Strategy (Document 6.2, ES Technical Appendix 16.3, APP-152) and therefore do not introduce any additional flood risk or water resources effects requiring further assessment.
- 5.6 The conclusion of the review of the minor amendments to the plans is that there would be no additional, or materially different, likely significant environmental effects arising as a result of the amendments.

APPENDIX 1

Doc No.	Doc Name	New Plan Rev Number	Changes and Reasons for Changes
Access and Rights of Way Plan			
2.3	Key Plan	Rev G	To reflect the addition of Sheet 7 and the changes to Sheets 1, 2 and 6 as described below since the detail on those plans is shown on the Key Plan, albeit at a much smaller scale.
2.3A	Sheet 1	Rev F	Inset F (Sheet 7) added for the BOAT plan. Due to the level of detail already contained on this Sheet 1, the BOAT is not shown – please refer to Document 2.3G for the location of the BOAT.
			Signalised crossing added to south of A449 roundabout in response to Highways England comments on Road Safety Audit.
			Signalised crossing added to the east of A449 roundabout in response to Highways England comments on Road Safety Audit. As a result, the following changes have been required: <ul style="list-style-type: none"> • Rail Terminal access moved further to the east. • Minor modifications to width of A449/A5 link road. • Footway west of A449 reclassified as cycleway/footway. • Additional verge shown to the east of A449 to provide visibility towards signalised crossing.
2.3B	Sheet 2	Rev F	Additional area of all purpose highway added to the south of A5 to provide visibility towards A5 roundabout.

Doc No.	Doc Name	New Plan Rev Number	Changes and Reasons for Changes
2.3F	Sheet 6	Rev D	<p>Signalised crossing added to south of A449 roundabout in response to Highways England comments on Road Safety Audit.</p> <hr/> <p>Signalised crossing added to the east of A449 roundabout in response to Highways England comments on Road Safety Audit. As a result, the following changes have been required:</p> <ul style="list-style-type: none"> • Rail Terminal access moved further to the east. • Minor modifications to width of A449/A5 link road. • Footway west of A449 reclassified as cycleway/footway. • Additional verge shown to the east of A449 to provide visibility towards signalised crossing.
2.3G	New Sheet 7	New Plan	<p>An application was received by SCC in 1998 for a modification to the Definitive Map and Statement to reflect the existence of a Byway Open To All Traffic broadly along the alignment of the existing Gravelly Way. In April 2019 SCC resolved to make a modification order.</p> <p>As at 21 May 2019 no such modification order had been made however it is anticipated that it may be made in advance of any approval of the DCO. Accordingly, a plan has been prepared to reflect the position should such a modification order be made. The proposal is to stop up the BOAT and the necessary changes to the text of the relevant schedule to the DCO will be made in the next version of the DCO to be submitted.</p>

Doc No.	Doc Name	New Plan Rev Number	Changes and Reasons for Changes
General Arrangement Plans			
2.9	General Arrangement Key Plan/ Highway Masterplan	Rev J	The sheet layout of Documents 2.9I, 2.9J and 2.9K has been adjusted to allow for the easy reference of the indicative locations of the bat hop overs/wildlife crossings easily on one sheet.
			To reflect the changes to Documents 2.9C, 2.9D, 2.9F, 2.9G, 2.9I, 2.9J and 2.9K as explained below.
2.9C	General Arrangement Plan 103	Rev G	Signalised crossing added to south of A449 roundabout in response to Highways England comments on the Road Safety Audit.
			Signalised crossing added to the east of A449 roundabout in response to Highways England comments on the Road Safety Audit. As a result, the following changes have been required: <ul style="list-style-type: none"> • Rail Terminal access moved further to the east. • Minor modifications to width of A449/A5 link road. • Footway west of A449 reclassified as cycleway/footway. • Additional verge shown to the east of A449 to provide visibility towards signalised crossing.
2.9D	General Arrangement Plan 104	Rev L	Addition of indicative location of wildlife crossings and bat hop overs.
2.9F	General Arrangement Plan 106	Rev G	Additional signage added in response to Highways England comments on the Road Safety Audit.
2.9G	General Arrangement Plan 107	Rev H	Addition of indicative location of wildlife crossings and bat hop overs.

Doc No.	Doc Name	New Plan Rev Number	Changes and Reasons for Changes
			Arrow markings added.
			Inset added to identify area required for visibility towards junction.
2.9I	General Arrangement Plan 109	Rev G	The sheet layout has been adjusted to allow for the easy reference of the indicative location bat hop overs/wildlife crossings on one sheet.
2.9J	General Arrangement Plan 110	Rev H	Addition of indicative location of wildlife crossings and bat hop overs.
2.9K	General Arrangement Plan 111	Rev G	The sheet layout of has been adjusted to allow for the easy reference of the indicative location bat hop overs/wildlife crossings on one sheet.
Future Highways Maintenance Plans			
2.10	Key Plan	Rev D	To reflect the changes made to Document 2.10A explained below.
2.10A	Sheet 1	Rev D	Changes required as a result of Highways England comments on the Road Safety Audit and moving the signalised cycle/pedestrian crossing: <ul style="list-style-type: none"> • Extent of trunk road network to east of A449 roundabout moved east • Additional land around the A449 and A5 roundabouts to ensure necessary visibility is maintained • Moving the rail terminal access to the east
Traffic Regulation Plans			
2.11	Key Plan	Rev F	To reflect the changes made to Document 2.11A explained below.

Doc No.	Doc Name	New Plan Rev Number	Changes and Reasons for Changes
2.11A	Sheet 1	Rev E	Changes required as a result of Highways England comments on the Road Safety Audit and moving the signalised cycle/pedestrian crossing: <ul style="list-style-type: none"> • Extent of trunk road network to east of A449 roundabout moved east • Moving the rail terminal access to the east
Speed Limit Plans			
2.12	Key Plan	Rev G	To reflect the changes made to Document 2.12A explained below.
2.12A	Sheet 1	Rev I	Changes required as a result of Highways England comments on the Road Safety Audit and moving the signalised cycle/pedestrian crossing: <ul style="list-style-type: none"> • Extent of trunk road network to east of A449 roundabout moved east • Moving the rail terminal access to the east
Highway Classification Plans			
2.13	Key Plan	Rev G	To reflect the changes made to Document 2.13A explained below.
2.13A	Sheet 1	Rev F	Changes required as a result of Highways England comments on the Road Safety Audit and moving the signalised cycle/pedestrian crossing: <ul style="list-style-type: none"> • Extent of trunk road network to east of A449 roundabout moved east • Moving the rail terminal access to the east

APPENDIX 2

Doc No.	Doc Name	New Plan Rev Number	Changes and Reasons for Changes
Development Zones Parameters Plan			
2.5	Key Plan	Rev 07	To reflect the changes made to Sheets 1 – 4 detailed below.
2.5A	Sheet 1	Rev 07	Spot heights have been added to the internal roads with a deviation of 0.5 meters upwards or downwards to show the levels. This is in response to comments from the County Council and the Canal and River Trust.
			Access to the Rail Terminal moved eastwards as per the Highway Plans (see explanation above) and configuration of Zones B and A1 altered accordingly.
2.5B	Sheet 2	Rev 07	Access to the Rail Terminal moved eastwards as per the Highway Plans (see explanation above) and configuration of Zones B and A1 altered accordingly.
2.5C	Sheet 3	Rev 08	Spot heights have been added to the internal roads with a deviation of 0.5 meters upwards or downwards to show the levels. This is in response to comments from the County Council and the Canal and River Trust.
			Development Zone A4a has been altered in the southern corner to provide more flexibility within that Development Zone.
2.5D	Sheet 4	Rev 06	Spot heights have been added to the internal roads with a deviation of 0.5 meters upwards or downwards to show the levels. This is in response to comments from the County Council and the Canal and River Trust.

Doc No.	Doc Name	New Plan Rev Number	Changes and Reasons for Changes
Floor Levels and Building Heights Parameters Plan			
2.6	Key Plan	Rev 07	To reflect the changes made to Sheets 1 – 4 detailed below.
2.6A	Sheet 1	Rev 06	Spot heights have been added to the internal roads with a deviation of 0.5 meters upwards or downwards to show the levels. This is in response to comments from the County Council and the Canal and River Trust.
			Access to the Rail Terminal moved eastwards as per the Highway Plans (see explanation above) and configuration of Zones B and A1 altered accordingly.
2.6B	Sheet 2	Rev 06	Access to the Rail Terminal moved eastwards as per the Highway Plans (see explanation above) and configuration of Zones B and A1 altered accordingly.
2.6C	Sheet 3	Rev 07	Spot heights have been added to the internal roads with a deviation of 0.5 meters upwards or downwards to show the levels. This is in response to comments from the County Council and the Canal and River Trust.
			Development Zone A4a has been altered in the southern corner to provide more flexibility within that Development Zone.
2.6D	Sheet 4	Rev 06	Spot heights have been added to the internal roads with a deviation of 0.5 meters upwards or downwards to show the levels. This is in response to comments from the County Council and the Canal and River Trust.

Doc No.	Doc Name	New Plan Rev Number	Changes and Reasons for Changes
Green Infrastructure Parameters Plan			
2.7	Key Plan	Rev 07	To reflect the changes made to Sheets 1 – 4 detailed below.
2.7A	Sheet 1	Rev 06	<p>Spot heights have been added to the internal roads with a deviation of 0.5 meters upwards or downwards to show the levels. This is in response to comments from the County Council and the Canal and River Trust.</p> <p>Access to the Rail Terminal moved eastwards as per the Highway Plans (see explanation above) and configuration of Zones B and A1 altered accordingly.</p> <p>Amendments to remove the unintentional overlap of the bunding around the link road roundabout with the Canal.</p> <p>Addition of indicative location of bat hop overs and wildlife crossings.</p> <p>Clear identification of the ecological corridor linking Calf Heath Wood and Calf Heath Reservoir.</p> <p>Increase in bunding height of the bund between the Link Road and the south east corner of the Gailey Marina land to 4.5 metres.</p> <p>Minor amendment to bunding at the A5 access near Zone A4a to reflect drainage arrangements.</p>
2.7B	Sheet 2	Rev 06	<p>Access to the Rail Terminal moved eastwards as per the Highway Plans (see explanation above) and configuration of Zones B and A1 altered accordingly.</p> <p>Addition of indicative location of bat hop overs and wildlife crossings.</p>

Doc No.	Doc Name	New Plan Rev Number	Changes and Reasons for Changes
			<p>Clear identification of the ecological corridor linking Calf Heath Wood and Calf Heath Reservoir.</p>
2.7C	Sheet 3	Rev 07	<p>Spot heights have been added to the internal roads with a deviation of 0.5 meters upwards or downwards to show the levels. This is in response to comments from the County Council and the Canal and River Trust.</p> <p>Development Zone A4a has been altered in the southern corner to provide more flexibility within that Development Zone.</p> <p>Addition of indicative location of bat hop overs and wildlife crossings.</p> <p>Clear identification of the ecological corridor linking Calf Heath Wood and Calf Heath Reservoir.</p>
2.7D	Sheet 4	Rev 06	<p>Spot heights have been added to the internal roads with a deviation of 0.5 meters upwards or downwards to show the levels. This is in response to comments from the County Council and the Canal and River Trust.</p> <p>Addition of indicative location of bat hop overs and wildlife crossings.</p> <p>Clear identification of the ecological corridor linking Calf Heath Wood and Calf Heath Reservoir.</p>

APPENDIX 3

Doc No.	Doc Name	New Plan Rev Number	Changes and Reasons for Changes
Bridge Plans			
2.18A	Proposed Road Bridges Plan and Long Section	P8	To allow better cross reference to levels for limits of deviation in article 4 of the dDCO.
2.18B	Proposed Road Bridge B1 Section and Elevation	P11	As above.
2.18C	Proposed Road Bridge B2 and B3 Section and Elevation	P11	As above.
2.18D	Proposed Road Bridge B4 Section and Elevation	P14	As above.