

BIG.

Birmingham International Gateway

**Birmingham Development Plan
Examination Hearing Statement: Matter I
October 2014**

The BIG delivery partnership



This response should be read in conjunction with the representations submitted by Ashford Developments and Prologis in February 2014

Matter I – Transport & Digital Communications (BDP Policies TP37-45)

7) Should Policy TP41 include reference to the West Midlands Metropolitan Freight Strategy and Centro's Urban Road Freight Network?

The West Midlands Metropolitan Freight Strategy (WMMFS) (2013) should be referred to as it highlights the important role that Freight Interchanges, such as Hams Hall, play in the movement of good around the region and wider country.

Representations were previously submitted by Ashford Developments and Prologis to policy TP41 seeking support for opportunities to improve on the connection between Peddimore and Hams Hall Rail Freight Terminal.

The WMMFS sets out¹ how the economic viability of Strategic Rail Freight Interchanges (SFRI) are greater when there is a critical mass of demand from business to move freight between the same set of destinations. The strategy also promotes the benefits of clustering such businesses around IRFI's. Therefore, with an existing facility at Hams Hall, we consider that BCC should be seeking to maximise the opportunity being promoted at Peddimore, by providing an enhanced road link between Peddimore and Hams Hall, such as the one proposed by Ashford Developments and Prologis in the Birmingham International Gateway scheme. Furthermore, we consider that there are greater employment opportunities that could be derived from working closely with North Warwickshire BC in delivering a major new gateway to both Peddimore and Hams Hall, based around Junction 9 of the M42.

Hams Hall is 1 of 3 Intermodal Rail Freight Interchanges in the Metropolitan area and 1 of 4 Regional Logistics Sites. The scale of development proposed at Peddimore (and also BIG), would provide additional demand for the Hams Hall facility. There are significant benefits in reducing the amount of freight transported by road, when using rail freight facilities. The Strategy² emphasises the environmental benefits of using rail freight for the movement of high volume movements. These benefits are a material consideration that Birmingham should have taken into account when seeking to meet its objectively assessed employment requirements.

Therefore, we conclude that policy TP41 should include reference to the WMMFS for the reasons set out above.

¹ WMMFS paragraphs 2.106-2.107

² WMMFS paragraph 2.108