

West Midlands Interchange

Application Statement for Proposed Non-Material Change

West Midlands Rail Freight Interchange Order 2020 (as amended)

Four Ashes Limited

August 2026

Contents

Section 1: Introduction and Site Description 3

 Background3

 Structure of this Statement.....5

Section 2: Description of Proposed Order Amendments 6

 Proposed ‘Hillside’ Text..... 6

 Proposed Change to the Rail Terminal Works Completion Trigger in Requirement 35 (b)..... 8

 Proposed Updates to Highways Triggers defined in Requirement 25 of the Order..... 17

 Affected Authorised Works Numbers and Certified Plans.....19

Section 3: Environmental Implications..... 20

 Scoping20

 Consideration of the Certified Environmental Statement.....21

 Assessment of Environmental Implications22

Section 4: Stakeholder Engagement..... 28

 South Staffordshire District Council and Staffordshire County Council.....28

 National Highways.....28

 Network Rail.....28

 The Local Community.....29

 Regulation 7(3) Process.....29

Section 5: Assessment of the Application and Conclusions 30

 Guidance on Changes to Development Consent Orders.....30

 Assessment of Whether the Proposed Amendment is Material31

Appendix A – Consents, Applications and 3rd Party Agreements at West Midlands Interchange 34

 Appendix A1: Applications Made to South Staffordshire District Council34

 Appendix A2: Technical Highways Approval Applications made to Staffordshire County Council.....42

 Appendix A3: Technical Highways Approvals Applications made to National Highways.....43

 Appendix A4: Project Acceleration in a Controlled Environment (“PACE”) Engineering Stages (“ES”) Applications made to Network Rail..... 44

 Appendix A5: 3rd Party Agreements.....47

Appendix B: Site Plans and Photographs..... 64

Appendix C: Agreed Revisions to Requirement 25 Highways Triggers..... 65

 Appendix C1: Change to Requirement 25 (ix) (March 2024).....65

 Appendix C2: Changes to Requirements 25 (i, ii, v, viii, ix, and xiv) (October 2025).....66

 Appendix C3: Change to Requirement (viii) (July 2026).....67

Appendix D: Rail Terminal Quarterly Report (August 2026)..... 68

Section 1: Introduction and Site Description

Background

1. Four Ashes Limited ('FAL') has the benefit of the West Midlands Rail Freight Interchange Order 2020 (S.I. 2020/511) as amended by the West Midlands Rail Freight Interchange (Correction) Order 2020 (S.I. 2020/1163), the West Midlands Rail Freight Interchange (Amendment) Order 2023 (S.I. 2023/1132) and the West Midlands Rail Freight Interchange (Amendment No. 2) Order 2025 (S.I. 2025/481) (together "the Order"), granted development consent within the meaning of the Planning Act 2008 ("the Act").
2. FAL is the Applicant in relation to this application for a Non-Material Change. FAL's registered office address is 8 Sackville Street, London, W1S 3DG. The Applicant is the person who applied for the Order to which the application relates and is a person with an interest in the land to which the Order relates.
3. CBRE Limited ("CBRE") has prepared this Application Statement ("Statement") on behalf of the Applicant as its planning agent. CBRE's registered office address is Henrietta House, Henrietta Place, London, England, W1G 0NB.
4. The Order granted consent for a Strategic Rail Freight Interchange ("SRFI") on land at Four Ashes within South Staffordshire District, close to Junction 12 of the M6 motorway. FAL has adopted the name West Midlands Interchange ("WMI") for the project. The main components of development granted by the Order can be summarised as follows:
 - An intermodal freight terminal with direct connections to the West Coast Main Line, capable of handling at least four trains per day, also including container storage, Heavy Goods Vehicle ('HGV') parking, rail control building and staff facilities;
 - Up to 743,200 m² (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, including two new country parks.
5. The Secretary of State for Transport granted consent on 25 October 2023 for a Non-Material Change application made by FAL on 12 June 2023. The West Midlands Rail Freight Interchange (Amendment) Order 2023 (S.I. 2023/1132) came into force on 26 October 2023. This amended Article 4 (parameters of Authorised Development) and substituted a new table in Schedule 15 (certification of documents). In particular, the 2023 Amendment Order made changes to the bridge spans on the Bridge Plans and Highway General Arrangement Plans, amendments to originally consented road levels on the Parameters Plans, included an additional small parcel of land previously

outside of Order Limits to fully accommodate the new Rail Freight Terminal, and amendments to locations of dropped kerb crossings and new footway on Straight Mile / Woodlands Lane / Kings Road.

6. The Secretary of State granted consent on 10 April 2025 for a further Non-Material Change application made by FAL on 22 October 2024. The West Midlands Rail Freight Interchange (Amendment) Order 2025 came into force on 11 April 2025 (S.I. 2025/481). This amended article 4 (parameters of Authorised Development) and substituted a new table in Schedule 15 (certification of documents). The 2025 Amendment Order made a change to correct an anomaly to a road level spot height shown on the revised Parameter Plans that was incorrectly changed through the 2023 NMC.
7. The following references are used throughout this Statement to refer to the Order and are defined as follows:
 - **“The Original DCO”** – the West Midlands Rail Freight Interchange Order 2020 (S.I. 2020/511) made on 04 May 2020 which came into force on 25 May 2020. This was supported by an Environmental Statement (“the 2018 ES”) and subsequently amended by The West Midlands Rail Freight (Correction) Order made on 20 October 2020 which came into force on 21 October 2020. The 2018 ES comprises Document Number 6.2 of Schedule 15 [Certification Documents].
 - **“The 2023 NMC”** – this refers to the application made by the Applicant on 12 June 2023 for a non-material change to The West Midlands Rail Freight Interchange Order 2020 (i.e. the Original DCO). This was granted by the Secretary of State for Transport, with The West Midlands Rail Freight Interchange (Amendment) Order 2023 made on 25 October 2023, which came into force on 26 October 2023 (S.I. 2023/1132). This was supported by an Environmental Implications Letter, which set out how the 2023 NMC accorded with the Environmental Statement of the Original DCO.
 - **“The 2025 NMC”** – this refers to the application made by the Applicant on 22 October 2024 for a non-material change to The West Midlands Rail Freight Interchange Order 2020 (as amended). This was granted by the Secretary of State for Transport, with The West Midlands Rail Freight Interchange (Amendment No. 2) Order 2025 made on 10 April 2025, which came into force on 11 April 2025 (S.I. 2025/481). The 2024 Application Statement provided with the application included information on how the 2025 NMC accorded with the Environmental Statement of the Original DCO.
8. Numerous consents have been issued by South Staffordshire District Council as Local Planning Authority (“LPA”) for applications made pursuant to the Requirements of the Order for various Works and Phases of the Authorised Development. This includes, inter alia, for site-wide earthworks and drainage, major highways work, areas of green infrastructure, applications for warehousing and for the design details (and other Requirements) for rail infrastructure and the rail freight terminal.
9. A list of the various consents issued by the LPA pursuant to the delivery of the authorised development (and technical highways approvals issued by Staffordshire County Council and National Highways as the relevant Highway Authority), alongside submitted applications pending determination as at the date of this Statement, and details of existing 3rd party agreements entered into in connection with the development, is included at **Appendix A**. Photographs illustrating progress of the delivery of the development on-site are included at **Appendix B**.
10. FAL is proposing a further non-material change to the Order (“Proposed NMC”). This Statement has been prepared to accompany an application for this Proposed NMC, seeking consent to:
 - Amend Article 44 of the Order to clarify the interaction between planning permissions granted by the LPA pursuant to an application made under the Town and Country Planning Act and approvals made pursuant to the Order to ensure that neither consent could prevent the lawful implementation of consented development on land at the West

Midlands Rail Freight Interchange. This change is made to ensure certainty in light of the Supreme Court's judgement on *Hillside Parks Ltd v Snowdonia National Park Authority* [2022] UKSC 30 ("Hillside");

- Changes to the warehousing floorspace occupation and timing trigger set out in Requirement 35 (b) (and Requirement 34) of the Order relating to when the rail terminal works are required to be completed. For the avoidance of doubt, no change is proposed to Requirement 35 (a) which requires the rail terminal works to be completed prior to occupation of more than 186,000 sqm of warehousing floorspace; and
 - Provide an update to the Table included with Requirement 25 as set out in the draft Amendment Order to reflect previously agreed changes and additional further changes being proposed in discussion with the relevant highway authorities.
11. This Application is made in accordance with section 153 and Schedule 6 of the Planning Act 2008 and the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 (as amended).

Structure of this Statement

12. This Statement is structured as follows:

- **Section 2: Description of Proposed Order Amendments** – an overview of the amendment being proposed through this application for the Proposed NMC and the reasoning for the amendment.
- **Section 3: Environmental Implications** – consideration of the potential for any changes to previously reported effects (i.e. confirmation of no materially new or different significant environmental effects will arise compared with the 2018 ES, 2023 Environmental Implications Letter, and the assessment of environmental implications set out in the Application Statement for the 2025 NMC).
- **Section 4: Stakeholder Engagement** – summary of stakeholder engagement undertaken in advance of making this application.
- **Section 5: Assessment of the Application and Conclusions** – assessment of the materiality of the proposed amendment based on environmental implications considered in Section 3 and relevant guidance set out in *Planning Act 2008: Changes to Development Consent Orders (December 2015)* published by the (then) Department for Communities and Local Government.

Section 2: Description of Proposed Order Amendments

Proposed 'Hillside' Text

13. Article 44 (3) of the Order states:

"Any development, or any part of a development within the Order limits which is constructed or used under the authority of a planning permission pursuant to Part 3 of the 1990 Act (whether express or otherwise) following the coming into force of this Order is to be disregarded at all times for the purposes of ascertaining whether or not an offence has been committed under the provisions of sections 160 (development without development consent) and 161 (breach of terms of order granting development consent) of the 2008 Act."

14. Paragraph 3.3.2 The Explanatory Memorandum that accompanied the Order sets out that this Article:

"... provides that development carried out pursuant to a planning permission following implementation of the DCO would not be in breach of the DCO, ensuring no risk of criminal liability pursuant to section 161 of the 2008 Act. The paragraph encompasses any development authorised by a general development order as well as an express planning permission. This follows Article 5(2) of The East Midlands Gateway Rail Freight Interchange and Highway Order."

15. Due to the dynamic and evolving commercial requirements of modern-day warehousing, such as the insertion of mezzanine floors in higher bay units, enquiries from potential warehouse occupiers at West Midlands Interchange ("WMI") have identified design requirements that differ from certain Development Parameters prescribed by the Order. To allow for such changes under the Act would, in normal circumstances, require a change to be made to the Order through a material or non-material amendment which would take a minimum of 6 months to consent (not including the preparation and pre-application consultation for the application).
16. It is open for FAL to make a planning application under the Town and Country Planning Act 1990 ("the 1990 Act") to the LPA and it is noted that planning permissions pursuant to the 1990 Act for warehouses that fall outside of development parameters defined in Development Consent Orders have been issued by the relevant LPAs within the Order Limits at other rail freight interchanges, including DIRFT, East Midlands Gateway and Northampton Gateway.
17. Additionally, in the case of WMI, due to anticipated office space and driver welfare requirements of a future Rail Freight Terminal operator (which exceeded the amount of floorspace able to be provided at the Rail Freight Terminal by virtue of the floorspace limits shown on the Order Parameter Plans), a planning application under the 1990 Act was made to the LPA to secure planning permission for this additional floorspace. The application has been approved by the LPA (Council reference: 24/00302/FUL and 24/00302/AMEND).
18. In developments such as WMI, where the Order permits a range of developments with separate uses (and different end users), developers require flexibility to make applications that can be determined at a speed appropriate to their scale which is why FAL has made applications under the Order and the 1990 Act, however, there is no clarity

in the Act, the 1990 Act nor case law which governs the interaction of 1990 Act planning permissions with development consented under a DCO.

19. Article 44 (3) of the Order sought to address this issue, and its purpose was to allow 'slot in' planning applications to be made at WMI under the 1990 Act without this being in breach of the Order. However, subsequent to the making of the Order, the Supreme Court's *Hillside* ruling was handed down. An effect of this judgement is that if a new, inconsistent, development makes it physically impossible to complete an earlier, approved development that the slot in application sits over, the original planning permission may become incapable of being implemented further.
20. Whilst *Hillside* considered the interaction of planning permissions governed by the 1990 Act, it is possible that the same principles could be applied where a 'slot in' planning permission is obtained and implemented to effectively amend or adapt development consented under a DCO.
21. In response to *Hillside*, FAL proposes the deletion of article 44 (3) and the inclusion of alternate contemporary wording in the Order to the effect that the grant and implementation of a planning permission made under the 1990 Act at the site will not prevent the subsequent approval and lawful implementation of applications made pursuant the Order for the Authorised Development. Details of the proposed changes to wording are set out in article 2(1) of the submitted draft Amendment Order which would in effect replace article 44(3) of the Order with articles 44(5), (6) and (7) once the other sub-paragraphs of article 44 have been re-numbered. The amendment is proposed to enable the successful and comprehensive delivery of the Authorised Development, which requires an ability for FAL to respond reasonably and confidently to the operational needs of prospective commercial occupiers, including those which may not entirely fit with the development parameters set by the Order, without creating undue legal risk to the ability to approve and implement future works and phases consented through the underlying Order.
22. In essence, the purpose of the amendment is to regularise the position in light of the *Hillside* decision. That is, the amendment will secure the continuing effect of the original intention behind article 44(3), namely, to ensure that the carrying out of development pursuant to planning permissions granted under the 1990 Act did not adversely impact upon delivery of the consented NSIP. Recent (post *Hillside*) Development Consent Orders have included generally similar wording to that being proposed in this application, such as Gatwick Airport Northern Runway, Viking CCS Pipeline, London Luton Airport Expansion, Lower Thames Crossing, Immingham Green Energy Terminal and Bramford to Twinstead. An equivalent provision is also proposed in the East Midlands Gateway 2 DCO application (which is a commercial and business DCO currently at the examination stage). The wording adopted as part of this application is similar to that set out in the Lower Thames Crossing DCO.
23. It is important to note that the amended wording seeks to ensure that South Staffordshire District Council can determine planning applications that are appropriate for it, as the LPA, but it does not seek to fetter the LPA's (or the Secretary of State's) ability to determine any application in accordance with appropriate planning policy.
24. Given the open-ended lifespan of the Authorised Development and the various different uses authorised by the Order it is important that these changes are made to ensure that both the developer and the LPA have certainty in the future delivery of the development by clarifying the interaction between the Order and planning permissions under the 1990 Act in light of *Hillside*. The proposed changes allow for a contemporary update to the wording set out in article 44(3) of the Order.

Proposed Change to the Rail Terminal Works Completion Trigger in Requirement 35 (b)

Overview

25. It is proposed to amend Requirement 35 (b) of the Order as follows (text to be removed shown as ~~strikethrough~~, text to be added shown as underlined):

“The undertaker must complete the rail terminal works prior to the earliest of—

(a) the occupation of more than 186,000 square metres of warehousing; or

(b) the ~~sixth~~ fifth anniversary of the first occupation of more than ~~47,000~~ 150,000 square metres of warehousing.”

26. To ensure consistency with the change in floorspace threshold in 35 (b), it is also proposed to amend Requirement 34 to marry up the notification obligations with the changed floorspace thresholds.
27. Details of the proposed changes to wording are set out in articles 2(2) and 2(3) of the submitted draft Amendment Order.
28. Occupiers have been identified for two of the rail-served warehouses at the site (Development Zone A7c)) which is currently under construction, and (Development Zone A7b), which received the LPA’s consent on 22nd May 2026 for a Detailed Design (and related) Requirements application (Council reference: 26/00053/WMI). Together, these two warehouses will provide 39,665 square metres of Gross Internal Area (“GIA”) floorspace.
29. For the avoidance of doubt, no change is proposed to the primary constraint in respect of this issue, as contained in Requirement 35 (a) of the Order, which imposes the overall 186,000 square metre warehouse floorspace occupation cap not to be exceeded before completion of the rail terminal works. Thus, crucially, there is no proposal to increase the quantum of warehousing floorspace which the Secretary of State and the Examining Authority determined could be delivered (and occupied) prior to completion of the rail terminal works.

Scheme Delivery

Overall Scheme Progress and Phasing

30. Significant investment (circa £250m) has been committed by FAL to date to deliver West Midlands Interchange project, notably in relation to necessary consenting, followed by delivery of enabling works, infrastructure, site power supply, rail design and construction of the initial warehousing buildings. As a result of this investment, substantive progress is being made on site. Winvic, the contractor appointed by FAL, has to date completed earthworks across large parts of the site, including the creation of development plot plateaus, major earth bunds and surface water drainage features, and undertaken works to create the two community parks required by the Order. Winvic has also constructed new laybys on the A449, which were practically completed on 12th January 2026, and are currently delivering the following major highways works:

- Construction of a new access roundabout on Vicarage Road, together with other works to enhance Vicarage Road.
- Construction of the southern section of the Spine Road within the West Midlands Interchange site.

- Creation of new Warehouse Development Zones access roads, which alongside the above Vicarage Road roundabout and the southern section of the Spine Road, creates access to the Warehouse Development Zones within the southern part of the Site, including Development Zones A5a, A5b, A6, A7a, A7b and A7c. Cumulatively, based on the Development Zones Parameter Plan, these Development Zones are potentially able to deliver up to circa 252,000sqm of warehousing floorspace.
 - Construction of the new A5 Roundabout, which has commenced following the necessary prior completion of the new A449 laybys.
31. Construction of the first rail-served warehouse is also well underway at Development Zone A7c south of Vicarage Road, with full occupation to take place during Q3 of 2026.
32. Additionally, as a responsible developer, a decision was taken by FAL to fund and construct a circa 900 metre temporary road south of Vicarage Road. This temporary road is not a requirement of the Order but has been constructed to allow the necessary full closure of a section of Vicarage Road during construction of the new Vicarage Road roundabout, thereby avoiding traffic being diverted through local villages. The need to close Vicarage Road to facilitate these works was only identified after the DCO was made following intrusive site investigations revealing a higher-than-expected water table requiring an alternative detailed design and construction approach.
33. In terms of the phasing of overall site delivery, at the time of making the Order, the Illustrative Phasing Plan (Drawing No. 4049-1032-Rev 17, Document No. 6.2 – Figure 4.5) included as part of the 2018 Environmental Statement (“ES”) identified the phasing of the development commencing from the north of the site working in a southward’s direction, with the first warehousing units being delivered in Development Zones A2, A3 and A4a. This Illustrative Phasing Plan indicated that the final phase of development would comprise the warehousing at Development Zones A7a, b and c located south of Vicarage Road.
34. However, since the making of the Order, FAL has adopted an alternative phasing approach which is to first focus delivery of the Authorised Development within the southern part of the site utilising Vicarage Road, as reflected in the overview of current scheme delivery outlined above. The main reasons for this alternative approach can be summarised as:
- The availability and timing of existing (6MVA) and future power (40MVA) within the southern part of the site.
 - Unforeseen groundwater conditions, including in relation to the former quarry area within the eastern part of the site (included within part of Development Zone A4a), requiring a change to the anticipated earthworks strategy and phasing.
 - The Order requires delivery of the A449 laybys before construction of the A5 roundabout, constraining the timing of access to (and availability of) development served from the A5 roundabout (and associated A5 / A449 Link Road). The timing of the delivery of the laybys was delayed due to unforeseen ground conditions and below ground service constraints which had a knock-on effect of programme.
 - In accordance with the provisions of Requirement 25 of the Order, various changes to highways triggers have been agreed with Staffordshire County Council (as the local Highways Authority) and with National Highways. A key effect of these agreed changes is to allow up to 186,000 sqm warehousing floorspace to be occupied prior to the A449 / A5 Link Road being open to traffic and for this floorspace to be served via the Vicarage Road. Further details of this are provided at **Appendix C(2)** of this Application Statement.
35. Progress of on-site delivery is illustrated in the photographs included at **Appendix B**.

Rail Freight Terminal Progress

36. FAL recognises the importance of delivery of the rail freight terminal as a critical part of the overall West Midlands Rail Freight Interchange project. FAL has invested circa £10m to date in work required to bring forward the RFT and the commitment to deliver the RFT is also seen by:
- The scope of the 2023 non-material change to the DCO, which included an additional small parcel of land previously outside of Order Limits to fully accommodate the new Rail Freight Terminal identified as a result of progress of the detailed design undertaken by FAL since the Order was made.
 - Consent for the Design Details (Requirement 4) and other Order Requirements for the rail freight terminal and associated track infrastructure, pursuant to Work Nos. 1 and 2 of the Authorised Development set out in Schedule 1 of the Order, has been approved by the LPA (Council reference: 24/00721/WMI), alongside a separate planning permission issued for an associated office and driver welfare facility at the terminal which may be needed to meet the operational requirements of a future terminal operator (Council reference: 24/00302/FUL and 24/00302/AMEND).
 - Progress has been made between FAL and Network Rail regarding the separate various technical approvals and agreements needed for the terminal, including further to the PACE (formerly known as GRIP) process. It is programmed that the final technical (construction-ready) designs for the terminal (known as Engineering Stage 5 (“ES5”)) will be submitted to Network Rail for approval from mid-2027 onwards. This progress also supports the proposed shortening of the period for completion of the rail terminal works specified in Requirement 35 (b) from six years to five years.
37. Further details on rail terminal progress is included at **Appendix D**, which provides in the most recent Quarterly Rail Terminal Progress Report of 6th August 2026 submitted to the local planning authority by FAL’s appointed Rail Freight Terminal Co-ordinator (under the provisions of Requirement 38 of the Order). This progress, along with the significant level of investment in the site, and the ongoing delivery of major on-site mitigation and infrastructure this investment is supporting, demonstrates the commitment of FAL to deliver the West Midlands Interchange development in full, including the rail terminal, which was a point raised by certain Relevant Representations to the DCO expressing concern that the Applicant was not committed to the use of rail freight.
38. It is relevant to note that there are factors that are impacting on the timing of the physical delivery of the RFT, which include:
- Land Assembly requirements required for the RFT, such as phone mast relocation.
 - The need for 3rd Party Agreements.
 - The Order requires delivery of the A449 laybys before construction of the A5 roundabout, constraining the timing of the associated A5 / A449 Link Road. Delivery of the Rail Freight Terminal is dependent on access to the Link Road. As noted, the timing of completion of the A449 laybys was impacted by unforeseen site factors. Also, the Link Road itself is a complex construction requiring, for example, the installation of four bridges spanning the railway, canal and road infrastructure.
39. These factors do not detract from FAL's commitment to deliver the Development in full. FAL's ability to realise the full development potential of the site is dependent on the delivery of the Rail Freight Terminal, with 75% of the warehousing floorspace being restricted by Requirement 35(a) (which is not proposed to be altered) until the Rail Freight Terminal is delivered.

40. Since the Order was made, the delivery environment for the development has changed materially, whilst the provisions of the DCO have remained fixed. Changes to site phasing, infrastructure sequencing, utility provision, construction costs, market take-up and the programme required to secure the necessary technical approvals for the Rail Freight Terminal have created a misalignment between the assumptions that informed the current Requirement 35(b) trigger and the practical delivery programme for the scheme. In particular, the rail terminal delivery programme cannot be confirmed until all necessary approvals are in place, which is anticipated will not likely be until the end of 2027.
41. As a consequence, a circular constraint has emerged. Further investment in the Rail Freight Terminal and associated infrastructure requires a more mature understanding of delivery costs, programme and risk, which in turn depends upon continued progression of the detailed design, approvals and engagement with Network Rail. At the same time, prospective occupiers require greater confidence regarding the timing of critical infrastructure delivery before committing to long-term occupation agreements. The current Requirement 35(b) trigger will therefore be engaged before the necessary investment certainty, occupier confidence and stakeholder alignment regarding the delivery programme can reasonably be established.
42. As a long-term institutional investor acting on behalf of pension beneficiaries, FAL must ensure that major capital commitments are made on a prudent and responsible basis, supported by an appropriate understanding of costs, programme, delivery risk and future income. The next phase of infrastructure investment, which is expected to exceed £250 million, cannot responsibly be committed until that understanding has been achieved.
43. Raising the threshold to 150,000 sqm for both the Rail Freight Terminal and Link Road triggers would help to resolve this misalignment by allowing additional time to mature the delivery programme, secure the necessary approvals and refine cost certainty, whilst also supporting occupier commitments that provide a more robust commercial platform for the next phase of infrastructure investment. The revised trigger, together with the proposed reduction in the completion period for the rail terminal works from six years to five years once the threshold is reached, would ensure that infrastructure delivery can be coordinated and progressed with greater confidence, whilst maintaining the unchanged 186,000 sqm cap in Requirement 35(a).

Basis for Requirement 35 (b) Completion Trigger

44. The 2018 ES assessed a scenario where 185,900 sqm (2m sq ft) of warehouse development, (with 139,400 sqm served via the A5 access and 46,500sqm served from Vicarage Road), was delivered in the absence of both the A449 / A5 link road through the Site and without the rail terminal. The ES did not assess a scenario of 186,000 sqm of warehouse development being exclusively served from Vicarage Road in these circumstances. To inform and support the changes, WSP (FAL's Highways Consultants) undertook a technical review of the 2018 ES and concluded that there would be no materially new or materially different likely significant effects to those identified as part of the 2018 ES arising from a scenario based on serving 186,000 sqm of floorspace entirely from Vicarage Road in the absence of both the Link Road and without the rail terminal. This position has been accepted by Staffordshire County Council (as the local Highways Authority) and National Highways through the changes agreed by them to date to the triggers set out in Requirement 25 of the Order.
45. The level of warehouse occupation included in Requirement 35 (b) mirrors the highway works triggers initially included in Requirement 25 in terms of the amount of warehousing able to be accessed via Vicarage Road (47,000 sqm) in advance of other highway works taking place, namely completion of the A5 roundabout (and A5 / A449 Link Road) – see footnote 42 (page 85) of the West Midlands Rail Freight Interchange TR050005 Report to the Secretary of State: 27 November 2019) ("PINS Report") which notes *"The 47,000 sq. m figure used in the draft requirements reflects the Highway Authorities' agreement that, within the total ceiling figure of 186,000 sq. m, some 47, 000 sq. m could be served from the new Vicarage Road junction in advance of the new roundabout*

junction on the A5 having been completed". However, as explained above, the relevant highways authorities subsequently accepted a change to Requirement 25 to allow up to 186,000 sqm of warehousing to be accessed from Vicarage Road before completion of the Link Road.

46. As highlighted in the PINS Report at paragraph 5.6.58, there was concern in Examination that *"the Applicant might be able to build all or a substantial part of the proposed 743,200 sq. m of warehousing without completing the rail connection or Rail Terminal. The potential traffic implications of a delayed delivery of the Rail Terminal is also of concern to HE¹ [REP7-030] and a number of other IPs who responded to my TWQs. I consider that these concerns are well founded."* As set out in this Statement, FAL is not looking to change the threshold set out in Requirement 35(a) which still limits FAL's ability to occupy warehousing above 186,000 sqm.
47. The proposed change to Requirement 35(b) therefore complements the agreed updated approach to highways made to Requirement 25 previously, which in turn was proposed to reflect the revised phasing of development of the site explained in previous paragraphs and reflected in the Written Phasing Scheme approved by the LPA under Requirement 3 of the Order (Council reference: 21/01261/COND3) and is supported by updated traffic modelling and assessments.

SRFI Decisions and National Policy

Conformity with Other SRFI Development Consent Orders

48. Based on a review of other SRFI Development Consent Orders, it is noted that:

- No other SRFI DCO includes a secondary occupation trigger limb similar to that provided by Requirement 35 (b);
- East Midlands Gateway ("EMG") Rail Freight Terminal Development Consent Order 2016 (S.I. 2016/17) includes a higher maximum floorspace occupation trigger prior to the completion of the rail terminal than Requirement 35 (a) (in the case of EMG, allowing occupation of up to 260,000 sqm of warehousing compared to the equivalent trigger of 186,000 sqm defined for West Midlands Interchange). The EMG Order also consents a lower level of overall warehousing floorspace (557,414 sqm) than West Midlands Interchange (743,200 sqm). In percentage terms, Requirement 35 (a) requires the rail terminal at WMI to be in place prior to occupation of 25% of warehousing at the site, whereas at EMG, 47% of warehousing can be occupied before the terminal needs to be available.
- Similar to EMG, the proposed Mountpark Rail Freight Terminal Development Consent Order (OxSRFI), which has been submitted for examination, includes a higher maximum floorspace occupation trigger and percentage of warehouse space able to be occupied before completion of the rail terminal than provided for in Requirement 35 (a) at WMI. In the case of OxSRFI, this proposes occupation of up to 232,258 sqm of warehousing floorspace before completion of the rail terminal against a total warehouse floorspace of 604,000 sqm. This equates to an ability to occupy up to 38% of the total proposed warehouse floorspace before the terminal needs to be operational.

49. The proposed amendment is not materially different to the Order as drafted. It does not change Requirement 35 (a), and it more closely aligns with the approaches adopted for other Strategic Rail Freight Interchanges where warehouse occupation triggers have been imposed, while remaining within assessed technical / environmental limits.
50. The proposed amendment to Requirement 35 (b) would enable a greater amount of warehouse floorspace to be occupied before triggering the date for completion of the rail terminal works than is currently provided. However, the amendment also proposes that the terminal to be completed in a shorter time frame than currently required once the revised occupation trigger in Requirement 35 (b) is reached (i.e. within 5 years rather than 6 years). This

¹ N.B. "HE" refers to Highways England which is now National Highways

shortened time frame is possible due to the progress reached with the details required for the delivery of the rail terminal works. This shortened timeframe would also ensure consistency with the 5-year completion timeframe defined for the Link Road in Requirement 25 of the Order.

Compliance with National Policy

51. This proposed amendment supports overall commercial delivery of the West Midlands Interchange and the associated modal shift towards rail freight and contribution to the delivery of an expanded network of SRFIs it will achieve in accordance with national policy set out in the National Networks National Policy Statement (March 2024) (“NNNPS”). For example, the change will support the economic growth of the area, including local and regional development plans and the growth aspirations of local authority areas (paragraph 3.8)² and responds to the current market framework (paragraph 4.10).

52. Paragraphs 4.86 to 4.88 of the NNNPS are also relevant. These paragraphs are reproduced below:

- *“Applicants should develop rail infrastructure and buildings capable of rail connection from the outset, and consideration of further rail infrastructure to allow more extensive rail connection within the site in the longer term is strongly encouraged.” (para 4.86).*
- *“Applications for a proposed SRFI should provide for a number of rail connected or rail accessible buildings, plus rail infrastructure to allow more extensive rail functionality within the site in the longer term. Applicants should deliver rail terminal infrastructure and / or buildings capable of rail connection in conjunction with the wider development.” (para 4.87).*
- *“However, the Secretary of State recognises that applicants may need to deliver warehousing ahead of the final delivery and commissioning of connections to the rail network coming forward. In these circumstances the Secretary of State will want to ensure that operational rail connections are brought forward in a timely manner, which may include using requirements that secure operational rail connections after a specified period and/or before a development threshold is reached. The applicant should provide evidence of discussions and demonstrate agreement with Network Rail regarding the planned timeframe for the delivery and commissioning of rail network connections.” (para 4.88).*

53. The change to the warehouse floorspace trigger being proposed to Requirement 35 (b) accords with the NNNPS: it will still ensure that rail connections will be brought forward in a timely manner by the use of requirements, also including against the backdrop of Requirement 35 (a) which remains unchanged.

54. With regards to 2015 NNNPS (as existed at the time of the making of the WMI DCO), paragraph 30 of the Secretary of State’s decision letter noted the following (our emphasis added in **bold**):

*“The Secretary of State notes the Examining Authority’s conclusion on compliance with the NPSNN set out at ER 5.6.48 to 5.6.54. **The Secretary of State considers that the “less rigid interpretation” of paragraphs 4.83 and 4.88 of the NPSNN would be the correct approach as that adopted in the EMGFI decision (ER 5.6.50 and 5.6.51).** He further notes that **paragraph***

² The South Staffordshire Local Plan Review to 2041 is currently under independent examination with consultation on proposed Main Modifications taking place between Thursday, 14th May and Friday, 26th June 2026. West Midlands Interchange (“WMI”) is identified as the largest of the district’s employment sites under Policy SA5 of the Local Plan Review. Policy DS4 of the Local Plan Review, which is concerned with development needs, identifies that 18.8 hectares of land at WMI is required to contribute towards the employment land supply needs of the district, with 10 hectares of land at WMI specifically required to contribute to the employment needs of Cannock Chase district and 67 hectares of land to contribute towards the unmet employment land needs of the Black County authorities.

2.45 of the NPSNN recognises that with respect to SRFIs a “degree of flexibility is needed when schemes are being developed, in order to allow the development to respond to market requirements as they arise” (ER 5.6.45)."

55. This supports the need for ongoing flexibility when market conditions change, as in this case. While the wording in the current NPSNN is slightly different to the wording as existed in the previous version, a similar principle of providing for flexibility to match the changing demands of the market is reflected at paragraph 3.105. In this case, due to market changes, the purpose of the proposed NMC is to provide for the additional flexibility needed to support the delivery of the rail terminal works.
56. It should also be noted that both the Order and the EMG were consented under the 2015 NNNPS which noted at 4.88 that *“It is not essential for all buildings on the site to be rail connected from the outset, but a significant element should be.”* The Secretary of State determined in EMG that 53% of warehousing would be the “significant element” whereas in the WMI Order 75% of the warehousing will be rail connected and the proposed amendments to Requirement 35(b) will not change this position.
57. The change is also supported by national policy set out in the National Planning Policy Framework (December 2024) (the “NPPF”). For example, NPPF Policy E2: “Meeting the need for business land and premises” identifies that to support business growth, substantial weight should be given to the economic benefits of proposals for commercial development which allow businesses to invest, expand and/or adapt; especially where this would support the economic vision and strategy for the area, the implementation of the Industrial Strategy, support improvements in freight and logistics and/or reflect proposals for Industrial Strategy Zones and AI Growth Zones.

Market Considerations

58. Since the Order was made in May 2020, external macro-economic changes in circumstances have occurred which have combined to also support the change now being proposed to the warehouse floorspace trigger in Requirement 35 (b). These changes in circumstances can be summarised as extraordinary increases in infrastructure construction costs since 2020, allied to a much lower rate of warehousing delivery and take-up at the site than was envisaged through the Order.
59. These changes in circumstances are explained further in the following paragraphs.

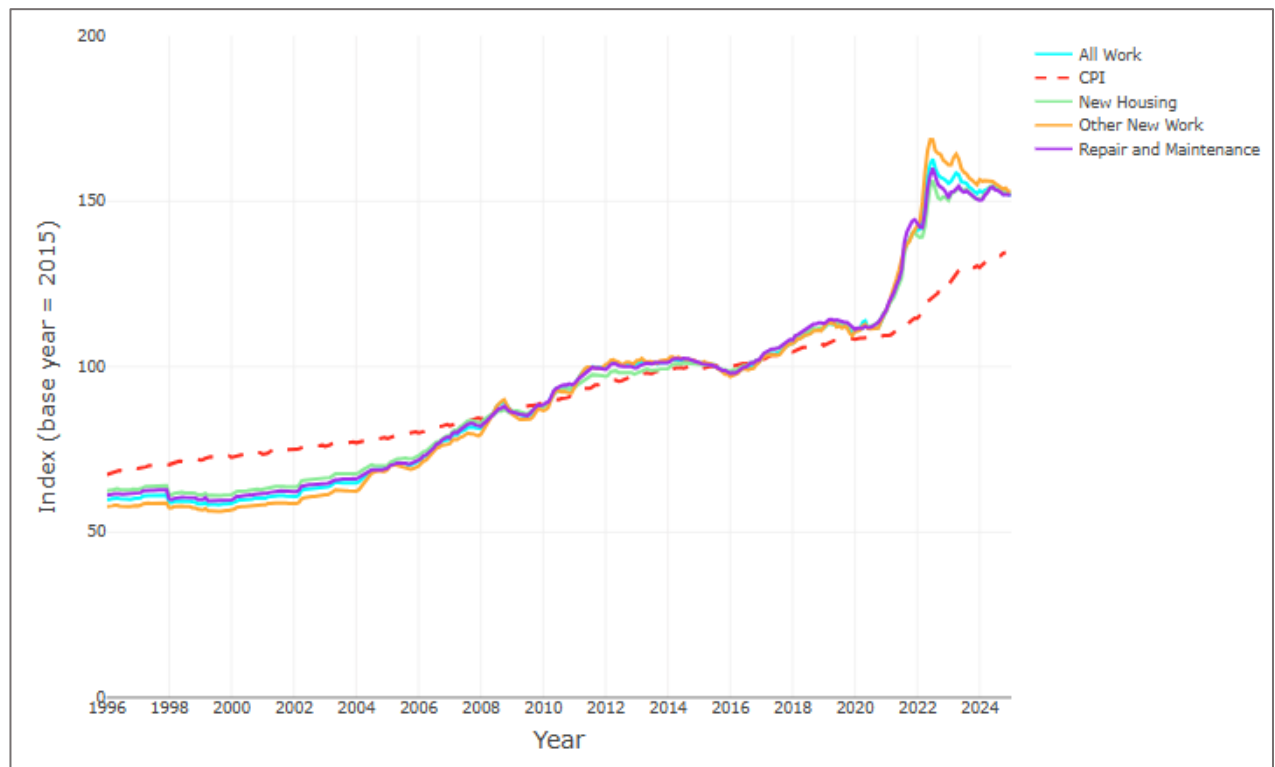
Cost Inflation

60. The Authorised Development commenced in July 2023 and as noted, circa £250m has already been committed / invested by FAL, with the majority of this towards the major highways and other substantial infrastructure works needed to bring the Authorised Development forward.
61. Since the making of the Order in 2020, in addition to the cost of providing additional infrastructure not anticipated by the Order, such as the temporary road south of Vicarage Road, there has been a materially larger than predicted increase in infrastructure construction costs generally. As illustrated in **Figure 2.1**, construction prices increased sharply, at a faster pace than consumer price inflation, from 2020 to 2022. Despite a slight easing of construction prices since 2022, construction material price indices remain far higher than they were historically, and significantly above consumer price inflation indices³.
62. As a consequence, the significant costs associated with the delivery of the various infrastructure and other works required to enable commercial development at West Midlands Interchange are materially above the levels initially

³ [Construction building materials: commentary February 2025 - GOV.UK](#)

anticipated, which reinforces the commercial benefit of having additional warehouse occupiers in place and committed to support ringfencing the further additional major investment and institutional debt needed for the completion of the rail freight terminal.

Figure 2.1: Construction Material Price Indices and Consumer Price Inflation (1996 – 2024)



Source: Figure 2: monthly construction material price indices and consumer price inflation including owner occupier housing costs (CPIH), UK: 1996 to 2024, Construction building materials: commentary February 2025 - GOV.UK

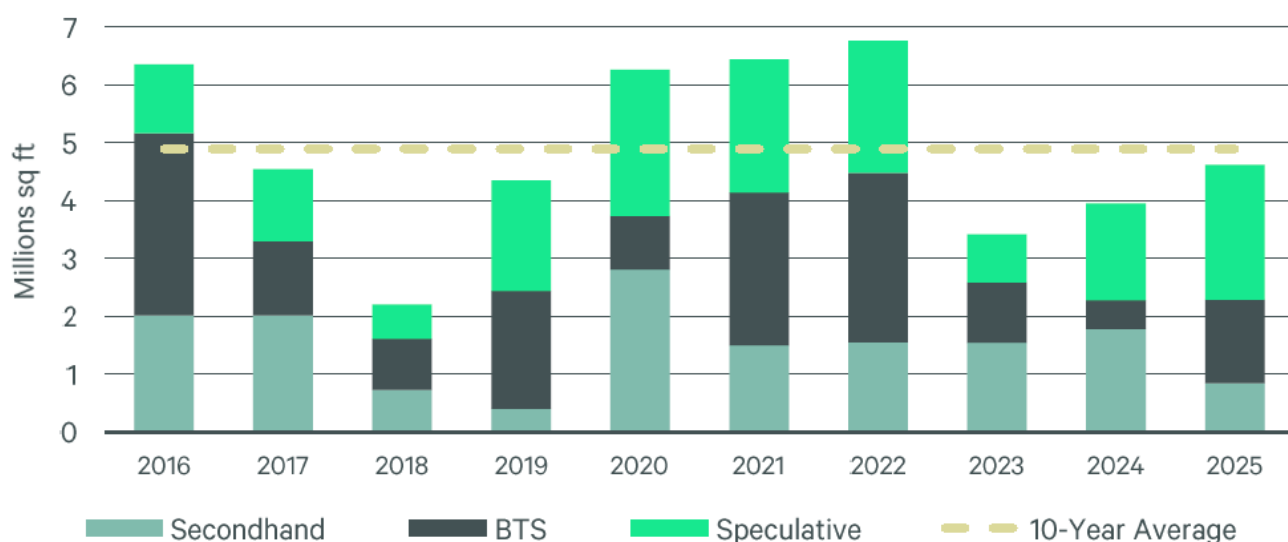
Lower than Predicted Rate of Warehousing Delivery and Take-up

63. The Indicative Phasing Strategy provided as part of 2018 ES estimated an average delivery level of 49,547 sqm of warehouse floorspace per annum between 2020 and 2035 (based on a total amount of warehousing of 743,200 sqm (GIA) at the site delivered over a 15-year period). Additionally, based on the Indicative Phasing Strategy provided at Table 4.1 of Chapter 4 (Description of the Proposed Development) of the 2018 ES, and applying the maximum warehousing floorspace amounts shown on the DCO Development Zones Parameter Plan, as shown below higher levels of warehouse delivery than this overall annual average was expected in the early years of the development:

- 2020 – 2026: 333,162 sqm of warehousing (GIA), equating to 55,694 sqm per annum;
- 2026 – 2029: 97,034 sqm of warehousing (GIA), equating to 33,345 sqm per annum;
- 2029 – 2030: 60,087 of warehousing (GIA) per annum;
- 2030 – 2033: 151,414 sqm of warehousing (GIA), equating to 50,471 sqm per annum; and
- 2033 – 2035: 100,503 sqm of warehousing (GIA), equating to 50,252 sqm per annum.

64. In line with national trends, there was a peak in warehouse take-up in the West Midlands over the period 2020 to 2022, contributed to by demands arising from the Covid19 pandemic. The West Midlands Interchange site was however not in a position, in terms of infrastructure readiness, to capture the heightened demand at that time and since 2022, take-up in warehouse space reduced, particularly in relation to the take-up of new stock, albeit that during 2025 take-up in the West Midlands has increased overall close to the 10 year annual average as illustrated in Figure 2.2.

Figure 2.2: West Midlands Logistics Take-Up (2016 to 2025)



Source: CBRE UK Logistics Market Summary Q4 2025

65. As at the start of 2026, no warehouse floorspace had been completed at the WMI site compared to an anticipated 334,162 sqm based on the indicative ES Phasing Strategy. The first warehouse at the site, which is nearing completion to provide a floorspace of 20,605 sqm (GIA), is expected to be occupied in Q3 of 2026. By 2028, based on current firm occupational requirements, 39,665 sqm of floorspace will have been completed and occupied at the site, compared to an expected circa 400,852 sqm based on the ES Phasing Strategy (which equates to below 10% of the expected amount, a shortfall of circa 361,187 sqm compared to amount expected in the ES Phasing Strategy). The actual rate of warehousing delivery and take-up is therefore well behind the anticipated rate assumed in the Order, and this fact should also be considered in the context of the level of investment made by FAL in the delivery of site infrastructure to date, which as noted has materially increased in cost due to higher-than-expected inflation in infrastructure construction costs.
66. Given changes in external circumstances compared to the time the 2018 ES was prepared and the Order was made, the amendment to Requirement 35(b) will provide the greater degree of certainty regarding infrastructure delivery required by prospective occupiers when making long-term commitments at West Midlands Interchange. The occupiers considering the site require clear, date-certain commitments regarding critical infrastructure, including the Rail Freight Terminal, before committing to occupation. By allowing additional time for the Rail Freight Terminal and associated infrastructure delivery programme, costs and approvals process to mature, the proposed amendment will provide that confidence and support further occupier commitments. This, in turn, will provide greater financial and delivery certainty required to support the prudent and responsible allocation of the further circa £250 million of investment needed to deliver the Rail Freight Terminal and associated infrastructure.

67. The proposed amendment will also ensure that a greater amount of warehouse floorspace can potentially be available at the site to support the operation of the terminal and create the opportunity for the earlier delivery of additional jobs, social value and sustainability benefits arising from this warehouse floorspace, and this supports the principle set out in NNNPS and in SoS DCO decisions relating to SRFI, including East Midlands Gateway 1 and West Midlands Interchange, in recognising the commercial and practical needs and benefits of delivering warehousing ahead of the final delivery and commissioning of connections to the rail network coming forward, and the need for ongoing flexibility when market conditions change. Based on the rates included in Chapter 14 (Socio-economics and Human Health) of the 2018 ES, 47,000 sqm of warehouse floorspace would equate to 540 direct jobs on-site generating a Gross Value Add ('GVA') of £26,970,300 per annum and business rates of circa £1.8m per annum, whereas 150,000 sqm would generate around 1,724 jobs on-site, generating a GVA of £86,105,180 per annum and business rates of circa £5.77m per annum. Given the time that has elapsed since this assessment was made, the difference in GVA generated between these two floorspace scenarios will be greater than originally assessed.

Rail Freight Operator

68. FAL had identified a potential rail freight operator and has been in negotiations for some time to agree commercial terms, however, due to various factors the potential operator is no longer proceeding. This decision was outside of FAL's control but does not diminish FAL's desire or ability to pursue the Rail Freight Terminal works.
69. In accordance with the Order, FAL will be responsible for the development of the Rail Freight Terminal, and this decision does not change that. FAL's work on the design and facilitation of the Rail Freight Terminal noted throughout this statement is testament to that.
70. The proposals to amend Requirement 35(b) were being considered well before FAL was notified of the potential operator's desire to withdraw.

Proposed Updates to Highways Triggers defined in Requirement 25 of the Order

71. Requirement 25 of the Order identifies that the undertaker must complete the various highway works identified in the table accompanying the Requirement by no later than the stage of the authorised development set out in the table or by such alternative later triggers as agreed by the relevant Highway(s) Authority.
72. Since the Order was made, FAL has proposed changes to a number of triggers set out in the table at Requirement 25 which have been agreed, including those explained at paragraph 44 above to raise the amount of warehouse floorspace served by Vicarage Road before completion of the Link Road from 47,000sqm to 186,000 sqm (see **Appendix C(2)**).
73. FAL is also in the process of engaging with the highway authorities (Staffordshire Country Council and National Highways) to seek technical feedback on a further change, to increase the amount of floorspace able to be occupied from 47,000sqm to 150,000sqm before a 5-year period starts in which the Link Road and the A449 Roundabout must be completed. It is intended that this engagement will continue through the NMC application process as if FAL was making an application under Requirement 25 for the changes but requests that the Secretary of State authorises this change as part of this NMC application. This further change would bring this aspect of Requirement 25 fully into line with the change proposed for the secondary RFT trigger.
74. The basis for this further change is similar to that applying to the change to the secondary RFT trigger in Requirement 35, and similarly, the proposed further change to Requirement 25 does not alter the primary

constraint for the Link Road and associated A449 roundabout in Requirement 25, which imposes the overall 186,000 sqm warehouse floorspace occupation cap not to be exceeded before completion of these works. FAL's ability to realise the full development potential of the site is dependent on the delivery of the Rail Freight Terminal and the Link Road, with 75% of the warehousing floorspace being restricted by Requirement 35(a) and the provisions of Requirement 25 until both the Link Road and the Rail Freight Terminal is delivered.

75. Figure 3.3 sets out the changes that have been agreed previously and that are currently proposed in relation to the highways triggers included in Requirement 25. The previously agreed changes are shown as green highlighted strikethrough (deletion agreed) and blue text (addition agreed). The further change being proposed is shown as yellow highlighted strikethrough (proposed deletion) and red text (proposed addition). The stage of authorized development trigger of those other items listed in the table in Requirement 25 but not referenced in Figure 3.3 below (i.e. item nos. iii), iv), vi), vii), x), xi), xii), xiii), remain unchanged from the wording as originally included in the Order. A clean and complete updated version of the Table to Requirement 25 is provided in the draft Amendment Order. For completeness and information purposes only, the construction status of the works (as at the time of making this application) is referenced in the "(2) Description" column of the table at Figure 3.3.

Figure 3.3: Changes to Table at Requirement 25

(1) Item as identified on the highway general arrangement key plan / high-ways master-plan	(2) Description	(3) Stage of Authorised Development	(4) Relevant Body
(i)	A5 Access Roundabout, including works to Avenue Cottages junction (under construction)	To be completed prior to the occupation of first warehouse to be occupied (with the exception of any less than 47,000 square metres (gross internal area) of warehouse floorspace accessed from the Vicarage Road Access Roundabout (item (iii))).	Highways England / Staffordshire County Council
(ii)	A5 – A449 link road (to be constructed)	To be completed prior to occupation of more than 140,000 square metres (gross internal area) of warehouse floorspace served via the A5 and 47,000 square metres (gross internal area) of warehouse floorspace served via the Vicarage Road Access Roundabout (item (iii)). To be completed prior to occupation of more than 186,000 square metres (gross internal area) of warehouse floorspace served via either the A5 roundabout (item (i)) or the Vicarage Road Access Roundabout (item (iii)) or a combination of both, or within five years of the occupation of more than 47,000 150,000 square metres (gross internal area) of warehouse floorspace, whichever is sooner.	Highways England / Staffordshire County Council
(v)	Crateford Lane closed to westbound traffic (to be constructed and closed)	To be completed prior to occupation of more than 140,000 square metres (gross internal area) of warehouse floorspace or within five years of the occupation of more than 47,000 square metres (gross internal area) of warehouse floorspace, whichever is sooner. To be completed on or before completion of the A449 Roundabout works (item (xiv)).	Staffordshire County Council

(1) Item as identified on the highway general arrangement key plan / highways master-plan	(2) Description	(3) Stage of Authorised Development	(4) Relevant Body
(viii)	Provide HGV turning area on Station Drive to the west of the rail Bridge (to be constructed)	To be completed within 9 months of the occupation of any warehouse floorspace served by the Vicarage Road Access Roundabout (item iii) 5 months of completing the Vicarage Road Access	Staffordshire County Council
(ix)	Provide relocated A449 laybys to include closure of existing gaps in A449 Central Reservation and field accesses (completed)	To be completed prior to completion of the A5 Access Roundabout or prior to commencement of any works for the construction of the A5 Access Roundabout that would prevent use of the existing A5 laybys by the travelling public, whichever happens earlier.	Highways England
(xiv)	A449 Roundabout (to be constructed)	To be completed prior to occupation of more than 140,000 square metres (gross internal area) of warehouse floorspace or within five years of the occupation of more than 47,000 square metres (gross internal area) of warehouse floorspace, whichever is sooner. To be completed prior to occupation of more than 186,000 square metres (gross internal area) of warehouse floorspace served via either the A5 roundabout (item (i)) or the Vicarage Road Access Roundabout (item (iii)) or a combination of both or within five years of the occupation of more than 47,000 150,000 square metres (gross internal area) of warehouse floorspace, whichever is sooner.	Highways England

76. Whilst changes to Requirement 25 have been agreed with the relevant highway authorities in the past, these changes are not reflected in corresponding updates to the wording of the Order itself, and it is very difficult for stakeholders to access and keep track of these agreed changes.
77. It is therefore proposed that as part of this NMC, that the table of highways triggers included under Requirement 25 of the Order is brought fully up to date by as set out in the draft amendment order to reflect the previously agreed changes and the additional further changes also now being proposed. If the NMC is granted, this change will clarify the highways triggers that FAL must comply with.
78. To avoid any doubt, these changes do not seek to prevent any future changes to Requirement 25 if agreed with the relevant highway authorities, it is simply to bring the Order up to date on grant of the NMC.

Affected Authorised Works Numbers and Certified Plans

79. No changes are proposed to the Certification Documents as listed in Schedule 15 of the Order as a result of the amendments proposed through this application for a non-material change.

Section 3: Environmental Implications

Scoping

80. The Original DCO was accompanied by a 2018 ES prepared by Ramboll Limited and supporting technical specialists on behalf of FAL⁴. The 2023 NMC was accompanied by an Environmental Implications Report ('2023 EIL') which provided a review of the now-consented design changes, the amended development as a whole, in the context of the assessment findings reported in the 2018 ES. The 2025 NMC included a similar approach, but with the review of environmental implications included within the body of the Application Statement ('2024 Application Statement').
81. Having regard to the Planning Act 2008 Guidance⁵, consideration has been given to whether the proposed amendments to the Order give rise to any:
- a. New likely significant effects that were not identified in the 2018 ES for the consented project; or
 - b. Materially different likely significant effects when compared to the effects set out in the 2018 ES for the consented project.
82. There is no specific explanation in the Planning Act 2008 Guidance or topic-specific technical guidance on what constitutes a material change and as such this is based on professional judgement. Schedule 6, paragraph 2(2) of the Planning Act 2008 states: "In deciding whether a change is material, the [Secretary of State] must have regard to the effect of the change, together with any previous changes made under this paragraph, on the development consent order as originally made." The assessment has therefore considered the environmental implications of the Proposed NMC in combination with effects arising from the 2023 and 2025 NMC.
83. Consideration has also been given as to whether the proposed amendments would constitute EIA Development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Schedule 2(13) sets out that a change to a Schedule 1 or Schedule 2 (1)-(12) development which has already been authorised would be considered EIA Development if the change "*may have significant adverse effects on the environment.*" In doing so, the effect of the changes on the overall project have been considered to identify whether there are other, project-wide significant effects, that need to be taken into account.
84. The proposed amendments summarised in Section 2 have been assessed against all topics previously considered in the 2018 ES (and subsequent NMCs) to identify the potential environmental effects, and whether this could result in new, or materially different, likely significant effects to those previously identified.
85. Due to the nature of this proposed non-material change, the scope of the EIA is considered to remain valid as the proposed amendment is not predicted to give rise to any new or materially different likely significant effects in

⁴ A number of updated technical assessments were submitted following the submission of the application. For the purpose of this section, the '2018 ES' refers to the original 2018 ES, as amended by the updated technical assessments.

⁵ Planning Act 2008: Guidance on Changes to Development Consent Orders, DCLG (December 2015).

respect of those topics previously scoped out of the 2018 ES. Accordingly, the following scoped-out topics have not been assessed:

- Waste;
- Telecommunication Interference;
- Light Spillage;
- Daylight, Sunlight and Overshadowing;
- Wind Microclimate; and,
- Aviation.

Consideration of the Certified Environmental Statement

86. This Section of the Planning Statement considers whether the proposed amendments to the Order give rise to any:
- a) New likely significant effects that were not identified in the 2018 Environmental Statement (“ES”) for the consented project; or,
 - b) Materially different likely significant effects when compared to the effects set out in the 2018 ES for the consented project.
87. It is considered that the proposed amendments would not result in any new or materially different likely significant environmental effects for the reasons set out below.
88. Consideration has also been given as to whether the proposed amendments would constitute EIA Development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Schedule 2(13) sets out that a change to a Schedule 1 or Schedule 2 (1)-(12) development which has already been authorised would be considered EIA Development if the change “*may have significant adverse effects on the environment.*” In doing so, the effect of the changes on the overall project have been considered to identify whether there are other, project-wide significant effects, that need to be taken into account.
89. The following assessment of whether the proposed amendment could give rise to any new or materially different likely significant environmental effects as a result of this application concerns the proposed change to Requirement 35 (b). The proposed inclusion of additional *Hillside* text does not materially change any aspect of the Authorised Development and as such, does not require specific assessment in this regard. The proposed additional alternate wording to Article 44 (3) is to clarify the interaction between the Order and planning permissions granted under the 1990 Act in light of *Hillside*. It also enables the local planning authority to make the necessary assessment of environmental effects based on the application before them, whether submitted pursuant to the provisions of the Order or as a planning application.
90. This section should be read alongside the:
- The Environmental Statement dated August 2018 (Order Document No. 6.2) and substitutions listed in Schedule 15 of the Order (“the 2018 ES”) associated with The West Midlands Rail Freight Interchange Order 2020 (S.I. 2020/511);

- The Proposed Non-Material Change Environmental Implications Letter dated June 2023 (“2023 EIL”) associated with The West Midlands Rail Freight Interchange (Amendment) Order 2023 (S.I. 2023/1132).
 - The Application Statement for Proposed Non-Material Change dated October 2024 (“2024 Application Statement”) associated with the West Midlands Rail Freight Interchange (Amendment No. 2) Order 2025 (S.I. 2025/481).
91. 2024 Application Statement. The 2023 EIL and 2024 Application Statement provide relevant context as it assessed the 2023 and 2025 NMCs in the context of the assessment findings reports in the 2018 ES. They provide information which enables the Secretary of State to have due regard to Schedule 6, paragraph 2(2) of the Planning Act 2008, as described earlier in this section. The 2018 ES, 2023 EIL and 2024 Application Statement and associated appendices can be found at: [Documents | West Midlands Interchange](#).

Assessment of Environmental Implications

92. As described in Section 2, the scope of the amendment to be considered in terms of environmental effects comprises:
- The deletion of Article 44 (3) and the inclusion of additional alternate wording in the Order to the effect that the grant of planning permission pursuant to an application made under the 1990 Act at the site will not prevent the subsequent approval and lawful implementation of applications made pursuant the Order for the Authorised Development on other land at the West Midlands Rail Freight Interchange;
 - Changes to the warehousing floorspace occupation and timing trigger set out in Requirement 35 (b) (and associated changes to Requirement 34) relating to when the rail terminal works require to be completed; namely to increase the warehouse floorspace occupation threshold from 47,000 sqm to 150,000 sqm and reduce the period for the completion period for the rail terminal works once the warehouse floorspace occupation threshold is reached from six years down to five years. For clarity, no other amendments are sought, including any amendments to Requirement 35 (a); and
 - Provide an update to the Table included with Requirement 25 as set out in the draft Amendment Order to reflect the previously agreed changes and the additional further changes now being proposed in discussion with the relevant highway authorities to bring the warehouse floorspace occupation figure for completion of the link road in line with that proposed in Requirement 35(b) for the rail terminal works.
93. Details of the proposed changes to Order wording are set out in the submitted draft Amendment Order.
94. Given the nature of the proposed amendment in the context of the Authorised Development, the environmental implications of the proposed amendment are considered as follows:

Agriculture and Soils

- **Demolition and Construction:** the proposed amendment does not change the extent of the proposed construction as assessed in the 2018 ES, 2023 EIL and 2024 Application Statement. Therefore, no new or materially different likely significant effects would arise, and the conclusion presented previously are considered to remain valid.
- **Completed Development:** Given the effects to agriculture and soils from the proposed development would arise during the demolition and construction stage only, the proposed amendments would not result in any new effects during the completed development stage. Accordingly, the conclusions of the 2018 ES, 2023 EIL and 2024 Application Statement remain valid.

Air Quality

- **Demolition and Construction:** the proposed amendment does not change the extent of the proposed construction as assessed in the 2018 ES, 2023 EIL and 2024 Application Statement. No changes to the methods of construction or construction vehicle trips would arise. Accordingly, no new or materially different likely significant residual effects would arise, and the conclusions presented previously are considered to remain valid.
- **Completed Development:** whilst an increase is proposed to the warehouse occupation trigger in Requirement 35 (b), this change does not alter Requirement 35 (a) which still requires the rail terminal works to be completed before the occupation of more than 186,000 square metres of warehousing and would not have an impact on trip generation from the completed development. Therefore, no new or materially different significant effects would arise and the conclusion presented in the 2018 ES, 2023 EIL and 2024 Application Statement are considered to remain valid.

Archaeology (Buried Heritage Assets)

- **Demolition and Construction:** the proposed amendment does not change the extent of the proposed construction as defined in the Parameters Plans which informed the 2018 ES assessment. Therefore, no new or materially different likely significant effects would arise, and the conclusion presented in the 2018 ES, 2023 EIL and 2024 Application Statement are considered to remain valid.
- **Completed Development:** as per the 2018 ES, following the cessation of construction activities, it is expected that no additional direct impacts to archaeological receptors would occur during the operation of the amended proposed development. Accordingly, no effects are predicted to arise, consistent with the findings of the 2018 ES, 2023 EIL and 2024 Application Statement.

Cultural Heritage

- **Demolition and Construction:** the proposed amendment does not change the extent of the proposed construction as defined in the Parameters Plans which informed the 2018 ES assessment. Therefore, no new or materially different likely significant effects would arise, and the conclusion presented in the 2018 ES, 2023 EIL and 2024 Application Statement are considered to remain valid.
- **Completed Development:** the proposed amendment is unlikely to affect the operational phase assumptions or the assessment of effects undertaken for the operational phase, as reported in Chapter 10 of the 2018 ES. The proposed amendment does not propose any changes to the overall quantum or nature of the completed development. Accordingly, no new or materially different likely significant effects would arise, and the conclusions presented in the 2018 ES, 2023 EIL and 2024 Application Statement are considered to remain valid.

Ecology and Nature Conservation

- **Demolition and Construction:** in consideration of the updated baseline conditions presented in the 2023 EIL and 2024 Application Statement, the proposed amendment is unlikely to affect the demolition and construction phase assumptions or the assessment of effects undertaken for the construction phase, as reported in Chapter 10 of the ES. The proposed amendment does not materially change the extent of the proposed construction as defined in the Parameters Plans which informed the 2018 ES assessment. Therefore, no new or materially different likely significant effects would arise, and the conclusion presented in the 2018 ES, 2023 EIL and 2024 Application Statement are considered to remain valid.

- **Completed Development:** in consideration of the updated baseline conditions presented in the 2023 EIL and 2024 Application Statement, the proposed amendment is unlikely to affect the operational phase assumptions or the assessment of effects undertaken for the operational phase, as reported in Chapter 10 of the 2018 ES. The proposed amendment is not anticipated to affect the agreed ecological mitigation and compensation measures detailed. Accordingly, no new or materially different likely significant effects would arise, and the conclusions presented in the 2018 ES, 2023 EIL and 2024 Application Statement are considered to remain valid.
- **Habitat Regulations Assessment:** the proposed amendment is not considered to change the assessment as there shall be no changes to the geographical extent of the development or changes that would give rise to Likely Significant Effects as a result of direct physical effects, noise, water quality or from changes in ambient air quality.

Ground Conditions

- **Demolition and Construction:** the proposed amendment does not change the extent of the proposed construction as defined in the Parameters Plans which informed the 2018 ES assessment. The baseline conditions relating to the extent and nature of demolition and construction remain consistent with those used to inform the 2018 ES and as such no further risks from contamination are likely. As such, no new or materially different likely significant effects would arise, and the conclusion presented in the 2018 ES, 2023 EIL and 2024 Application Statement are considered to remain valid.
- **Completed Development:** as above, considering the baseline conditions remain consistent with those used to inform the 2018 EIA, no further risks are likely, and the mitigation proposed in the 2018 ES is considered to remain valid. Accordingly, the risks summarised within 2018 ES Chapter 11, the 2023 EIL and 2024 Application Statement remain valid.

Landscape and Visual Impact

- **Demolition and Construction:** the proposed amendment does not change the extent of the proposed construction as defined in the Parameters Plans which informed the 2018 ES assessment. The baseline conditions relating to the extent and nature of demolition and construction remain consistent with those used to inform the 2018. As such, no new or materially different likely significant effects would arise, and the conclusion presented in the 2018 ES, 2023 EIL and 2024 Application Statement are considered to remain valid.
- **Completed Development:** the proposed amendment would not change the proposed nature and extent of the completed development, including landscape mitigation. As such, stated overall levels of landscape and visual effects for the receptor groups and therefore would not change the stated overall conclusions of the 2018 ES Chapter 12. No new or materially different likely significant effects would arise, and the conclusion presented in the 2018 ES, 2023 EIL and 2024 Application Statement are considered to remain valid.

Noise and Vibration

95. The 2023 EIL that accompanied the 2023 NMC application considered the results of an updated baseline noise survey prepared as part of the Bespoke Noise Insulation Scheme ('BNIS'), which was required by Clause 2 in Schedule 6 of the Development Consent Obligation. It was concluded that the updated noise baseline had potential for noise impacts at properties south-east of the site to be materially worse than were set out in the Original DCO application, irrespective of any changes to the Order, i.e. a material worsening resulting from the baseline alone. This position was noted as being the same in the 2025 Application Statement.

- **Demolition and Construction:** the proposed change would not alter the demolition and construction phase information on which the assessment of effects was undertaken for the construction phase, as presented in Chapter 13 of the 2018 ES and the Chapter 13 Addendum dated 05 April 2019 ("the 2019 ESA") which accompanied the

Original DCO application. Accordingly, there is no change to the conclusions of the 2018 ES and 2019 ESA. The 2023 updated baseline did not alter this conclusion, since the baseline sound levels inform the assessment criteria and the most stringent thresholds have already been adopted.

- **Completed Development:**

- The proposed change would not affect the assessment of effects relating to off-site road traffic noise as a result of the operation of the proposed development, as presented in Chapter 13 of the 2018 ES and 2019 ESA. The updated baseline would also not alter the assessment of effects since the measured baseline sound levels are not factored into the assessment of off-site road traffic noise. Accordingly, there is no change to the conclusions of the 2018 ES in respect of effects resulting from off-site road traffic noise.
- Compared to the 2023 and 2025 NMC consents, the Proposed NMC is not predicted to lead to any changes in likely significant noise effects from on-site operations as the previous assessments identified likely significant effects for the completed development only; there was no consideration of when the rail terminal or link road came forward within the development's life and therefore altering the point at which this infrastructure must be constructed does not change the conclusions.
- Compared to the Original DCO application, the combined changes introduced by the 2023 and 2025 NMC consents and the Proposed NMC are predicted to result in the same outcomes as set out in the 2023 EIL and 2024 Application Statement: changes in noise levels from on-site operations of no more than ± 2 dB are predicted, except at one receptor, Craigmere, where a change of +3dB was identified in the 2023 EIL. No changes have been identified as arising from the Proposed NMC. The combined impact of the 2023 and 2025 NMC consents and the Proposed NMC would not lead to new or materially different likely significant effects.
- As previously noted, the 2023 EIL took into account an updated noise baseline, which found that background sound levels had decreased at locations to the south-east of the WMI site. As described in the 2023 EIL, the result of these decreased background sound levels is that likely significant effects are now predicted at five locations where they were not previously predicted in the Original DCO application. However, since it is the change in baseline levels that gives rise to the additional five likely significant effects, rather than the proposed changes to the scheme, and the change in baseline has occurred independently of the scheme, the additional five likely significant effects would occur even if the scheme assessed in the Original DCO application was not amended.
- There was also an error in the noise modelling used in the Original DCO application that was corrected in the noise modelling for the 2023 NMC, and the correction has been retained for the Proposed NMC.
- This results in two likely significant effects that were predicted in the Original DCO application falling away, leaving a net increase of three additional likely significant effects; however, as noted previously, these are due to the change in baseline rather than the proposed amendments to the scheme, and would occur even if the Original DCO was not amended. This would remain the position for this Proposed Change.

Socio-Economics and Human Health

- **Demolition and Construction:** the duration of the demolition and construction programme would remain materially unchanged as a result of the proposed amendment and there is not anticipated to be any material change in construction employment generated. As the spatial extent of the demolition and construction works would remain similar, the effects relating to recreation and amenity and human health would also remain the same. Accordingly, no new or materially different likely significant effects would arise, and the conclusions presented in the 2018 ES, 2023 EIL and 2024 Application Statement are considered to remain valid.

- **Completed Development:** given the proposed amendment would not alter the quantum of land uses being delivered, the economic effects of the proposed development when completed would remain the same. Accordingly, no new or materially different likely significant effects would arise, and the conclusions presented in the 2018 ES, 2023 EIL and 2024 Application Statement are considered to remain valid.

Transport and Access

- **Demolition and Construction:** The proposed amendment would not give rise to a change in construction vehicle trips. The construction traffic routing would be managed and mitigated in accordance with the amended Demolition and Construction Traffic Management Plan which has been approved by Staffordshire County Council as local highways authority. Accordingly, no new or materially different likely significant residual effects would arise, and the conclusions presented in the 2018 ES, 2023 EIL and 2024 Application Statement are considered to remain valid.
- **Interim and Completed Development:** The proposed amendment would not alter the quantum or type of land uses being delivered at WMI. Whilst an increase is proposed to the warehouse occupation trigger in Requirement 35 (b), this change does not alter Requirement 35 (a) which still necessitates that the rail terminal works to be completed before the occupation of more than 186,000 square metres of warehousing. Similarly, the changes being proposed to Requirement 25 do not alter the requirement to complete the Link Road and associated A449 roundabout before the occupation of more than 186,000 square metres of warehousing as originally defined in the Order.
- The 2018 ES assessed a scenario where 185,900 sqm (2m sq ft) of warehouse development, (with 139,400 sqm served via the A5 access and 46,500sqm served from Vicarage Road), was delivered in the absence of the A449 / A5 link road through the Site and in the absence of the rail terminal. It has been confirmed through a technical review of the 2018 ES undertaken by WSP (FAL's Highways and Transport Consultant) that there would be no materially new or no materially different likely significant effects to those identified as part of the 2018 ES arising from a revised scenario based on serving 186,000 sqm of floorspace served entirely from Vicarage Road in the absence of the Link Road and without the rail terminal (see **Appendix C** of this Statement). The proposed amendment to Requirement 35 (b) from 47,000 sqm to 150,000 sqm of warehouse space falls below the 186,000 sqm considered. As such, no new or materially different significant residual effects would arise, and the conclusions presented in the 2018 ES, 2023 EIL and 2024 Application Statement are considered to remain valid.

Water Environment and Flood Risk

- **Demolition and Construction:** the proposed amendment would not alter the demolition and construction methods and the mitigation to be implemented through the Outline Demolition and Construction Environmental Management Plan which formed part of the 2018 ES (Appendix 2.3 of Document 6.2 dated 05 July 2019). Accordingly, no new or materially different likely significant residual effects would arise in relation to Demolition and Construction for all Water Environment and Flood Risk receptors and the conclusions presented in the 2018 ES, 2023 EIL and 2024 Application Statement are considered to remain valid.
- **Completed Development:** the proposed amendment does not result in any changes to the overall sitewide drainage strategy, which informed the 2018 ES assessment. Based on the above considerations and the validity of the drainage strategy, the proposed amendments would therefore not alter the assessment of effects presented in the 2018 ES, 2023 EIL and 2024 Application Statement, and the conclusions remain valid.

96. As the Proposed NMC is non-material and, as confirmed in this review, does not result in any new or materially different likely significant effects on the environment, the Proposed NMC would not result in any new or amended cumulative effects compared with those assessed in the 2018 ES and considered in the 2023 EIL and 2024 Application Statement.

97. Any new or amended cumulative schemes that have come about since the 2018 ES was undertaken are required to include the Original DCO within the cumulative assessment and consider and mitigate against the potential for inter-development cumulative effects. Given this and the non-material nature of the change proposed, no further consideration has been given to the potential for in-combination effects with cumulative schemes.

Section 4: Stakeholder Engagement

98. Pre-application discussions have been held with the following consultees in advance of making this application. A proportionate approach has been taken to pre-application stakeholder engagement, focussed on those likely to have interest in the proposed amendments.

South Staffordshire District Council and Staffordshire County Council

99. The Site falls within the administrative district of South Staffordshire District Council ('SSDC'), which is the local planning authority, and within the administrative boundary of Staffordshire County Council ('SCC'), which is the local highway authority and lead local flood authority.
100. The proposed general scope and intent of the NMC, particularly with regards to the proposed changes to Requirement 35 (b) and the principal reasons for seeking the amendments, were initially presented to SSDC and SCC at a pre-application meeting held on 19th January 2026. Discussion on the NMC application has continued with Council Officers and Councillors, including a site tour on 15th June with relevant Councillors and a subsequent presentation on the NMC application scope and reasoning on 16th June 2026.
101. Additionally, WSP, FAL's appointed Highways Consultant, has engaged on this matter directly with SCC Officers on behalf of FAL, and also in relation to: the changes that have been agreed with SCC relating to changes to the highways triggers set out at Requirement 25 of the Order (further details are provided at Section 2 and **Appendix C** of the Application Statement); and further proposed changes to the highways triggers for the Link Road and associated A449 roundabout included in Requirement 25, which would have the effect of making them similar to the timing and warehouse floorspace trigger proposed for Requirement 35 (b).
102. More generally, FAL has continued to proactively engage with SSDC and SCC officers, including through regular (fortnightly) pre-application meetings to present and discuss key issues relevant to the application such as approaches to wider engagement and engagement material.

National Highways

103. WSP has engaged on this matter directly with National Highways Officers on behalf of FAL, and also in relation to the changes that have been agreed with National Highways relating to changes to the highways triggers set out at Requirement 25 of the Order and the further changes now proposed as explained above (further details are provided at Section 2 and **Appendix C** of the Application Statement).
104. As there would be no change to the floor area trigger of 186,000sqm by which time the A449/A5 Link Road must be completed, no issues or concerns have been raised by National Highways Officers in connection with the proposed non-material change.

Network Rail

105. Kilbride Rail Limited has engaged on this matter directly with Network Rail on behalf of FAL. FAL has carried out regular design, property, possessions and rail industry consultation process meetings with Network Rail and has shared information on the likely effect of these proposed changes to the Order as part of that process together

with the likely changes to the Order that would be requested. Network Rail has identified that they will respond to the non-material change process directly, as soon as the full text is available for review.

The Local Community

106. In advance of making this NMC application, FAL has devised a structured Engagement Plan to set out the timing and methods of engaging and consulting with different parties, over and above the statutory consultation requirements agreed through the Regulation 7 (3) process. In addition to the ongoing engagement with the key statutory consultees listed above, other engagement, in line with the Plan, is being implemented as follows:

- Engagement with relevant Parish Councils and other selected statutory consultees and individuals' prior submission of the application; and
- Engagement with the local community, which will include a presentation to a meeting of the West Midlands Interchange Community Liaison Group ("CLG")⁶ which is scheduled to take place on 7th September 2026 to explain and discuss the main scope and intent of the changes proposed through the NMC application.

Regulation 7(3) Process

107. In advance of making this non-material change application submission, the Applicant made a request to the Secretary of State on 13th July 2026 under Regulation 7(3) of the Infrastructure Planning (Changes to and Revocation of, Development Consent Orders) Regulations 2011 to agree the parties the Applicant proposes to directly consult on the NMC application, and the parties that the Applicant does not intend to directly consult, with this request also setting out the reasons why these parties should be consulted or excluded.

108. The Secretary of State provided a written response to this request on 31st July 2026 confirming that it agrees with the Applicant's proposed consultation lists subject to the addition of the Environment Agency as a party to be consulted on the proposed amendments to the Order.

⁶ The CLG was established by FAL in 2021 pursuant to provisions of the DCO Obligation to facilitate liaison between local residents, local authorities and other interested stakeholders in relation to the construction and operations of the West Midlands Interchange development.

Section 5: Assessment of the Application and Conclusions

Guidance on Changes to Development Consent Orders

109. Guidance on making changes to Development Consent Orders was issued by the (then) Department for Communities and Local Government in December 2015⁷.

110. Paragraph 9 of the Guidance confirms that neither the 2008 Act⁸ nor the 2011 Regulations⁹ provide any definition of a material or non-material change. Paragraph 10 notes that given the range of infrastructure projects that are consented through the 2008 Act, and the variety of changes that could possibly be proposed for a single project, the Guidance cannot, and does not attempt to, prescribe whether any particular types of change would be material or non-material and such decisions will inevitably depend on the circumstances of the specific case.

111. Paragraph 11 goes on to note that there may however be certain characteristics that indicate that a change to a consent is more likely to be treated as a material change. Paragraphs 12 to 16 then go on to describe four examples of such characteristics:

- *“A change should be treated as material if it would require an updated Environmental Statement (from that at the time the original Development Consent Order was made) to take account of new, or materially different, likely significant effects on the environment” (paragraph 12);*
- *“A change to a Development Consent Order is likely to be material if it would invoke a need for a Habitats Regulations Assessment. Similarly, the need for a new or additional license in respect of European Protected Species is also likely to be indicative of a material change...” (paragraph 14);*
- *“A change should be treated as material that would authorise the compulsory acquisition of any land, or an interest in or rights over land, that was not authorised through the existing Development Consent Order...” (paragraph 15); and,*
- *“The potential impact of the proposed changes on local people will also be a consideration in determining whether a change is material. In some cases, these impacts may already have been identified, directly or indirectly, in terms of likely significant effects on the environment. But there may be other situations where this is not the case and where the impact of the change on local people and businesses will be sufficient to indicate that the change should be considered as material. Additional impacts that may be relevant to whether a particular change is material will be dependent on the circumstances of a particular case, but examples might include those relating to visual amenity from changes to the size or height of buildings; impacts on the natural or historic environment; and impacts arising from additional traffic” (paragraph 16).*

⁷ Planning Act 2008: Changes to Development Consent Orders (December 2015), Department for Communities and Local Government

⁸ Planning Act 2008

⁹ The Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 (as amended)

112. In accordance with other decisions issued by the Secretary of State although the above characteristics indicate that a change to a consent is more likely to be treated as a material change, they only form a starting point for assessing the materiality of a change and each case must depend on a thorough consideration of its own circumstances.

Assessment of Whether the Proposed Amendment is Material

113. In overall conclusion, and with regards to the Guidance, it is considered that the proposed amendment is non-material for the reasons explained below.

Consideration of New or Materially Different Likely Significant Environmental Effects

114. Consideration has been given to whether the proposed amendment would give rise to any:
- a. New likely significant effects that were not identified in the Environmental Statement ('ES') for the consented project; or
 - b. Materially different likely significant effects when compared to the effects set out in the ES for the consented project.
115. Schedule 6, paragraph 2(2) of the Planning Act 2008 states: *"In deciding whether a change is material, the [Secretary of State] must have regard to the effect of the change, together with any previous changes made under this paragraph, on the development consent order as originally made."*
116. The above has been assessed in Section 3 of this Report (Environmental Implications) which presents the results of a review undertaken by CBRE and FAL's appointed technical specialist team as appropriate to determine whether the proposed design changes would give rise any new or materially different, likely significant effects on the environment to those set out in the 2018 ES. The assessment has also considered the proposed amendment in the context of change affected by the 2023 and 2025 NMCs.
117. Due to the nature of the Proposed NMC, it is considered that the scope of the 2018 ES remains valid and that, in combination with the effects of the 2023 and 2025 NMC, the proposed amendment would not be material.
118. In respect of topics previously scoped in to the 2018 ES, no new or materially different likely significant effects would arise with respect to Agricultural and Soils; Air Quality; Archaeology; Cultural Heritage; Ground Conditions; Ecology and Nature Conservation; Landscape and Visual Impact; Noise and Vibration; Socio-Economics and Human Health; Transport and Access; and Water Environment and Flood Risk, and the conclusions presented in the 2018 ES and 2023 EIL are considered to remain valid for both the demolition and construction stage and completed development stage.
119. As such, the 2018 ES results and conclusions remain valid in the context of the amended proposed development. No new significant effects or materially likely different effects to those identified previously are identified as a result of the proposed amendment, considering the combined effects arising from the 2023 and 2025 NMC and this NMC application.

Requirement for Habitat Regulation Assessment or European Protected Species Licence

120. In addition to the 2018 ES, the Original DCO was accompanied by a Habitats Regulations Statement – No Significant Effects Report (dated July 2018). European Sites within 10km of the Site were identified, with an

assessment of 'Likely Significant Effects': Cannock Chase SAC, Motte Meadows SAC and Cannock Extension Canal SAC.

121. A change to a Development Consent Order might be considered as material in terms of the Habitats Regulations if:

- a. The change itself is likely to have a new significant effect on a European site (or a European offshore marine site) or will add to the significant effects on such site and will therefore need a Habitat Regulations Assessment; and/or,
- b. The change will result in the need for a license, or a change to an existing license for a European Protected Species.

122. In addition to the 2018 ES, the Original DCO application was accompanied by a Habitats Regulations Statement – No Significant Effects Report (dated July 2018). European Sites within 10km of the Site were identified, with an assessment of 'Likely Significant Effects': Cannock Chase SAC, Motte Meadows SAC and Cannock Extension Canal SAC. This report concluded that the proposed development was not likely to have a significant effect on any European Sites, either alone or in combination with other projects and plans. As a result, it was concluded that an Appropriate Assessment was not required. This position was agreed by Natural England and accepted by the Examining Authority's Report of Findings and Conclusions¹⁰ and the Secretary of State's decision dated 4th May 2020.¹¹

123. Due to the site distance, lack of connectivity and designation qualifying features, and the nature of the proposed amendments in terms of not altering the scale, geographical extent and characteristics of the development, the proposed amendments are not considered to result in new significant effects on any European site, alone or in combination. Accordingly, the conclusions of the Habitat Regulations Statement remain valid, and an Appropriate Assessment is not required. The changes will not require a Habitats Regulations Assessment and will not result in the need for any European Protected Species licences.

Requirement for Compulsory Acquisition of Land or Rights not Already Authorised Through the Order

124. There is no requirement for compulsory acquisition of land or rights not already authorised through the Order, therefore no amendments to the powers of acquisition set out in the Order, or changes to the Book of Reference and certified Land Plans, are sought or needed.

Impacts on Local Businesses and Residents

125. As explained in Section 3, the review undertaken by the consultant team show that the proposed amendment is not expected to have any new or materially different effects to those reported in the 2018 ES, 2023 EIL and 2024 Application Statement. The proposed amendment itself will not cause any new or materially different significant environmental effects to be experienced by residents and businesses compared to those impacts that will occur as a result of the already consented development.

¹⁰ Paragraphs 8.5.1 and 8.5.2

¹¹ Paragraph 62

Overall Conclusion

126. The reasons for the proposed amendments to the Order are explained at Section 2 of this Application Statement.
127. The replacement of the original wording at Article 44 (3) is proposed to achieve a broadly similar effect to the current wording but modified to reflect the Supreme Court's ruling in *Hillside* which was handed down after the Order was made.
128. The proposed amendment to Requirement 35 (b) (and Requirement 34) does not alter the nature or scale of the Authorised Development, does not change warehouse occupation cap in Requirement 35(a) before the rail terminal works are required to be completed, and does not create any new or materially different likely significant environmental, including highways, effects. FAL is seeking to amend the lower secondary threshold in Requirement 35(b) with the updated highways data which has been agreed with the relevant highway authorities. This mirrors the approach taken in the original examination but is based on updated data to ensure it is robust. The proposed amendment also reflects the contemporary site phasing adopted by FAL, which updates the illustrative phasing included in the 2018 ES, aligning with current infrastructure delivery programmes and shortens the rail terminal works completion period, strengthening the overall West Midlands Interchange delivery framework. These conclusions also apply to the further changes being proposed the triggers for the completion of the Link Road and associated A449 roundabout in Requirement 25.
129. The changes proposed comply with national planning policies as they still ensure that a significant proportion of the warehousing cannot be occupied until the Rail Freight Terminal is delivered in a timely manner.
130. For the reasons explained in previous paragraphs in this section of the Application Statement, and when assessed against the four matters set out at paragraphs 12 to 16 of the Guidance, the Applicant considers that the proposed amendments sought are not material. Additionally, there are no other considerations that indicate that the proposed amendments sought by the Amendment Order are material as opposed to non-material changes to the Authorised Development. It is considered that this Statement provides sufficient evidence to enable the Secretary of State to appropriately consider Schedule 6, paragraph 2(2) of the Planning Act 2008, which requires the Secretary of State to have regard to the effect of this proposed change, together with the 2023 and 2025 NMC. The proposed application should therefore be dealt with under the procedures for non-material changes as set out in the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 (as amended).

Appendix A – Consents, Applications and 3rd Party Agreements at West Midlands Interchange

Appendix A1: Applications Made to South Staffordshire District Council

Consents Granted by South Staffordshire District Council Pursuant to the Order

21/01261/COND – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020), discharge of Requirement 9(2)(a) and Requirement 10 – **Approved** – 22nd December 2021.

21/01261/COND2 – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020), discharge of Requirement 16(2)(d) – **Approved** – 10th January 2022.

21/01261/COND3 – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020), discharge of Requirement 3(1) Written Phasing Scheme – **Approved** – 17th February 2023.

21/01261/COND4 – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020), discharge of Requirement 6(2) – **Approved** – 17th February 2023.

22/00719/REM – Seeking approval of detailed design pursuant to Requirement 4 (Detailed Design Approval) parts (c), (e), (f), (g), (h), (i), (j), (m), (n), (o) and Requirement 16(1) Written Landscaping Scheme and approval of Requirement 12 (1) and (3) (Ecological Mitigation and Management Plan), Requirement 20 (1) (Lighting Scheme Details), Requirement 29 (1) (Building Sustainability) for Warehousing at Plot 3020 (Development Zone of The West Midlands Rail Freight Interchange Order 2020 – **Approved Subject to Conditions** – 20th February 2023.

22/01143/REM – Seeking approval of detailed design pursuant to Requirement 4 (Detailed Design Approval) parts (c), (e), (f), (g), (h), (i), (j), (m), (n), (o) and Requirement 16(1) Written Landscaping Scheme and approval of Requirement 12 (1) and (3) (Ecological Mitigation and Management Plan), Requirement 20 (1) (Lighting Scheme Details), Requirement 29 (1) (Building Sustainability) for Warehousing at Plot 3010 (Development Zone A6) of The West Midlands Rail Freight Interchange Order 2020 – **Approved Subject to Conditions** – 14th March 2023.

21/01261/COND5 – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020), discharge of Requirement 10(4)(b)-(d) and Compliance with Requirements 10(3) and (5) Historic Building Record – **Approved** – 3rd March 2023.

21/01261/COND7 – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020), discharge of Requirements 5(1) [Demolition and Construction Environmental Management Plan, Requirement 6(2) (Continued Access to the West Coast mainline), 12(1) Environmental Mitigation and Management Plan, 13(1) Contamination Report, 16(1) Written Landscaping Scheme, 24(2) Temporary Construction Traffic Signage, 27(1) Surface Water Drainage Details – **Approved** – 31st March 2023.

21/01261/COND8 – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) - Discharge of Requirement 4 (Detailed Design Approval) parts (b) and (h), Requirement 5(1) - Demolition and Construction Environmental Management Plan Requirement 5(1) - Noise and Vibration Management Plan, Requirement 5(1) - Dust Management, Requirement 5(1) - Site Waste Management Plan, Requirement 6(2), Requirement 12(1) - Environmental Mitigation and Management Plan, Requirement 15(1) - Earthworks Strategy Phase 2A, Requirement 16(1) - Written Landscaping Scheme, Requirement 24(2) - Temporary Construction Signage and Requirement 27(1) (Surface Water Drainage Scheme), in connection with Earthworks – **Approved** – 20th July 2023.

21/01261/COND9 – Ecological mitigation works – **Approved** – 15th May 2023.

21/01261/COND10 – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) Requirement 13(1) Contamination Report – **Approved** – 18th May 2023

21/01261/COND11 The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) Discharge of Requirement 4 (Detailed Design Approval) parts (b) and (h), Discharge of Requirement 5(1) - Demolition and Construction Environmental Management Plan, Requirement 5(1) - Noise and Vibration Management, Requirement 5(1) - Dust Management Plan, Requirement 5(1) - Water Management, Requirement 6(2) (Continued Access to WCML), Requirement 12(1) - Environmental Mitigation and Management Plan, Requirement 15(1) - Earthworks Strategy Phase 2B, Requirement 16(1) - Written Landscaping Scheme, Requirement 24(2) - Temporary Construction – **Approved** – 24th July 2023.

21/01261/COND12 – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) – Part-discharge of Requirements 5(1), 6(2), 12(1), 13(1), 16(1), 24(2) and 27(1) in connection with Tree and Hedgerow Removal Works within Land at Development Zone 7a as shown on the Development Zone Parameter Plan – **Approved** – 10th July 2023.

21/01261/COND13 – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) Discharge of Requirements 4(b), 4(h), 5(1), 6(2), 12(1), 15(a)-(f), 16(1), 24(2) and 27(1) in relation to Earthworks Phase 4 area identified on the approved Written Phasing Scheme, as defined in Appendix A of the Phase 4 Earthworks Strategy and Requirement 27(1) in relation to Catchment C as defined on the approved Written Phasing Scheme – **Approved** – 30th August 2023.

21/01261/COND14 – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020). Discharge of Requirements 4, 5(1), 6(2), 12(1), 15(a)-(f), 16(1), 24(2), 27(1) in relation to Package 1 Demolitions area identified on the Demolition Package 1 Plan – **Approved** – 31st August 2023.

21/01261/COND15 – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) Part-discharge of Requirements 5(1), 6(2), 12(1), 16(1), 24(2) and 27(1) in connection with Tree and Hedgerow Removal and Protection Works within Land West of the West Coast Mainline Loop Earthworks – **Approved** – 7th August 2023.

23/00549/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) discharge of Requirements 4 (2)(b) and 4 (2)(h) Earthworks Strategy, 5(1) Demolition and Construction Environmental Management Plan, 12(1) Ecological Mitigation and Management Plan, 15(a)-(f) Earthworks Strategy, 16(1) Written Landscaping Scheme, 24(2) Ecological Mitigation and Management Plan and (27) (1) Surface Water Drainage in relation to Phase 3, as defined on the approved Written Phasing Scheme and Catchment A and B – **Approved** – 9th January 2024.

23/00631/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) discharge of Requirement 13(1) Geo-Environmental Assessment and

Remediation and Verification Strategy in relation to Phases 1, 2 and 3, as defined on the approved Written Phasing Scheme – **Approved** – 1st September 2023.

23/01261/COND16 – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) discharge of Requirement 9 (2) (c) Post -Excavation Assessment and updated Project Design Archaeological Evaluation – **Approved** – 12th October 2023.

23/00728/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) Hedgerow and Tree Removal Along Vicarage Road Pursuant to the Provisions of Article 41 of the DCO – **Approved** – 6th November 2023.

21/01261/COND18 – The West Midlands Rail Freight Interchange Order 2020 (SI 2020/511) (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 (SI 2020/1163) and the West Midlands Rail Freight Interchange (Amendment) Order 2023)) Part-discharge of Requirement 27(1) [Surface Water Drainage Scheme] for Catchments D and E – **Approved** – 23rd April 2024.

21/01261/COND17 – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Order Discharge of Requirements 4(1), 5(1), 6(2), 12(1), 15(a-f), 16(1) and 27(1) in relation to temporary construction access off A5 for Phase 2A Earthworks – **Approved** – 22nd February 2024.

23/00957/WMI – Proposed Alterations to the Demolition and Construction Traffic Management Plan pursuant to Order Requirement 24(1) of The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Order 2023) (the Order) – **Approved** – 12th June 2024.

23/00958/WMI – Hedgerow and Tree Removal within Part of the Croft Lane Community Park Land Pursuant to the Provisions of Article 41 of The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and by The West Midlands Rail Freight Interchange (Amendment) Order 2023)) – **Approved** – 22nd February 2024.

21/01261/COND19 – The West Midlands Rail Freight Interchange Order 2020 (SI 2020/511) (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 (SI 2020/1163) and the West Midlands Rail Freight Interchange (Amendment) Order 2023)) Discharge of Requirements 5(1), in relation to a Demolition and Construction Environmental Management Plan for the Phase 4 and Phase 2A earthwork areas – **Approved** – 18th March 2024.

24/00083/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) and The West Midlands Rail Freight Interchange (Amendment) Order 2023), Hedgerow and Tree Removal Associated with Earthworks Variations, Drainage and other Scheme Design Requirements Pursuant to the Provisions of Article 41 of the DCO – **Approved** – 12th April 2024.

21/01261/COND20 – Discharge of Requirements 4, 5(1), 6(2), 12(1), 15(a)-(f), 16(1), 24(2) and 27(1) for Demolition of the Footpath 29 Footpath Bridge (Bridge No. 64) pursuant to The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) and The West Midlands Rail Freight Interchange (Amendment) Order 2023 – **Approved** – 12th June 2024.

24/00138/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) and The West Midlands Rail Freight Interchange (Amendment) Order 2023), Hedgerow and Tree Removal Associated with the Creation of a Temporary Access to the NGED North Tower Pursuant to the Provisions of Article 41 of the DCO – **Approved** – 6th March 2024.

24/00363/WMI – Part-discharge of Requirements 4(1), 5(1), 12(1) & (3), 15(a)-(f), 16(1), 20(1) and 27(1) in relation to proposed northbound and southbound laybys on the A449 defined as Works No. 7 (b), (d), (e), (q) and (s) and Hedgerow and Tree Removal pursuant to the Provisions of Article 41 of the DCO – **Approved** – 23rd October 2024.

24/00560/WMI – Discharge of Requirements 4, 5(1), 6(2), 12(1), 15(a)-(f), 16(1) and 27(1) for the construction of fencing east of the West Coast Main Line pursuant to The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) and The West Midlands Rail Freight Interchange (Amendment) Order 2023) – **Approved** – 20th November 2024.

21/01261/COND21 – Discharge of Requirements 4, 5(1), 6(2), 12(1), 15(a)-(f), 16(1) and 27(1) for Package 2 Demolition Works, pursuant to The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) and The West Midlands Rail Freight Interchange (Amendment) Order 2023) – **Approved** – 16th September 2024.

21/01261/COND22 – Re-discharge of Requirements 4(1), 5(1), 6(2), 12(1), 15(a)-(f), 16(1), 24(2) and 27(1) for Phase 2A Earthworks, pursuant to The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Order 2023) – **Approved** – 10th February 2025.

21/01261/COND23 – Re-discharge of Requirement 15 (Earthworks) and 27 (Catchment C Surface Water Drainage) and Other Requirements Related to Phase 4 pursuant to The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Order 2023) (The Order) – **Approved** – 10th February 2025.

21/01261/COND24 – Re-discharge of Requirement 15 [Earthworks] and Other Requirements Related to Phase 3 and Re-discharge of Requirement 27(1) [Surface Water Drainage Scheme] for Catchments A and B, together with other associated Requirements 4(1), 5(1), 6(2), 12(1), 16(1) and 24(2), pursuant to The West Midlands Rail Freight Interchange Order 2020 [as amended by The West Midlands Rail Freight Interchange [Correction] Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Order 2023) (The Order) – **Approved** – 10th February 2025.

21/01261/COND25 – Requirement 15 [Earthworks] and Other Requirements Related to Phase 1 (Sub Phase 4) Highways Works pursuant to The West Midlands Rail Freight Interchange (Correction) Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Order 2023) ('The Order) – **Approved** – 10th January 2025.

21/01261/COND26 – Re-discharge of Requirement 15 (Earthworks) and Other Requirements Related to Phase 2B pursuant to The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Order 2023) (The Order) – **Approved** – 10th February 2025.

21/01261/COND27 – Discharge of Requirement 15 (Earthworks) and Requirements 4(1) Detailed design approval, 5(1) Demolition and construction management plan, 6(2) Continued access to the WCML, 12(1) Ecological mitigation and management plan, 16(1) Written landscape scheme, 24(2) Scheme of temporary construction signage and 27(1) Surface water drainage, in Relation to Phase 1 (Sub-Phase 5), Highway Works, pursuant to The West Midlands Rail Freight Interchange Order 2020 [as amended by The West Midlands Rail Freight Interchange [Correction] Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Order 2023) (The Order) – **Approved** – 11th April 2025.

25/00211/REM – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Order 2023) Discharge of Requirements 4(b), (c), (d), (e), (g), (h), (i), (j), (o), 5(1), 6(2), 12(1), 15 (a)-(f), 16(1), 20(1) and 27(1) in relation to realignment of Vicarage Road, construction of new access roundabout and other related works – **Approved** – 13th June 2025.

25/00310/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Order 2023) Discharge of Requirements 4, (c), (e), (g), (h), (i), 5(1), 6(2), 12(1), 15 (a)-(f), 16(1), 20(1) and 27(1) in relation to

the creation of the Access Road running south from the new Vicarage Road access roundabout to serve Development Zones A7a, b and c and other related works – **Approved** – 13th June 2025.

25/00354/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Order 2023) Discharge of Requirements 4(b), (c), (d), (e), (g), (h), (i), (j), (o), 5(1), 6(2), 12(1), 15(a)-(f), 16(4) and 27(1) in relation to the construction of a temporary road to divert Vicarage Road – **Approved** – 13th June 2025.

25/00393/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) and The West Midlands Rail Freight Interchange (Amendment) Order 2023 and 2025), Hedgerow and Tree Removal associated with the realignment of Vicarage Road, construction of new access roundabout and other related works (application reference 25/00211/REM), Pursuant to the Provisions of Article 41 of the DCO – **Approved** – 13th June 2025.

25/00407/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) and The West Midlands Rail Freight Interchange (Amendment) Order 2023 and 2025), Hedgerow and Tree Removal associated with the formation of a temporary road, located to the south of Vicarage Road (application reference 25/00354/WMI), Pursuant to the Provisions of Article 41 of the DCO – **Approved** – 13th June 2025.

25/00415/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) and The West Midlands Rail Freight Interchange (Amendment) Order 2023 and 2025), Hedgerow and Tree Removal to facilitate an access road, HGV Waiting Area and Gatehouse within Plot 5030 (application reference 25/00355/WMI), Pursuant to the Provisions of Article 41 of the DCO – **Approved** – 13th June 2025.

25/00582/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and subsequent Amendment Orders) - Discharge of Requirements 4, (b), (c), (d), (e), (g), (h), (i), (o), 5(1), 6(2), 12(1), 15, 16(1), 20(1), 27(1) in relation to the provision of the southern section of the proposed Spine Road, including new Spine Road Roundabout, and the Access Road from the Spine Road Roundabout to serve Development Zones A6 and A5b, and other related works – **Approved** – 18th December 2025.

25/00725/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) and The West Midlands Rail Freight Interchange (Amendment) Order 2023 and 2025). Tree removal associated with approved Northbound and Southbound Laybys to the A449 pursuant to the provisions of Article 41 of the DCO – **Approved** – 28th August 2025.

25/00738/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and subsequent Amendment Orders) - Discharge of Requirements 4, (b), (c), (d), (e), (g), (h), (i), 5(1), 6(2), 12(1), 15, 16(1), 20(1) and 27(1) in relation to the provision of works to the A5 Watling Street, including construction of a new A5 roundabout, construction of the northern section of the A5 / A449 Link Road, and other related works – **Approved** - 4th November 2025.

25/00808/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and subsequent Amendment Orders) - Discharge of Requirements 4, 5(1), 6(2), 12(1), 13(1), 15, 16(1), 20(1), 23(1), 24(2), 27(1) in relation to the provision of a new HV Primary substation together with hard and soft landscaping, and associated access and servicing arrangements and drainage – **Approved** – 19th December 2025.

25/00820/WMI – Discharge of Requirements 4, 5(1), 6(2), 12(1), 15(a)-(f), 16(1), 24(2) and 27(1) for Demolition of 2 No. Pipe Bridges over the Canal and 1 No. Concrete Vehicle Bridge over the Canal pursuant to The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and subsequent Amendment Orders) ("the Order") – **Approved** – 28th October 2025.

25/00966/WMI - Further Tree Removals Associated with Calf Heath Wood Pursuant to the provisions of Article 41 of The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and by The West Midlands Rail Freight Interchange (Amendment) Orders 2023 and 2025)) – **Approved** – 8th December 2025

25/01076/WMI - The West Midlands Rail Freight Interchange Order (as amended by the West Midlands Rail Freight Interchange (Correction) Order 2020 and the West Midlands Rail Freight Interchange (Amendment) Orders 2023 and 2025) - Discharge of Requirements 4(1), 5(1), 6(2), 12(3), 15, 16(1), 24(1) and 27(1) in relation to Canal Tow Path Improvement Works – **Approved** – 9th February 2026.

26/00005/WMI - Re-discharge of Requirement 4(1) [Detailed Design Approval] and 15 [Earthworks] Related to Phase 2A and Phase 2B pursuant to The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Orders 2023 and 2025) ('The Order') – **Approved** – 24th March 2026.

26/00053/WMI - The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction Order) 2020 and The West Midlands Rail Freight Interchange (Amendment) Orders 2023 and 2025 (The Order) Discharge of Requirements 4(1), 5(1), 12(1), 13(1), 15, 16(1), 20(1), 24(2), 27(1), 28(1) and 29(1) in relation to proposed warehousing and associated works at Development Zone A7b (Plot 5010) – **Approved** – 22nd May 2026.

26/00061/WMI - Non-Material Amendment to Requirement 4(1) (Detailed Design Approval) and 20 (1) (Lighting Scheme Details) approved in relation to Proposed Warehousing and Associated Works within and adjacent to Development Zone A7c (Plot 5030) Permission Reference 25/00355/WMI – **Approved** – 29th April 2026.

26/00117/WMI - The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction Order) 2020 and The West Midlands Rail Freight Interchange (Amendment) Orders 2023(amendment) order 2023) discharge of requirements 4, (c), (d), (e), (g), (h), (i), (j), 5(1), 6(2), 12(1), 15(a)-(f), 16(1), 20 (1), 27(1) in relation to provision of HGV turning area on station drive and other related works – **Approved** – 24th March 2026.

26/00134/WMI - Non-Material Amendment to Requirement Nos. 4(1) [Detailed Design Approval], 12 (1) (Ecological Mitigation and Management Plan), 15 (Earthworks Strategy), 16 (1) (Written Landscaping Scheme), 20 (1) (Lighting Scheme Details) 27 (1) (Surface Water Drainage) approved in relation to works to Vicarage Road: Permission Reference 25/00211/WMI – **Approved** – 20th April 2026.

Planning Permissions Approved by South Staffordshire District Council

24/00302/FUL – Full planning application for construction of a two-storey office and driver welfare building, together with ancillary cycle, motorcycle and car parking, vehicular circulation space, ancillary facilities and landscaping – Approve Subject to Conditions – 14th November 2024.

24/00302/AMEND – Non-Material Amendment to planning permission 24/00302/FUL for the Removal of Condition 20; Modification to Condition 21; Minor wording changes to Conditions 4, 5, 8, 11 and 18; and additions to definitions in the Informatives section of the decision notice – **Approve** – 17th January 2025.

Applications Made to South Staffordshire District Council Pursuant to the Order: Pending Determination

24/00612/WMI - The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Order 2023) Discharge of Requirements 4(b), (c), (d), (e), (g), (h), (i), (j), (k), (o), 5(1), 6(2), 12(1), 16(1), 27(1) in relation to A5/A449 Link Road West, with associated infrastructure, for Works Nos. 4, 6, 10a and 10b.

24/00888/WMI – The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) and The West Midlands Rail Freight Interchange (Amendment) Order 2023), Hedgerow and Tree Removal associated with Earthwork Variations, Drainage and other Scheme Design Requirements to South of Plot 1010, Pursuant to the Provisions of Article 41 of the DCO.

25/00538/WMI - The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Order 2023) Discharge of Schedule 1, Paragraph 2.1 of the DCO(b) relating to the Memorandum and Articles of Association of the Estate Management Company and the Estate Management Plan.

25/00728/WMI - The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and subsequent Amendment Orders) - Discharge of Requirements 4, 5(1), 6(2), 12(1), 15, 16(1), 24(2), 27(1) in relation to the provision of the Croft Lane Community Park.

25/00729/WMI - The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and subsequent Amendment Orders) - Discharge of Requirements 4, 5(1), 6(2), 12(1), 15, 16(1), 24(2), 27(1) in relation to the provision of the Calf Heath Community Park.

26/00054/WMI - The West Midlands rail freight interchange order 2020 (as amended by The West Midlands Rail Freight (correction) order 2020 and subsequent amendment orders) - discharge of requirements 4, (b), (c), (d), (e), (g), (h), (i), (o), 5(1), 6(2), 12(1), 15, 16(1), 27(1) in relation to the provision of the northern section of the proposed spine road, including access to serve development zones A4b and A4a, and other related works.

26/00127/WMI - Tree and Hedgerow Removal Associated with Proposed Works to A5 Watling Street and A5/A449 Roundabout Pursuant to the Provisions of Article 41 of The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and by The West Midlands Rail Freight Interchange (Amendment) Orders 2023 and 2025))

26/00264/WMI - The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction Order) 2020 and The West Midlands Rail Freight Interchange (Amendment) Orders 2023(amendment) order 2023) discharge of requirements 4 (b), (c), (d), (e), 5(1), 6(2), 12(1), 15, 16(1), 23 (1), 24 (2) 27(1) in relation to provision of the Ecology Corridor and other adjoining Green Infrastructure.

26/00242/WMI - The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction Order) 2020 and The West Midlands Rail Freight Interchange (Amendment) Orders 2023 and 2025 ('the Order') discharge of requirements 4, 5(1), 6(2), 12(1), 15, 16(1), 24 (2) in relation to provision of landscaping to Green Infrastructure bund and land to the west and north of Development Zone A2.

26/00243/WMI - The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction Order) 2020 and The West Midlands Rail Freight Interchange (Amendment) Orders 2023 and 2025 ('the Order') discharge of requirements 4, 5(1), 6(2), 12(1), 15, 16(1), 24 (2) in relation to provision of landscaping to Green Infrastructure bund and land to the northeast of Development Zone A4a.

26/00333/WMI - Non-Material Amendment for the provision of an ANPR camera affixed to an associated 5.8m high column located close to the car park entrance to Plot 5030 of application 25/00211/REM and 26/00134/WMI.

26/00375/WMI - The West Midlands Rail Freight Interchange Order 2020 (as amended by the west midlands rail freight interchange (correction) order 2020 and subsequent amendment orders) - Discharge of requirements 4, (b), (c), (d), (e), (g), (h), (i), (o), 5(1), 6(2), 12(1), 16(1), 20(1), 24(2), 27(1) in relation to the provision of the A449 Roundabout and other related works.

26/00426/WMI - The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction Order) 2020 and The West Midlands Rail Freight Interchange (Amendment) Orders 2023 and 2025 discharge of requirements 4, 5(1), 6(2), 12(1), 15, 16(1), 20 (1) and 27 (1) in relation to creation of the Access Road running south from the new Vicarage Road access roundabout to serve Development Zones A7a, A7b and A7c. An environmental statement was submitted with the DCO application, and ES compliance statements provided with subsequent amendment orders.

26/00552/WMI - Description - Variation of Timings of Delivery of Calf Heath Ecological Corridor and Southern Part of Calf Heath Community Park Pursuant to Requirements 18(ii) and (iii) of The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Orders 2023 and 2025) ('the Order').

26/00631/WMI - Non-Material Amendment to Requirement Nos. 4(1) (Detailed Design Approval), 12 (1) (Ecological Mitigation and Management Plan), 16 (1) (Written Landscaping Scheme), 20 (1) (Lighting Scheme Details) and 23 (1) (Permissive Paths) approved in relation to the proposed Spine Road and 30 Series Access Road: Permission Reference 25/00582/WMI.

26/00643/WMI - Non-Material Amendment to Requirement Nos. 4(1) (Detailed Design Approval), 16 (1) (Written Landscaping Scheme) and 23 (1) (Permissive Paths) approved in relation to the provision of a new HV Primary substation together with hard and soft landscaping: Permission Reference 25/00808/WMI.

Appendix A2: Technical Highways Approval Applications made to Staffordshire County Council

Technical Highway Approvals Issued by Staffordshire County Council

- Vicarage Road Roundabout and associated cycle way / footway features – **Technical Approval granted May 2025**
- Vicarage Road Temporary Route connections to existing public highway – **Technical Approval granted September 2025**
- Retrospective pedestrian/cycle crossing provisions over Vicarage Road (serving unit 5030) – **Technical Approval granted January 2026**
- Straight Mile pedestrian / cycle crossings – **Technical Approval granted February 2026**

Highways Technical Approval Applications made to Staffordshire County Council: Pending Determination

- A449 / A5 Link Road North (section from A5 roundabout to east of the Staffordshire & Worcestershire Canal)
- A449 / A5 Link Road Bridge Structure Section
- A449 / A5 Link Road West (section west of bridge structures to east of the A449 roundabout)
- Alterations to Crateford Lane linked to A449 Roundabout
- Station Drive Primary Sub Station Access
- Station Drive HGV Turning Head

Appendix A3: Technical Highways Approvals Applications made to National Highways

Technical Highway Approvals Issued by National Highways

- A5 Temporary Access – **Technical Approval granted January 2024**
- A5 NGED Pylon Access – **Technical Approval granted March 2024**
- A449 Laybys – **Technical Approval granted June 2024**
- A5 Roundabout – **Technical Approval granted September 2025**

Highways Technical Approval Applications made to National Highways: Pending Determination

- A449 Roundabout and alterations to Station Drive signal junction
- A5 Canal Bridge Parapet
- A5 Signage Alterations (east of junction with Vicarage Road)

Appendix A4: Project Acceleration in a Controlled Environment (“PACE”) Engineering Stages (“ES”) Applications made to Network Rail

Design Package Ref	Package Title	ES4 Approval	ES5 Approval
WAL-P1-1-A	Signalling Mainline	16/08/2024	To be submitted
WAL-P1-1-B	E&P - Points Heating	26/09/2024	18/09/2025
WAL-P1-1-C	Telecoms - FTN Cable	tbc	Approved
WAL-P1-1-E	Telecoms - Concentrator Modifications	06/11/2024	Approved
WAL-P1-1-F	E&P - Signalling Power	16/10/2024	12/02/2026
WAL-P1-4-A	Pway	27/08/2024	02/12/2025
WAL-P1-6-A	OLE	10/01/2025	03/10/2025
WAL-P1-18-A	North Retaining Wall (Earthworks & Drainage)	06/10/2025	To be submitted
WAL-P1-18-B	UTX1	11/10/2024	03/10/2025
WAL-P1-18-C	Earthworks	22/10/2024	14/11/2025
WAL-P1-18-D	Drainage (North Reception)	07/10/2024	04/11/2025
WAL-P1-18-E	Signalling Foundations	04/08/2025	Submitted
WAL-P1-18-F	UBR62 - Assessment Report	10/10/2025	Closed
WAL-P1-18-G	UTX2	09/07/2025	10/09/2025
WAL-P1-18-H	Mainline Troughing Route - Form G	N/A	To be submitted
WAL-1A	Temporary RRAP - Temp Works Form C	N/A	To be submitted
WAL-P2-2-A	Scheme Plan / Signalling	20/11/2023	To be updated
WAL-P2-2-C	Foundations, Ducting, Troughing, Fencing (including sliding gates), LOC Bases, Signal Gantries Plus South UTX (Head shunt & South Chord - due to change in boundary approach)	28/08/2024	To be submitted
WAL-P2-5-A	Pway: - Depot Track Design - All internal private siding roads. - including yard sidings, terminal sidings, headshunts, cripple sidings and traps. - Mainline Point Ends and Sleeper ends laterally (adjacent to the Apron slab).	03/09/2024	04/11/2025
WAL-P2-5-B	Bulk Earthworks for WP2	20/05/2024	16/09/2025

Design Package Ref	Package Title	ES4 Approval	ES5 Approval
WAL-P2-16-A	M&E Power Distribution around depot to local cabinets. Sub-Power System for: Signalling Office Power. Walkway Lighting & Security	10/07/2024	Submitted for information
WAL-P2-20-A	Interchange Drainage System including pump chamber	25/01/2024	27/08/2025
WAL-P2-20-B	RRAP	18/06/2024	22/04/2025
WAL-P2-21-A	E&P: Sub-Power System for: Points Heating (direct from cabinets)	20/11/2023	19/09/2025
WAL-P2-5-A	New Subformation package to WP2	03/03/2026	04/11/2025
CASS/P3/10/B	WCML Bridge (Bridge 2) - ES5 (by Cass Haywood)	02/09/2024	Submitted
ECON-P6-12-A	Br064 demolition - Form C	22/11/2023	19/08/2024
WAL-P6-12-B1	Temporary OLE Drop & Reconfiguration	13/06/2024	13/06/2024
WAL-P6-12-C	Access Ramp (Dn Cutting) - Form C	22/11/2023	18/07/2024
WAL-P6-12-D	Temp troughing & split ducting - Form C	22/11/2023	22/07/2024
WAL-P6-12-E	Ancillary Works, Fencing, staging) - Form C	29/11/2023	18/07/2024
WAL-P6-12-F	East Side Works (UP Penkridge side)	24/06/2024	18/10/2024
WIN-P6-12-G	Lineside Earthworks - Form G	05/08/2024	18/10/2024
WAL-P7-15-B	West Side Access Point - Form G	17/12/2024	18/06/2025
WAL-P7-15-C	East Side Access Point - Form G	17/12/2024	18/06/2025
WAL-P8-14-A	Lineside Earthwork - West	25/07/2024	08/07/2025
BG-P9-100-C-1	Plot 2010 Earthworks, drainage, etc	tbc	12/12/2024
WSP-P9-100-C-2	Works to the East side of the railway corridor at c20m 47ch. The works presented for the IDC are for the new SI Group access roadway	tbc	14/01/2026
BG-P9-100-C-3	Plot 2010 Access Roadway - Form A/B	14/01/2026	Submitted
WAL-P9-17-A	Form G - Lineside Fencing East - Installation of 1.8m Pallisade fencing, plus some earthworks reprofiling around Plot 2010 East of North Connection)	20/12/2024	20/12/2024

Design Package Ref	Package Title	ES4 Approval	ES5 Approval
WAL-P9-17-B	Form G - Lineside Fencing East (near SIG Access Road & NR Access Gate)	08/01/2025	08/01/2024

Appendix A5: 3rd Party Agreements

Section	Date	Agreement Type	Agreement Detail
PLOT 1010 and 1020			
Plot 1010 and 1020	02 March 2023	Deed of Extinguishment of Pre-Emption Rights	Deed of Extinguishment of Pre-Emption Rights dated 2 March 2023 made between (1) SI Group - UK Limited, (2) Four Ashes Limited, (3) Alan Stobart Monckton, Piers Alastair Carlos Monckton, Joanna Mary Monckton, Penk Limited, Camilla Charlotte Monckton and Oliver George Carlos Monckton, (4) Alan Stobart Monckton and (5) Piers Alastair Carlos Monckton and Penk Limited
Plot 1010 and 1020	19 January 2024	Lease	Lease dated 19 January 2024 made between (1) SI Group - UK Limited and (2) Four Ashes Limited
Plot 1010 and 1020	19 January 2024	Escrow Agreement	Lease dated 19 January 2024 made between (1) SI Group - UK Limited and (2) Four Ashes Limited
PLOT 2010			
Plot 2010	31 August 2021	Transfer	Transfer dated 31 August 2021 made between (1) Piers Alastair Carlos Monckton and (2) Four Ashes Limited
Plot 2010	15 March 2024	Settlement Agreement	Settlement Agreement dated 15 March 2024 made between (1) Anthony Charles Powell and (2) Four Ashes Limited
Plot 2010	15 March 2024	Settlement Agreement	Settlement Agreement dated 15 March 2024 made between (1) Anthony Charles Powell and Nancy Jean Ann Lea-Jones as executors of Margo Irene Lavinia Powell and (2) Four Ashes Limited
Plot 2010	15 March 2024	Sale and Purchase Agreement	Sale and Purchase Agreement dated 15 March 2024 made between (1) Anthony Charles Powell and (2) Four Ashes Limited
Plot 2010	15 March 2024	Sale and Purchase Agreement	Sale and Purchase Agreement dated 15 March 2024 made between (1) Anthony Charles Powell and Nancy Jean Ann Lea-Jones as executors of Margo Irene Lavinia Powell and (2) Four Ashes Limited
Plot 2010	15 March 2024	Transfer	Transfer dated 15 March 2024 made between (1) Anthony Charles Powell and Nancy Jean Ann Lea-Jones as executors of Margo Irene Lavinia Powell and (2) Four Ashes Limited

Section	Date	Agreement Type	Agreement Detail
Plot 2010	15 March 2024	Transfer	Transfer dated 15 March 2024 made between (1) Anthony Charles Powell and (2) Four Ashes Limited
PLOT 3010, 3020 and 3030			
Plot 3010, 3020 and 3030	31 August 2021	Transfer	Transfer dated 31 August 2021 made between (1) Piers Alastair Carlos Monckton and (2) Four Ashes Limited
Plot 3010, 3020 and 3030	04 February 2022	Transfer	Transfer dated 4 February 2022 made between (1) Alan Stobart Monckton and (2) Four Ashes Limited
PLOT 4010, 4020 and 4030			
Plot 4010, 4020 and 4030	31 August 2021	Transfer	Transfer dated 31 August 2021 made between (1) Piers Alastair Carlos Monckton and (2) Four Ashes Limited
Plot 4010, 420 and 4030	10 June 2022	Transfer	Transfer dated 10 June 2022 made between (1) Rajpreet Singh Sidhu and Sharonpreet Kaur Shoker and (2) Four Ashes Limited
Plot 4010, 4020 and 4030	10 June 2022	Sale and Purchase Agreement	Sale and Purchase Agreement dated 10 June 2022 made between (1) Rajpreet Singh Sidhu and Sharonpreet Kaur Shoker and (2) Four Ashes Limited
PLOT 4040			
Plot 4040	31 August 2021	Transfer	Transfer dated 31 August 2021 made between (1) Piers Alastair Carlos Monckton and (2) Four Ashes Limited
Plot 4040	15 March 2022	Transfer	Transfer dated 15 March 2022 made between (1) The Inglewood Investment Company Limited and (2) Four Ashes Limited
PLOT 5010			
Plot 5010	31 August 2021	Transfer	Transfer dated 31 August 2021 made between (1) Piers Alastair Carlos Monckton, Camilla Charlotte Monckton and Oliver George Carlos Monckton and (2) Four Ashes Limited
Plot 5010	19 December 2022	Sale and Purchase Agreement	Sale and Purchase Agreement dated 19 November 2022 made between (1) Joseph Nicholas Wilkes and (2) Four Ashes Limited

Section	Date	Agreement Type	Agreement Detail
Plot 5010	01 June 2023	Transfer	Transfer dated 1 June 2023 made between (1) Joseph Nicholas Wilkes and (2) Four Ashes Limited
Plot 5010	01 June 2023	Lease	Lease dated 1 June 2023 made between (1) Joseph Nicholas Wilkes and (2) Four Ashes Limited
PLOT 5020			
Plot 5020	15 March 2022	Transfer	Transfer dated 15 March 2022 made between (1) The Inglewood Investment Company Limited and (2) Four Ashes Limited
PLOT 5030			
Plot 5030	31 August 2021	Transfer	Transfer dated 31 August 2021 made between (1) Piers Alastair Carlos Monckton, Camilla Charlotte Monckton and Oliver George Carlos Monckton and (2) Four Ashes Limited
Plot 5030	09 February 2022	Transfer	Transfer dated 9 February 2022 made between (1) David John Pearce and Julia Lesley Pearce and (2) Four Ashes Limited
Plot 5030	04 November 2022	Deed of Surrender	Deed of Surrender dated 4 November 2022 made between (1) Hillcrest Children's Services (2) Limited and (2) David Pearce and Julia Pearce
Plot 5030	30 November 2022	Transfer	Transfer dated 30 November 2022 made between (1) Hillcrest Children's Services (2) Limited and (2) Four Ashes Limited
Plot 5030	11 July 2025	Agreement for Lease	Agreement for Lease between (1) Four Ashes Limited and (2) CMBC Supply Limited
COMMON PARTS			
Common Parts	31 August 2021	Transfer	Transfer dated 31 August 2021 made between (1) Piers Alastair Carlo Monckton and (2) Four Ashes Limited
Common Parts	06 December 2021	Transfer	Transfer dated 6 December 2021 made between (1) Peter Whitehall and Christine Ann Whitehall and (2) Four Ashes Limited
Common Parts	04 February 2022	Transfer	Transfer dated 4 February 2022 made between (1) Alan Stobart Monckton and (2) Four Ashes Limited

Section	Date	Agreement Type	Agreement Detail
Common Parts	18 February 2022	Transfer	Transfer dated 18 February 2022 made between (1) Jonathan Westwood and (2) Four Ashes Limited
Common Parts	21 March 2022	Transfer	Transfer dated 21 March 2022 made between (1) Jonathan Peter Nevill and Samantha Barbara Nevill and (2) Four Ashes Limited
Common Parts	21 March 2022	Sale and Purchase Agreement	Sale and Purchase Agreement dated 21 March 2022 made between (1) Jonathan Peter Nevill and Samantha Barbara Nevill and (2) Four Ashes Limited
Common Parts	19 July 2022	Transfer	Transfer dated 19 July 2022 made between (1) Piers Alastair Carlo Monckton and (2) Four Ashes Limited
Common Parts	07 November 2022	Transfer	Transfer dated 7 November 2022 made between (1) Jonathan Westwood and (2) Four Ashes Limited
Common Parts	07 November 2022	Sale and Purchase Agreement	Sale and Purchase Agreement dated 7 November 2022 made between (1) Jonathan Westwood and (2) Four Ashes Limited
Common Parts	09 June 2023	Transfer	Transfer dated 9 June 2023 made between (1) Piers Alastair Carlos Monckton and (2) Four Ashes Limited
Common Parts	17 November 2023	Agreement for Surrender, Agreement for Lease and Agreement for Licence to Alter	Agreement for Surrender, Agreement for Lease and Agreement for Licence to Alter dated 17 November 2023 made between (1) Four Ashes Limited, (2) Penk (Holdings) Limited and (3) Edward Thomas
Common Parts	17 November 2023	Licence to Carry Out Works	Licence to Carry Out Works dated 17 November 2023 made between (1) Penk (Holdings) Limited, (2) Edward Thomas and (3) Four Ashes Limited
Common Parts	01 February 2024	Deed of Surrender	Deed of Surrender dated 1 February 2024 made between (1) Four Ashes Limited and (2) Edward Thomas
BRIDGES/ACCESS			
Bridges/Access	26 February 2025	Access Licence	Access Licence in respect of SI Group Land between (1) Four Ashes Limited and (2) SI Group

Section	Date	Agreement Type	Agreement Detail
Bridges/Access	05 June 2025	Deed of Access	Deed of Access in respect of Avenue Cottages made between (1) Four Ashes Limited and (2) Alan Monkton Estate
Bridges/Access	23 June 2025	Airspace Lease	Lease dated 23 June 2025 made between (1) Canal & River Trust and (2) Four Ashes Limited
Bridges/Access	23 June 2025	Deed of Easement	Deed of Easement in respect of the Staffordshire and Worcestershire Canal made between (1) Four Ashes Limited and (2) Four Ashes Park Management Company Limited
NETWORK RAIL			
Network Rail	28 January 2020	Development Agreement	Development Agreement dated 28 January 2020 made between (1) Network Rail Infrastructure Limited and (2) Four Ashes Limited
Network Rail	02 February 2022	Basic Services Agreement	Basic Services Agreement dated 2 February 2022 made between (1) Network Rail Infrastructure Limited and (2) Four Ashes Limited
Network Rail	16 March 2022	Basic Services Agreement	Basic Services Agreement dated 16 March 2022 made between (1) Network Rail Infrastructure Limited and (2) Four Ashes Limited
Network Rail	02 September 2022	Basic Services Agreement Variation Letter	Basic Services Agreement Variation Letter dated 2 September 2022 made between (1) Network Rail Infrastructure Limited and (2) Four Ashes Limited
Network Rail	30 September 2022	Confidentiality Agreement	Confidentiality Agreement dated 30 September 2022 made between (1) Network Rail Infrastructure Limited and (2) Four Ashes Limited
Network Rail	10 April 2024	Basic Asset Protection Agreement Variation Letter	Basic Asset Protection Agreement Variation Letter dated 10 April 2024 made between (1) Network Rail Infrastructure Limited and (2) Four Ashes Limited
Network Rail	17 May 2024	Deed of Covenant	Deed of Covenant dated 17 May 2024 made between (1) Network Rail Infrastructure Limited and (2) Four Ashes Limited
Network Rail	17 May 2024	Asset Protection Agreement	Asset Protection Agreement dated 17 May 2024 made between (1) Network Rail Infrastructure Limited and (2) Four Ashes Limited

Section	Date	Agreement Type	Agreement Detail
CANAL & RIVER TRUST			
Canal & River Trust	19 March 2024	Surface Water Discharge Licence	Surface Water Discharge Licence dated 19 March 2024 made between (1) Canal & River Trust acting as trustee of the Waterways Infrastructure Trust and (2) Four Ashes Limited
Canal & River Trust	07 June 2024	Deed of Variation	Deed of Variation in respect of the Surface Water Discharge Licence dated 7 June 2024 made between (1) Canal & River Trust acting as trustee of the Waterways Infrastructure Trust and (2) Four Ashes Limited
Canal & River Trust	20 December 2024	Development Agreement	Development Agreement between (1) Four Ashes Limited and (2) Canal & River Trust
Canal & River Trust	20 December 2024	Transfer	Transfer between (1) Four Ashes Limited and (2) Canal & River Trust
Canal & River Trust	20 December 2024	Lease	Subsoil Lease between (1) Four Ashes Limited and (2) Canal & River Trust
Canal & River Trust	20 December 2024	Rent Deposit Deed	Rent Deposit Deed between (1) Four Ashes Limited and (2) Canal & River Trust
Canal & River Trust	20 December 2024	Deed of Easement	Deed of Easement in respect of the Accessway between (1) Four Ashes Limited and (2) Canal & River Trust
Canal & River Trust	20 December 2024	Deed of Covenant	Deed of Covenant relating to the repair of strategic drainage infrastructure between (1) Four Ashes Limited and (2) Canal & River Trust
Canal & River Trust	20 December 2024	Deed of Variation (Bridge 1)	Deed of Variation between (1) Canal & River Trust and (2) SI Group - UK Limited (Bridge 1)
Canal & River Trust	20 December 2024	Deed of Variation (Bridge 2)	Deed of Variation between (1) Canal & River Trust and (2) SI Group - UK Limited (Bridge 2)
Canal & River Trust	20 December 2024	Deed of Variation (Bridge 3)	Deed of Variation between (1) Canal & River Trust and (2) SI Group - UK Limited (Bridge 3)
Canal & River Trust	17 January 2025	Tripartite Agreement	Tripartite Agreement between (1) Four Ashes Limited, (2) Canal & River Trust and (3) Bericote Four Ashes Limited
Canal & River Trust	09 May 2025	Deed of Variation	Sub-soil Lease Deed of Variation in respect of outfall and Sky ducts made between (1) Canal and River Trust and (2) Four Ashes Limited

Section	Date	Agreement Type	Agreement Detail
Canal & River Trust	23 April 2026	Deed of Variation	Sub-soil Lease Deed of Variation made between (1) Canal and River Trust and (2) Four Ashes Limited
POWER AND TELECOMS			
Power	19 December 2023	Option Agreement	Pylon Option Agreement made between (1) Four Ashes Limited and (2) Stokes
Power	04 July 2024	Agreement	Agreement made between (1) Four Ashes Limited and (2) National Grid Electricity Distribution (West Midlands) PLC
Telecoms	26 July 2024	Agreement	CTIL Telecoms Mast Relocation Agreement between (1) Four Ashes Limited and (2) Cornerstone Telecommunications Infrastructure Limited
Telecoms	31 October 2024	Code Agreement	Code Agreement between (1) Cornerstone Telecommunications Infrastructure Limited and (2) Four Ashes Limited
Power	11 March 2025	Wayleave Agreement	Wayleave Agreement in respect of Plot 5030 made between (1) National Grid Electricity Distribution (West Midlands) PLC and (2) Four Ashes Limited
Telecoms	22 May 2025	Lease	Lease relating to North Zone A2 made between (1) Four Ashes Limited and (2) Airwave Solutions Limited
Power	28 May 2025	Easement	Cornerstone Telecommunications Infrastructure Limited Easement agreed between (1) National Grid Electricity Distribution (West Midlands) PLC and (2) Four Ashes Limited
Power	15 August 2025	Agreement	40MVA Power Agreement between (1) Four Ashes Limited, (2) Fusion and (3) UK Power Networks
Telecoms	31 October 2025	Deed of Surrender	Deed of Surrender relating to old CTIL site made between (1) Cornerstone Telecommunications Infrastructure Limited and (2) Four Ashes Limited
Power	31 October 2025	Wayleave Agreement	Wayleave Agreement in respect of Vicarage Road between (1) National Grid Electricity Distribution (West Midlands) PLC and (2) Four Ashes Limited
Telecoms	2 December 2025	Deed of Surrender	Deed of surrender relating to a lease of part of land adjacent to A449, Stafford Road, Gailey, Staffordshire ST19 5QR

Section	Date	Agreement Type	Agreement Detail
Telecoms	8 May 2026	Wayleave	Wayleave relating to installation of cabling made between (1) National Grid Electricity Distribution (West Midlands) plc and (2) Four Ashes Limited
Telecoms	12 March 2025	Wayleave	Wayleave relating to installation of cabling made between (1) National Grid Electricity Distribution (West Midlands) plc and (2) Four Ashes Limited
CONSTRUCTION/DEVELOPMENT – Key Building Contracts and Appointments			
Infrastructure and Site Wide Works	20 May 2022	Pre-Construction Services Agreement	Pre-Construction Services Agreement dated 20 May 2022 entered into between Four Ashes Limited as Employer and Winvic Construction Limited as Contractor, for pre-construction services in connection with enabling works and infrastructure works at West Midlands Interchange.
Infrastructure and Site Wide Works	7 November 2022	JCT Design and Build Contract 2016 (Enabling Works Contract)	JCT Design and Build Contract 2016 (Enabling Works Contract) dated 7 November 2022 entered into between Four Ashes Limited as Employer and Winvic Construction Limited as Contractor, for the design and construction of enabling works at West Midlands Interchange.
Infrastructure and Site Wide Works	15 July 2023	JCT Design and Build Contract 2016 (Infrastructure Works Contract)	JCT Design and Build Contract 2016 (Infrastructure Works Contract) dated 15 July 2023 entered into between Four Ashes Limited as Employer and Winvic Construction Limited as Contractor, for the design and construction of infrastructure works at West Midlands Interchange.
Infrastructure and Site Wide Works	17 December 2024	First Deed of Variation to JCT Design and Build Contract 2016 (Infrastructure Works Contract)	First Deed of Variation dated 17 December 2024 entered into between Four Ashes Limited as Employer, Winvic Construction Limited as Contractor and Winvic Group Limited as Guarantor, varying the Infrastructure Works Contract dated 15 July 2023 to include Phase 1C infrastructure works and to make related adjustments to the Contract Sum.
Infrastructure and Site Wide Works	15 July 2025	Second Deed of Variation to JCT Design and Build Contract 2016 (Infrastructure Works Contract)	Second Deed of Variation dated 15 July 2025 entered into between Four Ashes Limited as Employer, Winvic Construction Limited as Contractor and Winvic Group Limited as Guarantor, varying the Infrastructure Works Contract dated 15 July 2023 (as previously varied) to include Phase 2 infrastructure works and to make related adjustments to the Contract Sum.

Section	Date	Agreement Type	Agreement Detail
Infrastructure and Site Wide Works	19 May 2022	Long Form Appointment (Consultancy Agreement – Highway Design)	Consultancy Agreement (Highway Design) dated 19 May 2022 entered into between Four Ashes Limited as Client and Staffordshire County Council as Consultant, in respect of highway design services for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	1 September 2022	Long Form Appointment (Deed of Professional Appointment – Architect)	Deed of Professional Appointment (Architect) dated 1 September 2022 entered into between Four Ashes Limited as Client and Chetwoods (Birmingham) Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	11 October 2022	Long Form Appointment (Deed of Professional Appointment – Infrastructure, Civil and Structural Engineer)	Deed of Professional Appointment (Infrastructure, Civil and Structural Engineer) dated 11 October 2022 entered into between Four Ashes Limited as Client and Burrows Graham Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	15 July 2023	Side Letter and Variation to Deed of Professional Appointment (Infrastructure, Civil and Structural Engineer)	Side Letter dated 15 July 2023 entered into between Four Ashes Limited as Client and Burrows Graham Limited as Consultant, varying the Deed of Professional Appointment (Infrastructure, Civil and Structural Engineer) dated 11 October 2022 to vary the services and make related adjustments to the fee.
Infrastructure and Site Wide Works	27 October 2022	Long Form Appointment (Deed of Professional Appointment – Environmental Consultant (Ground Investigation))	Deed of Professional Appointment (Environmental Consultant – Ground Investigation) dated 27 October 2022 entered into between Four Ashes Limited as Client and Delta-Simons Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	27 October 2022	Long Form Appointment (Deed of Professional Appointment – Environmental Consultant (Phase 1, Phase 2 and Site Wide Ecology))	Deed of Professional Appointment (Environmental Consultant – Ecology) dated 27 October 2022 entered into between Four Ashes Limited as Client and Delta-Simons Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	27 October 2022	Long Form Appointment (Deed of Professional Appointment – Acoustic Consultant)	Deed of Professional Appointment (Acoustic Consultant) dated 27 October 2022 entered into between Four Ashes Limited as Client and Resound Acoustics Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.

Section	Date	Agreement Type	Agreement Detail
Infrastructure and Site Wide Works	27 October 2022	Long Form Appointment (Deed of Professional Appointment – Planning Consultant)	Deed of Professional Appointment (Planning Consultant) dated 27 October 2022 entered into between Four Ashes Limited as Client and CBRE Limited as Consultant, in respect of the West Midlands Interchange Project.
Infrastructure and Site Wide Works	7 November 2022	Long Form Appointment (Deed of Professional Appointment – Gas and Water Infrastructure Engineer)	Deed of Professional Appointment (Gas and Water Infrastructure Engineer) dated 7 November 2022 entered into between Four Ashes Limited as Client and Rolton Group Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	7 November 2022	Long Form Appointment (Deed of Professional Appointment – Grid Application and Energy Strategy Consultant)	Deed of Professional Appointment (Grid Application and Energy Strategy Consultant) dated 7 November 2022 entered into between Four Ashes Limited as Client and Rolton Group Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	7 November 2022	Long Form Appointment (Deed of Professional Appointment – Project Manager and Employer's Agent)	Deed of Professional Appointment (Project Manager and Employer's Agent) dated 7 November 2022 entered into between Four Ashes Limited as Client and Lysander Associates Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	17 December 2024	Side Letter and Variation to Deed of Professional Appointment (Project Manager and Employer's Agent)	Side Letter dated 17 December 2024 entered into between Four Ashes Limited as Client and Lysander Associates Limited as Consultant, varying the Deed of Professional Appointment (Project Manager and Employer's Agent) dated 7 November 2022 to instruct further services and make related adjustments to the fee.
Infrastructure and Site Wide Works	7 November 2022	Long Form Appointment (Deed of Professional Appointment – Quantity Surveyor)	Deed of Professional Appointment (Quantity Surveyor) dated 7 November 2022 entered into between Four Ashes Limited as Client and Lysander Associates Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	17 December 2024	Side Letter and Variation to Deed of Professional Appointment (Quantity Surveyor)	Side Letter dated 17 December 2024 entered into between Four Ashes Limited as Client and Lysander Associates Limited as Consultant, varying the Deed of Professional Appointment (Quantity Surveyor) dated 7 November 2022 to instruct further services and make related adjustments to the fee.

Section	Date	Agreement Type	Agreement Detail
Infrastructure and Site Wide Works	22 March 2023	Long Form Appointment (Deed of Professional Appointment – Principal Designer (CDM))	Deed of Professional Appointment (Principal Designer – CDM) dated 22 March 2023 entered into between Four Ashes Limited as Client and Building and Workplace Solutions Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	22 March 2023	Long Form Appointment (Deed of Professional Appointment – Landscape Architect)	Deed of Professional Appointment (Landscape Architect) dated 22 March 2023 entered into between Four Ashes Limited as Client and FPCR Environment and Design Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	22 March 2023	Long Form Appointment (Deed of Professional Appointment – Archaeologist)	Deed of Professional Appointment (Archaeologist) dated 22 March 2023 entered into between Four Ashes Limited as Client and Wessex Archaeology Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	22 March 2023	Long Form Appointment (Deed of Professional Appointment – Civil and Structural Engineer (Bridge Engineer))	Deed of Professional Appointment (Civil and Structural Engineer – Bridge Engineer) dated 22 March 2023 entered into between Four Ashes Limited as Client and Waldeck Associates Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	13 April 2023	Long Form Appointment (Deed of Professional Appointment – Highways Engineer)	Deed of Professional Appointment (Highways Engineer) dated 13 April 2023 entered into between Four Ashes Limited as Client and WSP UK Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	21 June 2023	Long Form Appointment (Deed of Professional Appointment – BIM Manager and Coordinator)	Deed of Professional Appointment (BIM Manager and Coordinator) dated 21 June 2023 entered into between Four Ashes Limited as Client and Waldeck Associates Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	15 July 2023	Long Form Appointment (Deed of Professional Appointment – Infrastructure, Civil and Structural Engineer (Infrastructure Phase 1 – Novation Services))	Deed of Professional Appointment (Infrastructure, Civil and Structural Engineer – Infrastructure Phase 1 Novation Services) dated 15 July 2023 entered into between Four Ashes Limited as Client and Burrows Graham Limited as Consultant, in respect of Infrastructure Phase 1 works at West Midlands Interchange.

Section	Date	Agreement Type	Agreement Detail
Infrastructure and Site Wide Works	14 March 2024	Long Form Appointment (Deed of Professional Appointment – Document Controller)	Deed of Professional Appointment (Document Controller) dated 14 March 2024 entered into between Four Ashes Limited as Client and Lysander Associates Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	13 May 2024	Long Form Appointment (Deed of Professional Appointment – BIM Model Assurance Consultant)	Deed of Professional Appointment (BIM Model Assurance Consultant) dated 13 May 2024 entered into between Four Ashes Limited as Client and Smalley Marsey Rispin Architects Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	1 July 2024	Long Form Appointment (Deed of Professional Appointment – Programme Management Officer)	Deed of Professional Appointment (Programme Management Officer) dated 1 July 2024 entered into between Four Ashes Limited as Client and Lysander Associates Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	27 August 2024	Long Form Appointment (Deed of Professional Appointment – High Voltage Infrastructure / Utilities Technical Consultant)	Deed of Professional Appointment (High Voltage Infrastructure / Utilities Technical Consultant) dated 27 August 2024 entered into between Four Ashes Limited as Client and Greymatters Technologies Ltd as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	10 June 2025	Long Form Appointment (Deed of Professional Appointment – Sustainability Consultant and BREEAM Coordinator)	Deed of Professional Appointment (Sustainability Consultant and BREEAM Coordinator) dated 10 June 2025 entered into between Four Ashes Limited as Client and Cudd Bentley Consulting Limited as Consultant, in respect of Site Wide Enabling and Infrastructure Works for the West Midlands Interchange Project.
Infrastructure and Site Wide Works	8 March 2023	Letter of Appointment (ESG Advisor)	Letter of Appointment (ESG Advisor) dated 8 March 2023 entered into between Four Ashes Limited as Client and CBRE Limited as Consultant, for ESG advisory services in relation to the West Midlands Interchange Project.
Infrastructure and Site Wide Works	22 March 2023	Letter of Appointment (executed as a deed) (UXO Consultant)	Letter of Appointment (executed as a deed) (UXO Consultant) dated 22 March 2023 entered into between Four Ashes Limited as Client and Zetica Limited as Consultant, for unexploded ordnance consultancy services in relation to the West Midlands Interchange Project.

Section	Date	Agreement Type	Agreement Detail
Infrastructure and Site Wide Works	24 October 2023	Letter of Appointment (Carbon Impact Verification Consultant)	Letter of Appointment (Carbon Impact Verification Consultant) dated 24 October 2023 entered into between Four Ashes Limited as Client and Construction Carbon Ltd as Consultant, for carbon impact verification services in relation to the West Midlands Interchange Project.
Infrastructure and Site Wide Works	5 January 2024	Letter of Appointment (Air Quality Assessment Consultant)	Letter of Appointment (Air Quality Assessment Consultant) dated 5 January 2024 entered into between Four Ashes Limited as Client and Ramboll UK Limited as Consultant, for air quality assessment services in relation to the West Midlands Interchange Project.
Infrastructure and Site Wide Works	12 June 2024	Letter of Appointment (Employer's Agent Support Consultant)	Letter of Appointment (Employer's Agent Support Consultant) dated 12 June 2024 entered into between Four Ashes Limited as Client and Ramboll UK Limited as Consultant, for employer's agent support services in relation to the West Midlands Interchange Project.
Infrastructure and Site Wide Works	27 May 2025	Letter of Appointment (EV Supply – Initial Design Consultant)	Letter of Appointment (EV Supply – Initial Design Consultant) dated 27 May 2025 entered into between Four Ashes Limited as Client and Fusion Utility Networks Limited as Consultant, for initial design services in relation to EV supply infrastructure at West Midlands Interchange.
Infrastructure and Site Wide Works	26 November 2025	Letter of Appointment (Mobile Coverage Assessor)	Letter of Appointment (Mobile Coverage Assessor) dated 26 November 2025 entered into between Four Ashes Limited as Client and Teragence Ltd as Consultant, for mobile connectivity assessment services in relation to the West Midlands Interchange Project.
RFT and Rail Related Works	19 January 2023	Building Contract	Building Contract in respect of the Bridgeway dated 19 January 2023 made between (1) Four Ashes Limited and (2) Bridgeway Consulting Limited
RFT and Rail Related Works	1 November 2023	Pre-Construction Services Agreement	Pre-Construction Services Agreement dated 1 November 2023 entered into between Four Ashes Limited as Employer and Winvic Construction Limited as Contractor, in respect of Rail Terminal Works at West Midlands Interchange.
RFT and Rail Related Works	1 August 2025	Deed of Variation to Pre-Construction Services Agreement	Deed of Variation dated 1 August 2025 entered into between Four Ashes Limited as Employer and Winvic Construction Limited as Contractor, varying the Pre-Construction Services Agreement dated 1 November 2023 to vary the scope of services and make related adjustments to the fee, in respect of Lot 2 Rail Works.

Section	Date	Agreement Type	Agreement Detail
RFT and Rail Related Works	1 August 2025	NEC4 Engineering and Construction Contract (Option A)	NEC4 Engineering and Construction Contract (ECC) (Option A) dated 1 August 2025 entered into between Four Ashes Limited as Client and C Spencer Limited as Contractor, for the design and construction of Lot 1 Stage 1 rail works at West Midlands Interchange.
RFT and Rail Related Works	22 March 2023	Long Form Appointment (Deed of Professional Appointment – Rail Operations Adviser and Rail Freight Co-ordinator)	Deed of Professional Appointment (Rail Operations Adviser and Rail Freight Co-ordinator) dated 22 March 2023 entered into between Four Ashes Limited as Client and Intermodal Solutions Limited (trading as Intermodality) as Consultant, in respect of Rail Works for the West Midlands Interchange Project.
RFT and Rail Related Works	22 March 2023	Long Form Appointment (Deed of Professional Appointment – Civil and Structural Engineer (Rail Engineer – CEM Services))	Deed of Professional Appointment (Civil and Structural Engineer – Rail Engineer) dated 22 March 2023 entered into between Four Ashes Limited as Client and Waldeck Associates Limited as Consultant, in respect of Rail Works for the West Midlands Interchange Project.
RFT and Rail Related Works	17 March 2025	Side Letter and Variation to Deed of Professional Appointment (Civil and Structural Engineer – Rail Engineer (CEM Services))	Side Letter and Variation dated 17 March 2025 entered into between Four Ashes Limited as Client and Waldeck Associates Limited as Consultant, varying the Deed of Professional Appointment (Civil and Structural Engineer – Rail Engineer) dated 22 March 2023 to vary the services and make related adjustments to the fee.
RFT and Rail Related Works	22 March 2023	Long Form Appointment (Deed of Professional Appointment – Principal Designer and Health and Safety Advisor)	Deed of Professional Appointment (Principal Designer and Health and Safety Advisor) dated 22 March 2023 entered into between Four Ashes Limited as Client and Waldeck Associates Limited as Consultant, in respect of Rail Works for the West Midlands Interchange Project.
RFT and Rail Related Works	23 March 2023	Long Form Appointment (Deed of Professional Appointment – Client Rail Co-ordinator)	Deed of Professional Appointment (Client Rail Co-ordinator) dated 23 March 2023 entered into between Four Ashes Limited as Client and Killbride Rail Limited as Consultant, in respect of Rail Works for the West Midlands Interchange Project.
RFT and Rail Related Works	14 March 2024	Long Form Appointment (Deed of Professional Appointment – Project Manager)	Deed of Professional Appointment (Project Manager) dated 14 March 2024 entered into between Four Ashes Limited as Client and Lysander Associates Limited as Consultant, in respect of Rail Terminal Works for the West Midlands Interchange Project.
RFT and Rail Related Works	14 March 2024	Long Form Appointment (Deed of Professional Appointment – Quantity)	Deed of Professional Appointment (Quantity Surveyor and Employer's Agent) dated 14 March 2024 entered into between Four Ashes Limited as Client and Lysander Associates Limited as Consultant, in respect

Section	Date	Agreement Type	Agreement Detail
		Surveyor and Employer's Agent)	of Rail Terminal Works for the West Midlands Interchange Project.
RFT and Rail Related Works	17 March 2025	Long Form Appointment (Deed of Professional Appointment – Civil and Structural Engineer (Rail Engineer)) (Lot 1 Rail Works)	Deed of Professional Appointment (Civil and Structural Engineer – Rail Engineer) dated 17 March 2025 entered into between Four Ashes Limited as Client and Waldeck Associates Limited as Consultant, in respect of Lot 1 Rail Works for the West Midlands Interchange Project.
RFT and Rail Related Works	17 March 2025	Long Form Appointment (Deed of Professional Appointment – Civil and Structural Engineer (Rail Engineer)) (Lot 2 Rail Works)	Deed of Professional Appointment (Civil and Structural Engineer – Rail Engineer) dated 17 March 2025 entered into between Four Ashes Limited as Client and Waldeck Associates Limited as Consultant, in respect of Lot 2 Rail Works for the West Midlands Interchange Project.
RFT and Rail Related Works	16 August 2024	Letter of Appointment (Invasive Species Monitoring Consultant)	Letter of Appointment (Invasive Species Monitoring Consultant) dated 16 August 2024 entered into between Four Ashes Limited as Client and Ebsford Environmental Ltd as Consultant, in respect of the West Midlands Interchange Project.
Plot 5030 Vertical Build Works	5 August 2025	JCT Design and Build Contract 2016	JCT Design and Build Contract 2016 dated 5 August 2025 entered into between Four Ashes Limited as Employer and Winvic Construction Limited as Contractor, for the design and construction of works at Plot 5030, West Midlands Interchange.
Plot 5030 Vertical Build Works	5 August 2025	Long Form Appointment (Deed of Professional Appointment – Project Manager, Employer's Agent, Quantity Surveyor and CDM Principal Designer)	Deed of Professional Appointment (Project Manager, Employer's Agent, Quantity Surveyor and CDM Principal Designer) dated 5 August 2025 entered into between Four Ashes Limited as Client and Lysander Associates Limited as Consultant, in respect of Vertical Build Works (Plot 5030) for the West Midlands Interchange Project.
Plot 5030 Vertical Build Works	5 August 2025	Long Form Appointment (Deed of Professional Appointment – Architect and Pre-Construction BIM Coordinator)	Deed of Professional Appointment (Architect and Pre-Construction BIM Coordinator) dated 5 August 2025 entered into between Four Ashes Limited as Client and Chetwoods (Birmingham) Limited as Consultant, in respect of Vertical Build Works (Plot 5030) for the West Midlands Interchange Project.
Plot 5030 Vertical Build Works	5 August 2025	Long Form Appointment (Deed of Professional Appointment – Building Regulations Principal Designer (Pre-Contract))	Deed of Professional Appointment (Building Regulations Principal Designer – Pre-Contract) dated 5 August 2025 entered into between Four Ashes Limited as Client and Chetwoods (Birmingham) Limited as Consultant, in respect of Vertical Build Works (Plot 5030) for the West Midlands Interchange Project.

Section	Date	Agreement Type	Agreement Detail
Plot 5030 Vertical Build Works	5 August 2025	Long Form Appointment (Deed of Professional Appointment – Building Services Engineer, Sustainability Consultant and BREEAM Consultant)	Deed of Professional Appointment (Building Services Engineer, Sustainability Consultant and BREEAM Consultant) dated 5 August 2025 entered into between Four Ashes Limited as Client and Cudd Bentley Consulting Limited as Consultant, in respect of Vertical Build Works (Plot 5030) for the West Midlands Interchange Project.
Plot 5030 Vertical Build Works	5 August 2025	Long Form Appointment (Deed of Professional Appointment – Civil and Structural Engineer)	Deed of Professional Appointment (Civil and Structural Engineer) dated 5 August 2025 entered into between Four Ashes Limited as Client and Burrows Graham Limited as Consultant, in respect of Vertical Build Works (Plot 5030) for the West Midlands Interchange Project.
DCO			
DCO	20 August 2019	Development Consent Obligation	Development Consent Obligation in respect of Bird Mitigation dated 20 August 2019 made between (1) Staffordshire County Council, (2) Alan Stobart Monckton, Piers Alastair Carlos Monckton and Joanna Mary Monckton and (3) Barclays Security Trustee Limited
DCO	20 August 2019	Development Consent Obligation	Development Consent Obligation in respect of the Main Site dated 20 August 2019 made between (1) South Staffordshire District Council, (2) Staffordshire County Council, (3) Piers Alastair Carlos Monckton, (4) Alan Stobart Monckton, (5) Joanna Mary Monckton and (6) Four Ashes Limited
DCO	20 August 2019	Deed of Covenant	Deed of Covenant dated 20 August 2019 made between (1) Four Ashes Limited, (2) Piers Alastair Carlos Monckton, (3) Alan Stobart Monckton and (4) Joanna Mary Monckton
DCO	16 March 2023	DCO Variation	The West Midlands Rail Freight Interchange (Amendment) Order 2023 (SI 2023/1132) as amended from time to time
DCO	20 April 2023	Wildlife and Countryside Order	Wildlife and Countryside Order dated 20 April 2023 made between (1) Staffordshire County Council and (2) SI Group - UK Limited
DCO	18 May 2023	Escrow Agreement	Escrow Agreement made between (1) Apex Corporate Trustees (UK) Limited, (2) Four Ashes Limited and (3) South Staffordshire District Council
DCO	05 July 2023	Ecological Mitigation and Management Agreement	Ecological Mitigation and Management Agreement dated 7 August 2023 made

Section	Date	Agreement Type	Agreement Detail
			between (1) Four Ashes Limited and (2) Somerford Home Farm Partnership
DCO	11 April 2025	DCO Variation (2)	The West Midlands Rail Freight Interchange (Amendment No. 2) Order 2025 as amended from time to time

Appendix B: Site Plans and Photographs

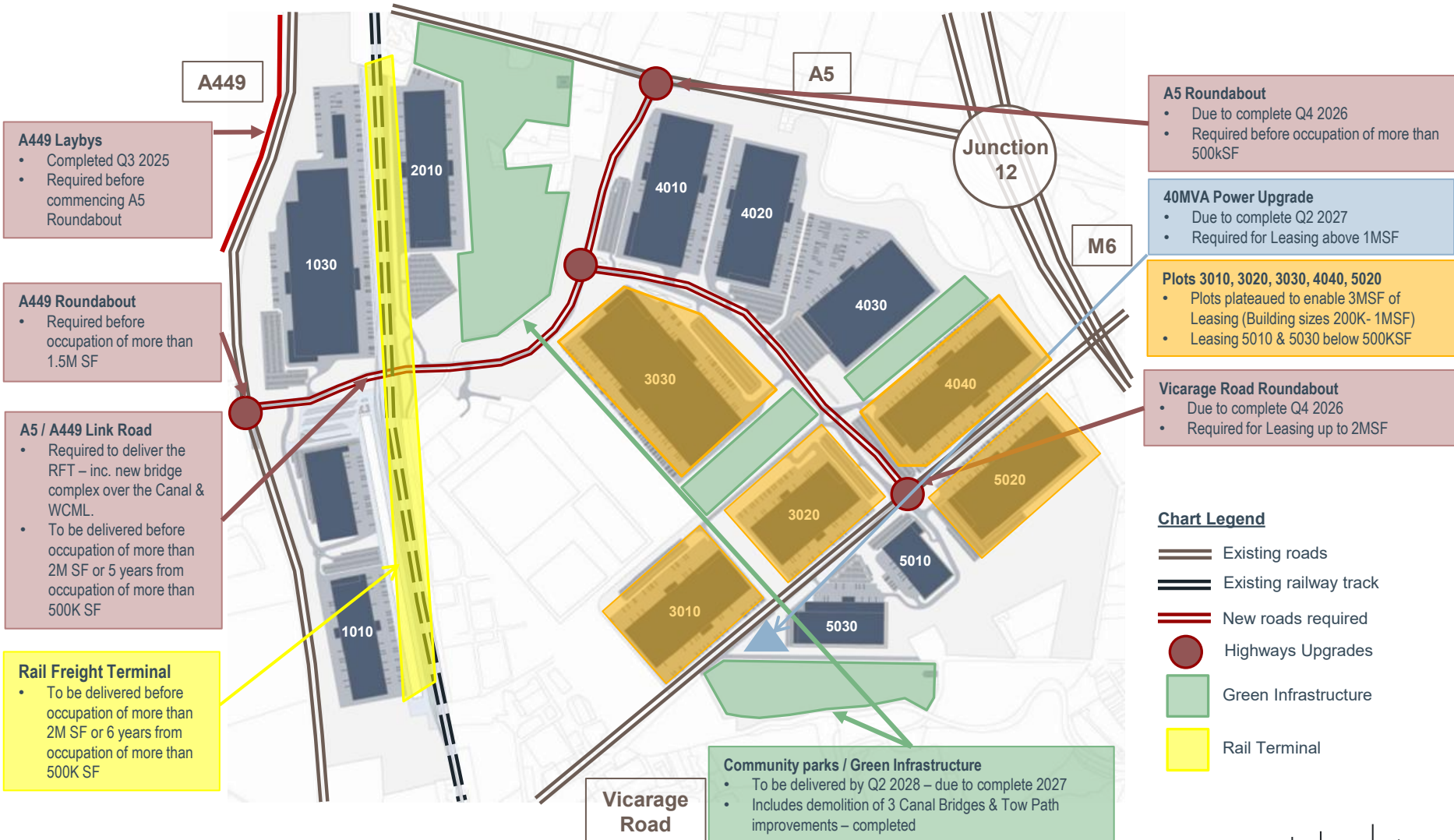
West Midlands Interchange, UK

<https://www.westmidlandsinterchange.co.uk/>

June 2026

Development - Key Infrastructure

Delivery of the infrastructure in line with the DCO requirements



Development Renderings

Development Scheme Renderings



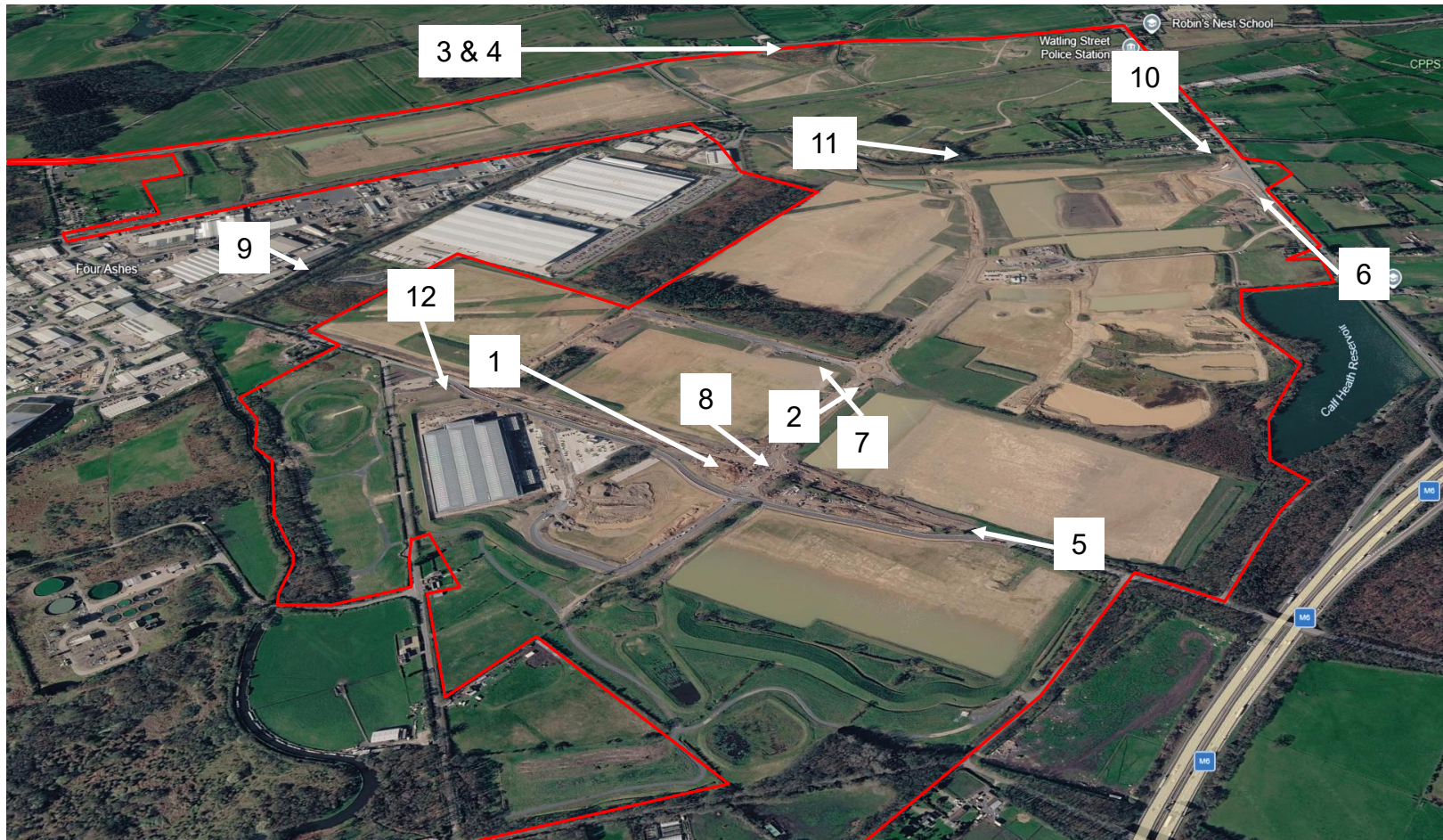
Site Photos

Aerial View (Google Earth) – Whole Site as of circa April 2026



Site Photos

Site Photos Location Map



Site Photos

General View – Vicarage Rd Roundabout + 3020, 4040 & 5020



General View - 3030 & Quarry (4000s)



A449 Laybys – Completed



A449 Laybys - Completed



Site Photos

5030 Vertical Build & Vicarage Road (inc. Temporary Rd) - Construction



A5 Roundabout (inc. CRT Feeder channel) - Construction



Lower Spine Rd & 30s Plot Rd Construction



Vicarage Road Roundabout - Construction



Site Photos

Canal Bridge Demolition

9



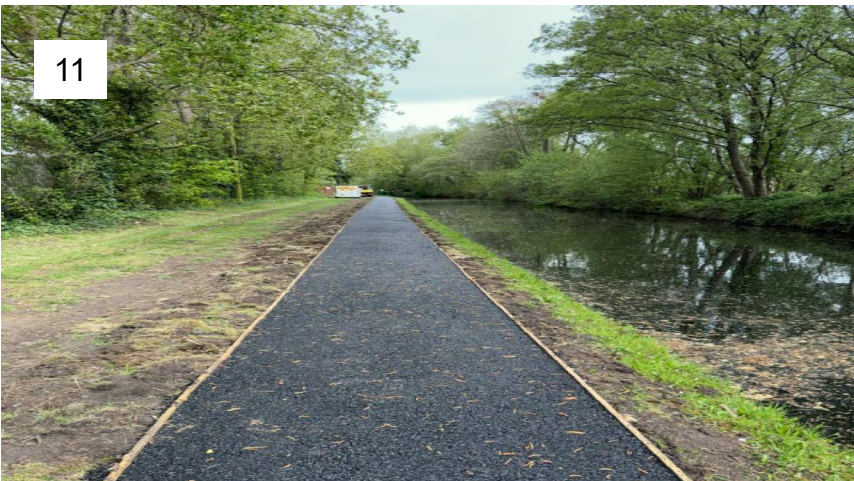
CRT Culvert

10



Canal Tow Path

11



5030/Carlsberg (inc. Calf Heath Community Park)

12



Appendix C: Agreed Revisions to Requirement 25 Highways Triggers

Appendix C1: Change to Requirement 25 (ix) (March 2024)

Brown, Richard [REDACTED]

From: Brown, Richard [REDACTED]
Sent: 12 April 2024 10:24
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: West Midlands Interchange Development Consent Order - Proposed Change to Trigger for Delivery of the Relocated A449 Laybys

Morning [REDACTED]

I can't recall if this was ever sent this to you but for your records, please find below the email from Patrick Thomas of National Highways confirming acceptance of the revised trigger for the timings for the relocated A449 laybys in relation to the ability to undertake works for the A5 roundabout. The wording as originally shown in Requirement 25 (ix) in relation to the timing of the relocated A449 laybys etc is as follows:

To be completed prior to commencement of construction of A5 Access Roundabout.

Based on correspondence with National Highways, revised wording for the trigger for these works is now agreed to be as follows, (this ability is provided for under 25(1) which allows alternative later triggers to be agreed with the relevant authority, in this case National Highways). For reference, the new text which has been agreed to be added is shown in **green** below:

*To be completed prior to **completion of the A5 Access Roundabout or prior to commencement of any works for the construction of the A5 Access Roundabout that would prevent use of the existing A5 laybys by the travelling public, whichever happens earlier.***

Kind regards,
Richard

Richard Brown (He/Him)
Senior Director
CBRE | National Planning and Development
55 Temple Row | Birmingham | B2 5LS
M [REDACTED]
[REDACTED] [@cbre.com](mailto:[REDACTED]@cbre.com) | LinkedIn | Twitter

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Upcoming Annual Leave: Monday 25th March to Tuesday 2nd April 2024

From: Patrick Thomas [REDACTED]@nationalhighways.co.uk>
Sent: Thursday, March 21, 2024 9:24 AM

[REDACTED]
[REDACTED]
Subject: RE: West Midlands Interchange Development Consent Order - Proposed Change to Trigger for Delivery of the Relocated A449 Laybys

External

The additional text in red, as presented in your email below, is acceptable.

Kind Regards
Patrick

Patrick Thomas, Spatial Planner
Operations Directorate (Midlands)
National Highways | The Cube | 199 Wharfside Street | Birmingham | B1 1RN
Mobile: [REDACTED]
Web: www.nationalhighways.co.uk

From: Fielding, Ian [REDACTED] [@wsp.com](mailto:[REDACTED]@wsp.com)>

Sent: Tuesday, March 19, 2024 5:05 PM

To: Patrick Thomas [REDACTED] [@nationalhighways.co.uk](mailto:[REDACTED]@nationalhighways.co.uk)>; Brown, Richard [REDACTED]
[REDACTED] [@cbre.com](mailto:[REDACTED]@cbre.com)>

Cc: [REDACTED]

Subject: RE: West Midlands Interchange Development Consent Order - Proposed Change to Trigger for Delivery of the Relocated A449 Laybys

Patrick

Thanks for the response and I have had an exchange of emails with Richard on this matter.

Clearly the promotor is committed to the delivery of the A449 laybys as shown by the Technical Approval process they are currently engaged in and the design of the A5 roundabout as secured by the DCO would make the existing laybys redundant. However, to move this forward Richard has identified some alternative wording, with additional text for the proposed change shown in red.

“To be completed prior to **completion of the A5 Access Roundabout** or prior to commencement of **any works for the construction of the A5 Access Roundabout** that would prevent use of the existing A5 laybys by the travelling public, **whichever happens earlier.**”

Even if in the future the A5 roundabout somehow did not impact on the existing A5 laybys, this wording would still require the new A449 laybys being completed before opening of the new A5 roundabout under this unlikely scenario. Hopefully this amended wording is going to be sufficient for your purposes.

If you would like to discuss please let me know. Otherwise it would be very much appreciated if you could provide a response to this email by close on Friday 22 March.

Regards

Tel: [REDACTED]
Mob: [REDACTED]

From: Patrick Thomas [REDACTED] <[\[REDACTED\]@nationalhighways.co.uk](mailto:[REDACTED]@nationalhighways.co.uk)>

Sent: Tuesday, March 19, 2024 3:09 PM

To: Brown, Richard [REDACTED] <[\[REDACTED\]@cbre.com](mailto:[REDACTED]@cbre.com)>; [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: West Midlands Interchange Development Consent Order - Proposed Change to Trigger for Delivery of the Relocated A449 Laybys

Richard, [REDACTED]

I have discussed this with our legal team and offer the following comments.

We note the proposed wording: doesn't require the A449 laybys to be completed until construction works at the A5 roundabout prevents use of the A5 laybys.

"To be completed prior to commencement of any works for the construction of the A5 Access Roundabout that would prevent use of the existing A5 laybys by the travelling public."

This appears to leave open the possibility that the A449 laybys may not be delivered (i.e. it is possible to construct the A5 access roundabout in it entirety without preventing use of the A5 laybys)?

National Highways needs to be satisfied that the A449 laybys will be delivered. It would seem a further adjustment to the proposed re-wording is necessary?

Kind Regards
Patrick

**Patrick Thomas, Spatial Planner
Operations Directorate (Midlands)**

National Highways | The Cube | 199 Wharfside Street | Birmingham | B1 1RN

Mobile: [REDACTED]
Web: www.nationalhighways.co.uk

From: Brown, Richard [REDACTED] <[\[REDACTED\]@cbre.com](mailto:[REDACTED]@cbre.com)>

Sent: Monday, March 18, 2024 3:57 PM

To: Patrick Thomas [REDACTED] <[\[REDACTED\]@nationalhighways.co.uk](mailto:[REDACTED]@nationalhighways.co.uk)>

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: West Midlands Interchange Development Consent Order - Proposed Change to Trigger for Delivery of the Relocated A449 Laybys

Afternoon Patrick,

I hope that you are well.

Further to [REDACTED] email below, we are coming under quite a bit of programme pressure regarding the A5 roundabout off-line works. This requires the minor modification to Requirement 25 mentioned in Ian's email below and explained in the CBRE letter of November 2023.

I look forward to hearing from you. In terms of a formal response from National Highways, there is no prescribed format in the DCO other than for the change to be agreed in writing so your response can be quite short referring to the details in the CBRE letter.

Kind regards,
Richard

Richard Brown (He/Him)
Senior Director
CBRE | National Planning and Development
55 Temple Row | Birmingham | B2 5LS
M [REDACTED]
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Upcoming Annual Leave: Monday 25th March to Tuesday 2nd April 2024

From: [REDACTED]
Sent: Monday, March 11, 2024 11:31 AM
To: [REDACTED] [@nationalhighways.co.uk](mailto:[REDACTED]@nationalhighways.co.uk)
Cc: [REDACTED]
Subject: RE: West Midlands Interchange Development Consent Order - Proposed Change to Trigger for Delivery of the Relocated A449 Laybys

External

Patrick

Sorry to chase once again but I have left a message with. Could you give me a call to discuss on the number below? We are anxious to understand National Highways position to this proposal to the minor modification to Requirement 25.

As I have said before, if it is not you at National Highways who we need to discuss this with please let me know.

Regards

[REDACTED]

Tel: [REDACTED]
Mob: [REDACTED]

From: [REDACTED]

Sent: Thursday, March 7, 2024 2:53 PM

To: [REDACTED] [\[REDACTED\]@nationalhighways.co.uk](mailto:[REDACTED]@nationalhighways.co.uk)

Cc: [REDACTED]
[REDACTED]

Subject: RE: West Midlands Interchange Development Consent Order - Proposed Change to Trigger for Delivery of the Relocated A449 Laybys

Patrick

I will follow up with a telephone call to you but are you able to update as to whether a decision has been made to the above matter? This is becoming programme critical to dealing with the procurement for the A5 construction delivery.

As raised before, we would be happy to have a call with you if it helps. Details of the material submitted are attached.

As this has been with National Highways since November 2023 we do urgently require a response.

Regards

[REDACTED]

Tel: [REDACTED]
Mob: [REDACTED]

From: [REDACTED]

Sent: Thursday, February 29, 2024 9:31 AM

To: [REDACTED] [\[REDACTED\]@nationalhighways.co.uk](mailto:[REDACTED]@nationalhighways.co.uk)

Cc: [REDACTED]
[REDACTED]

Subject: RE: West Midlands Interchange Development Consent Order - Proposed Change to Trigger for Delivery of the Relocated A449 Laybys

Morning Patrick

I had hoped to discuss this matter with you when we were due to meet on the end user requirements for Development Zone 4b) – you could not make that call in the end and your colleague David was not aware of this issue.

I think it would be wise if we scheduled a call to discuss as this has been with National Highways for a while now.

Can you suggest some dates/times please so that we can move this forward?

Many thanks and look forward to hearing from you.

Regards

[REDACTED]

Tel: [REDACTED]
Mob: [REDACTED]

From: Brown, Richard [REDACTED] [\[REDACTED\]@cbre.com](mailto:[REDACTED]@cbre.com)>

Sent: Monday, January 22, 2024 9:43 AM

To: [REDACTED] [\[REDACTED\]@nationalhighways.co.uk](mailto:[REDACTED]@nationalhighways.co.uk)

Cc: [REDACTED]

Subject: RE: West Midlands Interchange Development Consent Order - Proposed Change to Trigger for Delivery of the Relocated A449 Laybys

Morning Patrick,

I hope that you had a good weekend.

As promised during the call we had on Thursday last week regarding West Midlands Interchange, please find re-attached the CBRE letter seeking the agreement of National Highways to the variation to the trigger wording in relation to the A449 laybys (to allow some works to take place in relation to the A5 roundabout before the laybys are in place). As noted in the letter and in the email below, the suggested revised wording to allow this change, further to the provisions of Requirement 25 (1) of the Order, would not impact on achieving the intent of the Order in this regard, which is to ensure that the new laybys on the A449 are completed before the laybys on the A5 are removed as a result of the new A5 roundabout required as part of the WMI development.

I would be grateful for your confirmation of agreement to the suggested revised wording, shown in [blue](#) in the attached letter, as soon as you are able to consider.

Many thanks,
Richard

Richard Brown (He/Him)
Senior Director
CBRE | National Planning and Development
55 Temple Row | Birmingham | B2 5LS
M [REDACTED]
[REDACTED] [cbre.com](https://www.cbre.com) | LinkedIn | Twitter

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From: Brown, Richard [REDACTED]
Sent: 09 November 2023 15:59
To: [REDACTED] [\[REDACTED\]@nationalhighways.co.uk](mailto:[REDACTED]@nationalhighways.co.uk)
Cc: [REDACTED]

Subject: West Midlands Interchange Development Consent Order - Proposed Change to Trigger for Delivery of the Relocated A449 Laybys

Dear Patrick,

Please find attached a letter from CBRE and associated enclosure concerning the West Midlands Interchange development in Staffordshire.

In particular, on behalf of Four Ashes Limited ('FAL'), the attached letter seeks the agreement of National Highways to vary the timing triggers included in the WMI Development Consent Order ('the Order') relating to the delivery of the relocated A449 laybys. This is to allow certain works to be completed in relation to the new A5 roundabout before completion of the A449 laybys.

Further detail on this is included in the attached letter. In summary however, due to necessary changes in the WMI site phasing strategy, and for reasons of programme, FAL would like the potential ability to be able to undertake works related to the delivery of the A5 roundabout in advance of completion of the A449 laybys. The suggested revised wording to allow this change, further to the provisions of Requirement 25 (1) of the Order, would not impact on achieving the intent of the Order in this regard, which is to ensure that the new laybys on the A449 are completed before the laybys on the A5 are removed as a result of the new A5 roundabout required as part of the WMI development.

In accordance with the provisions of Requirement 25 (1) of the Order, we kindly request the written agreement of National Highways to the revised wording set out in the attached letter.

Kind regards,
Richard

Richard Brown (He/Him)
Senior Director
CBRE | National Planning and Development
55 Temple Row | Birmingham | B2 5LS
M [REDACTED]
[REDACTED] [@cbre.com](mailto:[REDACTED]@cbre.com) | LinkedIn | Twitter

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Upcoming Leave: 1st – 3rd November

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-LAEmHhHzdJzBITWfa4Hgs7pbKI

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Appendix C2: Changes to Requirements 25 (i, ii, v, viii, ix, and xiv) (October 2025)



██████████
Staffordshire County Council
Sustainable Development Team
Highways and the Built County
Economy, Infrastructure and Skills
Third Floor,
Staffordshire Place 1
Tipping Street,
Stafford, ST16 2DH

70074996

18 September 2025

Dear ██████████

VARIATION OF TIMINGS OF DELIVERY OF HIGHWAY INFRASTRUCTURE PURSUANT TO REQUIREMENTS 25 (I, II, V, VIII, IX AND XIV) OF THE WEST MIDLANDS RAIL FREIGHT INTERCHANGE ORDER 2020 (AS AMENDED BY THE WEST MIDLANDS RAIL FREIGHT INTERCHANGE (CORRECTION) ORDER 2020) AND THE WEST MIDLANDS RAIL FREIGHT INTERCHANGE (AMENDMENT) ORDER 2025 (“THE ORDER”)

WSP UK Ltd (“WSP”) writes on behalf of Four Ashes Limited (“FAL”) to confirm to Staffordshire County Council (SCC) its intentions to vary the timing triggers for highway works required by the project. This specific application concerns works to the existing public highway as well as those parts of the highway for which SCC will be responsible for in the future. The specific items are those set out at Requirement 25 (i, ii, v, viii, ix, and xiv).

Separately, confirmation has been provided to National Highways of these variations given that they have an interest in items concerning highway works to the A449 and the A5 as well as the Link Road that will connect these two parts of the Strategic Road Network.

Requirement 25 (1) of the Order sets out:

“The undertaker must complete the highway works identified in columns (1) and (2) of the following table by no later than the stage of the authorised development set out in column (3) of that table, or such alternative later triggers as are agreed by the relevant body or bodies identified in column (4) of that table” (our underlining).

The applicant is well progressed with highway infrastructure delivery at the Site, with the A449 laybys now fully constructed. Construction of the Vicarage Road Roundabout is due to begin during late October 2025, seeing provision of a “temporary route” that will pass through part of the site. This is being provided such that the travelling public do not need to divert through local villages whilst a full closure of Vicarage Road is in place which is needed to ensure safe and expedient delivery of this infrastructure. “Technical Approval” for the A5 Roundabout has now been secured, with detailed

Matrix House
Basing View
Basingstoke, Hampshire
RG21 4FF
Tel: +44 1256 318 800
wsp.com

design matters concerning the A5/A449 Link Road, the associated bridge complexes and the A449 roundabout progressing well. This clearly demonstrates the commitment of the Applicant to the project given the considerable financial responsibility that has been made, and which will continue as the project progresses.

At the time of the Order application, the phasing of the development was envisaged to commence from the north of the site (i.e. from the A5 Roundabout) working in a southward's direction. However, subsequent to the making of the Order, in response to emerging infrastructure availability, as well as responding to tenant interest, FAL wishes to secure the ability for a greater level of floor space served via the Vicarage Road roundabout prior to the A449 / A5 Link Road being open to traffic than is provided for in the triggers set out in the table included at Requirement 25 of the Order.

This possibility would see up to 186,000 sqm floorspace being occupied prior to the A449 / A5 Link Road needing to be open to traffic and would see this floor space served via the Vicarage Road roundabout. The position expressed in the Order Requirement 25 highways works and triggers table had been that prior to the A449 / A5 Link Road being open to traffic, up to 140,000sqm of floorspace could be served via the A5 roundabout, with 47,000sqm served via the Vicarage Road roundabout.

Discussions have been held with SCC around this possibility in the past and details of an assessment of peak hour changes in traffic flows and an assessment of the Vicarage Road roundabout serving 187,000sqm of floorspace were set out within Technical Note 16 (April 2025), which is provided at Annex 1 to this submission. This confirms that the Vicarage Road roundabout would operate within capacity at a future year of 2036 with no forecast queues or delays shown to occur. Details of traffic flow changes are provided at other junctions forming the highway network and which confirms that this circumstance would not give rise to any material change in development traffic flows to those shown by the DCO transport material.

Changes to the table provided at Requirement 25 of the Order had been drafted reflecting this position as well as a number of other items the applicant wishes to vary. A summary of the changes to be made together with the basis for their variation are provided below: -

- Item i) (A5 Roundabout) – reference to 47,000sqm served via the Vicarage Road roundabout removed;
- Item (ii) (A5 – A449 link road) – Amended to allow the c.186,000sqm to be served via either the A5 or Vicarage Road. 186,000sqm threshold linked to the longstop figure assigned to the Rail Terminal. Long stop date of completing the link road within 5 years of occupation of more than 47,000 square metres is retained;
- Item (v) (Crateford Lane works) – Amended to be linked to the completion of the A449 Roundabout;
- Item (viii) (Station Drive HGV Turning Head) – Amended to be completed prior to occupation of any floorspace served via the Vicarage Road roundabout;
- Item (ix) (A449 Laybys) – Amended to reflect previously agreed position reached with National Highways, which enabled works to be carried out to the A5 roundabout as long there was no interference with the existing A5 laybys. Note – the A449 layby works have now been completed; and
- Item (xiv) (A449 Roundabout) – Amended to allow the flexibility to enable 186,000sqm to be served via a combination of either the A5 or Vicarage Road. Long stop date retained.

These changes had been shared previously with SCC. The applicant understands that SCC as authority responsible for the local highway network approved, in principle, these variations. The applicant wishes to formalise these arrangements, however. National Highways had been consulted separately given they have an interest in these trigger points and confirmation was provided that they had no objection to these variations, as confirmed by email dated 22 May 2025.

Consideration of the Environmental Statement

Consideration has been given to whether the proposed variations to Requirement 25 would give rise to any materially new or materially different significant effects on the environment from the transport perspective that have not been assessed in the certified Environmental Statement ("ES"). This assessment has been provided within Technical Note 18 (September 2025) which is provided at Annex 2 to this submission, which concludes that it would not.

The applicant has also considered whether the proposed variation of the delivery timings would give rise to any materially new or materially different significant effects on the environment concerning other relevant matters that have not been assessed in the certified Environmental Statement ("ES"). It is concluded that the proposed changes would not give rise to any materially new or materially different significant environmental effects because the changes would not result in traffic increases on potentially affected highway network links above the levels assessed as part of the ES.

This letter should be considered as a Statement of Compliance with the ES.

Summary & Next Steps

This submission together with the accompanying material confirms the view of the applicant that proposed variations to the highway delivery timings would be acceptable in highway terms and would not give rise to any materially new or materially different significant effects on the environment that have not been assessed in the certified Environmental Statement ("ES").

The applicant proposes the revised wording for Requirement 25(1) shown in the table below concerning the highway works in question, with the amended text shown [blue](#). Where items are excluded from the table, no change is proposed to the trigger set out the in the Stage of Authorised Development (column 3 of the table). The Applicant requests written confirmation from Staffordshire County Council that this revised wording is agreed.

(1) <i>Item as identified on the highway general arrangement key plan / highways masterplan</i>	(2) <i>Description</i>	(3) <i>Stage of Development</i>	(4) <i>Authorised Relevant Body</i>
(i)	A5 Access Roundabout, including works to Avenue Cottages junction	To be completed prior to the occupation of first warehouse to be occupied (with the exception of any warehouse floorspace accessed from the Vicarage Road Access Roundabout (item (iii))).	Highways England Staffordshire County Council
(ii)	A5 – A449 link road	To be completed prior to occupation of more than 186,000 square metres (gross internal area) of warehouse floorspace served via either the A5 roundabout (item (i)) or the Vicarage Road Access Roundabout (item (iii)) or a combination of both, or within five years of the occupation of more than 47,000 square metres (gross internal area) of warehouse floorspace, whichever is sooner.	Highways England Staffordshire County Council
(v)	Crateford Lane closed to westbound traffic	To be completed on or before completion of the A449 Roundabout works (item (xiv))	Staffordshire County Council
(viii)	Provide HGV turning area on Station Drive to the west of the rail bridge	To be completed prior to occupation of any warehouse floorspace served by the Vicarage Road Access Roundabout (item (iii)).	Staffordshire County Council
(ix)	Provide relocated A449 laybys to include closure of existing gaps in A449 Central Reservation and field accesses	To be completed prior to completion of the A5 Access Roundabout or prior to commencement of any works for the construction of the A5 Access Roundabout that would prevent use of the existing A5 laybys by the	Highways England

(1) <i>Item as identified on the highway general arrangement key plan / highways masterplan</i>	(2) <i>Description</i>	(3) <i>Stage of Authorised Development</i>	(4) <i>Relevant Body</i>
		travelling public, whichever happens earlier	
(xiv)	A449 Roundabout	To be completed prior to occupation of more than 186,000 square metres (gross internal area) of warehouse floorspace served via either the A5 roundabout (item (i)) or the Vicarage Road Access Roundabout (item (iii)) or a combination of both or within five years of the occupation of more than 47,000 square metres (gross internal area) of warehouse floorspace, whichever is sooner.	Highways England

We trust that the above is acceptable however if you wish to discuss in greater detail or require any further information please do not hesitate to contact me.

Yours sincerely

Ian Fielding
Technical Director

IF

cc:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Encl.



Annex 1

TECHNICAL NOTE 16

DATE:	22 April 2025	CONFIDENTIALITY:	Confidential
SUBJECT:	West Midlands Interchange - Vicarage Road Access/DCO Floor Area Trigger Points		
PROJECT:	West Midlands Interchange	AUTHOR:	██████████
CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

INTRODUCTION

This Technical Note has been prepared to provide details to National Highways and Staffordshire County Council as to the traffic implications arising from the potential to vary Requirement 25 of the West Midlands Interchange (WMI) Development Consent Order (DCO).

This requirement provides the Authorised Stage of Development of the project as to when specific highway infrastructure needs to be in place. Details of Requirement 25 as provided by the approved DCO is provided at Appendix A of this Note.

The DCO requires the A449 / A5 Link Road to be open to traffic prior to the occupation of more than 47,000sqm of floor space to be served via the Vicarage Road roundabout, together with the occupation of a further 140,000 sqm served via the A5 roundabout.

The provision of the A449 / A5 Link Road is the key piece of highway related mitigation required to address the changes in traffic arising from WMI.

Flexibility is allowed for within the DCO, with there being the opportunity to vary the highway infrastructure trigger points with agreement with the relevant Highway Authorities, which in this instance would be Staffordshire County Council (SCC) and National Highways, with initial discussions having been held with SCC. In order to enable early delivery of development SCC have indicated that they would be supportive in principle of proposals to vary the trigger points relating to how the level of floor space that can come forward ahead of the link road accesses the site, subject to reviewing relevant technical evidence.

Both the Vicarage Road and A5 junctions are well progressed in terms of their detailed Technical Approvals with the respective highway authorities, with the expectation that Vicarage Road will be the first junction available to serve WMI.

With this in mind and in order to consider likely tenant interest, consideration has been given to the opportunities to serve the occupation of a greater degree of floor space via the Vicarage Road roundabout than was contemplated by the DCO position under the regime pre A449 / A5 Link Road.

It is important to reflect that the Promotor is not currently contemplating varying the development floor area quantum beyond which the link road needs to be open to traffic.

INCREASED VICARAGE ROAD VEHICULAR USAGE

An assessment of the operation of the highway capacity that considered the situation with the occupation of 47,000sqm served via Vicarage Road and 140,000sqm served via the A5 roundabout was provided within the Transport material that accompanied the DCO. This allowed for the operational characteristics at a point that comes ahead of both the Rail Terminal and A449 / A5 Link Roads being in place. This assessment used the South Staffordshire VISSIM Model (SSVM) at a 2021 future year to determine traffic impacts arising from the scheme and its outcomes were agreed with Highway stakeholders. Details of the outputs of this

TECHNICAL NOTE 16

DATE:	22 April 2025	CONFIDENTIALITY:	Confidential
SUBJECT:	West Midlands Interchange - Vicarage Road Access/DCO Floor Area Trigger Points		
PROJECT:	West Midlands Interchange	AUTHOR:	██████████
CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

assessment are set out within the Technical Note submitted to both National Highways and SCC which is provided at Appendix B.

Drawing upon this assessment methodology, consideration has been given to the operation of the Vicarage Road roundabout assuming that all of the 187,000sqm that can be occupation ahead of the A449 / A5 Link Road being open to traffic uses this access. This assessment uses the same trip generation methodology applied for the pre link road and also the pre Rail Terminal scenario as provided by the DCO Transport material. Details of these trip rates are provided at Appendix C, with this having been appended to the DCO Transport Assessment at Appendix L.

Given that the DCO transport material considered a future year of 2021, which has now been passed, in order to consider the future operation of the Vicarage Road roundabout, a more advanced future year of 2036 is considered. This is consistent with the DCO transport evidence base, which had considered the operation of the A5 and A449 roundabouts at these future years. SCC did not require such an advanced future year test for the infrastructure that is either existing or future County assets. The basis of the Vicarage Road traffic flows are the details recorded by the 2021 Pre Construction traffic flow surveys, factored to 2036.

Junction capacity modelling of the Vicarage Road roundabout has been undertaken for this scenario, and which has assumed that the banned right turn from the A449 is not in force, given that the A449 roundabout would not yet be constructed. The influence of this sees a greater degree of south west – north east traffic flows using Vicarage Road. Given the restricted bridge height at Station Drive beneath the West Coast Mainline, it has been assumed that all development HGVs arrive and depart via the north.

A copy of the junction modelling undertaken for this scenario is provided at Appendix D.

This assessment sees favourable outcomes, with the Vicarage Road junction operating with a maximum Ratio to Flow capacity (RFC) of 0.56 shown to occur on the north eastern arm of the junction during the AM peak. Similar values are shown to occur on the south western arm during the PM peak. No material queues or delays are shown to occur during either peak hour.

Naturally, if the intention was to promote a level of floor area lower than 187,000sqm ahead of the link road to be served via Vicarage Road only then there would be a greater level of available capacity at this junction. Traffic levels using the junction from the south would conceivably reduce in time when the link road is open, and the right turn ban from the A449 is in force. It is notable that the DCO requires the link road to be open to traffic five year after occupation of more than 47,000sqm or prior to occupation of more than 187,000sqm, whichever is sooner.

WIDER TRAFFIC CHANGES

Under the amended development arrangement, traffic at peak times would (around 60%) be largely expected to either travel via the east along the A5 or via M6 junction 12 to the west. Some traffic travelling from the south might be expected to use Station Drive to travel towards the Vicarage Road roundabout, albeit that this would be limited to light vehicles by virtue of the reduced height Station Drive bridge. This would reduce

TECHNICAL NOTE 16

DATE:	22 April 2025	CONFIDENTIALITY:	Confidential
SUBJECT:	West Midlands Interchange - Vicarage Road Access/DCO Floor Area Trigger Points		
PROJECT:	West Midlands Interchange	AUTHOR:	
CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

pressure on the Gaily Roundabout and the section of the A5 linking to the M6 Junction 12 ahead of the A449 / A5 Link Road being open to traffic.

To provide evidence on this point, a comparison of the forecast trip assignment is provided at Appendix E. The comparison provided sets out the trip details forecast at the DCO stage under the pre link road scenario together with the amended forecasts assuming the position where all of the 187,000sqm floor area threshold is served via Vicarage Road. These details are provided for the following junctions: -

- Vicarage Road
- A5 / Vicarage Road
- M6 Junction 12
- Gailey Roundabout
- A449 / Station Drive

A logic check has been conducted where the development flows accessing the site via the A5 and the Vicarage Road junctions have been compared to the forecast development flows shown by the DCO material. This shows that under the modelled arrangements, it would appear that slightly higher development flows were allowed for than were forecast. This is presented in Table 1 and is an inevitable effect of the granularity of strategic traffic modelling. The differences shown are minor, reflecting a robust test and the additional vehicles would not impact any conclusions.

TWO WAY TRIPS	AM PEAK		PM PEAK	
	DCO Forecast	DCO Modelled	DCO Forecast	DCO Modelled
Car/LGV	85	92	43	45
HGV	68	71	70	72
Total	153	163	113	117

Table 1: - Forecast vs Modelled Trips – 187,000sqm

The traffic reassignment of the development traffic now assigning wholly towards Vicarage Road has been applied on a first principles basis as generally shown below

- Light vehicles arriving from the A449 south transfer to Station Drive & vice versa;
- All HGVs with an origin / destination from the south will travel to Vicarage Road via the A5 and access from the north;

TECHNICAL NOTE 16

DATE:	22 April 2025	CONFIDENTIALITY:	Confidential
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PROJECT:	West Midlands Interchange	AUTHOR:	██████████
CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

- Traffic using the A5 from the west would remain on its current route;
- Traffic previously associated with the A5 access simply transfers to the A5 / Vicarage Road junction and then the Vicarage Road access. For example, traffic from the M6 Junction 12 would now head to the east rather than the west.

Development trips have therefore been reassigned on this basis.

From the comparison provided at Appendix E, it can be seen that generally any changes in development trips that will arise are limited. During the AM peak, the maximum changes in trips to the existing highway network are shown at the A5/Vicarage Road junction, with this amounting to 81 vehicles per hour across the junction as a whole, with this associated predominantly with an increased right turn flow arriving from the west. M6 Junction 12 sees development flows largely remaining as per the DCO test, however a reassignment of 25 vehicles is shown towards the right turn movement from the south. It is considered that these traffic flow changes would not be perceptible to road users and would amount to in the order of one extra vehicle every 45 – 60 seconds

During the PM peak, the maximum changes in trips to the existing highway network are also shown at the A5/Vicarage Road junction, with this amounting to 71 vehicles per hour across the junction as a whole, with this associated predominantly with an increased left turn flow towards the west. M6 Junction 12 sees development flows largely remaining as per the DCO test, however a reassignment of 25 vehicles is shown towards the left turn movement towards the M6 south. Again, it is considered that these traffic flow changes would not be perceptible to road users and would amount to in the order of one extra vehicle every 45 – 60 seconds.

As it relates to Gailey Roundabout, development traffic flows would be expected to marginally reduce during both peak hours, noting that flows would not be of a significant nature in any event; this would be due to traffic to/from the south (ie the Wolverhampton direction) transferring to Station Drive, albeit that HGV's would be required to remain on the SRN given the reduced height bridge.

Mitigation is required beyond occupation levels of 187,000sqm, ie through the link road with the requirement that this needs to be in place five years after occupation of more than 47,000sqm or post occupation of more than 187,000sqm.

In terms of the A449 / Station Drive, mitigation was deployed under the full scheme by way of the banned right turn, which will come into force once the A449 roundabout is open. Under this temporary arrangement, development trips would be expected to remain largely the same, however a transfer of light vehicles would be expected to Station Drive. Any changes in flows would not be significant however, being limited to an increase in 20 light vehicles during the AM peak or one extra vehicle every three minutes

Provided at Appendix F are the development flows taken from the DCO TA for the full development quantum. In terms of the key junctions of the SRN (ie M6 J12, A5/Vicarage Road, Gailey Roundabout and A449 / A5) the changes in flows under this temporary arrangement would be considerably less than that agreed for the

TECHNICAL NOTE 16

DATE:	22 April 2025	CONFIDENTIALITY:	Confidential
SUBJECT:	West Midlands Interchange - Vicarage Road Access/DCO Floor Area Trigger Points		
PROJECT:	West Midlands Interchange	AUTHOR:	██████████
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permanent position with the full development in place. In the case of M6 Junction 12 and A5 / Vicarage Road junction, it was not necessary to introduce any geometric mitigation measures to address the full scheme. As the level of development traffic shown under this temporary arrangement is less than that under the completed scheme, it follows that there should be no adverse implications arising from amendments to the highway trigger points.

The promotor is seeking to implement the Station Drive HGV turning head at an earlier development stage than was originally set out within the DCO, with this being stated to be in place prior to occupation of any floor space served via the Vicarage Road access.

ALL MODES ACCESS

Whilst some enthusiastic and experienced cyclists may choose to travel to a development unit that comes forward served via Vicarage Road before such time as the A449 / A5 Link Road and its cycle infrastructure is open to traffic, it is considered that the most likely form of sustainable travel to this part of the site under this scenario would be best provided by way of the Shuttle Bus provisions that WMI will provide.

As it relates to passenger transport travel, discussions with SCC have indicated that they have a similar view and there would need to be a critical mass available in terms of development occupancy before the scheduled bus improvements secured would be progressed. Provision of Shuttle Buses would afford a greater degree of flexibility than scheduled bus services and could be targeted to serve worker densities as necessary. There would also be opportunities for car sharing which would be facilitated by way of Travel Plan arrangements that would be required to be put in place by end users.

OTHER MATTERS

At the DCO stage, consideration was given to an inter peak assessment, which considered operational of the A449 roundabout and the inter modal access either side of the afternoon shift change over time period ie 1300-1400 and 1400-1500. This assessment was required at the DCO stage to consider the potential impacts at these times due to the proximity of the inter modal terminal access to the SRN.

This assessment had not shown any operational issues at the DCO stage. As it relates to this assessment scenario, given that this would assume the lower floor area quantum then by implication the A449 / A5 Link Road would not be in place, nor the A449 roundabout and the adjacent terminal access. It is not therefore considered necessary to repeat this sensitivity test as part of this exercise given that the infrastructure would not be present under these circumstances.

AMENDMENTS TO REQUIREMENT 25

Given the above, it would be necessary to amend Schedule 25 of the DCO. There is no set approach that needs to be followed in order to deal with any variations however it is anticipated that a submission will be made to both National Highways and SCC. This is likely to be accompanied by a Statement of Compliance

TECHNICAL NOTE 16

DATE:	22 April 2025	CONFIDENTIALITY:	Confidential
SUBJECT:	West Midlands Interchange - Vicarage Road Access/DCO Floor Area Trigger Points		
PROJECT:	West Midlands Interchange	AUTHOR:	██████████
CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

with the DCO Environmental Statement (ES) setting out that the changes would not lead to any materially new or materially different significant effects on the environment that have not been assessed in the ES. Ahead of any submission, a draft schedule of Requirements 25 with the changes proposed is provided at Appendix G. This does propose a number of adjustments which the Promotor wishes to bring forward in order to secure the arrangements for seeing a greater quantum of floor space served via Vicarage Road as well as a minor amendment to the Station Drive turning head to enable this to be provided prior to any development being served via Vicarage Road. A minor amendment is proposed to the interventions to Crateford Lane to ensure that these works are tied to the delivery of the A449 roundabout.

SUMMARY

In summary, it is considered that there are opportunities available to facilitate development occupancy to be served via Vicarage Road in a flexible format that would not be prejudicial to highway operation and there would also be opportunities to travel to the Site using sustainable means. Initial discussions held with SCC indicate that they are supportive in principle to varying the infrastructure delivery trigger points subject to review of relevant technical evidence.



TECHNICAL NOTE 16

DATE:	22 April 2025	CONFIDENTIALITY:	Confidential
SUBJECT:	West Midlands Interchange - Vicarage Road Access/DCO Floor Area Trigger Points		
PROJECT:	West Midlands Interchange	AUTHOR:	██████████
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APPENDIX A

- (d) make provision for the alteration to, or replacement of, the relevant permissive paths subject to the provision of suitable alternative arrangement.

(3) The approved permissive paths schemes must be implemented and maintained during operation of the authorised development.

Transport – demolition and construction

24.—(1) The construction and demolition works must be carried out in accordance with the demolition and construction traffic management plan. The demolition and construction traffic management plan may be subject to alteration by agreement in writing by the local highway authority.

(2) No phase of the authorised development is to commence until a scheme for the provision, maintenance and subsequent removal of temporary signage for construction traffic in respect of that phase has been submitted to and approved by the local planning authority. The undertaker must provide, maintain and remove the temporary signage in accordance with the approved scheme.

Transport – phasing of highway works

25.—(1) The undertaker must complete the highway works identified in columns (1) and (2) of the following table by no later than the stage of the authorised development set out in column (3) of that table or such alternative later triggers as are agreed by the relevant body or bodies identified in column (4) of that table.

<i>(1) Item as identified on the highway general arrangement key plan / highways masterplan</i>	<i>(2) Description</i>	<i>(3) Stage of Authorised Development</i>	<i>(4) Relevant Body</i>
(i)	A5 Access Roundabout, including works to Avenue Cottages junction	To be completed prior to the occupation of first warehouse to be occupied (with the exception of less than 47,000 square metres (gross internal area) of warehouse floorspace accessed from the Vicarage Road Access Roundabout (item (iii))).	Highways England / Staffordshire County Council
(ii)	A5 – A449 link road	To be completed prior to occupation of more than 140,000 square metres (gross internal area) of warehouse floorspace served via the A5 and 47,000 square metres (gross internal area) of warehouse floorspace served via the Vicarage Road Access Roundabout (item (iii)) or within five years of the occupation of more than 47,000 square metres (gross internal area) of warehouse floorspace, whichever is sooner.	Highways England / Staffordshire County Council

<i>(1) Item as identified on the highway general arrangement key plan / highways masterplan</i>	<i>(2) Description</i>	<i>(3) Stage of Authorised Development</i>	<i>(4) Relevant Body</i>
(iii)	Vicarage Road Access Roundabout	To be completed prior to the occupation of any warehouse floorspace to accessed from the Vicarage Road Access Roundabout.	Staffordshire County Council
(iv)	Right turn ban and associated works at A449 / Station Drive junction	Not to be in force until such time as the A449 Roundabout (item xiv) has been completed.	Highways England
(v)	Crateford Lane closed to westbound traffic	To be completed prior to occupation of more than 140,000 square metres (gross internal area) of warehouse floorspace or within five years of the occupation of more than 47,000 square metres (gross internal area) of warehouse floorspace, whichever is sooner.	Staffordshire County Council
(vi)	Improved footway links along the A5 between Gailey Roundabout and the A5 Access Roundabout	To be completed within 6 months of opening the A5 Access Roundabout.	Highways England
(vii)	Upgraded footway / cycleway on the A449 between Station Drive and Gailey Roundabout	To be completed within 6 months of opening the A449 Access Roundabout.	Highways England
(viii)	Provide HGV turning area on Station Drive to the west of the rail bridge	To be completed within 6 months of completing the Vicarage Road Access.	Staffordshire County Council
(ix)	Provide relocated A449 laybys to include closure of existing gaps in A449 Central Reservation and field accesses	To be completed prior to commencement of construction of A5 Access Roundabout.	Highways England
(x)	Improved visibility splay at Vicarage Road / Straight Mile Priority Junction	To be completed prior to opening of Vicarage Road Roundabout.	Staffordshire County Council

<i>(1) Item as identified on the highway general arrangement key plan / highways masterplan</i>	<i>(2) Description</i>	<i>(3) Stage of Authorised Development</i>	<i>(4) Relevant Body</i>
(xi)	Provide footway and crossing improvements at Straight Mile / Kings Road / Woodlands Lane	To be completed prior to opening of network of permissive paths / community parks.	Staffordshire County Council
(xii)	Provide pedestrian crossing facilities at Straight Mile	To be completed prior to opening of network of permissive paths / community parks.	Staffordshire County Council
(xiii)	Provide new Cycleway on Vicarage Road	To be completed within 6 months of completing the Vicarage Road Access Roundabout.	Staffordshire County Council
(xiv)	A449 Roundabout	To be completed prior to occupation of more than 140,000 square metres (gross internal area) of warehouse floorspace or within five years of the occupation of more than 47,000 square metres (gross internal area) of warehouse floorspace, whichever is sooner.	Highways England

(2) At least two weeks prior to the anticipated date of each event/trigger specified in column (3) of the table in sub-paragraph (1) the undertaker must notify the relevant body identified in column (4) of that table of that anticipated date.

Water and flood risk – flood risk assessment

26. The authorised development must be carried out in accordance with the mitigation measures detailed within section 5.3 of the flood risk assessment or be carried out in accordance with any variation to these measures agreed in writing with the Environment Agency, the relevant local flood authority or the approving body under Schedule 3 (sustainable drainage) to the Flood and Water Management Act 2010(a), whichever of these is the body having jurisdiction over the watercourse in question.

Water and flood risk – surface water drainage scheme

27.—(1) No phase of the authorised development (excluding archaeology works) is to commence until a surface water drainage scheme for that phase has been submitted to and approved in writing by the local planning authority or such other approval process that is put in place under the Flood and Water Management Act 2010. The surface water drainage scheme must be generally in accordance with the flood risk assessment and site-wide surface water drainage strategy and section 3.4 of the water framework directive assessment and must include a schedule of required maintenance activities (including frequency), and details of who is to be responsible

(a) 2010 c. 29.



TECHNICAL NOTE 16

DATE:	22 April 2025	CONFIDENTIALITY:	Confidential
SUBJECT:	West Midlands Interchange - Vicarage Road Access/DCO Floor Area Trigger Points		
PROJECT:	West Midlands Interchange	AUTHOR:	██████████
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APPENDIX B

WEST MIDLANDS INTERCHANGE

Transport Technical Note 33 – Pre A449/A5 Link Road Assessment

Job Title	West Midlands Interchange	Project Number	70001979
Client	Four Ashes Limited		
TTN No.	33	Date of Issue	13 December 2017
Subject	Pre A449/A5 Link Road Assessment		
Author	Ian Fielding	Authorised	
Distribution			

1 INTRODUCTION

1.1 In order to facilitate the development of the site, it is proposed to introduce an element of floor area at the Site prior to the introduction of the A449/A5 Link Road and also the Intermodal Terminal. The amount of floor area proposed to be delivered prior to the opening of the A449/A5 Link Road would amount to 186,000 sqm (2m sqft).

1.2 However, discussions with Highways England (HE) and Staffordshire County Council (SCC) have requested that this situation should be tested in order to demonstrate the operation of the highway network prior to the opening of the A449/A5 Link Road with the introduction of this amount of floor space. This assessment has required a further iteration of the South Staffordshire VISSIM Model (SSVM) to be run as HE and SCC require that the network operation as a whole should be considered rather than isolated junction analysis.

1.3 WSP commissioned Systra to undertake a further VISSIM assessment. A factual Technical Note was prepared explaining the results of the exercise and this is provided at Annex 1. A full copy of the VISSIM model has been provided to HE and SCC for their review.

2 ASSESSMENT ASSUMPTIONS

2.1 Provided in Table 1 below are details of the assumptions made within the further VISSIM test. It should be noted that this scenario does not include for the provision of the Intermodal Terminal.

Table 1 Pre A449/A5 Link Road Test – Floor Area & Infrastructure Assumptions

SCENARIO	ACCESS	INFRASTRUCTURE ASSUMPTIONS
2021 Phase 1 Option A	140,000 sqm (1.5m sq ft) accessed via A5 46,000 sqm (0.5m sq ft) accessed via Vicarage Road	• Do Minimum Highway Network • No A449/A5 Link Road • No internal connection between development areas • Application of fixed timings at M6 J11 during PM peak • No other highway infrastructure intervention, such as northbound A449 right turn ban into Station Drive.

2.2 In order to consider the operation of the highway network under these conditions, a comparative assessment has been undertaken between the 2021 without WMI and an interim assessment of WMI at 2021, allowing for the development and infrastructure assumptions set out in Table 1.

2.3 As reported in Technical Note 28, specific trip characteristics have been identified in order to account for the fact that the initial quantum of floor area to be delivered would not be able to operate as rail served warehousing given that the Intermodal Terminal would not be operational. The approach taken in order to determine the trip characteristics of this initial phase of development has been agreed with both HE and SCC.

WEST MIDLANDS INTERCHANGE

Transport Technical Note 33 – Pre A449/A5 Link Road Assessment

3 ASSESSMENT RESULTS

3.1 As with the assessment of the operation of the highway network with the full WMI scheme, a comparative assessment has been undertaken examining the differences between the 2021 without WMI and the interim 2021 with WMI. This comparative assessment provides details of changes in vehicle speeds, journey times and queue lengths. These are provided for the same assessment cordon as provided for previous analysis of the full WMI site.

3.2 In summary, across the network as whole, the SSVM analysis of traffic conditions, pre-opening of the A449/A5 Link Road shows that:

- Average network travel time and average distance travelled stayed the same in both the AM and PM periods;
- Average network speed remains at 71kph in the AM and PM peak hours; and
- Average network delay reduces from 53 seconds to 52 seconds in the AM peak and increases from 59 to 60 seconds in the PM peak.

3.3 Detailed analysis of journey times and vehicle queue lengths identified by way of the Pre A449/A5 Link Road assessment are reported below.

4 PRE A449 / A5 LINK ROAD - LOCAL JOURNEY TIME RESULTS

4.1 Provided at Annex 2 are details of the links where journey times have been identified from the SSVM.

4.2 The comparison of journey times between the 2021 Without WMI and 2021 With WMI (Pre Link Road) for the AM and PM peak hours is shown in Table 2 below.

Table 2: Journey Time Comparisons between 2021 Without WMI and 2021 With Interim WMI (Pre Link Road)

ROUTE DESCRIPTION	AM Peak (0800-0900)			PM Peak (1700-1800)		
	2021 (WITHOUT WMI) - SECONDS	2021 (WITH Interim WMI) - SECONDS	DIFFERENCE - SECONDS	2021 (WITHOUT WMI) - SECONDS	2021 (WITH Interim WMI) - SECONDS	DIFFERENCE - SECONDS
Route 1- East of Vicarage Road to West of Gailey Roundabout	281	298	17	263	270	7
Route 1 - A5 from West of Gailey Roundabout to East of Vicarage Road	238	243	5	230	233	3
Route 2 - M6 South of J12 to A449 North of Gailey Roundabout	222	239	17	210	214	4
Route 2 - A449 North of Gailey Roundabout to M6	222	229	7	218	221	3

WEST MIDLANDS INTERCHANGE

Transport Technical Note 33 – Pre A449/A5 Link Road Assessment

South of J12						
Route 3 - North of Gailey Roundabout to South of M54 J2	457	462	5	436	436	0
Route 3 - South of M54 J2 to North of Gailey Roundabout	455	457	2	559	612	53
Route 4 - A5 East of Vicarage Road to A449 South of M54 J2	680	699	19	644	653	9
Route 4 - South of M54 J2 to A5 East of Vicarage Road	650	660	10	761	806	45
Route 5 - M6 North of J12 to A449 South of M54 J2	690	708	18	654	663	9
Route 5 - South of M54 J2 to M6 North of J12	621	632	11	735	779	44
Route 6 - A5 East of Vicarage Road to A449 South of Station Drive	382	399	17	359	367	8
Route 6 - South of Station Drive to A5 East of Vicarage Road	375	386	11	475	518	43
Route 7 - A5 East of Vicarage Road to A449 South of Station Drive (via Station Drive)	310	309	-1	303	294	-9
Route 7 - A449 South of Station Drive to A5 East of Vicarage Road (via Station Drive)	338	337	-1	378	367	-11

Source: Systra Technical Note November 2017

4.3 From the information shown in Table 2, it can be seen that journey times across the SSVM network would increase. However these increases need to be considered in context. In terms of the change in journey times shown during the AM peak hour, these are relatively minor, with the highest increase shown to be 19 seconds on the route assessed from the east of Vicarage Road to the south of M54 junction 2. Given that this route extends for a distance of approximately 10 kilometres, this is not considered a material increase.

4.4 In relation to the Gailey Roundabout, the highest increases in journey time are shown to amount to 17 seconds. These increases are shown on the routes on the A5 from east of Vicarage Road to the west of Gailey Roundabout and from the south of M6 J12 to A449 north of Gailey Roundabout. Again, these are not considered to reflect material increases in journey times.

WEST MIDLANDS INTERCHANGE

Transport Technical Note 33 – Pre A449/A5 Link Road Assessment

4.5 During the PM peak, journey times are shown to be similar to the position without WMI on nine of the assessed routes. However on four routes, greater increases in journey times are shown, all of which involve utilising Gailey Roundabout. If these journey times for these specific routes are considered against the increases shown by the assessment of the full provision of floor area proposed by WMI as previously provided to HE, it can be seen that the increases are of the same order. In respect of these four link, Table 3 provides a comparison between the journey times for the interim assessment pre-opening of the A449/A5 Link Road and the position shown with the full quantum of development and highway mitigation.

Table 3: Journey Time Comparisons – PM Peak

ROUTE DESCRIPTION	Journey Time (Seconds)		
	2021 with WMI (Interim Assessment)	2021 with WMI (Full Development)	Difference
A449 from South of M54 J2 to North of Gailey Roundabout	612	617	+5
A5/A449 – South of M54 J2 to A5 East of Vicarage Road	806	836	+30
M6/A449 - A449 South of M54 J2 to M6 North of J12	779	808	+29
A5/A449 - A449 South of Station Drive to A5 East of Vicarage Road	518	547	+29

4.6 The comparison provided in Table 3 shows that these links do not result in greater journey times during the interim assessment than shown to occur with the full WMI scheme.

4.7 Therefore in terms of journey times during the PM peak, the position shown with the introduction of 186,000 sqm of floor area and no link road is either similar to that shown with the full quantum of floor area, the A449/A5 Link Road and the Intermodal Terminal or is no worse. It has been acknowledged by HE that there is no one location where the overall Proposed Development would have a severe impact in terms of journey times during the PM peak hour.

WEST MIDLANDS INTERCHANGE

Transport Technical Note 33 – Pre A449/A5 Link Road Assessment

5 PRE A449/A5 LINK ROAD - QUEUE RESULTS

5.1 As with the assessment of the full WMI scheme, average queue lengths have been obtained. These are provided for the key junctions surrounding the Site together with the proposed access junctions with the A5 and Vicarage Road. Table 4 below provides details of the average queue lengths identified. This considers both the without and with WMI scenarios.

Table 4: Summary of Average Vehicle Queue Length Per Arm 2021 Without WMI - 2021 With Interim WMI – Pre A449/A5 Link Road

JUNCTION	ARM	VEHICLE QUEUE LENGTH AM PEAK (08:00-09:00)			VEHICLE QUEUE LENGTH - PM PEAK (17:00-18:00)		
		2021 (WITHOUT WMI)	2021 (Interim WMI)	DIFFERENCE – VEHICLES	2021 (WITHOUT WMI)	2021 (Interim WMI)	DIFFERENCE – VEHICLES
M6 Junction 12	M6 (N) J12	1	1	0	0	0	0
	A5 (E/SE)	2	1	-1	1	1	0
	M6 (S) J12	1	1	0	1	1	0
	A5 (W)	1	1	0	1	1	+1
M6 Junction 11	A460 (N/E)	3	3	0	10	11	+1
	A462 (S/SE)	1	1	0	1	1	0
	M6 (S) J11	2	2	0	8	9	+1
	A460 (SW)	4	4	0	15	25	+9
	M6 (N) J11	2	2	0	3	4	-1
Gailey Roundabout (A5/A449)	A449 (N) Stafford Road	4	3	-1	1	2	+1
	A5 E	22	43	+21	10	11	+1
	A449 (S) Stafford Road	10	10	0	45	53	+9
	A5 W	6	9	+3	1	0	-1
A449/Gravelly Way/Crateford Lane	Gravelly Way	0	0	0	0	2	+2
	Crateford Lane (West)	0	0	0	0	0	0
	A449 (N)		0	0		0	0
	A449 (S)		0	0		0	0
A449/Four Ashes	Stafford Rd (N)	5	5	0	4	3	-1

WEST MIDLANDS INTERCHANGE

Transport Technical Note 33 – Pre A449/A5 Link Road Assessment

Road/Station Drive	Stafford Rd (N) Right turn flare	0	0	0	0	0	0
	Station Rd	12	13	+1	12	11	-1
	Stafford Rd (S)	4	4	0	4	4	0
	Stafford Rd (S) Right Turn Flare	5	0	-5	4	0	-4
	Four Ashes Road	2	4	+2	1	5	+4
A5/Vicarage Road	A5 Watling St (East)	2	2	0	1	2	+1
	Vicarage Road	3	3	0	13	20	+7
	A5 Watling St (West)	1	1	0	1	1	0
Straight Mile	Straight Mile	0	0	0	0	0	0
A5 Access	Site Access	0	0	0	0	0	0
	A5 (E)	0	0	0	0	0	0
	A5 (W)t	0	1	+1	0	0	0
Vicarage Road Access	Vicarage Road (N)	0	0	0	0	0	0
	Site Access (E)	0	0	0	0	0	0
	Site Access (W)	0	0	0	0	0	0
	Vicarage Road (S)	0	0	0	0	0	0

Source: Systra Technical Note November 2017

5.2 Table 4 shows that during the AM peak hour, average queue lengths shown with WMI are generally similar to those shown without WMI. One notable exception is however the A5 approach to Gailey Roundabout from the east, which does show an increase in queue length extending from 21 vehicles to 43 vehicles. Traffic increases along the approach to Gailey Roundabout are however relatively modest, amounting to an increase of 26 vehicles during the AM peak, or one extra vehicle every two minutes. Therefore considered against the context of the minor increase in vehicles along the A5 east approach to the Gailey Roundabout and the minor increase in journey time along this route of 17 seconds, it is considered that this would not see a severe impact during the limited period of this scenario.

5.3 During the PM peak, average queue lengths are not shown to alter significantly, with no one link showing an increase in queue length greater than 10 vehicles.

WEST MIDLANDS INTERCHANGE

Transport Technical Note 33 – Pre A449/A5 Link Road Assessment

6 SUMMARY

6.1 On the basis of the above, it is considered that if an initial phase of development were introduced ahead of the opening of the A5/A449 Link Road, the operation of the highway network would not be materially affected, particularly in comparison to the situation shown to occur with the introduction of the full WMI scheme.

6.2 However, HE's concern that over time there could be more demand placed on the Gailey Roundabout before the opening of the Link Road is recognised. It is therefore proposed that the following restrictions are placed on the initial implementation of WMI.

6.3 First, an initial occupation of no more than 46,000 sqm (0.5m sq ft) would be permitted. This would enable the site to be established within the prevailing economic circumstances. The A5 / A449 Link Road must be constructed and available for use by no later than 5 years after the occupation of more than 46,000 sqm (0.5m sq ft) floor space or prior to the occupation of more than 186,000 sqm (2m sq ft) of the rail served warehousing, whichever is sooner.

6.4 The application of the above requirements will ensure the successful implementation of WMI whilst protecting the operation of the highway network.

WEST MIDLANDS INTERCHANGE

Transport Technical Note 33 – Pre A449/A5 Link Road Assessment

ANNEX 1 – SYSTRA TECHNICAL NOTE NOVEMBER 2017

WEST MIDLANDS INTERCHANGE

WMI MODELLING – PHASING ASSESSMENT RESULTS – NOVEMBER 2017

IDENTIFICATION TABLE

Client/Project owner	WSP
Project	West Midlands Interchange
Title of Document	WMI Modelling – Phasing Assessment Results – November 2017
Type of Document	Technical Note
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TABLE OF CONTENTS

1.	INTRODUCTION	3
2.	SOUTH STAFFORDSHIRE 2015 BASE YEAR VISSIM MODEL	4
2.2	BASE YEAR NETWORK PERFORMANCE STATISTICS	6
2.3	BASE YEAR SUMMARY	6
3.	FUTURE YEAR MODELS	7
3.2	DEVELOPMENT ASSOCIATED INFRASTRUCTURE	7
3.3	DEMAND FORECASTING ASSUMPTIONS	9
3.4	WEST MIDLANDS INTERCHANGE TRIP DISTRIBUTION	9
3.5	MODELLED SCENARIOS – MATRIX TOTALS	11
4.	VISSIM MODEL RESULTS	12
4.2	COMPARISON RESULTS	12
4.3	SUMMARY	17
	APPENDIX A – QUEUE LENGTH RESULTS, ALL SCENARIOS	18
	APPENDIX B – JUNCTION DATA RESULTS, ALL SCENARIOS	22
	APPENDIX C – DO MINIMUM AM AND PM PEAK HOUR JUNCTION PLOTS	26
	APPENDIX D – DO SOMETHING AM AND PM PEAK HOUR JUNCTION PLOTS – PHASING OPTION A	28
	APPENDIX E – DO SOMETHING AM AND PM PEAK HOUR JUNCTION PLOTS – PHASING OPTION B	30



1. INTRODUCTION

1.1.1 SYSTRA Ltd has been commissioned by WSP to undertake a development impact assessment of the proposed West Midlands Interchange (WMI) development utilising the Highways England South Staffordshire VISSIM model.

1.1.2 Prior to this work the HE South Staffordshire VISSIM base year model was updated to include the whole of Vicarage Road – this is summarised in a Local Model Validation Report entitled:

- **MID4393 TN001 – WMI Modelling – Local LMVR – Feb 2017**

1.1.3 Following this, two future year 2021 scenarios were assessed – a Do-Minimum and a Do-Something scenario. This is summarised in the following note:

- **MID4393 TN003 VERSION 1 – WMI Modelling – Assessment Results – May 2017**

1.1.4 Taking into consideration comments from Highways England, a further commission involved updating the South Staffordshire VISSIM Do-Minimum model to include:

- Fixed time signal controllers at the M6 Junction 11 in the PM peak;
- Lifting route closures between Gravelly Way and M6 Junction 10A; and
- Blocking the use of the Station Drive underbridge by OGV2 vehicles.

1.1.5 The full build-out was tested, which included the following changes:

- Adding a desired speed decision southbound between Gravelly Way junction and Four Ashes Rd junction;
- Banning HGVs which are using the A449 passing through Penkridge either to/from the West Midlands Interchange; and
- Amending the model to the east of the new A449 roundabout to reflect a change in access arrangements.

1.1.6 This work was summarised in the following note:

- **MID4393 TN003 - WMI Modelling - Assessment Results - Oct 2017**

1.1.7 The assessment results presented uses the Do-Minimum model and the Do-Something Phase Assessment models (Options A and B).

1.1.8 Option A is a combination of a 1.5m ft² development with access from the A5 and 0.5m ft² development with access from Vicarage Road. Option B includes the demand accessing from the A5 only. This uses a small proportion of the full build-out of trips.

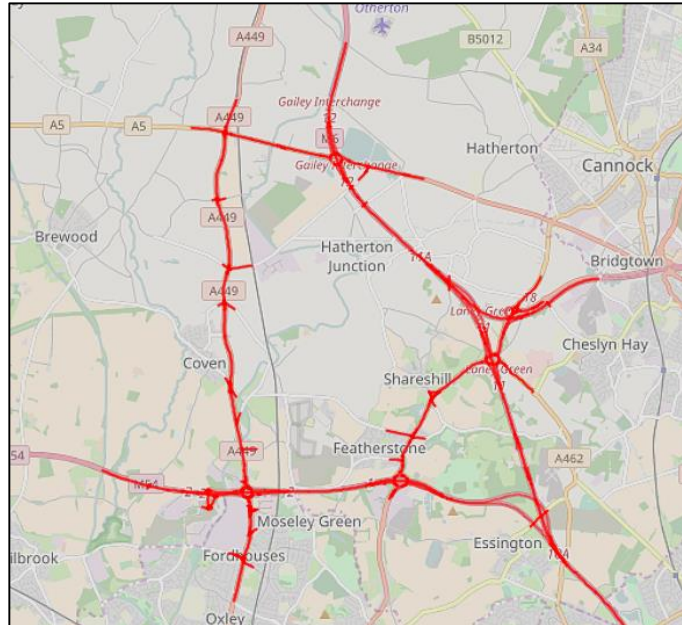
1.1.9 SYSTRA is part of the Highways England Spatial Planning Framework and thus will only present the results as reported (the numbers); interpretation and drawing of conclusions is necessarily left to the client.



2. SOUTH STAFFORDSHIRE 2015 BASE YEAR VISSIM MODEL

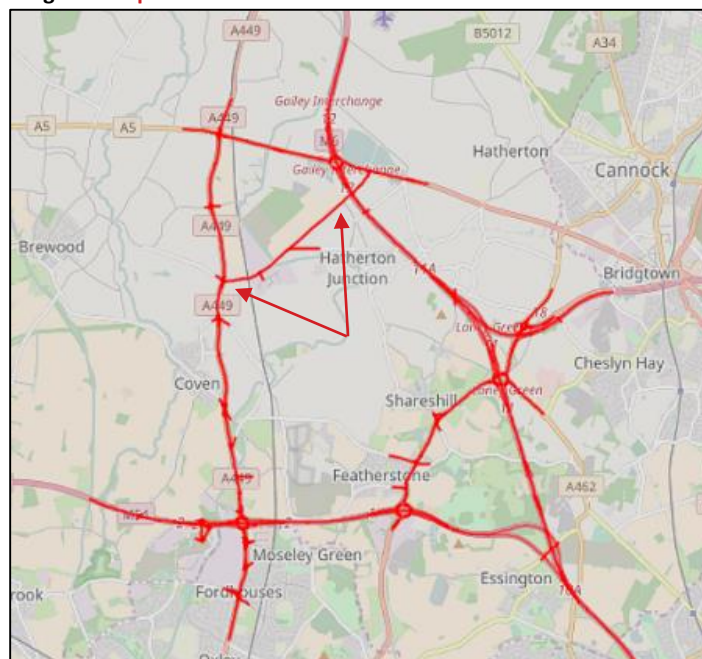
- 2.1.1 The approach has been discussed and agreed with Highways England, the West Midlands Interchange (WMI) development impact assessment has utilised the Highways England South Staffordshire 2015 Base Year VISSIM model, which extends from south of the M6/M54 interchange to north of M6 junction 12 and west of M54 junction 2, as shown in Figure 1.

Figure 1. South Staffordshire 2015 Base Year VISSIM Model Extent



- 2.1.2 In order to assess the impact of the WMI, it was agreed with WSP PB that Vicarage Road/Station Drive would be included in its entirety within an updated South Staffordshire 2015 Base Year Model, alongside the Vicarage Road/Straight Mile junction, as shown in Figure 2.

Figure 2. Updated South Staffordshire VISSIM Model Extent



- 2.1.3 The updated South Staffordshire Base Year Model was re-calibrated and validated to incorporate the local access junctions, details of which can be found in the following Technical Note:

○ **MID4393 TN001 – WMI Modelling – Local LMVR – Feb 2017**

- 2.1.4 The Local Model Validation Report indicates that the updated South Staffordshire VISSIM model was developed in accordance with Highways England and Department for Transport (DfT) modelling guidelines, and Table 1 provides a summary of the calibration and validation results for the updated Base Year model.

Table 1. Updated South Staffordshire Base Year 2015 Model Calibration and Validation Summary

MODEL CALIBRATION & VALIDATION	CRITERIA	COUNTS / RECORDS	MODELLED PEAK HOUR RESULTS	
			AM Peak Hr (08:00-09:00)	PM Peak Hr (17:00-18:00)
Calibration	Junction Link Count GEH <5	143	97%	93%
	Junction Turn Count GEH <5	195	98%	97%
Validation	ATC Total Traffic GEH <5	37	95%	89%
	Journey time routes within 15% of observed	12	92%	83%
	Junction total maximum queue length <30 vehicles of observed	10	80%	90%
	Junction approach maximum queue length <15 vehicles of observed	38	84%	92%



2.2 Base Year Network Performance Statistics

- 2.2.1 Micro-simulation models generate a series of network performance indicators which can be utilised to demonstrate the change in network conditions on a consistent basis.
- 2.2.2 Table 2 presents the network performance results for the updated South Staffordshire Base Year VISSIM models across 11 selected indicators. The results indicate that the AM and PM peak hour performance is similar, with similar average travel times and average speeds for each vehicle.
- 2.2.3 The network performance results presented below provide the benchmark for which the subsequent modelling of the West Midlands Interchange development can be compared in a consistent manner.

Table 2. Network Performance Statistics – Base Year 2015

INDICATOR	DESCRIPTION	UNIT	AM (08:00-09:00)	PM (17:00-18:00)
1	Number of Vehicles in Assignment Hour	num	26,259	28,799
2	Total Travel Time	hrs	2,392	2,662
3	Total Distance Travelled	km	174,173	196,519
4	Average Travel Time	mins	5	6
5	Average Distance Travelled	km	7	7
6	Average Speed	kph	73	74
7	Average Delay	secs	45	45
8	Total Delay	hrs	328	364
9	% Total Travel Time Delay	%	14%	14%
10	Unassigned Vehicles	num	2	1
11	Latent Demand Delay	hrs	0	0

2.3 Base Year Summary

- 2.3.1 Based on the results presented in Table 1, it is considered that the updated South Staffordshire Base Year VISSIM models have been calibrated and validated in accordance with Highways England and Department for Transport modelling guidelines.
- 2.3.2 Based on this evidence, the updated South Staffordshire VISSIM model is considered capable of assessing the WMI development.



3. FUTURE YEAR MODELS

- 3.1.1 The updated South Staffordshire Base Year VISSIM models have been used to create the 2021 future year models for the two scenarios previously described and agreed with Highways England.
- 3.1.2 Each scenario covers the impact in the peak hours:
- AM (08:00-09:00) and;
 - PM (17:00-18:00)
- 3.1.3 This section outlines the development infrastructure associated with the West Midlands Interchange (WMI), and the demand assumptions for each future year scenario.

3.2 Development Associated Infrastructure

Phased Build-Out (Option A and B)

- 3.2.1 The two Options looked at in this updated note are based on the Do-Something Test A network. The A449 Crateford Lane access is reverted to as it appears in the Do-Minimum network (a non-signalised crossroads) and a right turn flare is added to northbound traffic turning right at the A449/Vicarage Road crossroads. In both Options, through traffic is not permitted – only a proportion of development traffic travelling to zone 44 (via A5 access) is permitted in Option B, with some traffic also accessing zone 45 via Vicarage Road Roundabout in Option A (Figure 4 overleaf).



[illegible]

3.3 Demand Forecasting Assumptions

3.3.1 As previously discussed, three future year scenarios have been assessed for the development impact assessment of the West Midlands Interchange development:

- 2021 Do-Minimum, including background growth and committed developments; and
- 2021 Options A & B, including above and pre-defined WMI development traffic accessing via A5 and (Option A only) Vicarage Road, and associated infrastructure (Figure 4).

3.3.2 As discussed and agreed with Highways England, although the assessment of the impact of the West Midlands Interchange development has been undertaken using the South Staffordshire VISSIM model, the demand forecasting has been supplied from the 2021 Highways England SATURN model, developed for the assessment of the proposed M54 to M6 Toll Link Road. The modelling excludes the consideration of the proposed Toll Link.

3.3.3 The conversion of this SATURN demand outputs and forecasting process for the 2021 Do-Minimum and Do-Something scenarios are discussed in the following Technical Note:

- MID4393 TN002 – WMI Modelling Forecasting Process – March 2017

3.4 West Midlands Interchange Trip Distribution

3.4.1 WSP provided SYSTRA with the trip generation of the proposed West Midlands Interchange development; sub-divided into six different development plots (zones) for both light and heavy vehicles, as shown in Tables 3 and 4, for the AM and PM peak hours respectively. No trips went to/from WMI Dev Zones 1-4 in these Phasing Assessment Options. In Option A, there are some WMI Development trips to/from Dev Zones 5 (access via Vicarage Rd) and 6 (access via A5); in Option B, the same trips as access Dev Zone 6 (via A5) in Option A.

Table 3. West Midlands Interchange Trip Generation – AM Peak Hour

WMI DEV ZONE	VEHICLE TYPE	ARRIVALS (IN)	DEPARTURES (OUT)	TOTAL
5	Light	15	7	27
	Heavy	9	8	17
6	Light	45	20	65
	Heavy	26	25	51
TOTAL		95	60	160

Table 4. West Midlands Interchange Trip Generation – PM Peak Hour

WMI DEV ZONE	VEHICLE TYPE	ARRIVALS (IN)	DEPARTURES (OUT)	TOTAL
5	Light	2	9	11
	Heavy	8	10	18
6	Light	6	26	32
	Heavy	24	29	53
TOTAL		40	74	114

3.4.2 Table 5 provides a summary of the development trip volumes within each Phasing option.

Table 5. West Midlands Interchange Trip Generation – Phasing Option Totals

WMI ZONE	DEV ZONE	VEHICLE TYPE	AM PEAK HOUR (08-09)			PM PEAK HOUR (17-18)		
			In	Out	TOTAL	In	Out	TOTAL
Option A – A5 & Vicarage Rd	Light	60	27	92	8	35	43	
	Heavy	35	33	68	32	39	71	
TOTAL		95	60	160	40	74	114	
Option B - A5 Only	Light	45	20	65	6	26	32	
	Heavy	26	25	51	24	29	53	
TOTAL		71	45	116	30	55	85	

3.4.3 In order to ascertain the distribution of the development traffic, select link analyses were undertaken on the 2021 Do-Something Highways England SATURN model on the inbound and outbound links relating to the development zones. These select link analyses were then used to calculate the proportion of the total development traffic travelling to or from the external zones in the network, and to or from other internal zones within the network.

3.4.4 The select link analyses were undertaken for both arrivals and departures to the WMI development, segregated into light and heavy vehicles. The proportions were then applied to the trip flows provided by WSP to produce the final trip distributions within the full build-out VISSIM models (Version 1 of report). The new Phasing Assessment matrices had the same shape, but far fewer trips. For Vissim, the matrices must use integer numbers so the trips were placed based on having the correct total and the same distribution as in the full build-out model.



3.5 Modelled Scenarios – Matrix Totals

- 3.5.1 Tables 9 and 10 show the development components which make up the AM and PM scenarios respectively, alongside the peak hour matrix totals for each scenario.
- 3.5.2 The analysis indicates that the full WMI development generates an additional demand increase of approximately 4% from the 2015 Base Year and the Option A and B produce increases in demand of a fraction of 1%.
- 3.5.3 In addition to the Do-Something Test A and Test B (same matrices, full build-out), a further two Options were presented in order to assess the point at which road infrastructure changes which have been agreed will actually need to take place. These Options relate to a partial/phased build out of the development. These matrices were swapped in for the original WMI Development matrices and are only small percentages of them.

Table 6. Matrix Totals, AM Peak Hour Scenarios

SCENARIO	BACKGROUND MATRIX	COMMITTED DEVELOPMENT	WMI DEVELOPMENT	MATRIX TOTAL	% DIFF BY
Base Year	24,051	-	-	24,051	-
Do-Minimum	25,986	2,132	-	28,118	16.9%
Do-Something	25,986	2,132	902	29,020	20.7%
Option A	25,986	2,132	154	28,272	17.6%
Option B	25,986	2,132	116	28234	17.4%

Table 7. Matrix Totals, PM Peak Hour Scenarios

SCENARIO	BACKGROUND MATRIX	COMMITTED DEVELOPMENT	WMI DEVELOPMENT	MATRIX TOTAL	% DIFF BY
Base Year	26,401	-	-	26,401	-
Do-Minimum	28,241	2,822	-	31,063	17.7%
Do-Something	28,241	2,822	1,064	32,127	21.7%
Option A	28,241	2,822	114	31,177	18.1%
Option B	28,241	2,822	85	31,148	18.0%



4. VISSIM MODEL RESULTS

- 4.1.1 The 2021 Future Year AM and PM scenarios were run until they met the convergence criteria of travel times on paths being within 15% and the delta value of less than 0.01.
- 4.1.2 Once the convergence criteria had been met, the models were run for six random seeds – seeds 42, 52, 62, 72, 82 and 92. For consistency with the results comparison, the base year models were also ran for the same random seeds, and Tables 11 and 12 present the random seed variance for the AM and PM scenarios respectively.
- 4.1.3 The following model output data was collected for each scenario:
- Network Parameters
 - Journey Times
 - Queue Data
 - Junction Data

4.2 Comparison Results

- 4.2.1 Based on the scenarios modelled, the following comparisons are presented in the results:
- Do-Minimum (DM) 2021 vs Base Year
 - Option A 2021 and Option B 2021 vs Do-Minimum (DM) 2021
- 4.2.2 In order for SYSTRA to remain impartial in the assessment of the WMI development, due to their role under the Highways England Spatial Planning Framework, the results for the development impact are presented without drawing conclusions through value judgement.
- 4.2.3 Therefore, the following comparison provides the summary network performance and journey time results for all scenarios, with commentary only on the change between the 2015 Base Year and the 2021 Do-Minimum (DM) scenarios.

Network Performance Parameters and Journey Time Comparisons (Base Year vs. DM)

- 4.2.4 In order to consistently compare the results for each scenario, the network performance parameters which were collected as a benchmark from the Base Year models have also been collected for each scenario.
- 4.2.5 Tables 7-8 present the network performance results for the 2021 Future Year AM and PM scenarios respectively.
- 4.2.6 In the DM AM peak the average speed across the network decreases by 2% when compared to the Base Year, whilst in the PM peak the average speed decreases by 4%.
- 4.2.7 This reduction in average speeds, coupled with the 17% increase in the number of vehicles in the network, results in a 38% increase in delay in the AM peak and 51% in the PM peak.
- 4.2.8 Tables 9-10 present the journey time results for the AM and PM scenarios respectively, and indicate that the journey times across the selected journey time routes increases by 2% in the AM and 5% in the PM peak hours, with the largest increases in both time periods across the journey time routes which pass through Gailey Roundabout. This increase in journey times directly correlates with the reduction in the average network speeds.
- 4.2.9 These results indicate that the background traffic growth has a greater impact to the road network in the PM than it does in the AM.

Table 8. AM Peak Hour Future Year 2021 Network Performance Results – All Vehicles

Indicator	Description	Unit	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	2021 Option B	% DIFF Option B/DM
1	Number of Vehicles in Assignment Hour	num	26,259	30,629	17%	30,502	0%	30,454	-1%
2	Total Travel Time	hrs	2,392	2,845	19%	2,830	-1%	2,825	-1%
3	Total Distance Travelled	km	174,173	202,141	16%	201,501	0%	201,275	0%
4	Average Travel Time	mins	5	6	2%	6	0%	6	0%
5	Average Distance Travelled	km	7	7	-1%	7	0%	7	0%
6	Average Speed	kph	73	71	-2%	71	0%	71	0%
7	Average Delay	secs	45	53	18%	52	-2%	52	-2%
8	Total Delay	hrs	328	454	38%	444	-2%	444	-2%
9	% Total Travel Time Delay	%	14%	16%	16%	16%	-2%	16%	-1%
10	Unassigned Vehicles	num	2	1	-50%	1	0%	1	17%
11	Latent Demand Delay	hrs	0	0	-	0	-	0	-

Table 9. PM Peak Hour Future Year 2021 Network Performance Results – All Vehicles

Indicator	Description	Unit	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	2021 Option B	% DIFF Option B/DM
1	Number of Vehicles in Assignment Hour	num	28,799	33,650	17%	34,607	3%	34,304	2%
2	Total Travel Time	hrs	2,662	3,237	22%	3,330	3%	3,289	2%
3	Total Distance Travelled	km	196,519	229,364	17%	234,744	2%	232,697	1%
4	Average Travel Time	mins	6	6	4%	6	0%	6	0%
5	Average Distance Travelled	km	7	7	0%	7	0%	7	0%
6	Average Speed	kph	74	71	-4%	71	0%	71	0%
7	Average Delay	secs	45	59	29%	60	2%	59	1%
8	Total Delay	hrs	364	549	51%	578	5%	564	3%
9	% Total Travel Time Delay	%	14%	17%	24%	17%	2%	17%	1%
10	Unassigned Vehicles	num	2	1	-33%	12	763%	6	338%
11	Latent Demand Delay	hrs	0	0	-	0	-	0	-

Table 10. AM Peak Hour Future Year 2021 Journey Time Comparisons – All Vehicles

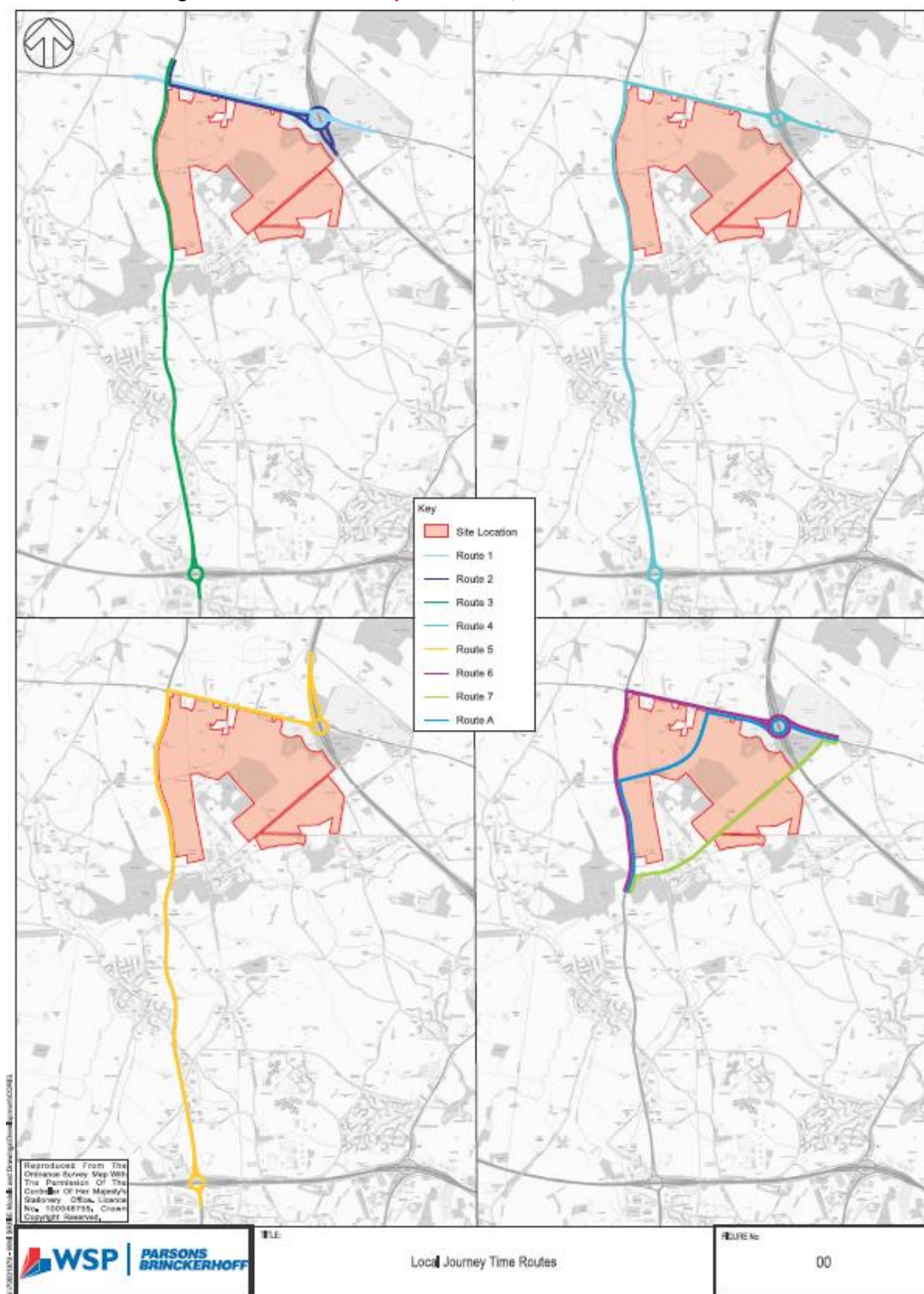
Route	Route Description	Unit	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	2021 Option B	% DIFF Option B/DM
1-SB	M6 (N of M6 J12/A5) to M54 merge (M6 J10A)	(s)	395	396	0%	394	-1%	394	-1%
1-NB	M6 J10A before M54 off-slip to M6 (N of M6 J12/A5)	(s)	391	391	0%	391	0%	391	0%
2-EB	W of M54 J2 to M6 J10A SB on-slip	(s)	281	282	0%	282	0%	282	0%
2-WB	M6 J10A NB off-slip (M54 WB) to W of M54 J2	(s)	279	282	1%	283	0%	282	0%
3-SB	A449 N of Gailey Roundabout (A5) to Three Tuns Island	(s)	568	588	3%	591	1%	591	1%
3-NB	A449 by Newbury Rd to N of Gailey Roundabout (A5)	(s)	551	583	6%	561	-4%	558	-4%
4-SB	A460 SB: A4601 N of Saredon Rd to S of M54 J1 (Hilton Cross)	(s)	445	446	0%	448	0%	448	1%
4-NB	A460 NB: S of M54 J1 (Hilton Cross) to A4601 N of Saredon Rd	(s)	438	456	4%	460	1%	461	1%
5-EB	A5 EB: W of Gailey Roundabout to A5 at Oak Lane	(s)	282	288	2%	295	3%	296	3%
5-WB	A5 WB: A5 at Oak Lane to W of Gailey Roundabout	(s)	309	328	6%	344	5%	318	-3%
6-WB	A460/M54 WB: A4601 N of Saredon Rd to i54 roundabout	(s)	514	517	0%	518	0%	519	0%
6-EB	M54/A460 EB: i54 roundabout to A4601 N of Saredon Rd	(s)	531	553	4%	563	2%	564	2%
Total		All Veh	4,986	5,108	2%	5,131	0%	5,106	0%

Table 11. PM Peak Hour Future Year 2021 Journey Time Comparisons – All Vehicles

Route	Route Description	Unit	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	2021 Option B	% DIFF Option B/DM
1-SB	M6 (N of M6 J12/A5) to M54 merge (M6 J10A)	(s)	399	405	2%	397	-2%	397	-2%
1-NB	M6 J10A before M54 off-slip to M6 (N of M6 J12/A5)	(s)	393	393	0%	393	0%	393	0%
2-EB	W of M54 J2 to M6 J10A SB on-slip	(s)	285	303	6%	297	-2%	301	-1%
2-WB	M6 J10A NB off-slip (M54 WB) to W of M54 J2	(s)	275	279	2%	280	0%	280	0%
3-SB	A449 N of Gailey Roundabout (A5) to Three Tuns Island	(s)	542	564	4%	565	0%	564	0%
3-NB	A449 by Newbury Rd to N of Gailey Roundabout (A5)	(s)	578	686	19%	717	5%	662	-3%
4-SB	A460 SB: A4601 N of Saredon Rd to S of M54 J1 (Hilton Cross)	(s)	461	457	-1%	457	0%	458	0%
4-NB	A460 NB: S of M54 J1 (Hilton Cross) to A4601 N of Saredon Rd	(s)	443	469	6%	474	1%	472	1%
5-EB	A5 EB: W of Gailey Roundabout to A5 at Oak Lane	(s)	276	279	1%	281	1%	284	2%
5-WB	A5 WB: A5 at Oak Lane to W of Gailey Roundabout	(s)	297	307	4%	316	3%	309	1%
6-WB	A460/M54 WB: A4601 N of Saredon Rd to i54 roundabout	(s)	529	526	0%	526	0%	528	0%
6-EB	M54/A460 EB: i54 roundabout to A4601 N of Saredon Rd	(s)	528	566	7%	573	1%	571	1%
Total		All Veh	5,004	5,233	5%	5,274	1%	5,219	0%

- 4.2.10 Additional journey time information has been extracted for the Do-Minimum and Option A and B scenarios for 8 routes, as shown in Figure 4. Routes 1 to 6 have been extracted for both the DM and DS scenarios, whilst Route 7 northbound has only been extracted for the DM scenario, as the right turn from the A449 to Station Drive is removed in the DS scenario. Route A does not appear in this set of results as the internal roads were blocked to through traffic.

Figure 3. Additional Journey Time Routes, DM and DS Scenarios



- 4.2.11 Table X provides the additional journey time information for the AM peak, whilst Table Y provides the results for the PM peak.

Table 12. Additional Journey Time Comparisons – AM Peak Hour 2021, All Vehicles

Route	Route Description	Unit	2021 DM	2021 Option A	% DIFF Option A/DM	2021 Option B	% DIFF Option B/DM
1-WB	A5 from East of Vicarage Road to West of Gailey Roundabout	(s)	281	298	6%	300	7%
1-EB	A5 from West of Gailey Roundabout to East of Vicarage Road	(s)	238	243	2%	241	1%
2-NB	M6/A449 - M6 South of J12 to A449 North of Gailey Roundabout	(s)	222	239	8%	240	8%
2-SB	M6/A449 - A449 North of Gailey Roundabout to M6 South of J12	(s)	222	229	3%	225	1%
3-SB	A449 from North of Gailey Roundabout to South of M54 J2	(s)	457	462	1%	462	1%
3-NB	A449 from South of M54 J2 to North of Gailey Roundabout	(s)	455	457	0%	478	5%
4-SB	A5/A449 - A5 East of Vicarage Road to A449 South of M54 J2	(s)	680	699	3%	702	3%
4-NB	A5/A449 - A449 South of M54 J2 to A5 East of Vicarage Road	(s)	650	660	2%	682	5%
5-SB	M6/A449 - M6 North of J12 to A449 South of M54 J2	(s)	690	708	3%	713	3%
5-NB	M6/A449 - A449 South of M54 J2 to M6 North of J12	(s)	621	632	2%	654	5%
6-SB	A5/A449 - A5 East of Vicarage Road to A449 South of Station Drive	(s)	382	399	4%	401	5%
6-NB	A5/A449 - A449 South of Station Drive to A5 East of Vicarage Road	(s)	375	386	3%	403	7%
7-SB	Vicarage Road/Station Drive - A5 East of Vicarage Road to A449 South of Station Drive	(s)	310	309	0%	311	0%
7-NB	Vicarage Road/Station Drive - A449 South of Station Drive to A5 East of Vicarage Road	(s)	338	337	0%	339	0%
Total		All Veh	5,921	5,809	-2%	5,892	0%

Table 13. Additional Journey Time Comparisons – PM Peak Hour 2021, All Vehicles

Route	Route Description	Unit	2021 DM	2021 Option A	% DIFF Option A/DM	2021 Option B	% DIFF Option B/DM
1-WB	A5 from East of Vicarage Road to West of Gailey Roundabout	(s)	263	270	3%	273	4%
1-EB	A5 from West of Gailey Roundabout to East of Vicarage Road	(s)	230	233	1%	230	0%
2-NB	M6/A449 - M6 South of J12 to A449 North of Gailey Roundabout	(s)	210	214	2%	216	3%
2-SB	M6/A449 - A449 North of Gailey Roundabout to M6 South of J12	(s)	218	221	1%	219	1%
3-SB	A449 from North of Gailey Roundabout to South of M54 J2	(s)	436	436	0%	434	0%
3-NB	A449 from South of M54 J2 to North of Gailey Roundabout	(s)	559	612	10%	646	16%
4-SB	A5/A449 - A5 East of Vicarage Road to A449 South of M54 J2	(s)	644	653	1%	654	2%
4-NB	A5/A449 - A449 South of M54 J2 to A5 East of Vicarage Road	(s)	761	806	6%	838	10%
5-SB	M6/A449 - M6 North of J12 to A449 South of M54 J2	(s)	654	663	1%	662	1%
5-NB	M6/A449 - A449 South of M54 J2 to M6 North of J12	(s)	735	779	6%	813	11%
6-SB	A5/A449 - A5 East of Vicarage Road to A449 South of Station Drive	(s)	359	367	2%	369	3%
6-NB	A5/A449 - A449 South of Station Drive to A5 East of Vicarage Road	(s)	475	518	9%	551	16%
7-SB	Vicarage Road/Station Drive - A5 East of Vicarage Road to A449 South of Station Drive	(s)	303	294	-3%	286	-6%
7-NB	Vicarage Road/Station Drive - A449 South of Station Drive to A5 East of Vicarage Road	(s)	378	367	-3%	357	-6%
Total		All Veh	6,224	6,147	-1%	6,277	1%

Queue Counters Locations

4.2.12 Modelled average and maximum queue length data was collected for each scenario, for the ten following junctions, as was collected in the Base Year:

- M54 Junction 2 & Junction 1;
- M6 Junction 11 & Junction 12;
- A449/A5 Gailey Roundabout;
- A449/Wobaston Road;
- A5/Vicarage Road;
- A449/Station Road/Four Ashes Road;
- Vicarage Road/The Straight Mile; and
- A449/Crateford Lane.

4.2.13 In addition, queue length data has also been collected for the following junctions in the Option A & B scenarios:

- A5/Internal Development Road Roundabout; and
- Vicarage Road/Internal Development Road Roundabout (Option A only).

4.2.14 The detailed queue length results for each scenario are summarised in **Appendix A**.



Junction Data

4.2.15 Traffic flows have been extracted for each scenario for all approaches and movements for the following 18 junctions, as was collected in the Base Year:

- M54 Junction 2 & Junction 1
- M6 Junction 11 & Junction 12;
- A449/A5 Gailey Roundabout;
- A449/Wobaston Road;
- A449/Springfield Lane;
- A449/Broadlands;
- A449/Brinsford Lane;
- A449/Brewood Lane double Roundabout;
- A449/Old Stafford Lane/School Lane;
- A449/Crateford Lane;
- A4601/A460/M6 Toll On-Slip;
- A460/Dark Lane/New Road;
- A460/The Avenue;
- A5/Vicarage Road;
- A449/Station Road/Four Ashes Road; and
- Vicarage Road/The Straight Mile

4.2.16 In addition, traffic flows have also been extracted for the following junctions in the DS scenarios:

- A5/Internal Development Road Roundabout; and
- Vicarage Road/Internal Development Road Roundabout (Option A only).

4.2.17 The detailed junction data results are presented in **Appendix B**.

Do-Minimum Junction Performance Comparison

4.2.18 The Do-Minimum modelling indicates a general reduction in the network performance at a junction level throughout the network, as demonstrated by the increase in the average and maximum queue length statistics, which aligns with the growth in traffic. However, the magnitude of proportional increase is slightly misrepresented by the low Base Year volumes.

4.2.19 The DM modelling indicates that the principal constraint in the network in both the AM and PM peak hour is:

- A449/A5 Gailey Roundabout

4.2.20 The DM modelling indicates noticeable increases in the average and maximum queue lengths throughout the modelled scenarios and subsequent impact on the journey times, as previously indicated.



4.3 Summary

- 4.3.1 In summary, SYSTRA has undertaken the assessment for the proposed West Midlands Interchange development in accordance with the brief supplied by WSP and agreed with Highways England.
- 4.3.2 The modelling has included the development of the following West Midlands Interchange scenarios from the calibrated and validated 2015 Updated Base Year Model, as previously presented:
- 2021 Do-Minimum, including background growth and committed developments; and
 - 2021 Do-Something (DS) Options A & B, including the above and WMI development traffic and associated infrastructure.
- 4.3.3 The model results for all scenarios are provided in the following appendices:
- **Appendix A – Queue Length Results; and**
 - **Appendix B – Junction Results**
- 4.3.4 The following junctions, in the vicinity of the proposed West Midlands Interchange development, have been screenshotted from the models:
- M6 Junction 12;
 - A5/Vicarage Road;
 - A5/A449 Gailey Roundabout;
 - A449/Crateford Lane; and
 - A449/Station Drive/Four Ashes,
- 4.3.5 Screenshots of the above junctions for the Do-Minimum, Option A and Option B scenarios are provided in **Appendices C, D and E** respectively.



APPENDIX A – QUEUE LENGTH RESULTS, ALL SCENARIOS

Table 14. Average Queue Length Comparison – AM Peak Hour (08:00-09:00)

Queue Counter	Site	Arm	Description	Lanes	Unit	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	2021 Option B	% DIFF Option B/DM
1	Site 1	Arm A	A449 (N) (Stafford Rd)	3	veh	3	5	45%	5	8%	5	18%
2	Site 1	Arm B	M54 (E) J2	4	veh	2	3	55%	3	7%	3	4%
3	Site 1	Arm C	A449 (S) (Stafford Rd)	4	veh	2	3	24%	3	-5%	3	5%
4	Site 1	Arm E	M54 (W) J2	3	veh	1	3	132%	3	-4%	3	-6%
5	Site 2	Arm B	A4510 (S) (Stafford Rd) under M54	2	veh	0	0	-	0	-	0	-
6	Site 2	Arm C	M54 (Eb) J2 off sliproad	2	veh	0	0	-	0	-	0	-
7	Site 3	Arm A	A4510 (E, Wb) from Site 1	1	veh	0	0	-	0	-	0	-
8	Site 3	Arm B	A4510 to/from i54 roundabout	2	veh	0	0	-	0	-	0	-
9	Site 4	Arm A	A460 (N)	2	veh	4	4	-1%	2	-60%	5	32%
10	Site 4	Arm B	M54 (E) J1	2	veh	0	0	-	0	-	0	-
11	Site 4	Arm C	A460 (S)	2	veh	0	1	-	1	-15%	1	6%
12	Site 4	Arm D	M54 (W) J1	2	veh	1	2	105%	2	11%	1	-10%
13	Site 5	Arm A	A460 (N/E)	2	veh	2	3	13%	3	2%	3	4%
14	Site 5	Arm B	A462 (S/SE)	2	veh	0	1	-	1	-7%	1	5%
15	Site 5	Arm C	M6 (S) J11	2	veh	2	2	16%	2	8%	2	10%
16	Site 5	Arm D	A460 (SW)	2	veh	2	4	87%	6	49%	5	19%
17	Site 5	Arm E	M6 (N) J11	2	veh	1	2	27%	2	16%	2	8%
18	Site 6	Arm A	M6 (N) J12	2	veh	1	1	17%	1	9%	1	28%
19	Site 6	Arm B	A5 (E/SE)	2	veh	1	2	77%	1	-6%	2	26%
20	Site 6	Arm C	M6 (S) J12	2	veh	0	1	-	1	14%	1	82%
21	Site 6	Arm D	A5 (W)	2	veh	1	1	54%	1	9%	1	-4%
22	Site 7	Arm A	A449 (N) (Stafford Rd)	3	veh	2	4	78%	5	18%	4	-1%
23	Site 7	Arm B	A5 (E)	2	veh	10	22	118%	43	97%	44	104%
24	Site 7	Arm C	A449 (S) (Stafford Rd)	3	veh	3	10	291%	10	-5%	18	72%
25	Site 7	Arm D	A5 (W)	2	veh	1	6	555%	9	53%	6	-3%
26	Site 8	Arm A	A449 (N) (Stafford Rd)	3	veh	1	2	86%	3	18%	3	24%
27	Site 8	Arm C	A449 (S) (Stafford Rd)	3	veh	0	5	-	4	-14%	6	23%
28	Site 8	Arm D	Wobaston Rd (W)	3	veh	0	1	-	1	-11%	1	24%
29	Site A	Arm A	A5 Watling St. E	2	veh	1	2	27%	2	17%	1	-15%
30	Site A	Arm B	Vicarage Road	2	veh	3	3	4%	3	2%	4	21%
31	Site A	Arm C	A5 Watling St. W	2	veh	1	1	12%	1	9%	1	-18%
32	Site C	Arm A	Stafford Road N	2	veh	4	5	12%	5	7%	5	5%
33	Site C	Arm A	Stafford Road N Right Turn Flare	1	veh	0	0	-	0	-	0	-
34	Site C	Arm B	Station Road	1	veh	12	12	-6%	13	9%	13	12%
35	Site C	Arm C	Stafford Road S	2	veh	3	4	28%	4	-3%	5	27%
36	Site C	Arm C	Stafford Road S Right Turn Flare	1	veh	4	5	21%	0	-100%	0	-100%
37	Site C	Arm D	Four Ashes Road	1	veh	2	3	69%	4	34%	4	35%
38	Site B	Arm A	Straight Mile	1	veh	0	0	-	3	-	3	-
39	DS_1	Arm A	Internal Road	2	veh	-	-	-	0	-	0	-
40	DS_1	Arm B	A5 East	2	veh	-	-	-	0	-	0	-
41	DS_1	Arm C	A5 West	2	veh	-	-	-	1	-	1	-
50	J9_13	Arm B	Crateford E	1	veh	0	0	-	2	-	1	-
51	J9_13	Arm D	Crateford W	1	veh	0	0	-	0	-	0	-
52	J9_13	Arm A	A449 N	2	veh	-	-	-	0	-	0	-
53	J9_13	Arm C	A449 S	2	veh	-	-	-	0	-	0	-
60	DS_8	Arm A	Vicarage Road E	2	veh	-	-	-	0	-	0	-
61	DS_8	Arm B	Site Access WMI Zone 4	2	veh	-	-	-	0	-	0	-
62	DS_8	Arm C	Vicarage Road W	1	veh	-	-	-	0	-	0	-
63	DS_8	Arm D	Internal Road N	2	veh	-	-	-	0	-	0	-
4200	DS_4	Arm B	Internal Road WMI Zone 2	1	veh	-	-	-	2	-	2	-
4300	DS_4	Arm C	Internal Road W	1	veh	-	-	-	0	-	0	-
4500	DS_3	Arm A	Internal Road WMI Zone 1	1	veh	-	-	-	0	-	0	-
4700	DS_3	Arm B	Internal Road E	1	veh	-	-	-	0	-	0	-
4800	DS_5	Arm A	Internal Road W	1	veh	-	-	-	0	-	0	-
4900	DS_5	Arm B	Internal Road WMI Zone 3	1	veh	-	-	-	0	-	0	-
5000	DS_7A	Arm C	Internal Road S	1	veh	-	-	-	0	-	0	-
5100	DS_7A	Arm A	Internal Road WMI Zone 6	1	veh	-	-	-	0	-	0	-
5200	DS_7B	Arm B	Internal Road WMI Zone 5	1	veh	-	-	-	0	-	0	-
5300	DS_7B	Arm C	Internal Road S	1	veh	-	-	-	0	-	0	-
5400	DS_7B	Arm A	Internal Road N	1	veh	-	-	-	0	-	0	-
Total Junction Approaches					veh	72	118	64%	148	25%	160	36%

Table 15. Average Queue Length Comparison– PM Peak Hour (17:00-18:00)

Queue Counter	Site	Arm	Description	Lanes	Unit	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	2021 Option B	% DIFF Option B/DM
1	Site 1	Arm A	A449 (N) (Stafford Rd)	3	veh	2	3	33%	3	3%	3	6%
2	Site 1	Arm B	M54 (E) J2	4	veh	2	3	98%	3	4%	3	-2%
3	Site 1	Arm C	A449 (S) (Stafford Rd)	4	veh	2	3	37%	3	3%	3	3%
4	Site 1	Arm E	M54 (W) J2	3	veh	2	5	211%	5	-3%	5	-1%
5	Site 2	Arm B	A4510 (S) (Stafford Rd) under M54	2	veh	0	0	-	0	-	0	-
6	Site 2	Arm C	M54 (Eb) J2 off sliproad	2	veh	0	0	-	0	-	0	-
7	Site 3	Arm A	A4510 (E, Wb) from Site 1	1	veh	0	0	-	0	-	0	-
8	Site 3	Arm B	A4510 to/from i54 roundabout	2	veh	0	0	-	0	-	0	-
9	Site 4	Arm A	A460 (N)	2	veh	3	2	-16%	1	-42%	2	-14%
10	Site 4	Arm B	M54 (E) J1	2	veh	0	0	-	0	-	0	-
11	Site 4	Arm C	A460 (S)	2	veh	0	1	-	1	-4%	1	-6%
12	Site 4	Arm D	M54 (W) J1	2	veh	1	1	49%	1	-1%	1	-4%
13	Site 5	Arm A	A460 (N/E)	2	veh	6	10	89%	11	5%	11	5%
14	Site 5	Arm B	A462 (S/SE)	2	veh	0	1	-	1	-52%	1	-53%
15	Site 5	Arm C	M6 (S) J11	2	veh	5	8	45%	9	12%	8	-1%
16	Site 5	Arm D	A460 (SW)	2	veh	3	15	443%	25	74%	21	47%
17	Site 5	Arm E	M6 (N) J11	2	veh	2	3	43%	4	35%	5	46%
18	Site 6	Arm A	M6 (N) J12	2	veh	0	0	-	0	-	0	-
19	Site 6	Arm B	A5 (E/SE)	2	veh	0	1	-	1	-2%	1	3%
20	Site 6	Arm C	M6 (S) J12	2	veh	0	1	-	1	9%	1	10%
21	Site 6	Arm D	A5 (W)	2	veh	1	1	51%	1	13%	1	7%
22	Site 7	Arm A	A449 (N) (Stafford Rd)	3	veh	1	1	30%	2	9%	1	-11%
23	Site 7	Arm B	A5 (E)	2	veh	4	10	154%	11	6%	8	-15%
24	Site 7	Arm C	A449 (S) (Stafford Rd)	3	veh	9	45	423%	53	17%	65	45%
25	Site 7	Arm D	A5 (W)	2	veh	0	1	-	0	-35%	0	-39%
26	Site 8	Arm A	A449 (N) (Stafford Rd)	3	veh	1	2	63%	2	7%	2	14%
27	Site 8	Arm C	A449 (S) (Stafford Rd)	3	veh	0	0	-	0	-	0	-
28	Site 8	Arm D	Wobaston Rd (W)	3	veh	0	0	-	1	-	0	-
29	Site A	Arm A	A5 Watling St. E	2	veh	1	1	42%	2	30%	1	-1%
30	Site A	Arm B	Vicarage Road	2	veh	6	13	110%	20	63%	24	89%
31	Site A	Arm C	A5 Watling St. W	2	veh	1	1	-1%	1	-3%	1	-22%
32	Site C	Arm A	Stafford Road N	2	veh	2	4	74%	3	-3%	3	-4%
33	Site C	Arm A	Stafford Road N Right Turn Flare	1	veh	0	0	-	0	-	0	-
34	Site C	Arm B	Station Road	1	veh	6	12	87%	11	-10%	7	-44%
35	Site C	Arm C	Stafford Road S	2	veh	4	4	7%	4	-7%	4	-8%
36	Site C	Arm C	Stafford Road S Right Turn Flare	1	veh	3	4	32%	0	-100%	0	-100%
37	Site C	Arm D	Four Ashes Road	1	veh	0	1	-	5	678%	4	508%
38	Site B	Arm A	Straight Mile	1	veh	0	0	-	1	-	1	-
39	DS_1	Arm A	Internal Road	2	veh	-	-	-	0	-	0	-
40	DS_1	Arm B	A5 East	2	veh	-	-	-	0	-	0	-
41	DS_1	Arm C	A5 West	2	veh	-	-	-	0	-	0	-
50	J9_13	Arm B	Crateford E	1	veh	0	0	-	2	-	1	-
51	J9_13	Arm D	Crateford W	1	veh	0	0	-	0	-	0	-
52	J9_13	Arm A	A449 N	2	veh	-	-	-	0	-	0	-
53	J9_13	Arm C	A449 S	2	veh	-	-	-	0	-	0	-
60	DS_8	Arm A	Vicarage Road E	2	veh	-	-	-	0	-	0	-
61	DS_8	Arm B	Site Access WMI Zone 4	2	veh	-	-	-	0	-	0	-
62	DS_8	Arm C	Vicarage Road W	1	veh	-	-	-	0	-	0	-
63	DS_8	Arm D	Internal Road N	2	veh	-	-	-	0	-	0	-
4200	DS_4	Arm C	Internal Road WMI Zone 2	1	veh	-	-	-	0	-	0	-
4300	DS_4	Arm A	Internal Road W	1	veh	-	-	-	0	-	0	-
4500	DS_3	Arm B	Internal Road WMI Zone 1	1	veh	-	-	-	0	-	0	-
4700	DS_3	Arm B	Internal Road E	1	veh	-	-	-	0	-	0	-
4800	DS_5	Arm A	Internal Road W	1	veh	-	-	-	0	-	0	-
4900	DS_5	Arm B	Internal Road WMI Zone 3	1	veh	-	-	-	0	-	0	-
5000	DS_7A	Arm C	Internal Road S	1	veh	-	-	-	0	-	0	-
5100	DS_7A	Arm A	Internal Road WMI Zone 6	1	veh	-	-	-	0	-	0	-
5200	DS_7B	Arm B	Internal Road WMI Zone 5	1	veh	-	-	-	0	-	0	-
5300	DS_7B	Arm C	Internal Road S	1	veh	-	-	-	0	-	0	-
5400	DS_7B	Arm A	Internal Road N	1	veh	-	-	-	0	-	0	-
Total Junction Approaches					veh	68	157	131%	188	20%	191	22%

Table 16. Maximum Queue Length Comparison – AM Peak Hour (08:00-09:00)

Queue Counter	Site	Arm	Description	Lanes	Unit	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	2021 Option B	% DIFF Option B/DM
1	Site 1	Arm A	A449 (N) (Stafford Rd)	3	veh	16	20	24%	20	1%	22	9%
2	Site 1	Arm B	M54 (E) J2	4	veh	10	13	31%	13	6%	12	-1%
3	Site 1	Arm C	A449 (S) (Stafford Rd)	4	veh	12	15	18%	15	0%	17	20%
4	Site 1	Arm E	M54 (W) J2	3	veh	9	14	62%	14	-2%	14	-4%
5	Site 2	Arm B	A4510 (S) (Stafford Rd) under M54	2	veh	0	0	-	0	-	0	-
6	Site 2	Arm C	M54 (Eb) J2 off sliproad	2	veh	0	0	-	0	-	0	-
7	Site 3	Arm A	A4510 (E, Wb) from Site 1	1	veh	0	4	-	2	-45%	3	-27%
8	Site 3	Arm B	A4510 to/from i54 roundabout	2	veh	1	2	51%	2	-5%	2	-9%
9	Site 4	Arm A	A460 (N)	2	veh	30	35	18%	22	-39%	38	9%
10	Site 4	Arm B	M54 (E) J1	2	veh	2	2	49%	2	9%	2	-9%
11	Site 4	Arm C	A460 (S)	2	veh	7	14	100%	12	-18%	13	-10%
12	Site 4	Arm D	M54 (W) J1	2	veh	13	17	24%	17	4%	16	-7%
13	Site 5	Arm A	A460 (N/E)	2	veh	23	23	1%	25	7%	23	0%
14	Site 5	Arm B	A462 (S/SE)	2	veh	6	8	30%	7	-8%	7	-6%
15	Site 5	Arm C	M6 (S) J11	2	veh	9	9	8%	9	0%	10	8%
16	Site 5	Arm D	A460 (SW)	2	veh	21	37	76%	48	28%	38	1%
17	Site 5	Arm E	M6 (N) J11	2	veh	9	11	24%	10	-5%	11	2%
18	Site 6	Arm A	M6 (N) J12	2	veh	8	9	17%	10	7%	12	23%
19	Site 6	Arm B	A5 (E/SE)	2	veh	13	15	14%	13	-11%	16	9%
20	Site 6	Arm C	M6 (S) J12	2	veh	5	6	16%	7	22%	8	40%
21	Site 6	Arm D	A5 (W)	2	veh	14	17	23%	18	5%	14	-16%
22	Site 7	Arm A	A449 (N) (Stafford Rd)	3	veh	16	16	-1%	22	40%	20	26%
23	Site 7	Arm B	A5 (E)	2	veh	48	75	54%	96	29%	101	36%
24	Site 7	Arm C	A449 (S) (Stafford Rd)	3	veh	17	26	57%	27	1%	35	35%
25	Site 7	Arm D	A5 (W)	2	veh	14	40	194%	44	9%	45	11%
26	Site 8	Arm A	A449 (N) (Stafford Rd)	3	veh	17	22	33%	20	-7%	27	21%
27	Site 8	Arm C	A449 (S) (Stafford Rd)	3	veh	6	25	330%	22	-10%	29	18%
28	Site 8	Arm D	Wobaston Rd (W)	3	veh	6	13	117%	8	-41%	8	-37%
29	Site A	Arm A	A5 Watling St. E	2	veh	20	23	11%	25	11%	20	-14%
30	Site A	Arm B	Vicarage Road	2	veh	15	15	-1%	17	15%	17	15%
31	Site A	Arm C	A5 Watling St. W	2	veh	18	19	2%	18	-6%	15	-18%
32	Site C	Arm A	Stafford Road N	2	veh	17	21	20%	20	-5%	21	4%
33	Site C	Arm A	Stafford Road N Right Turn Flare	1	veh	1	1	2%	2	48%	1	36%
34	Site C	Arm B	Station Road	1	veh	43	36	-17%	39	9%	37	4%
35	Site C	Arm C	Stafford Road S	2	veh	17	16	-5%	18	12%	22	34%
36	Site C	Arm C	Stafford Road S Right Turn Flare	1	veh	18	17	-1%	0	-100%	0	-100%
37	Site C	Arm D	Four Ashes Road	1	veh	10	12	23%	16	30%	20	61%
38	Site B	Arm A	Straight Mile	1	veh	2	1	-20%	15	1035%	12	820%
39	DS_1	Arm A	Internal Road	2	veh	-	-	-	1	-	1	-
40	DS_1	Arm B	A5 East	2	veh	-	-	-	1	-	3	-
41	DS_1	Arm C	A5 West	2	veh	-	-	-	18	-	17	-
50	J9_13	Arm B	Crateford E	1	veh	0	3	-	27	876%	23	755%
51	J9_13	Arm D	Crateford W	1	veh	0	1	-	1	123%	2	160%
52	J9_13	Arm A	A449 N	2	veh	-	-	-	1	-	1	-
53	J9_13	Arm C	A449 S	2	veh	-	-	-	0	-	0	-
60	DS_8	Arm A	Vicarage Road E	2	veh	-	-	-	3	-	4	-
61	DS_8	Arm B	Site Access WMI Zone 4	2	veh	-	-	-	1	-	0	-
62	DS_8	Arm C	Vicarage Road W	1	veh	-	-	-	0	-	0	-
63	DS_8	Arm D	Internal Road N	2	veh	-	-	-	6	-	0	-
4200	DS_4	Arm B	Internal Road WMI Zone 2	1	veh	-	-	-	7	-	6	-
4300	DS_4	Arm C	Internal Road W	1	veh	-	-	-	0	-	0	-
4500	DS_3	Arm A	Internal Road WMI Zone 1	1	veh	-	-	-	0	-	0	-
4700	DS_3	Arm B	Internal Road E	1	veh	-	-	-	0	-	0	-
4800	DS_5	Arm A	Internal Road W	1	veh	-	-	-	0	-	0	-
4900	DS_5	Arm B	Internal Road WMI Zone 3	1	veh	-	-	-	0	-	0	-
5000	DS_7A	Arm C	Internal Road S	1	veh	-	-	-	0	-	0	-
5100	DS_7A	Arm A	Internal Road WMI Zone 6	1	veh	-	-	-	0	-	0	-
5200	DS_7B	Arm B	Internal Road WMI Zone 5	1	veh	-	-	-	0	-	0	-
5300	DS_7B	Arm C	Internal Road S	1	veh	-	-	-	0	-	0	-
5400	DS_7B	Arm A	Internal Road N	1	veh	-	-	-	0	-	0	-
Total Junction Approaches					veh	491	651	33%	739	14%	766	18%

Table 17. Maximum Queue Length Comparison – PM Peak Hour (17:00-18:00)

Queue Counter	Site	Arm	Description	Lanes	Unit	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	2021 Option B	% DIFF Option B/DM
1	Site 1	Arm A	A449 (N) (Stafford Rd)	3	veh	13	17	28%	17	1%	17	2%
2	Site 1	Arm B	M54 (E) J2	4	veh	9	13	55%	15	12%	14	8%
3	Site 1	Arm C	A449 (S) (Stafford Rd)	4	veh	16	21	33%	19	-8%	21	-2%
4	Site 1	Arm E	M54 (W) J2	3	veh	10	17	66%	16	-7%	16	-7%
5	Site 2	Arm B	A4510 (S) (Stafford Rd) under M54	2	veh	0	1	-	0	-36%	0	-100%
6	Site 2	Arm C	M54 (Eb) J2 off sliproad	2	veh	0	0	-	0	-	0	-
7	Site 3	Arm A	A4510 (E, Wb) from Site 1	1	veh	0	3	-	5	68%	2	-29%
8	Site 3	Arm B	A4510 to/from i54 roundabout	2	veh	1	2	80%	3	22%	3	21%
9	Site 4	Arm A	A460 (N)	2	veh	22	17	-22%	13	-26%	17	2%
10	Site 4	Arm B	M54 (E) J1	2	veh	3	3	37%	4	7%	3	-5%
11	Site 4	Arm C	A460 (S)	2	veh	8	11	35%	10	-8%	10	-11%
12	Site 4	Arm D	M54 (W) J1	2	veh	12	14	18%	15	2%	15	3%
13	Site 5	Arm A	A460 (N/E)	2	veh	29	42	43%	42	-1%	42	1%
14	Site 5	Arm B	A462 (S/SE)	2	veh	4	8	93%	6	-20%	7	-18%
15	Site 5	Arm C	M6 (S) J11	2	veh	18	22	23%	23	3%	21	-3%
16	Site 5	Arm D	A460 (SW)	2	veh	25	59	138%	72	222%	79	33%
17	Site 5	Arm E	M6 (N) J11	2	veh	11	12	8%	14	12%	15	21%
18	Site 6	Arm A	M6 (N) J12	2	veh	6	7	14%	7	-5%	8	16%
19	Site 6	Arm B	A5 (E/SE)	2	veh	9	13	36%	13	1%	13	1%
20	Site 6	Arm C	M6 (S) J12	2	veh	5	8	47%	9	14%	9	13%
21	Site 6	Arm D	A5 (W)	2	veh	10	14	40%	15	7%	12	-11%
22	Site 7	Arm A	A449 (N) (Stafford Rd)	3	veh	11	12	7%	13	4%	12	-3%
23	Site 7	Arm B	A5 (E)	2	veh	36	52	45%	52	0%	58	11%
24	Site 7	Arm C	A449 (S) (Stafford Rd)	3	veh	27	64	134%	74	15%	84	30%
25	Site 7	Arm D	A5 (W)	2	veh	9	14	51%	10	-24%	10	-28%
26	Site 8	Arm A	A449 (N) (Stafford Rd)	3	veh	16	20	24%	29	45%	21	3%
27	Site 8	Arm C	A449 (S) (Stafford Rd)	3	veh	5	9	69%	10	10%	8	-16%
28	Site 8	Arm D	Wobaston Rd (W)	3	veh	5	7	42%	7	9%	6	-11%
29	Site A	Arm A	A5 Watling St. E	2	veh	15	21	37%	21	2%	19	-6%
30	Site A	Arm B	Vicarage Road	2	veh	19	31	62%	37	20%	38	25%
31	Site A	Arm C	A5 Watling St. W	2	veh	19	18	-8%	17	-1%	14	-19%
32	Site C	Arm A	Stafford Road N	2	veh	10	15	40%	14	-1%	16	8%
33	Site C	Arm A	Stafford Road N Right Turn Flare	1	veh	1	1	13%	2	44%	1	-1%
34	Site C	Arm B	Station Road	1	veh	25	35	36%	28	-18%	24	-31%
35	Site C	Arm C	Stafford Road S	2	veh	17	20	17%	19	-4%	18	-11%
36	Site C	Arm C	Stafford Road S Right Turn Flare	1	veh	15	18	24%	0	-100%	0	-100%
37	Site C	Arm D	Four Ashes Road	1	veh	4	5	7%	20	347%	17	282%
38	Site B	Arm A	Straight Mile	1	veh	1	1	49%	5	497%	5	521%
39	DS_1	Arm A	Internal Road	2	veh	-	-	-	0	-	1	-
40	DS_1	Arm B	A5 East	2	veh	-	-	-	2	-	1	-
41	DS_1	Arm C	A5 West	2	veh	-	-	-	12	-	11	-
50	J9_13	Arm B	Crateford E	1	veh	1	5	379%	28	493%	22	349%
51	J9_13	Arm D	Crateford W	1	veh	0	0	-	4	-	3	-
52	J9_13	Arm A	A449 N	2	veh	-	-	-	0	-	0	-
53	J9_13	Arm C	A449 S	2	veh	-	-	-	2	-	0	-
60	DS_8	Arm A	Vicarage Road E	2	veh	-	-	-	0	-	2	-
61	DS_8	Arm B	Site Access WMI Zone 4	2	veh	-	-	-	0	-	0	-
62	DS_8	Arm C	Vicarage Road W	1	veh	-	-	-	3	-	0	-
63	DS_8	Arm D	Internal Road N	2	veh	-	-	-	0	-	0	-
4200	DS_4	Arm C	Internal Road WMI Zone 2	1	veh	-	-	-	0	-	5	-
4300	DS_4	Arm A	Internal Road W	1	veh	-	-	-	0	-	0	-
4500	DS_3	Arm B	Internal Road WMI Zone 1	1	veh	-	-	-	0	-	0	-
4700	DS_3	Arm B	Internal Road E	1	veh	-	-	-	0	-	0	-
4800	DS_5	Arm A	Internal Road W	1	veh	-	-	-	0	-	0	-
4900	DS_5	Arm B	Internal Road WMI Zone 3	1	veh	-	-	-	0	-	0	-
5000	DS_7A	Arm C	Internal Road S	1	veh	-	-	-	0	-	0	-
5100	DS_7A	Arm A	Internal Road WMI Zone 6	1	veh	-	-	-	0	-	0	-
5200	DS_7B	Arm B	Internal Road WMI Zone 5	1	veh	-	-	-	0	-	0	-
5300	DS_7B	Arm C	Internal Road S	1	veh	-	-	-	0	-	0	-
5400	DS_7B	Arm A	Internal Road N	1	veh	-	-	-	0	-	0	-
Total Junction Approaches					veh	449	649	45%	726	12%	718	11%



APPENDIX B – JUNCTION DATA RESULTS, ALL SCENARIOS

Table 18. Junction Data Results, Light Vehicles, AM Peak Hour (08:00-09:00)

From	To	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	WMI Dev Trips	2021 Option B	% DIFF Option B/DM	WMI Dev Trips
A449 Stafford Rd (N)	M54 J2 (E)	191	202	6%	177	-12%	0	184	-9%	0
A449 Stafford Rd (N)	A449 Stafford Rd (S)	786	811	3%	815	0%	6	816	1%	4
A449 Stafford Rd (N)	M54 J2 (W)	247	319	29%	320	0%	2	320	0%	2
M54 J2 (E)	A449 Stafford Rd (N)	143	168	17%	149	-11%	0	155	-8%	0
M54 J2 (E)	A449 Stafford Rd (S)	596	642	8%	644	0%	0	642	0%	0
A449 Stafford Rd (S)	A449 Stafford Rd (N)	595	655	10%	662	1%	11	662	1%	9
A449 Stafford Rd (S)	M54 J2 (E)	316	345	9%	345	0%	0	350	1%	0
A449 Stafford Rd (S)	M54 J2 (W)	236	309	31%	309	0%	0	310	0%	0
M54 J2 (W)	A449 Stafford Rd (N)	222	286	29%	292	2%	7	289	1%	5
M54 J2 (W)	A449 Stafford Rd (S)	483	504	4%	504	0%	0	505	0%	0
A4510 I54 Flyover	A4510 Approach to M54 J2	34	431	1168%	432	0%	1	433	0%	2
M54 J2 EB Off Slip	A4510 Approach to M54 J2	684	726	6%	731	1%	6	732	1%	4
M54 J2 EB Off Slip	A4510 I54 Flyover	14	94	571%	93	-1%	0	94	0%	0
A4510 From M54 J2	A4510 - I54	116	592	410%	589	-1%	0	590	0%	0
A4510 From M54 J2	M54 J2 WB On-Slip	423	474	12%	480	1%	1	478	1%	2
A4510 - I54	M54 J2 WB On-Slip	3	80	2567%	80	0%	0	79	-1%	0
A460 Cannock Rd (N)	M54 J1 (E)	29	39	34%	33	-15%	0	32	-18%	0
A460 Cannock Rd (N)	A460 Cannock Rd (S)	407	434	7%	464	7%	0	460	6%	0
A460 Cannock Rd (N)	M54 J1 (W)	534	616	15%	611	-1%	0	614	0%	0
M54 J1 (E)	A460 Cannock Rd (N)	29	27	-7%	24	-11%	0	23	-15%	0
M54 J1 (E)	A460 Cannock Rd (S)	102	105	3%	107	2%	0	105	0%	0
A460 Cannock Rd (S)	A460 Cannock Rd (N)	337	394	17%	407	3%	0	403	2%	0
A460 Cannock Rd (S)	M54 J1 (E)	47	61	30%	61	0%	0	61	0%	0
A460 Cannock Rd (S)	M54 J1 (W)	388	522	35%	512	-2%	0	514	-2%	0
M54 J1 (W)	A460 Cannock Rd (N)	504	574	14%	582	1%	0	581	1%	0
M54 J1 (W)	A460 Cannock Rd (S)	467	554	19%	525	-5%	0	530	-4%	0
A460 (E)	A462 Warstone Rd	190	192	1%	192	0%	0	192	0%	0
A460 (E)	M6 J11 (S)	143	154	8%	154	0%	0	155	1%	0
A460 (E)	A460 (W)	516	555	8%	557	0%	0	558	1%	0
A460 (E)	M6 J11 (N)	91	92	1%	91	-1%	0	90	-2%	0
A462 Warstone Rd	M6 J11 (S)	72	85	18%	84	-1%	0	84	-1%	0
A462 Warstone Rd	M6 J11 (S)	10	11	10%	11	0%	0	11	0%	0
A462 Warstone Rd	A460 (W)	76	87	14%	86	-1%	0	85	-2%	0
A462 Warstone Rd	M6 J11 (N)	107	132	23%	136	3%	2	136	3%	2
M6 J11 (S)	A460 (E)	437	455	4%	453	0%	0	455	0%	0
M6 J11 (S)	A462 Warstone Rd	11	14	27%	13	-7%	0	14	0%	0
M6 J11 (S)	A460 (W)	10	9	-10%	8	-11%	0	8	-11%	0
A460 (W)	A460 (E)	809	971	20%	966	-1%	0	971	0%	0
A460 (W)	A462 Warstone Rd	51	55	8%	57	4%	0	57	4%	0
A460 (W)	M6 J11 (S)	18	17	-6%	22	29%	0	24	41%	0
A460 (W)	M6 J11 (N)	115	139	21%	156	12%	0	150	8%	0
M6 J11 (N)	A460 (E)	42	38	-10%	38	0%	0	37	-3%	0
M6 J11 (N)	A462 Warstone Rd	167	184	10%	181	-2%	0	177	-4%	0
M6 J11 (N)	A460 (W)	61	61	0%	84	38%	0	78	28%	0
M6 J12 (N)	A5 (E)	380	405	7%	407	0%	2	329	-19%	0
M6 J12 (N)	A5 (W)	179	191	7%	196	3%	5	270	41%	4
A5 (E)	M6 J12 (N)	320	328	2%	329	0%	0	302	-8%	0
A5 (E)	M6 J12 (S)	39	41	5%	48	17%	2	40	-2%	0
A5 (E)	A5 (W)	408	434	6%	437	1%	11	425	-2%	10
M6 J12 (S)	A5 (E)	61	63	3%	65	3%	5	66	5%	0
M6 J12 (S)	A5 (W)	182	233	28%	270	16%	11	259	11%	12
A5 (W)	M6 J12 (N)	158	166	5%	163	-2%	3	196	18%	2
A5 (W)	A5 (E)	384	374	-3%	379	1%	3	363	-3%	3
A5 (W)	M6 J12 (S)	253	275	9%	297	8%	6	292	6%	7
A449 Stafford Rd (N)	A5 Watling St (E)	92	94	2%	124	32%	4	118	26%	4
A449 Stafford Rd (N)	A449 Stafford Rd (S)	635	655	3%	627	-4%	0	632	-4%	0
A449 Stafford Rd (N)	A5 Watling St (W)	323	339	5%	341	1%	0	341	1%	0
A5 Watling St (E)	A449 Stafford Rd (N)	112	112	0%	127	13%	2	123	10%	2
A5 Watling St (E)	A449 Stafford Rd (S)	314	345	10%	354	3%	6	406	18%	7
A5 Watling St (E)	A5 Watling St (W)	345	396	15%	398	1%	0	398	1%	1
A449 Stafford Rd (S)	A449 Stafford Rd (N)	569	609	7%	597	-2%	0	602	-1%	0
A449 Stafford Rd (S)	A5 Watling St (E)	222	230	4%	243	6%	17	252	10%	18
A449 Stafford Rd (S)	A5 Watling St (W)	35	47	34%	42	-11%	0	46	-2%	0
A5 Watling St (W)	A449 Stafford Rd (N)	253	246	-3%	246	0%	0	246	0%	0
A5 Watling St (W)	A5 Watling St (E)	495	505	2%	504	0%	2	509	1%	3
A5 Watling St (W)	A449 Stafford Rd (S)	54	58	7%	60	3%	1	58	0%	0
A449 Stafford Rd (N)	Bee Ln	20	20	0%	20	0%	0	20	0%	0
A449 Stafford Rd (N)	A449 Stafford Rd (S)	1,050	1,084	3%	1,092	1%	7	1,091	1%	5
A449 Stafford Rd (N)	Wobaston Rd	690	740	7%	740	0%	0	737	0%	0
Bee Ln	A449 Stafford Rd (N)	0	0	0%	0	0%	0	0	0%	0
Bee Ln	A449 Stafford Rd (S)	55	56	2%	56	0%	0	56	0%	0
Bee Ln	Wobaston Rd	0	0	0%	0	0%	0	0	0%	0
A449 Stafford Rd (S)	A449 Stafford Rd (N)	694	783	13%	790	1%	9	790	1%	7
A449 Stafford Rd (S)	Bee Ln	33	33	0%	33	0%	0	34	3%	0
A449 Stafford Rd (S)	Wobaston Rd	355	586	65%	586	0%	0	584	0%	0
Wobaston Rd	A449 Stafford Rd (N)	536	548	2%	548	0%	0	547	0%	0
Wobaston Rd	Bee Ln	227	227	0%	228	0%	0	227	0%	0
Wobaston Rd	A449 Stafford Rd (S)	106	476	349%	476	0%	0	476	0%	0
A449 (N)	Springfield Ln	0	0	0%	0	0%	0	0	0%	0
A449 (N)	A449 (S)	1,615	1,689	5%	1,687	0%	6	1,691	0%	5
A449 (N)	Ind Est	61	62	2%	67	8%	0	60	-3%	0
Springfield Ln	A449 (N)	9	9	0%	10	11%	0	11	22%	0
Springfield Ln	A449 (S)	145	152	5%	153	1%	0	151	-1%	0
Springfield Ln	Ind Est	1	1	0%	0	-100%	0	1	0%	0
A449 (S)	A449 (N)	1,140	1,226	8%	1,238	1%	9	1,236	1%	7
A449 (S)	Springfield Ln	57	68	19%	69	1%	0	69	1%	0
A449 (S)	Ind Est	58	57	-2%	50	-12%	0	55	-4%	0
Ind Est	A449 (N)	18	17	-6%	17	0%	0	18	6%	0
Ind Est	Springfield Ln	0	0	0%	0	0%	0	0	0%	0
Ind Est	A449 (S)	22	20	-9%	21	5%	0	20	0%	0
A449 (N)	Broadlands	246	262	7%	263	0%	0	264	1%	0
A449 (N)	A449 (S)	1,570	1,661	6%	1,664	0%	6	1,656	0%	4
A449 (N)	Ind Est	57	53	-7%	52	-2%	0	54	2%	0
Broadlands	A449 (N)	152	211	39%	213	1%	3	213	1%	1
Broadlands	A449 (S)	95	89	-6%	89	0%	0	90	1%	0
Broadlands	Ind Est	4	4	0%	4	0%	0	4	0%	0
A449 (S)	A449 (N)	1,000	1,103	10%	1,113	1%	10	1,107	0%	7
A449 (S)	Broadlands	136	126	-7%	126	0%	0	126	0%	0
A449 (S)	Ind Est	10	10	0%	10	0%	0	10	0%	0
Ind Est	A449 (N)	16	16	0%	16	0%	0	16	0%	0
Ind Est	Broadlands	0	0	0%	0	0%	0	0	0%	0
Ind Est	A449 (S)	0	0	0%	0	0%	0	0	0%	0
A449 (N)	Brinsford Lane	217	216	0%	216	0%	0	215	0%	1
A449 (N)	A449 (S)	1,175	1,279	9%	1,269	-1%	8	1,266	-1%	6
Brinsford Lane	A449 (N)	0	0	0%	0	0%	0	0	0%	0
Brinsford Lane	A449 (S)	16	15	-6%	15	0%	0	15	0%	0
A449 (S)	A449 (N)	952	1,096	15%	1,096	0%	18	1,102	1%	15
A449 (S)	Brinsford Lane	0	0	0%	0	0%	0	0	0%	0
A449 (N)	A449 (S)	1,177	1,268	8%	1,267	0%	10	1,266	0%	7
A449 (N)	Brewood Road (N)	170	155	-9%	160	3%	0	157	1%	0
A449 (S)	A449 (N)	831	967	16%	971	0%	19	972	1%	16
A449 (S)	Brewood Road (N)	160	171	7%	169	-1%	0	170	-1%	0
Brewood Road (N)	A449 (N)	161	172	7%	172	0%	0	173	1%	2
Brewood Road (N)	A449 (S)	326	330	1%	331	0%	0	329	0%	0
A449 (N)	Brewood Road (S)	130	124	-5%	125	1%	0	124	0%	0
A449 (N)	A449 (S)	1,377	1,474	7%	1,472	0%	10	1,468	0%	7
Brewood Road (S)	A449 (N)	105	106	1%	106	0%	0	108	2%	2
Brewood Road (S)	A449 (S)	3	3	0%	3	0%	0	3	0%	0
A449 (S)	A449 (N)	887	1,027	16%	1,032	0%	18	1,032	0%	14
A449 (S)	Brewood Road (S)	56	62	11%	62	0%	0	62	0%	0
A449 (N)	Old Stafford Rd	97	98	1%	98	0%	0	97	-1%	0
A449 (N)	A449 (S)	1,339	1,413	6%	1,406	0%	10	1,399	-1%	6
A449 (N)	School Lane	37	35	-5%	36	3%	0	35	0%	0
Old Stafford Rd	A449 (N)	98	95	-3%	95	0%	0	94	-1%	0
Old Stafford Rd	A449 (S)	9	8	-11%	9	13%	0	8	0%	0
Old Stafford Rd	School Lane	11	11	0%	12	9%	0	12	9%	0
A449 (S)	A449 (N)	982	1,122	14%	1,127	0%	21	1,133	1%	16
A449 (S)	Old Stafford Rd	10	9	-10%	8	-11%	0	9	0%	0

From	To	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	WMI Dev Trips	2021 Option B	% DIFF Option B/DM	WMI Dev Trips
A449 (S)	School Lane	7	8	14%	7	-13%	0	7	-13%	0
School Lane	A449 (N)	5	6	20%	5	-17%	0	7	17%	0
School Lane	Old Stafford Rd	109	115	6%	116	1%	0	115	0%	0
School Lane	A449 (S)	9	7	-22%	8	14%	0	7	0%	0
A449 (N)	Crateford Ln (E)	30	93	210%	93	0%	0	93	0%	0
A449 (N)	A449 (S)	967	963	0%	951	-1%	8	1,007	5%	6
A449 (N)	Crateford Ln (W)	5	5	0%	3	-40%	0	3	-40%	0
Crateford Ln (E)	A449 (N)	0	28	0%	21	-25%	0	19	-32%	0
Crateford Ln (E)	A449 (S)	6	49	717%	57	16%	0	58	18%	0
Crateford Ln (E)	Crateford Ln (W)	0	0	0%	0	0%	0	0	0%	0
A449 (S)	A449 (N)	813	842	4%	871	3%	17	882	5%	17
A449 (S)	Crateford Ln (E)	21	114	443%	114	0%	0	114	0%	0
A449 (S										

Junction Data Results, Heavy Vehicles, AM Peak Hour (08:00-09:00)

From	To	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	WMI Dev Trips	2021 Option B	% DIFF Option B/DM	WMI Dev Trips
A449 Stafford Rd (N)	M54 J2 (E)	13	18	38%	18	0%	0	17	-6%	0
A449 Stafford Rd (N)	A449 Stafford Rd (S)	32	49	53%	53	8%	5	52	6%	2
A449 Stafford Rd (N)	M54 J2 (W)	21	20	-5%	23	15%	0	22	10%	0
M54 J2 (E)	A449 Stafford Rd (N)	9	13	44%	16	23%	0	14	8%	0
M54 J2 (E)	A449 Stafford Rd (S)	44	36	-18%	38	6%	0	36	0%	0
A449 Stafford Rd (S)	A449 Stafford Rd (N)	25	35	40%	39	11%	4	41	17%	4
A449 Stafford Rd (S)	M54 J2 (E)	24	26	8%	24	-8%	0	24	-8%	0
A449 Stafford Rd (S)	M54 J2 (W)	15	14	-7%	14	0%	0	15	7%	0
M54 J2 (W)	A449 Stafford Rd (N)	17	21	24%	21	0%	0	22	5%	1
M54 J2 (W)	A449 Stafford Rd (S)	20	17	-15%	17	0%	0	18	6%	0
A4510 I54 Flyover	A4510 Approach to M54 J2	8	69	763%	69	0%	0	69	0%	0
M54 J2 EB Off Slip	A4510 Approach to M54 J2	37	34	-8%	34	0%	0	36	6%	1
M54 J2 EB Off Slip	A4510 I54 Flyover	11	11	0%	12	9%	0	12	9%	0
A4510 From M54 J2	A4510 - I54	13	61	369%	61	0%	0	61	0%	0
A4510 From M54 J2	M54 J2 WB On-Slip	34	28	-18%	33	18%	0	32	14%	0
A4510 - I54	M54 J2 WB On-Slip	8	9	13%	9	0%	0	9	0%	0
A460 Cannock Rd (N)	M54 J1 (E)	5	6	20%	5	-17%	0	3	-50%	0
A460 Cannock Rd (N)	A460 Cannock Rd (S)	28	34	21%	35	3%	0	35	3%	0
A460 Cannock Rd (N)	M54 J1 (W)	68	74	9%	70	-5%	0	71	-4%	0
M54 J1 (E)	A460 Cannock Rd (N)	3	1	-67%	1	0%	0	1	0%	0
M54 J1 (E)	A460 Cannock Rd (S)	8	12	50%	12	0%	0	11	-8%	0
A460 Cannock Rd (S)	A460 Cannock Rd (N)	17	23	35%	22	-4%	0	22	-4%	0
A460 Cannock Rd (S)	M54 J1 (E)	10	10	0%	10	0%	0	10	0%	0
A460 Cannock Rd (S)	M54 J1 (W)	19	25	32%	25	0%	0	25	0%	0
M54 J1 (W)	A460 Cannock Rd (N)	62	68	10%	68	0%	0	69	1%	0
M54 J1 (W)	A460 Cannock Rd (S)	13	14	8%	14	0%	0	14	0%	0
A460 (E)	A462 Warstone Rd	30	31	3%	31	0%	0	31	0%	0
A460 (E)	M6 J11 (S)	45	46	2%	46	0%	0	45	-2%	0
A460 (E)	A460 (W)	75	83	11%	81	-2%	0	81	-2%	0
A460 (E)	M6 J11 (N)	16	15	-6%	16	7%	0	16	7%	0
A462 Warstone Rd	A460 (E)	15	15	0%	15	0%	0	15	0%	0
A462 Warstone Rd	M6 J11 (S)	9	7	-22%	8	14%	0	8	14%	0
A462 Warstone Rd	A460 (W)	15	15	0%	14	-7%	0	14	-7%	0
A462 Warstone Rd	M6 J11 (N)	8	8	0%	10	25%	1	10	25%	1
M6 J11 (S)	A460 (E)	66	69	5%	67	-3%	0	67	-3%	0
M6 J11 (S)	A462 Warstone Rd	8	7	-13%	7	0%	0	7	0%	0
M6 J11 (S)	A460 (W)	4	4	0%	4	0%	0	4	0%	0
A460 (W)	A460 (E)	73	73	0%	73	0%	0	74	1%	0
A460 (W)	A462 Warstone Rd	10	10	0%	10	0%	0	10	0%	0
A460 (W)	M6 J11 (S)	0	0	0%	1	0%	0	2	0%	0
A460 (W)	M6 J11 (N)	8	11	38%	10	-9%	0	10	-9%	0
M6 J11 (N)	A460 (E)	14	15	7%	16	7%	0	16	7%	0
M6 J11 (N)	A462 Warstone Rd	8	12	50%	10	-17%	0	11	-8%	0
M6 J11 (N)	A460 (W)	5	12	140%	8	-33%	0	10	-17%	0
M6 J12 (N)	A5 (E)	49	48	-2%	50	4%	2	42	-13%	0
M6 J12 (N)	A5 (W)	24	22	-8%	26	18%	4	33	50%	4
A5 (E)	M6 J12 (N)	55	57	4%	57	0%	0	56	-2%	0
A5 (E)	M6 J12 (S)	14	13	-7%	18	38%	4	16	23%	0
A5 (E)	A5 (W)	16	23	44%	29	26%	4	27	17%	3
M6 J12 (S)	A5 (E)	20	21	5%	26	24%	5	22	5%	0
M6 J12 (S)	A5 (W)	13	22	69%	36	64%	14	38	73%	16
A5 (W)	M6 J12 (N)	13	12	-8%	17	42%	5	18	50%	4
A5 (W)	A5 (E)	21	26	24%	30	15%	4	26	0%	2
A5 (W)	M6 J12 (S)	11	23	109%	36	57%	14	36	57%	14
A449 Stafford Rd (N)	A5 Watling St (E)	7	6	-14%	7	17%	0	7	17%	0
A449 Stafford Rd (N)	A449 Stafford Rd (S)	19	22	16%	22	0%	0	22	0%	0
A449 Stafford Rd (N)	A5 Watling St (W)	7	6	-14%	6	0%	0	7	17%	0
A5 Watling St (E)	A449 Stafford Rd (N)	14	7	-50%	7	0%	0	7	0%	0
A5 Watling St (E)	A449 Stafford Rd (S)	17	36	112%	38	6%	4	46	28%	4
A5 Watling St (E)	A5 Watling St (W)	20	23	15%	24	4%	2	25	9%	2
A449 Stafford Rd (S)	A449 Stafford Rd (N)	18	18	0%	17	-6%	0	18	0%	0
A449 Stafford Rd (S)	A5 Watling St (E)	17	35	106%	32	-9%	4	31	-11%	5
A449 Stafford Rd (S)	A5 Watling St (W)	6	8	33%	8	0%	0	8	0%	0
A5 Watling St (W)	A449 Stafford Rd (N)	13	9	-31%	9	0%	0	9	0%	0
A5 Watling St (W)	A5 Watling St (E)	23	23	0%	24	4%	1	24	4%	1
A5 Watling St (W)	A449 Stafford Rd (S)	4	3	-25%	3	0%	0	3	0%	0
A449 Stafford Rd (N)	Bee Ln	8	6	-25%	6	0%	0	6	0%	0
A449 Stafford Rd (N)	A449 Stafford Rd (S)	62	73	18%	78	7%	5	77	5%	3
A449 Stafford Rd (N)	Wobaston Rd	16	18	13%	18	0%	0	18	0%	0
Bee Ln	A449 Stafford Rd (N)	0	0	0%	0	0%	0	0	0%	0
Bee Ln	A449 Stafford Rd (S)	0	0	0%	0	0%	0	0	0%	0
Bee Ln	Wobaston Rd	0	0	0%	0	0%	0	0	0%	0
A449 Stafford Rd (S)	A449 Stafford Rd (N)	43	53	23%	58	9%	4	56	6%	3
A449 Stafford Rd (S)	Bee Ln	1	0	-100%	0	0%	0	0	0%	0
A449 Stafford Rd (S)	Wobaston Rd	8	10	25%	9	-10%	0	9	-10%	0
Wobaston Rd	A449 Stafford Rd (N)	19	19	0%	19	0%	0	19	0%	0
Wobaston Rd	Bee Ln	0	0	0%	0	0%	0	0	0%	0
Wobaston Rd	A449 Stafford Rd (S)	3	2	-33%	2	0%	0	2	0%	0
A449 (N)	Springfield Ln	0	0	0%	0	0%	0	0	0%	0
A449 (N)	A449 (S)	88	98	11%	101	3%	4	100	2%	3
A449 (N)	Ind Est	0	0	0%	0	0%	0	0	0%	0
Springfield Ln	A449 (N)	0	1	0%	1	0%	0	1	0%	0
Springfield Ln	A449 (S)	0	0	0%	0	0%	0	0	0%	0
Springfield Ln	Ind Est	0	0	0%	0	0%	0	0	0%	0
A449 (S)	A449 (N)	59	69	17%	73	6%	4	74	7%	4
A449 (S)	Springfield Ln	0	0	0%	0	0%	0	0	0%	0
A449 (S)	Ind Est	1	1	0%	0	-100%	0	1	0%	0
Ind Est	A449 (N)	0	2	0%	3	50%	0	3	50%	0
Ind Est	Springfield Ln	3	3	0%	3	0%	0	3	0%	0
Ind Est	A449 (S)	0	0	0%	0	0%	0	0	0%	0
A449 (N)	Broadlands	8	3	-63%	3	0%	0	3	0%	0
A449 (N)	A449 (S)	86	96	12%	100	4%	4	99	3%	3
A449 (N)	Ind Est	4	4	0%	4	0%	0	4	0%	0
Broadlands	A449 (N)	0	5	0%	5	0%	0	5	0%	0
Broadlands	A449 (S)	4	2	-50%	2	0%	0	2	0%	0
Broadlands	Ind Est	0	0	0%	0	0%	0	0	0%	0
A449 (S)	A449 (N)	59	68	15%	73	7%	4	73	7%	4
A449 (S)	Broadlands	0	0	0%	0	0%	0	0	0%	0
A449 (S)	Ind Est	0	0	0%	0	0%	0	0	0%	0
Ind Est	A449 (N)	0	1	0%	1	0%	0	1	0%	0
Ind Est	Broadlands	0	0	0%	0	0%	0	0	0%	0
Ind Est	A449 (S)	0	0	0%	0	0%	0	0	0%	0
A449 (N)	Brinsford Lane	7	9	29%	9	0%	0	10	11%	1
A449 (N)	A449 (S)	64	84	31%	93	11%	5	86	2%	3
Brinsford Lane	A449 (N)	0	0	0%	0	0%	0	0	0%	0
Brinsford Lane	A449 (S)	4	3	-25%	3	0%	0	3	0%	0
A449 (S)	A449 (N)	51	70	37%	74	6%	5	74	6%	5
A449 (S)	Brinsford Lane	0	0	0%	0	0%	0	0	0%	0
A449 (N)	A449 (S)	69	90	30%	98	9%	6	97	8%	5
A449 (N)	Brewood Road (N)	5	5	0%	6	20%	0	6	20%	0
A449 (S)	A449 (N)	45	64	42%	70	9%	5	69	8%	5
A449 (S)	Brewood Road (N)	7	8	14%	7	-13%	0	7	-13%	0
Brewood Road (N)	A449 (N)	6	5	-17%	4	-20%	0	5	0%	0
Brewood Road (N)	A449 (S)	5	6	20%	6	0%	0	6	0%	0
A449 (N)	Brewood Road (S)	7	7	0%	7	0%	0	7	0%	0
A449 (N)	A449 (S)	67	88	31%	98	11%	6	96	9%	5
Brewood Road (S)	A449 (N)	5	4	-20%	4	0%	0	4	0%	0
Brewood Road (S)	A449 (S)	4	4	0%	4	0%	0	4	0%	0
A449 (S)	A449 (N)	47	66	40%	72	9%	5	71	8%	5
A449 (S)	Brewood Road (S)	1	3	200%	3	0%	0	3	0%	0
A449 (N)	Old Stafford Rd	4	4	0%	4	0%	0	4	0%	0
A449 (N)	A449 (S)	72	94	31%	105	12%	5	102	9%	4
A449 (N)	School Lane	0	0	0%	1	0%	0	0	0%	0
Old Stafford Rd	A449 (N)	0	0	0%	0	0%	0	0	0%	0
Old Stafford Rd	A449 (S)	0	0	0%	0	0%	0	0	0%	0
Old Stafford Rd	School Lane	1	1	0%	1	0%	0	1	0%	0
A449 (S)	A449 (N)	47	65	38%	70	8%	4	71	9%	5
A449 (S)	Old Stafford Rd	1	1	0%	2	100%	0	1	0%	0

From	To	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	WMI Dev Trips	2021 Option B	% DIFF Option B/DM	WMI Dev Trips
A449 (S)	School Lane	0	1	0%	1	0%	0	1	0%	0
School Lane	A449 (N)	0	0	0%	0	0%	0	0	0%	0
School Lane	Old Stafford Rd	3	3	0%	3	0%	0	2	-33%	0
School Lane	A449 (S)	0	0	0%	0	0%	0	0	0%	0
A449 (N)	Crateford Ln (E)	3	28	833%	28	0%	0	28	0%	0
A449 (N)	A449 (S)	32	31	-3%	35	13%	4	42	35%	4
A449 (N)	Crateford Ln (W)	4	3	-25%	1	-67%	0	1	-67%	0
Crateford Ln (E)	A449 (N)	6	31	417%	23	-26%	0	23	-26%	0
Crateford Ln (E)	A449 (S)	5	35	600%	44	26%	0	44	26%	0
Crateford Ln (E)	Crateford Ln (W)	0	0	0%	0	0%	0	0	0%	0
A449 (S)	A449 (N)	26	20	-23%	33	65%	4	35	75%	4
A449 (S)	Crateford Ln (E)	4	35	775%	35	0%	0	35	0%	0
A449 (S)	Crateford Ln (W)	1	1	0%	0	-100%	0	0	-100%	0
Crateford Ln (W)	A449 (N)	6	6	0%	6	0%	0	6	0%	0
Crateford Ln (W)	Crateford Ln (E)	0	0	0%	0	0%	0	0	0%	0
Crateford Ln (W)	A449 (S)	2	2	0%	3	50%	0	3	50%	0
A4601	A460 (E)	9	9	0%	9	0%	0	9	0%	0
A4601	A460 (S)	53	54	2%	54	0%	0	54	0%	0
A4601	M6 Toll-Slip	2	0	-100%	0	0%	0	0	0%	0
A460 (E)	A4601	13	11	-15%	11	0%	0	11	0%	0
A460 (E)	A460 (S)	104	111	7%	111	0%	0	111	0%	0
A460 (E)	M6 Toll-Slip	0	1	0%	1	0%	0	1	0%	0
A460 (S)	A4601	71	73	3%	73	0%	0	73	0%	0
A460 (S)	A460 (E)	72	72	0%	73	1%	0	71	-1%	0
A460 (S)	M6 Toll-Slip	30	27	-10%	28	4%	0	27	0%	0
A460 (N)	Dark Ln	0	0	0%	0	0%	0	0	0%	0
A460 (N)	A460 (S)	94	107	14%	102	-5%	0	104	-3%	0
A460 (N)	New Rd	1	0	-100%	0	0%	0	0	0%	0
Dark Ln	A460 (N)	0	0	0%	0	0%	0	0	0%	0
Dark Ln	A460 (S)	3	4	33%	4	0%	0	3	-25%	0
Dark Ln	New Rd	0	2	0%	2	0%	0	2	0%	0
A460 (S)	A460 (N)	79	86	9%	87	1%	0	88	2%	0
A460 (S)	Dark Ln	0	0	0%	0	0%	0	0	0%	0
A460 (S)	New Rd	3	4	33%	4	0%	0	4	0%	0
New Rd	A460 (N)	12	10	-17%	11	10%	0	10	0%	0
New Rd	Dark Ln	0	0	0%	0	0%	0	0	0%	0
New Rd	A460 (S)	5	4	-20%	3	-25%	0	3	-25%	0
A460 (N)	A460 (S)	100	116	16%	110	-5%	0	111	-4%	0
A460 (N)	The Avenue	0	0	0%	0	0%	0	0	0%	0
A460 (S)	A460 (N)	80	88	10%	86	-2%	0	85	-3%	0
A460 (S)	The Avenue	3	5	67%	5	0%	0	5	0%	0
The Avenue	A460 (N)	5	4	-20%	4	0%	0	5	25%	0
The Avenue	A460 (S)	2	0	-100%	0	0%	0	0	0%	0
Watting Street E	Vicarage Road	9	11	22%	15	36%	0	14	27%	0
Watting Street E	Watting Street W	81	91	12%	94	3%	4	93	2%	3
Vicarage Road	Watting Street E	5	7	40%	10	43%	0	10	43%	0
Vicarage Road	Watting Street W	3	3	0%	13	333%	8	3	0%	0
Watting Street W	Watting Street E	80	85	6%	88	4%	4	85	0%	3
Watting Street W	Vicarage Road	10	10	0%	18	80%	7	6	-40%	0
Stafford Road N	Station Drive	0	0	0%	6	0%	0	5	0%	0
Stafford Road N	Stafford Road S	38	67	76%	76	13%	4	83	24%	4
Stafford Road N	Four Ashes Road	0	0	0%	1	0%	0	0	0%	0
Station Drive	Stafford Road N	0	4	0%	5	25%	0	5	25%	0
Station Drive	Stafford Road S	37	31	-16%	35	13%	3	22	-29%	0
Station Drive	Four Ashes Road	5	4	-20%	4	0%	0	4	0%	0
Stafford Road S	Stafford Road N	32	54	69%	61	13%	4	60	11%	4
Stafford Road S	Station Drive	17	13	-24%	13	0%	1	14	8%	0
Stafford Road S	Four Ashes Road	0	0	0%	0	0%	0	0	0%	0
Four Ashes Road	Stafford Road N	0	0	0%	0	0%	0	0	0%	0
Four Ashes Road	Station Drive	0	0	0%	0	0%	0	0	0%	0
Four Ashes Road	Stafford Road S	4	4	0%	4	0%	0	4	0%	0
Vicarage Road E	Straight Mile	0	0	0%	0	0%	0	0	0%	0
Vicarage Road E	Vicarage Road W	19	22	16%	26	18%	2	18	-18%	0
Straight Mile	Vicarage Road E	0	0	0%	0	0%	0	0	0%	0
Straight Mile	Vicarage Road W	3	0	-100%	0	0%	0	0	0%	0
Vicarage Road W	Vicarage Road E	7	10	43%	17	70%	1	15	50%	0
Vicarage Road W	Straight Mile	0	0	0%	0	0%	0	0	0%	0
A5 W	A5 E	-	-	-	56	-	0	55	-	0
A5 W	Internal Road	-	-	-	5	-	5	6	-	6
A5 E	Internal Road	-	-	-	22	-	22	24	-	24
A5 E	A5 W	-	-	-	65	-	0	70	-	0
Internal Road	A5 E	-	-	-	20	-	20	20	-	20
Internal Road	A5 W	-	-	-	7	-	7	7	-	7
Internal Road E	Internal Development Road	-	-	-	26	-	26	31	-	31
Internal Road E	Internal Road W	-	-	-	0	-	0	0	-	0
Internal Development Road	Internal Road E	-	-	-	26	-	26	26	-	26
Internal Development Road	Internal Road W	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Development Road	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road WMI Zone 1	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 1	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 1	Internal Road W	-	-	-	0	-	0	0	-	0
Internal Road E	Internal Road W	-	-	-	67	-	0	67	-	0
Internal Road E	Internal Road WMI Zone 1	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road WMI Zone 2	-	-	-	0	-	0	0	-	0
Internal Road E	Internal Road WMI Zone 2	-	-	-	0	-	0	0	-	0
Internal Road E	Internal Road W	-	-	-	67	-	0	67	-	0
Internal Road WMI Zone 2	Internal Road W	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 2	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road E	Internal Road W	-	-	-	67	-	0	67	-	0
Internal Road E	Internal Road WMI Zone 3	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road WMI Zone 3	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 3	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 3	Internal Road W	-	-	-	0	-	0	0	-	0
Internal Road Bericote	Internal Road W	-	-	-	65	-	0	65	-	0
Internal Road Bericote	Internal Road Bericote	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road Bericote	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road E	-	-	-	4	-	0	0	-	0
Internal Road E	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road E	Internal Road W	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 6	Internal Development Road N	-	-	-	25	-	25	25	-	25
Internal Road WMI Zone 6	Internal Development Road S	-	-	-	0	-	0	0	-	0
Internal Development Road N	Internal Road WMI Zone 6	-	-	-	25	-	25	31	-	31
Internal Development Road N	Internal Development Road S	-	-	-	0	-	0	0	-	0
Internal Development Road S	Internal Development Road N	-	-	-	0	-	0	0	-	0
Internal Development Road S	Internal Road WMI Zone 6	-	-	-	0	-	0	0	-	0
Internal Development Road N	Internal Road WMI Zone 5	-	-	-	0	-	0	0	-	0
Internal Development Road N	Internal Development Road S	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 5	Internal Development Road N	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 5	Internal Development Road S	-	-	-	9	-	9	0	-	0
Internal Development Road S	Internal Development Road N	-	-	-	0	-	0	0	-	0
Internal Development Road S	Internal Road WMI Zone 5	-	-	-	9	-	9	0	-	0
Internal Development Road	Vicarage Road E	-	-	-	6	-	6	0	-	0
Internal Development Road	Internal Road WMI Zone 4	-	-	-	0	-	0	0	-	0
Internal Development Road	Vicarage Road W	-	-	-	2	-	2	0	-	0
Vicarage Road E	Internal Development Road	-	-	-	8	-	8	0	-	0
Vicarage Road E	Internal Road WMI Zone 4	-	-	-	0	-	0	0	-	0
Vicarage Road E	Vicarage Road W	-	-	-	25	-	0	18	-	0
Internal Road WMI Zone 4	Internal Development Road	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 4	Vicarage Road E	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 4	Vicarage Road W	-	-	-	0	-	0	0	-	0
Vicarage Road W	Internal Development Road	-	-	-	1	-	1	0	-	0
Vicarage Road W	Vicarage Road E	-	-	-	15	-	0	16	-	0
Vicarage Road W	Internal Road WMI Zone 4	-	-	-	0	-	0	0	-	0
Total		3,548	4,239	19%	5,086	20%	380	5,009	18%	31

Table 19. Junction Data Results, Light Vehicles, PM Peak Hour (17:00-18:00)

From	To	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	WMI Dev Trips	2021 Option B	% DIFF Option B/DM	WMI Dev Trips
A449 Stafford Rd (N)	M54 J2 (E)	149	193	30%	180	-7%	0	189	-2%	0
A449 Stafford Rd (N)	A449 Stafford Rd (S)	610	715	17%	729	2%	6	725	1%	4
A449 Stafford Rd (N)	M54 J2 (W)	176	264	50%	266	1%	3	265	0%	1
M54 J2 (E)	A449 Stafford Rd (N)	309	284	-8%	297	5%	0	297	5%	0
M54 J2 (E)	A449 Stafford Rd (S)	659	689	5%	699	1%	0	702	2%	0
A449 Stafford Rd (S)	A449 Stafford Rd (N)	754	783	4%	812	4%	1	810	3%	0
A449 Stafford Rd (S)	M54 J2 (E)	451	467	4%	477	2%	0	477	2%	0
A449 Stafford Rd (S)	M54 J2 (W)	427	459	7%	473	3%	0	473	3%	0
M54 J2 (W)	A449 Stafford Rd (N)	310	373	20%	382	2%	0	384	3%	0
M54 J2 (W)	A449 Stafford Rd (S)	316	348	10%	356	2%	0	356	2%	0
A4510 I54 Flyover	A4510 Approach to M54 J2	172	802	366%	807	1%	0	808	1%	0
M54 J2 EB Off Slip	A4510 Approach to M54 J2	467	529	13%	544	3%	0	545	3%	0
M54 J2 EB Off Slip	A4510 I54 Flyover	13	123	846%	125	2%	0	125	2%	0
A4510 From M54 J2	A4510 - I54	18	642	3467%	638	-1%	0	639	0%	0
A4510 From M54 J2	M54 J2 WB On-Slip	593	627	6%	650	4%	3	640	2%	2
A4510 - I54	M54 J2 WB On-Slip	59	162	175%	167	3%	0	166	2%	0
A460 Cannock Rd (N)	M54 J1 (E)	24	24	0%	21	-13%	0	21	-13%	0
A460 Cannock Rd (N)	A460 Cannock Rd (S)	383	406	6%	423	4%	0	424	4%	0
A460 Cannock Rd (N)	M54 J1 (W)	622	769	24%	763	-1%	0	775	1%	0
M54 J1 (E)	A460 Cannock Rd (N)	28	29	4%	28	-3%	0	27	-7%	0
M54 J1 (E)	A460 Cannock Rd (S)	207	225	9%	231	3%	0	232	3%	0
A460 Cannock Rd (S)	A460 Cannock Rd (N)	333	357	7%	361	1%	0	367	3%	0
A460 Cannock Rd (S)	M54 J1 (E)	45	49	9%	48	-2%	0	49	0%	0
A460 Cannock Rd (S)	M54 J1 (W)	505	554	10%	549	-1%	0	543	-2%	0
M54 J1 (W)	A460 Cannock Rd (N)	578	632	9%	640	1%	0	646	2%	0
M54 J1 (W)	A460 Cannock Rd (S)	515	586	14%	579	-1%	0	580	-1%	0
A460 (E)	A462 Warstone Rd	288	298	3%	300	1%	0	300	1%	0
A460 (E)	M6 J11 (S)	241	254	5%	255	0%	0	258	2%	0
A460 (E)	A460 (W)	760	896	18%	903	1%	0	905	1%	0
A460 (E)	M6 J11 (N)	59	60	2%	58	-3%	0	57	-5%	0
A462 Warstone Rd	A460 (E)	75	87	16%	89	2%	0	89	2%	0
A462 Warstone Rd	M6 J11 (S)	14	13	-7%	13	0%	0	13	0%	0
A462 Warstone Rd	A460 (W)	88	105	19%	116	10%	0	115	10%	0
A462 Warstone Rd	M6 J11 (N)	56	63	13%	64	2%	0	65	3%	0
M6 J11 (S)	A460 (E)	690	729	6%	750	3%	0	751	3%	0
M6 J11 (S)	A462 Warstone Rd	83	85	2%	86	1%	0	86	1%	0
M6 J11 (S)	A460 (W)	44	45	2%	49	9%	0	47	4%	0
A460 (W)	A460 (E)	798	838	5%	847	1%	0	847	1%	0
A460 (W)	A462 Warstone Rd	85	89	5%	89	0%	0	90	1%	0
A460 (W)	M6 J11 (S)	14	12	-14%	20	67%	0	19	58%	0
A460 (W)	M6 J11 (N)	85	113	33%	125	11%	0	125	11%	0
M6 J11 (N)	A460 (E)	64	67	5%	69	3%	0	69	3%	0
M6 J11 (N)	A462 Warstone Rd	218	247	13%	253	2%	0	253	2%	1
M6 J11 (N)	A460 (W)	52	57	10%	77	35%	0	73	28%	0
M6 J12 (N)	A5 (E)	341	369	8%	382	4%	0	312	-15%	0
M6 J12 (N)	A5 (W)	131	156	19%	162	4%	0	233	49%	0
A5 (E)	M6 J12 (N)	311	328	5%	337	3%	0	315	-4%	0
A5 (E)	M6 J12 (S)	31	38	23%	41	8%	1	36	-5%	0
A5 (E)	A5 (W)	312	352	13%	364	3%	3	352	0%	0
M6 J12 (S)	A5 (E)	76	76	0%	70	-8%	0	76	0%	0
M6 J12 (S)	A5 (W)	328	442	35%	445	1%	1	441	0%	2
A5 (W)	M6 J12 (N)	165	185	12%	188	2%	3	209	13%	3
A5 (W)	A5 (E)	308	275	-11%	276	0%	5	256	-7%	4
A5 (W)	M6 J12 (S)	227	271	19%	293	8%	6	289	7%	8
A449 Stafford Rd (N)	A5 Watling St (E)	157	157	0%	180	15%	2	177	13%	0
A449 Stafford Rd (N)	A449 Stafford Rd (S)	472	539	14%	539	0%	0	540	0%	0
A449 Stafford Rd (N)	A5 Watling St (W)	386	405	5%	417	3%	0	415	2%	0
A5 Watling St (E)	A449 Stafford Rd (N)	154	183	19%	199	9%	4	192	5%	3
A5 Watling St (E)	A449 Stafford Rd (S)	166	267	61%	260	-3%	9	311	16%	8
A5 Watling St (E)	A5 Watling St (W)	463	499	8%	507	2%	2	511	2%	2
A449 Stafford Rd (S)	A449 Stafford Rd (N)	674	664	-1%	628	-5%	0	621	-6%	0
A449 Stafford Rd (S)	A5 Watling St (E)	250	242	-3%	226	-7%	0	222	-8%	0
A449 Stafford Rd (S)	A5 Watling St (W)	84	96	14%	93	-3%	0	82	-15%	0
A5 Watling St (W)	A449 Stafford Rd (N)	257	278	8%	286	3%	0	286	3%	0
A5 Watling St (W)	A5 Watling St (E)	289	329	14%	342	4%	0	341	4%	0
A5 Watling St (W)	A449 Stafford Rd (S)	37	49	32%	53	8%	0	52	6%	0
A449 Stafford Rd (N)	Bee Ln	26	26	0%	27	4%	0	27	4%	0
A449 Stafford Rd (N)	A449 Stafford Rd (S)	1,009	1,170	16%	1,194	2%	6	1,191	2%	3
A449 Stafford Rd (N)	Wobaston Rd	731	745	2%	771	3%	0	771	3%	0
Bee Ln	A449 Stafford Rd (N)	0	0	0%	0	0%	0	0	0%	0
Bee Ln	A449 Stafford Rd (S)	77	75	-3%	81	8%	0	81	8%	0
Bee Ln	Wobaston Rd	0	0	0%	0	0%	0	0	0%	0
A449 Stafford Rd (S)	A449 Stafford Rd (N)	825	848	3%	861	2%	1	860	1%	0
A449 Stafford Rd (S)	Bee Ln	4	5	25%	4	-20%	0	4	-20%	0
A449 Stafford Rd (S)	Wobaston Rd	222	485	118%	486	0%	0	487	0%	0
Wobaston Rd	A449 Stafford Rd (N)	531	583	10%	597	2%	0	595	2%	0
Wobaston Rd	Bee Ln	143	144	1%	146	1%	0	147	2%	0
Wobaston Rd	A449 Stafford Rd (S)	130	437	236%	441	1%	0	440	1%	0
A449 (N)	Springfield Ln	7	6	-14%	6	0%	0	6	0%	0
A449 (N)	A449 (S)	1,515	1,695	12%	1,735	2%	6	1,732	2%	3
A449 (N)	Ind Est	3	2	-33%	2	0%	0	2	0%	0
Springfield Ln	A449 (N)	18	17	-6%	18	6%	0	18	6%	0
Springfield Ln	A449 (S)	159	157	-1%	169	8%	0	170	8%	0
Springfield Ln	Ind Est	0	1	0%	1	0%	0	1	0%	0
A449 (S)	A449 (N)	1,267	1,309	3%	1,331	2%	1	1,329	2%	0
A449 (S)	Springfield Ln	89	113	27%	116	3%	0	115	2%	0
A449 (S)	Ind Est	6	7	17%	6	-14%	0	7	0%	0
Ind Est	A449 (N)	125	124	-1%	130	5%	0	127	2%	0
Ind Est	Springfield Ln	22	23	5%	23	0%	0	23	0%	0
Ind Est	A449 (S)	88	89	1%	92	3%	0	92	3%	0
A449 (N)	Broadlands	179	169	-6%	166	-2%	0	167	-1%	0
A449 (N)	A449 (S)	1,406	1,586	13%	1,609	1%	7	1,608	1%	4
A449 (N)	Ind Est	21	21	0%	21	0%	0	20	-5%	0
Broadlands	A449 (N)	270	310	15%	351	13%	0	347	12%	0
Broadlands	A449 (S)	119	121	2%	138	14%	0	136	12%	0
Broadlands	Ind Est	0	0	0%	0	0%	0	0	0%	0
A449 (S)	A449 (N)	1,345	1,397	4%	1,408	1%	0	1,418	2%	0
A449 (S)	Broadlands	55	46	-16%	47	2%	0	46	0%	0
A449 (S)	Ind Est	5	5	0%	5	0%	0	5	0%	0
Ind Est	A449 (N)	10	9	-10%	9	0%	0	9	0%	0
Ind Est	Broadlands	0	0	0%	0	0%	0	0	0%	0
Ind Est	A449 (S)	0	0	0%	0	0%	0	0	0%	0
A449 (N)	Brinsford Lane	42	61	45%	61	0%	0	61	0%	0
A449 (N)	A449 (S)	906	1,153	27%	1,147	-1%	9	1,151	0%	7
Brinsford Lane	A449 (N)	0	0	0%	0	0%	0	0	0%	0
Brinsford Lane	A449 (S)	13	14	8%	14	0%	0	14	0%	0
A449 (S)	A449 (N)	1,258	1,326	5%	1,366	3%	1	1,364	3%	0
A449 (S)	Brinsford Lane	0	0	0%	0	0%	0	0	0%	0
A449 (N)	A449 (S)	801	1,055	32%	1,062	1%	11	1,060	0%	7
A449 (N)	Brewwood Road (N)	175	175	0%	180	3%	0	179	2%	0
A449 (S)	A449 (N)	973	1,017	5%	1,041	2%	1	1,038	2%	0
A449 (S)	Brewwood Road (N)	374	381	2%	386	1%	0	385	1%	0
Brewwood Road (N)	A449 (N)	144	149	3%	149	0%	0	147	-1%	0
Brewwood Road (N)	A449 (S)	159	171	8%	168	-2%	0	170	-1%	0
A449 (N)	Brewwood Road (S)	71	75	6%	76	1%	0	77	3%	0
A449 (N)	A449 (S)	892	1,145	28%	1,148	0%	11	1,149	0%	7
Brewwood Road (S)	A449 (N)	159	161	1%	156	-3%	0	156	-3%	0
Brewwood Road (S)	A449 (S)	7	8	14%	8	0%	0	8	0%	0
A449 (S)	A449 (N)	1,183	1,238	5%	1,270	3%	1	1,270	3%	0
A449 (S)	Brewwood Road (S)	54	69	28%	71	3%	0	71	3%	0
A449 (N)	Old Stafford Rd	56	52	-7%	52	0%	0	52	0%	0
A449 (N)	A449 (S)	955	1,216	27%	1,224	1%	11	1,236	2%	8
A449 (N)	School Lane	82	76	-7%	82	8%	0	80	5%	0
Old Stafford Rd	A449 (N)	164	162	-1%	163	1%	0	163	1%	0
Old Stafford Rd	A449 (S)	10	9	-10%	9	0%	0	9	0%	0
Old Stafford Rd	School Lane	23	22	-4%	23	5%	0	23	5%	0
A449 (S)	A449 (N)	1,081	1,130	5%	1,149	2%	0	1,152	2%	0
A449 (S)	Old Stafford Rd	17	16	-6%	15	-6%	0	16	0%	0

From	To	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	WMI Dev Trips	2021 Option B	% DIFF Option B/DM	WMI Dev Trips
A449 (S)	School Lane	23	22	-4%	20	-9%	0	20	-9%	0
School Lane	A449 (N)	11	9	-18%	13	44%	0	13	44%	0
School Lane	Old Stafford Rd	66	68	3%	67	-1%	0	67	-1%	0
School Lane	A449 (S)	10	13	30%	9	-31%	0	9	-31%	0
A449 (N)	Crateford Ln (E)	6	114	1800%	114	0%	0	114	0%	0
A449 (N)	A449 (S)	667	732	10%	769	5%	9	822	12%	8
A449 (N)	Crateford Ln (W)	6	7	17%	4	-	0	3	-57%	0
Crateford Ln (E)	A449 (N)	33	83	152%	81	-2%	0	73	-12%	0
Crateford Ln (E)	A449 (S)	19	201	958%	207	3%	0	212	5%	0
Crateford Ln (E)	Crateford Ln (W)	1	1	0%	1	-	0	1	0%	0
A449 (S)	A449 (N)	976	917	-6%	927	1%	2	931	2%	0
A449 (S)	Crateford Ln (E)	5	68	1260%	68	0%	0	68	0%	0
A449 (S)	Crateford Ln (W)	5	5	0%	2	-	0	2	-60%	0
Crateford Ln (W)	A449 (N)	7	7	0%	7	0%	0	7	0%	0
Crateford Ln (W)	Crateford Ln (E)	0	0	0%	0	0%	0	0	0%	0
Crateford Ln (W)	A449 (S)	0	0	0%	0	0%	0	0	0%	0
A4601	A460 (E)	215	210	-2%	215	2%	0	215	2%	0
A4601	A460 (S)	388	396	2%	401	1%	0	399	1%	0
A4601	M6 Toll-Slip	62	60	-3%	61	2%	0	61	2%	0
A460 (E)	A4601	415	428	3%	420	-2%	0	420	-2%	0
A460 (E)	A460 (S)	545	593	9%	583	-2%	0	584	-2%	0
A460 (E)	M6 Toll-Slip	33	33	0%	31	-6%	0	32	-3%	0
A460 (S)	A4601	574	613	7%	622	1%	0	620	1%	0
A460 (S)	A460 (E)	787	816	4%	827	1%	0	827	1%	0
A460 (S)	M6 Toll-Slip	310	346	12%	349	1%	0	349	1%	0
A460 (N)	Dark Ln	11	11	0%	11	0%	0	11	0%	0
A460 (N)	A460 (S)	826	977	18%	1,003	3%	0	1,008	3%	0
A460 (N)	New Rd	63	70	11%	72	3%	0	71	1%	0
Dark Ln	A460 (N)	18	17	-6%	19	12%	0	19	12%	0
Dark Ln	A460 (S)	82	107	30%	96	-10%	0	103	-4%	0
Dark Ln	New Rd	114	115	1%	107	-7%	0	107	-7%	0
A460 (S)	A460 (N)	812	889	9%	916	3%	0	916	3%	0
A460 (S)	Dark Ln	0	0	0%	0	0%	0	0	0%	0
A460 (S)	New Rd	90	89	-1%	91	2%	0	94	6%	0
New Rd	A460 (N)	119	120	1%	126	5%	0	125	4%	0
New Rd	Dark Ln	103	103	0%	102	-1%	0	102	-1%	0
New Rd	A460 (S)	107	106	-1%	98	-8%	0	98	-8%	0
A460 (N)	A460 (S)	983	1,154	17%	1,162	1%	0	1,172	2%	0
A460 (N)	The Avenue	35	36	3%	38	6%	0	38	6%	0
A460 (S)	A460 (N)	849	926	9%	940	2%	0	947	2%	0
A460 (S)	The Avenue	90	89	-1%	90	1%	0	89	0%	0
The Avenue	A460 (N)	53	53	0%	61	15%	0	61	15%	0
The Avenue	A460 (S)	41	48	17%	52	8%	0	52	8%	0
Watling Street E	Vicarage Road	164	165	1%	177	7%	1	188	14%	0
Watling Street E	Watling Street W	625	683	9%	698	2%	0	687	1%	0
Vicarage Road	Watling Street E	306	344	12%	347	1%	0	353	3%	0
Vicarage Road	Watling Street W	30	49	63%	55	12%	5	25	-49%	0
Watling Street W	Watling Street E	636	624	-2%	632	1%	5	616	-1%	4
Watling Street W	Vicarage Road	87	96	10%	97	1%	0	30	-69%	0
Stafford Road N	Station Drive	23	49	113%	53	8%	0	56	14%	0
Stafford Road N	Stafford Road S	663	880	33%	903	3%	8	965	10%	8
Stafford Road N	Four Ashes Road	5	6	20%	10	67%	0	10	67%	0
Station Drive	Stafford Road N	44	46	5%	60	30%	0	57	24%	0
Station Drive	Stafford Road S	421	454	8%	452	0%	4	396	-13%	0
Station Drive	Four Ashes Road	78	80	3%	85	6%	0	85	6%	0
Stafford Road S	Stafford Road N	918	923	1%	933	1%	0	943	2%	0
Stafford Road S	Station Drive	322	357	11%	363	-	0	356	0%	0
Stafford Road S	Four Ashes Road	17	18	6%	19	6%	0	21	17%	0
Four Ashes Road	Stafford Road N	21	22	5%	23	5%	0	21	-5%	0
Four Ashes Road	Station Drive	51	53	4%	57	8%	0	57	8%	0
Four Ashes Road	Stafford Road S	9	9	0%	9	0%	0	9	0%	0
Vicarage Road E	Straight Mile	7	8	14%	8	0%	0	8	0%	0
Vicarage Road E	Vicarage Road W	243	254	5%	264	4%	4	206	-19%	0
Straight Mile	Vicarage Road E	7	12	71%	4	-67%	0	14	17%	0
Straight Mile	Vicarage Road W	78	85	9%	93	9%	0	86	1%	0
Vicarage Road W	Vicarage Road E	326	382	17%	397	4%	0	385	1%	0
Vicarage Road W	Straight Mile	71	76	7%	76	0%	0	76	0%	0
A5 W	A5 E	-	-	-	742	-	0	740	-	0
A5 W	Internal Road	-	-	-	3	-	3	3	-	3
A5 E	Internal Road	-	-	-	4	-	4	4	-	4
A5 E	A5 W	-	-	-	957	-	1	1,011	-	0
Internal Road	A5 E	-	-	-	14	-	14	14	-	14
Internal Road	A5 W	-	-	-	12	-	12	13	-	13
Internal Road E	Internal Development Road	-	-	-	5	-	5	7	-	7
Internal Road E	Internal Road W	-	-	-	0	-	0	0	-	0
Internal Development Road	Internal Road E	-	-	-	25	-	25	24	-	24
Internal Development Road	Internal Road W	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Development Road	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road WMI Zone 1	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 1	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 1	Internal Road W	-	-	-	0	-	0	0	-	0
Internal Road E	Internal Road W	-	-	-	288	-	0	288	-	0
Internal Road E	Internal Road WMI Zone 1	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road WMI Zone 2	-	-	-	0	-	0	0	-	0
Internal Road E	Internal Road WMI Zone 2	-	-	-	0	-	0	0	-	0
Internal Road E	Internal Road W	-	-	-	287	-	0	287	-	0
Internal Road WMI Zone 2	Internal Road W	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 2	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road E	Internal Road W	-	-	-	286	-	0	286	-	0
Internal Road E	Internal Road WMI Zone 3	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road WMI Zone 3	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 3	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 3	Internal Road W	-	-	-	0	-	0	0	-	0
Internal Road Bericote	Internal Road W	-	-	-	286	-	0	286	-	0
Internal Road Bericote	Internal Road Bericote	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road Bericote	-	-	-	0	-	0	0	-	0
Internal Road W	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road E	Internal Road E	-	-	-	0	-	0	0	-	0
Internal Road E	Internal Road W	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 6	Internal Development Road N	-	-	-	24	-	24	25	-	25
Internal Road WMI Zone 6	Internal Development Road S	-	-	-	0	-	0	0	-	0
Internal Development Road N	Internal Road WMI Zone 6	-	-	-	5	-	5	7	-	7
Internal Development Road N	Internal Development Road S	-	-	-	0	-	0	0	-	0
Internal Development Road S	Internal Development Road N	-	-	-	0	-	0	0	-	0
Internal Development Road S	Internal Road WMI Zone 6	-	-	-	0	-	0	0	-	0
Internal Development Road N	Internal Road WMI Zone 5	-	-	-	0	-	0	0	-	0
Internal Development Road N	Internal Development Road S	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 5	Internal Development Road N	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 5	Internal Development Road S	-	-	-	9	-	9	0	-	0
Internal Development Road S	Internal Development Road N	-	-	-	0	-	0	0	-	0
Internal Development Road S	Internal Road WMI Zone 5	-	-	-	2	-	2	0	-	0
Internal Development Road	Vicarage Road E	-	-	-	5	-	5	0	-	0
Internal Development Road	Internal Road WMI Zone 4	-	-	-	0	-	0	0	-	0
Internal Development Road	Vicarage Road W	-	-	-	4	-	4	0	-	0
Vicarage Road E	Internal Development Road	-	-	-	2	-	2	0	-	0
Vicarage Road E	Internal Road WMI Zone 4	-	-	-	0	-	0	0	-	0
Vicarage Road E	Vicarage Road W	-	-	-	269	-	0	217	-	0
Internal Road WMI Zone 4	Internal Development Road	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 4	Vicarage Road E	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 4	Vicarage Road W	-	-	-	0	-	0	0	-	0
Vicarage Road W	Internal Development Road	-	-	-	0	-	0	0	-	0
Vicarage Road W	Vicarage Road E	-	-	-	398	-	0	394	-	0
Vicarage Road W	Internal Road WMI Zone 4	-	-	-	0	-	0	0	-	0
Total		52,774	60,282	14%	64,931	8%	268	64,826	8%	149

Table 20. Junction Data Results, Heavy Vehicles, PM Peak Hour (17:00-18:00)

From	To	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	WMI Dev Trips	2021 Option B	% DIFF Option B/DM	WMI Dev Trips
A449 Stafford Rd (N)	M54 J2 (E)	8	16	100%	17	6%	1	21	31%	0
A449 Stafford Rd (N)	A449 Stafford Rd (S)	6	25	317%	28	12%	5	30	20%	4
A449 Stafford Rd (N)	M54 J2 (W)	5	11	120%	10	-9%	0	17	55%	0
M54 J2 (E)	A449 Stafford Rd (N)	11	10	-9%	14	40%	0	22	120%	0
M54 J2 (E)	A449 Stafford Rd (S)	13	8	-38%	7	-13%	0	11	38%	0
A449 Stafford Rd (S)	A449 Stafford Rd (N)	9	21	133%	25	19%	4	28	33%	3
A449 Stafford Rd (S)	M54 J2 (E)	11	11	0%	11	0%	0	20	82%	0
A449 Stafford Rd (S)	M54 J2 (W)	5	6	20%	5	-17%	0	11	83%	0
M54 J2 (W)	A449 Stafford Rd (N)	13	24	85%	23	-4%	0	32	33%	0
M54 J2 (W)	A449 Stafford Rd (S)	6	4	-33%	4	0%	0	4	0%	0
A4510 I54 Flyover	A4510 Approach to M54 J2	3	105	3400%	105	0%	0	107	2%	0
M54 J2 EB Off Slip	A4510 Approach to M54 J2	19	19	0%	19	0%	0	29	53%	0
M54 J2 EB Off Slip	A4510 I54 Flyover	2	5	150%	6	20%	0	6	20%	0
A4510 From M54 J2	A4510 - I54	0	67	0%	64	-4%	0	66	-1%	0
A4510 From M54 J2	M54 J2 WB On-Slip	11	16	45%	15	-6%	0	27	69%	0
A4510 - I54	M54 J2 WB On-Slip	2	3	50%	4	33%	0	4	33%	0
A460 Cannock Rd (N)	M54 J1 (E)	0	4	0%	2	-50%	0	3	-25%	0
A460 Cannock Rd (N)	A460 Cannock Rd (S)	15	19	27%	19	0%	0	32	68%	0
A460 Cannock Rd (N)	M54 J1 (W)	22	28	27%	27	-4%	0	44	57%	0
M54 J1 (E)	A460 Cannock Rd (N)	3	1	-67%	1	0%	0	0	-100%	0
M54 J1 (E)	A460 Cannock Rd (S)	5	6	20%	6	0%	0	6	0%	0
A460 Cannock Rd (S)	A460 Cannock Rd (N)	17	19	12%	19	0%	0	31	63%	0
A460 Cannock Rd (S)	M54 J1 (E)	6	4	-33%	4	0%	0	6	50%	0
A460 Cannock Rd (S)	M54 J1 (W)	7	11	57%	10	-9%	0	15	36%	0
M54 J1 (W)	A460 Cannock Rd (N)	35	39	11%	40	3%	0	69	77%	0
M54 J1 (W)	A460 Cannock Rd (S)	15	17	13%	16	-6%	0	27	59%	0
A460 (E)	A462 Warstone Rd	9	8	-11%	8	0%	0	12	50%	0
A460 (E)	M6 J11 (S)	19	20	5%	20	0%	0	32	60%	0
A460 (E)	A460 (W)	36	43	19%	43	0%	0	73	70%	0
A460 (E)	M6 J11 (N)	4	4	0%	4	0%	0	8	100%	0
A462 Warstone Rd	A460 (E)	8	7	-13%	7	0%	0	10	43%	0
A462 Warstone Rd	M6 J11 (S)	3	3	0%	3	0%	0	6	100%	0
A462 Warstone Rd	A460 (W)	3	4	33%	4	0%	0	8	100%	0
A462 Warstone Rd	M6 J11 (N)	4	6	50%	6	0%	0	10	67%	0
M6 J11 (S)	A460 (E)	45	45	0%	45	0%	0	78	73%	0
M6 J11 (S)	A462 Warstone Rd	8	9	13%	9	0%	0	14	56%	0
M6 J11 (S)	A460 (W)	8	7	-13%	8	14%	0	12	71%	0
A460 (W)	A460 (E)	59	62	5%	63	2%	0	105	69%	0
A460 (W)	A462 Warstone Rd	4	5	25%	5	0%	0	8	60%	0
A460 (W)	M6 J11 (S)	6	6	0%	7	17%	0	10	67%	0
A460 (W)	M6 J11 (N)	10	11	10%	11	0%	0	18	64%	0
M6 J11 (N)	A460 (E)	9	10	11%	9	-10%	0	12	20%	0
M6 J11 (N)	A462 Warstone Rd	10	11	10%	10	-9%	0	17	55%	1
M6 J11 (N)	A460 (W)	7	9	29%	8	-11%	0	18	100%	0
M6 J12 (N)	A5 (E)	64	65	2%	63	-3%	0	116	78%	0
M6 J12 (N)	A5 (W)	8	5	-38%	9	80%	4	20	300%	4
A5 (E)	M6 J12 (N)	38	40	5%	43	8%	2	62	55%	0
A5 (E)	M6 J12 (S)	8	10	25%	14	40%	6	10	0%	0
A5 (E)	A5 (W)	5	13	160%	12	-8%	3	19	46%	3
M6 J12 (S)	A5 (E)	17	19	12%	24	26%	6	33	74%	0
M6 J12 (S)	A5 (W)	11	32	191%	40	25%	13	50	56%	15
A5 (W)	M6 J12 (N)	10	8	-20%	13	63%	4	24	200%	4
A5 (W)	A5 (E)	17	22	29%	22	0%	1	41	86%	3
A5 (W)	M6 J12 (S)	12	22	83%	42	91%	19	47	114%	18
A449 Stafford Rd (N)	A5 Watling St (E)	10	10	0%	10	0%	0	18	80%	0
A449 Stafford Rd (N)	A449 Stafford Rd (S)	5	13	160%	13	0%	0	16	23%	0
A449 Stafford Rd (N)	A5 Watling St (W)	5	2	-60%	2	0%	0	4	100%	0
A5 Watling St (E)	A449 Stafford Rd (N)	10	10	0%	10	0%	0	17	70%	0
A5 Watling St (E)	A449 Stafford Rd (S)	5	33	560%	28	-15%	2	36	9%	4
A5 Watling St (E)	A5 Watling St (W)	11	9	-18%	12	33%	3	20	122%	2
A449 Stafford Rd (S)	A449 Stafford Rd (N)	11	11	0%	12	9%	0	16	45%	0
A449 Stafford Rd (S)	A5 Watling St (E)	10	18	80%	23	28%	4	28	56%	2
A449 Stafford Rd (S)	A5 Watling St (W)	4	4	0%	4	0%	0	8	100%	0
A5 Watling St (W)	A449 Stafford Rd (N)	4	5	25%	5	0%	0	5	0%	0
A5 Watling St (W)	A5 Watling St (E)	19	26	37%	29	12%	3	48	85%	4
A5 Watling St (W)	A449 Stafford Rd (S)	4	3	-25%	3	0%	0	3	0%	0
A449 Stafford Rd (N)	Bee Ln	0	1	0%	1	0%	0	1	0%	0
A449 Stafford Rd (N)	A449 Stafford Rd (S)	20	33	65%	37	12%	5	46	39%	4
A449 Stafford Rd (N)	Wobaston Rd	0	0	0%	0	0%	0	0	0%	0
Bee Ln	A449 Stafford Rd (N)	0	0	0%	0	0%	0	0	0%	0
Bee Ln	A449 Stafford Rd (S)	0	0	0%	0	0%	0	0	0%	0
Bee Ln	Wobaston Rd	0	0	0%	0	0%	0	0	0%	0
A449 Stafford Rd (S)	A449 Stafford Rd (N)	20	30	50%	32	7%	4	46	53%	2
A449 Stafford Rd (S)	Bee Ln	0	0	0%	0	0%	0	0	0%	0
A449 Stafford Rd (S)	Wobaston Rd	0	1	0%	0	-100%	0	0	-100%	0
Wobaston Rd	A449 Stafford Rd (N)	3	5	67%	5	0%	0	6	20%	0
Wobaston Rd	Bee Ln	0	0	0%	0	0%	0	0	0%	0
Wobaston Rd	A449 Stafford Rd (S)	0	0	0%	0	0%	0	0	0%	0
A449 (N)	Springfield Ln	0	0	0%	0	0%	0	0	0%	0
A449 (N)	A449 (S)	23	35	52%	38	9%	5	46	31%	4
A449 (N)	Ind Est	0	0	0%	0	0%	0	0	0%	0
Springfield Ln	A449 (N)	0	0	0%	0	0%	0	0	0%	0
Springfield Ln	A449 (S)	0	0	0%	0	0%	0	0	0%	0
Springfield Ln	Ind Est	0	0	0%	0	0%	0	0	0%	0
A449 (S)	A449 (N)	24	33	38%	38	15%	4	52	58%	2
A449 (S)	Springfield Ln	0	0	0%	0	0%	0	0	0%	0
A449 (S)	Ind Est	0	0	0%	0	0%	0	0	0%	0
Ind Est	A449 (N)	0	0	0%	0	0%	0	0	0%	0
Ind Est	Springfield Ln	0	0	0%	0	0%	0	0	0%	0
Ind Est	A449 (S)	0	0	0%	0	0%	0	0	0%	0
A449 (N)	Broadlands	0	0	0%	0	0%	0	0	0%	0
A449 (N)	A449 (S)	24	35	46%	40	14%	5	49	40%	4
A449 (N)	Ind Est	0	0	0%	0	0%	0	0	0%	0
Broadlands	A449 (N)	0	3	0%	3	0%	0	3	0%	0
Broadlands	A449 (S)	0	0	0%	0	0%	0	0	0%	0
Broadlands	Ind Est	0	0	0%	0	0%	0	0	0%	0
A449 (S)	A449 (N)	24	32	33%	37	16%	4	53	66%	3
A449 (S)	Broadlands	0	0	0%	0	0%	0	0	0%	0
A449 (S)	Ind Est	0	0	0%	0	0%	0	0	0%	0
Ind Est	A449 (N)	0	0	0%	0	0%	0	0	0%	0
Ind Est	Broadlands	0	0	0%	0	0%	0	0	0%	0
Ind Est	A449 (S)	0	0	0%	0	0%	0	0	0%	0
A449 (N)	Brinsford Lane	0	5	0%	5	0%	0	5	0%	0
A449 (N)	A449 (S)	12	43	258%	48	12%	5	56	30%	4
Brinsford Lane	A449 (N)	0	0	0%	0	0%	0	0	0%	0
Brinsford Lane	A449 (S)	0	0	0%	0	0%	0	0	0%	0
A449 (S)	A449 (N)	32	58	81%	64	10%	4	87	50%	3
A449 (S)	Brinsford Lane	0	0	0%	0	0%	0	0	0%	0
A449 (N)	A449 (S)	11	47	327%	53	13%	6	62	32%	4
A449 (N)	Brewood Road (N)	4	4	0%	4	0%	0	4	0%	0
A449 (S)	A449 (N)	30	49	63%	55	12%	4	74	51%	2
A449 (S)	Brewood Road (N)	5	5	0%	6	20%	0	5	0%	0
Brewood Road (N)	A449 (N)	3	2	-33%	2	0%	0	2	0%	0
Brewood Road (N)	A449 (S)	0	0	0%	0	0%	0	0	0%	0
A449 (N)	Brewood Road (S)	0	0	0%	0	0%	0	0	0%	0
A449 (N)	A449 (S)	11	47	327%	53	13%	6	60	28%	4
Brewood Road (S)	A449 (N)	4	3	-25%	3	0%	0	3	0%	0
Brewood Road (S)	A449 (S)	0	0	0%	0	0%	0	0	0%	0
A449 (S)	A449 (N)	31	50	61%	58	16%	4	77	54%	2
A449 (S)	Brewood Road (S)	0	5	0%	5	0%	0	5	0%	0
A449 (N)	Old Stafford Rd	0	0	0%	1	0%	0	0	0%	0
A449 (N)	A449 (S)	14	50	257%	54	8%	5	64	28%	4
A449 (N)	School Lane	0	0	0%	0	0%	0	0	0%	0
Old Stafford Rd	A449 (N)	4	4	0%	4	0%	0	3	-25%	0
Old Stafford Rd	A449 (S)	0	0	0%	1	0%	0	1	0%	0
Old Stafford Rd	School Lane	0	0	0%	0	0%	0	0	0%	0
A449 (S)	A449 (N)	29	49	69%	55	12%	3	74	51%	3
A449 (S)	Old Stafford Rd	2	1	-50%	0	-100%	0	2	100%	0

From	To	2015 BY	2021 DM	% DIFF DM/BY	2021 Option A	% DIFF Option A/DM	WMI Dev Trips	2021 Option B	% DIFF Option B/DM	WMI Dev Trips
A449 (S)	School Lane	0	0	0%	0	0%	0	0	0%	0
School Lane	A449 (N)	0	0	0%	0	0%	0	0	0%	0
School Lane	Old Stafford Rd	3	2	-33%	2	0%	0	2	0%	0
School Lane	A449 (S)	0	0	0%	0	0%	0	0	0%	0
A449 (N)	Crateford Ln (E)	0	35	0%	35	0%	0	35	0%	0
A449 (N)	A449 (S)	13	10	-23%	14	40%	2	28	180%	4
A449 (N)	Crateford Ln (W)	0	0	0%	0	0%	0	0	0%	0
Crateford Ln (E)	A449 (N)	0	16	0%	16	0%	0	14	-13%	0
Crateford Ln (E)	A449 (S)	0	40	0%	41	2%	0	43	8%	0
Crateford Ln (E)	Crateford Ln (W)	0	0	0%	0	0%	0	0	0%	0
A449 (S)	A449 (N)	24	17	-29%	27	59%	4	48	182%	3
A449 (S)	Crateford Ln (E)	0	18	0%	18	0%	0	18	0%	0
A449 (S)	Crateford Ln (W)	0	0	0%	0	0%	0	0	0%	0
Crateford Ln (W)	A449 (N)	0	0	0%	0	0%	0	0	0%	0
Crateford Ln (W)	Crateford Ln (E)	0	0	0%	0	0%	0	0	0%	0
Crateford Ln (W)	A449 (S)	0	0	0%	0	0%	0	0	0%	0
A4601	A460 (E)	3	0	-100%	0	0%	0	0	0%	0
A4601	A460 (S)	16	17	6%	16	-6%	0	26	53%	0
A4601	M6 Toll-Slip	0	1	0%	1	0%	0	1	0%	0
A460 (E)	A4601	21	20	-5%	20	0%	0	28	40%	0
A460 (E)	A460 (S)	45	45	0%	45	0%	0	75	67%	0
A460 (E)	M6 Toll-Slip	0	0	0%	0	0%	0	0	0%	0
A460 (S)	A4601	45	44	-2%	44	0%	0	67	52%	0
A460 (S)	A460 (E)	60	63	5%	61	-3%	0	105	67%	0
A460 (S)	M6 Toll-Slip	23	25	9%	25	0%	0	42	68%	0
A460 (N)	Dark Ln	3	3	0%	3	0%	0	3	0%	0
A460 (N)	A460 (S)	42	49	17%	49	0%	0	82	67%	0
A460 (N)	New Rd	7	5	-29%	6	20%	0	10	100%	0
Dark Ln	A460 (N)	2	6	200%	7	17%	0	8	33%	0
Dark Ln	A460 (S)	1	8	700%	6	-25%	0	6	-25%	0
Dark Ln	New Rd	0	0	0%	0	0%	0	0	0%	0
A460 (S)	A460 (N)	49	52	6%	53	2%	0	91	75%	0
A460 (S)	Dark Ln	0	0	0%	0	0%	0	0	0%	0
A460 (S)	New Rd	5	6	20%	4	-33%	0	6	0%	0
New Rd	A460 (N)	2	4	100%	4	0%	0	4	0%	0
New Rd	Dark Ln	0	0	0%	0	0%	0	0	0%	0
New Rd	A460 (S)	0	0	0%	0	0%	0	0	0%	0
A460 (N)	A460 (S)	41	52	27%	51	-2%	0	85	63%	0
A460 (N)	The Avenue	2	3	50%	3	0%	0	3	0%	0
A460 (S)	A460 (N)	53	57	8%	58	2%	0	101	77%	0
A460 (S)	The Avenue	2	3	50%	3	0%	0	3	0%	0
The Avenue	A460 (N)	0	0	0%	0	0%	0	0	0%	0
The Avenue	A460 (S)	0	1	0%	1	0%	0	1	0%	0
Watling Street E	Vicarage Road	1	1	0%	4	300%	0	6	500%	0
Watling Street E	Watling Street W	45	50	11%	51	2%	3	85	70%	3
Vicarage Road	Watling Street E	3	9	200%	8	-11%	1	11	22%	0
Vicarage Road	Watling Street W	5	13	160%	20	54%	8	8	-38%	0
Watling Street W	Watling Street E	94	100	6%	101	1%	1	184	84%	3
Watling Street W	Vicarage Road	2	4	100%	10	150%	6	2	-50%	0
Stafford Road N	Station Drive	0	4	0%	6	50%	0	6	50%	0
Stafford Road N	Stafford Road S	13	45	246%	51	13%	4	61	36%	4
Stafford Road N	Four Ashes Road	0	0	0%	0	0%	0	0	0%	0
Station Drive	Stafford Road N	2	2	0%	6	200%	0	6	200%	0
Station Drive	Stafford Road S	3	4	33%	5	25%	1	4	0%	0
Station Drive	Four Ashes Road	0	0	0%	0	0%	0	0	0%	0
Stafford Road S	Stafford Road N	22	36	64%	42	17%	4	62	72%	3
Stafford Road S	Station Drive	12	20	67%	20	0%	1	17	-15%	0
Stafford Road S	Four Ashes Road	0	0	0%	0	0%	0	0	0%	0
Four Ashes Road	Stafford Road N	0	0	0%	0	0%	0	0	0%	0
Four Ashes Road	Station Drive	0	0	0%	0	0%	0	0	0%	0
Four Ashes Road	Stafford Road S	0	0	0%	0	0%	0	0	0%	0
Vicarage Road E	Straight Mile	0	0	0%	0	0%	0	0	0%	0
Vicarage Road E	Vicarage Road W	3	6	100%	11	83%	3	8	33%	0
Straight Mile	Vicarage Road E	0	4	0%	4	0%	0	6	50%	0
Straight Mile	Vicarage Road W	2	2	0%	4	100%	0	2	0%	0
Vicarage Road W	Vicarage Road E	7	15	114%	16	7%	1	15	0%	0
Vicarage Road W	Straight Mile	0	0	0%	0	0%	0	0	0%	0
A5 W	A5 E	-	-	-	51	-	0	81	-	0
A5 W	Internal Road	-	-	-	4	-	4	4	-	4
A5 E	Internal Road	-	-	-	19	-	19	22	-	22
A5 E	A5 W	-	-	-	45	-	0	68	-	0
Internal Road	A5 E	-	-	-	24	-	24	25	-	25
Internal Road	A5 W	-	-	-	5	-	5	5	-	5
Internal Road E	Internal Development Road	-	-	-	25	-	25	26	-	26
Internal Road E	Internal Road/Crateford Lane W	-	-	-	0	-	0	0	-	0
Internal Development Road	Internal Road E	-	-	-	31	-	31	29	-	29
Internal Development Road	Internal Road/Crateford Lane W	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane W	Internal Development Road	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane W	Internal Road WMI Zone 1	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane W	Internal Road/Crateford Lane E	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 1	Internal Road/Crateford Lane E	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 1	Internal Road/Crateford Lane W	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane E	Internal Road/Crateford Lane W	-	-	-	57	-	0	57	-	0
Internal Road/Crateford Lane E	Internal Road WMI Zone 1	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane W	Internal Road/Crateford Lane E	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane W	Internal Road WMI Zone 2	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane E	Internal Road WMI Zone 2	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane E	Internal Road/Crateford Lane W	-	-	-	57	-	0	57	-	0
Internal Road WMI Zone 2	Internal Road/Crateford Lane W	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 2	Internal Road/Crateford Lane E	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane E	Internal Road/Crateford Lane W	-	-	-	56	-	0	56	-	0
Internal Road/Crateford Lane E	Internal Road WMI Zone 3	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane W	Internal Road WMI Zone 3	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane W	Internal Road/Crateford Lane E	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 3	Internal Road/Crateford Lane E	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 3	Internal Road/Crateford Lane W	-	-	-	0	-	0	0	-	0
Internal Road Bericote	Internal Road/Crateford Lane W	-	-	-	55	-	0	55	-	0
Internal Road Bericote	Internal Road Bericote	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane W	Internal Road Bericote	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane W	Internal Road/Crateford Lane E	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane E	Internal Road/Crateford Lane E	-	-	-	0	-	0	0	-	0
Internal Road/Crateford Lane E	Internal Road/Crateford Lane W	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 6	Internal Development Road N	-	-	-	29	-	29	29	-	29
Internal Road WMI Zone 6	Internal Development Road S	-	-	-	0	-	0	0	-	0
Internal Development Road N	Internal Road WMI Zone 6	-	-	-	24	-	24	26	-	26
Internal Development Road N	Internal Development Road S	-	-	-	0	-	0	0	-	0
Internal Development Road S	Internal Development Road N	-	-	-	0	-	0	0	-	0
Internal Development Road S	Internal Road WMI Zone 6	-	-	-	0	-	0	0	-	0
Internal Development Road N	Internal Road WMI Zone 5	-	-	-	0	-	0	0	-	0
Internal Development Road N	Internal Development Road S	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 5	Internal Development Road N	-	-	-	10	-	10	0	-	0
Internal Road WMI Zone 5	Internal Development Road S	-	-	-	0	-	0	0	-	0
Internal Development Road S	Internal Road WMI Zone 5	-	-	-	9	-	9	0	-	0
Internal Development Road	Vicarage Road E	-	-	-	8	-	8	0	-	0
Internal Development Road	Internal Road WMI Zone 4	-	-	-	0	-	0	0	-	0
Internal Development Road	Vicarage Road W	-	-	-	3	-	3	0	-	0
Vicarage Road E	Internal Development Road	-	-	-	8	-	8	0	-	0
Vicarage Road E	Internal Road WMI Zone 4	-	-	-	0	-	0	0	-	0
Vicarage Road E	Vicarage Road W	-	-	-	7	-	0	8	-	0
Internal Road WMI Zone 4	Internal Development Road	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 4	Vicarage Road E	-	-	-	0	-	0	0	-	0
Internal Road WMI Zone 4	Vicarage Road W	-	-	-	0	-	0	0	-	0
Vicarage Road W	Internal Development Road	-	-	-	1	-	1	0	-	0
Vicarage Road W	Vicarage Road E	-	-	-	20	-	0	20	-	0
Vicarage Road W	Internal Road WMI Zone 4	-	-	-	0	-	0	0	-	0
Total		1,795	2,696	50%	3,426	27%	383	4,632	72%	290

APPENDIX C – DO MINIMUM AM AND PM PEAK HOUR JUNCTION PLOTS

Figure 4. Do-Minimum 2021 – AM Peak Hour (08:30)

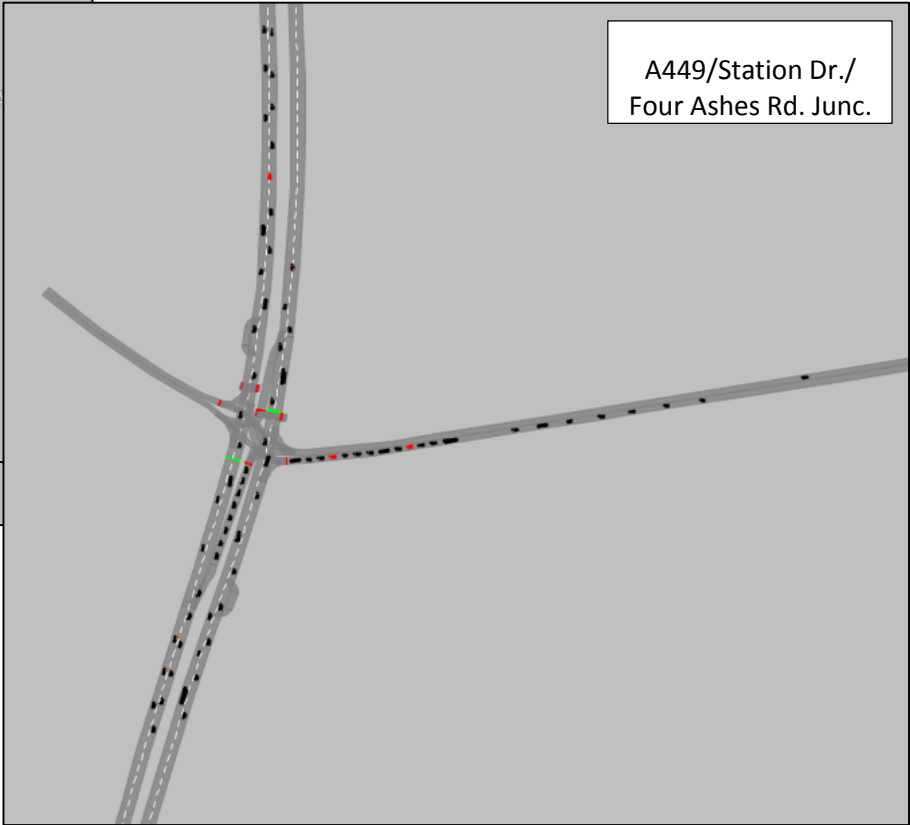
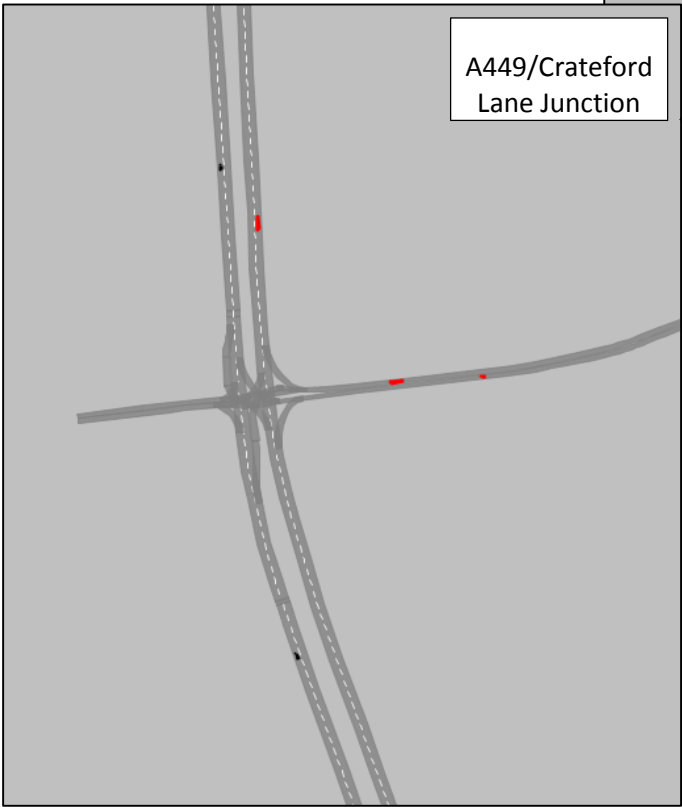
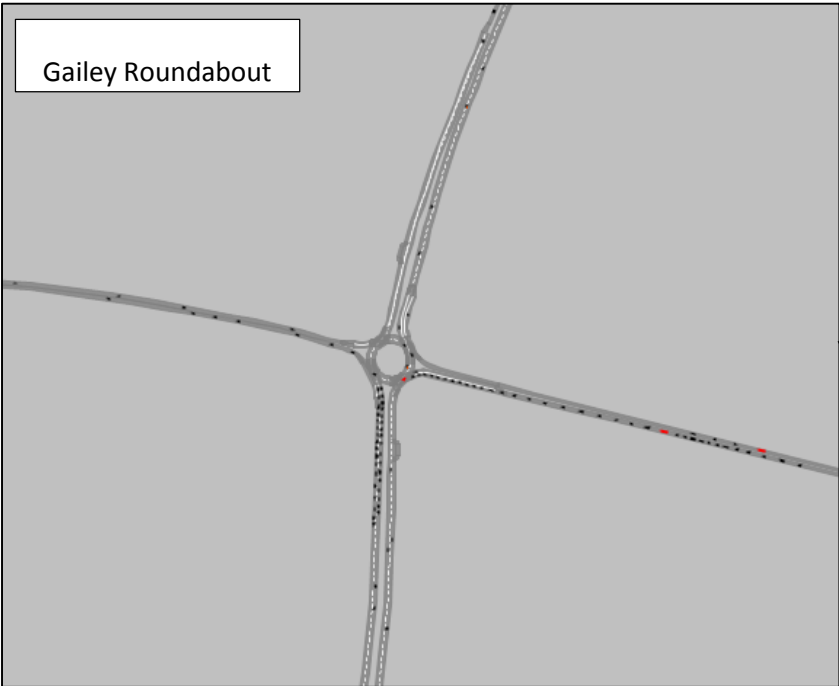


Figure 5. Do Minimum 2021 – PM Peak Hour (17:30)



APPENDIX D – DO SOMETHING AM AND PM PEAK HOUR JUNCTION PLOTS – PHASING OPTION A

Figure 6. Do Something Option A 2021 – AM Peak Hour (08:30)

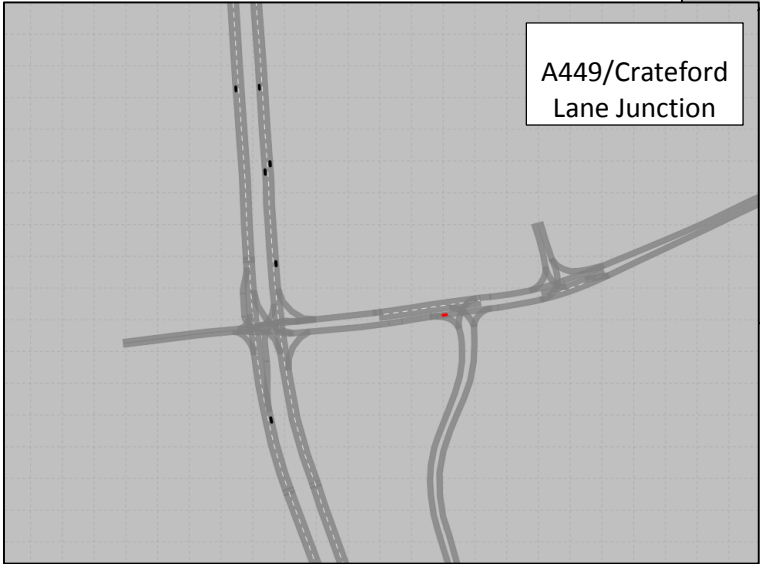
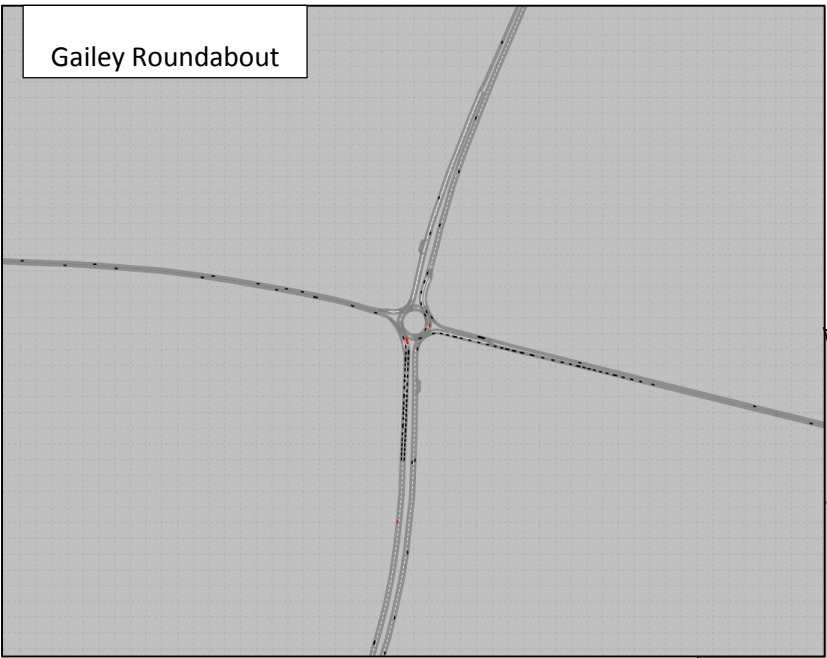


Figure 7. Do Something Option A 2021 – PM Peak Hour (17:30)



APPENDIX E – DO SOMETHING AM AND PM PEAK HOUR JUNCTION PLOTS – PHASING OPTION B

Figure 8. Do Something Option B 2021 – AM Peak Hour (08:30)

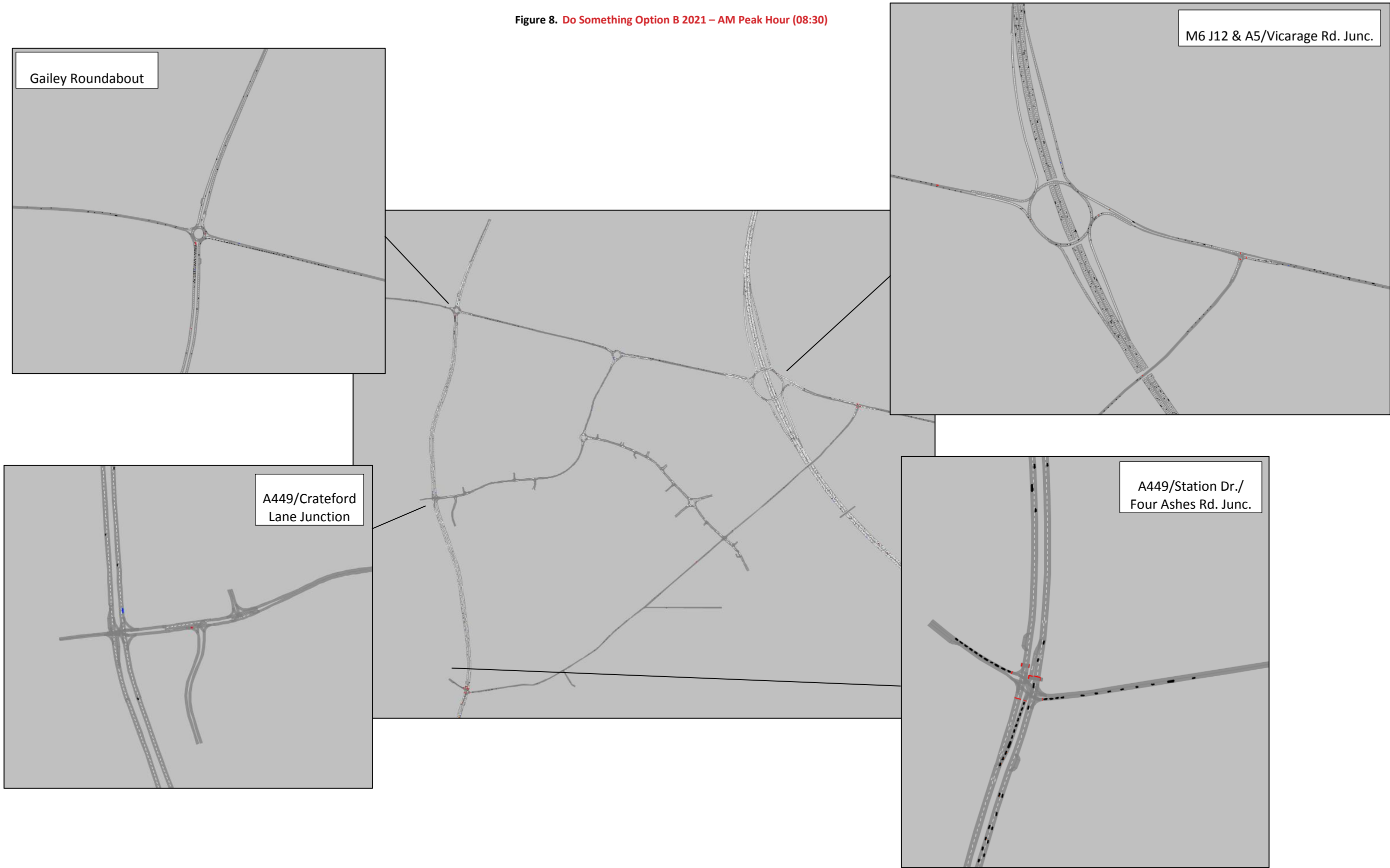


Figure 9. Do Something Option B 2021 – AM Peak Hour (08:30)

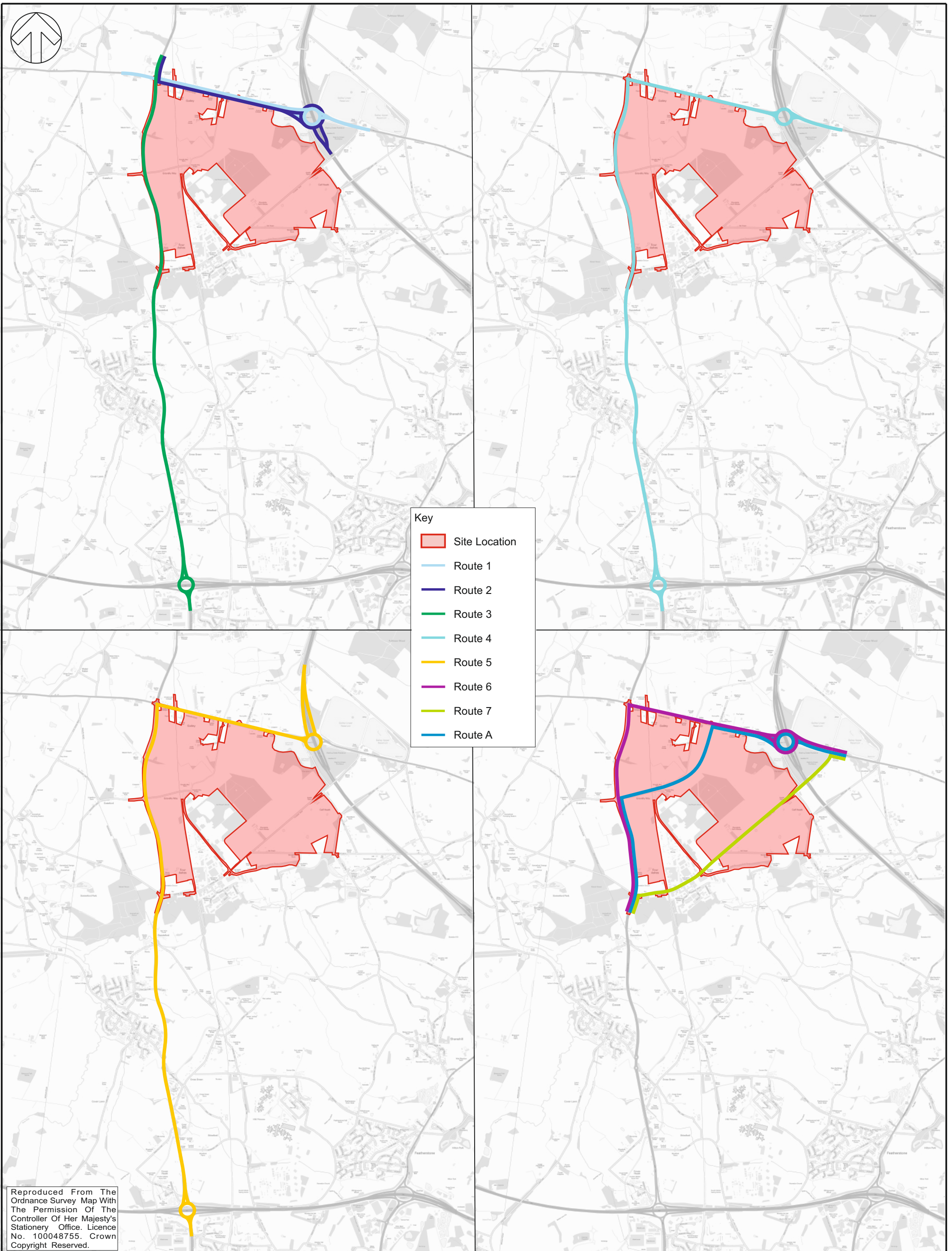


APPROVAL

Version	Name		Position	Date	Modifications
1	Author		Assistant Consultant	19/09/2017	Model Update
	Checked by	Mia-Jade Thornton	Senior Consultant	22/09/2017	
	Approved by		Principal Consultant	22/09/2017	
1a	Author		Assistant Consultant	02/10/2017	Updated Results Tables
	Checked by	Mia-Jade Thornton	Senior Consultant	02/10/2017	
	Approved by		Principal Consultant	02/10/2017	
2	Author		Assistant Consultant	01/11/2017	Phasing Assessment
	Checked by		Principal Consultant	06/11/2017	
	Approved by		Principal Consultant	07/11/2017	
2 Issue 2	Author		Assistant Consultant	22/11/2017	Phasing Assessment Issue 2 (following comments from WSP)
	Checked by		Consultant	23/11/2017	
	Approved by		Associate	29/11/2017	



ANNEX 2 – JOURNEY TIME ROUTES



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TITLE:

Local Journey Times

FIGURE No:

12



TECHNICAL NOTE 16

DATE:	22 April 2025	CONFIDENTIALITY:	Confidential
SUBJECT:	West Midlands Interchange - Vicarage Road Access/DCO Floor Area Trigger Points		
PROJECT:	West Midlands Interchange	AUTHOR:	██████████
CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

APPENDIX C

APPENDIX L: TECHNICAL NOTE 28 (TRICS INITIAL TRIP RATES)

Job Title	West Midlands Interchange	Project Number	70001979
Client	Four Ashes Limited		
TTN No.	28	Date of Issue	October 2017
Subject	Trip Rates for Phase 1 Assessment		
Author		Authorised	/ Ian Fielding
Distribution			

1 INTRODUCTION

- 1.1 The construction of WMI is anticipated to take up to 15 years to complete. Initially it is intended to construct a small volume of warehousing accessed either from the A5 or Vicarage Road or both prior to completion of the link road and rail terminal.
- 1.2 It is possible that these warehouses may initially operate differently without the intermodal terminal and therefore road based B8 trip rates should be agreed with both Highways England (HE) and Staffordshire County Council (SCC). This note sets out proposed trip rates and trip generation for the first phase of the development before the link road and rail terminal are open.

2 PHASE 1 TRIP RATES

- 2.1 The initial phase of WMI will consist of up to 185,000sqm (2 million sqft) of warehousing. This will be operational before the rail terminal and will therefore operate as standard commercial warehousing. There is unlikely to be any internal trips between the units at this stage therefore for these reasons, it is not felt that the specific DIRFT trip rates and data are appropriate for this assessment.
- 2.2 As a result the TRICs database has been consulted in order to find suitable trip rates. The TRICs database is a standard and nationally accepted methodology for obtaining trip rates for development purposes.
- 2.3 The Employment; Warehousing (commercial) category has been used and all regions, excluding Greater London, Ireland, Scotland and Wales, have been included. The warehousing on the WMI site is going to be large therefore all sites below 20,000sqm in the TRICs database have been excluded from the search in order to generate the most representable trip rates.
- 2.4 The search returned 3 sites and these have been used to generate the proposed trip rates. The TRICs output is included in Annex A and summarised in Table 1.

Table 1: Warehouse (Commercial) TRICs Trip Rates (Per 100sqm)

VEHICLE TYPE	AM PEAK			PM PEAK		
	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Car / LGV	0.032	0.014	0.046	0.004	0.019	0.023
HGV	0.019	0.018	0.037	0.017	0.021	0.038

- 2.5 The resulting trip generation, assuming the maximum 185,000sqm, is set out in Table 2.

WEST MIDLANDS INTERCHANGE

Transport Technical Note 28 – Trip Rates for Phase 1 Assessment

Table 2: Phase 1 Warehouse Trip Generation

VEHICLE TYPE	AM PEAK			PM PEAK		
	IN	OUT	TWO WAY	IN	OUT	TWO WAY
Car / LGV	59	26	85	7	35	43
HGV	35	33	68	31	39	70

- 2.6 It is intended to provide the trip generation presented in Table 2 to the VISSIM modellers in order to assess the impact of a proportion of development prior to the opening of the Link Road and rail terminal.

3 SUMMARY

- 3.1 This note has set out the proposed trip rates for the initial phase of development on the WMI site, prior to the opening of the Link Road or Rail terminal.

WEST MIDLANDS INTERCHANGE

Transport Technical Note 28 – Trip Rates for Phase 1 Assessment

ANNEX A – TRICS OUTPUT

Calculation Reference: AUDIT-100301-171004-1052

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 22270 to 31000 (units: sqm)
 Range Selected by User: 20000 to 80066 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 13/11/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B8

3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000

2 days

10,001 to 15,000

1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000

1 days

25,001 to 50,000

1 days

250,001 to 500,000

1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

1 days

1.1 to 1.5

2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	LN-02-F-01 TRENT ROAD	BOOK SERVICE	LINCOLNSHIRE
	GRANTHAM Edge of Town No Sub Category		
	Total Gross floor area:	32300 sqm	
	Survey date: MONDAY	29/11/10	Survey Type: MANUAL
2	SF-02-F-02 WALTON ROAD	WAREHOUSING	SUFFOLK
	FELIXSTOWE Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	22270 sqm	
	Survey date: THURSDAY	11/07/13	Survey Type: MANUAL
3	TW-02-F-01 MANDARIN WAY	ASDA DISTRIBUTION CENTRE	TYNE & WEAR
	PATTISON IND. ESTATE WASHINGTON Edge of Town Industrial Zone		
	Total Gross floor area:	31000 sqm	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	22270	0.018	1	22270	0.040	1	22270	0.058
06:00 - 07:00	1	22270	0.058	1	22270	0.063	1	22270	0.121
07:00 - 08:00	3	27985	0.044	3	27985	0.014	3	27985	0.058
08:00 - 09:00	3	27985	0.051	3	27985	0.032	3	27985	0.083
09:00 - 10:00	3	27985	0.040	3	27985	0.027	3	27985	0.067
10:00 - 11:00	3	27985	0.037	3	27985	0.033	3	27985	0.070
11:00 - 12:00	3	27985	0.023	3	27985	0.025	3	27985	0.048
12:00 - 13:00	3	27985	0.030	3	27985	0.027	3	27985	0.057
13:00 - 14:00	3	27985	0.067	3	27985	0.027	3	27985	0.094
14:00 - 15:00	3	27985	0.023	3	27985	0.048	3	27985	0.071
15:00 - 16:00	3	27985	0.033	3	27985	0.036	3	27985	0.069
16:00 - 17:00	3	27985	0.018	3	27985	0.044	3	27985	0.062
17:00 - 18:00	3	27985	0.021	3	27985	0.040	3	27985	0.061
18:00 - 19:00	3	27985	0.017	3	27985	0.024	3	27985	0.041
19:00 - 20:00	1	22270	0.036	1	22270	0.031	1	22270	0.067
20:00 - 21:00	1	22270	0.013	1	22270	0.031	1	22270	0.044
21:00 - 22:00	1	22270	0.031	1	22270	0.018	1	22270	0.049
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.560			0.560			1.120

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	22270 - 31000 (units: sqm)
Survey date range:	01/01/09 - 13/11/15
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	22270	0.013	1	22270	0.040	1	22270	0.053
06:00 - 07:00	1	22270	0.027	1	22270	0.063	1	22270	0.090
07:00 - 08:00	3	27985	0.020	3	27985	0.012	3	27985	0.032
08:00 - 09:00	3	27985	0.019	3	27985	0.018	3	27985	0.037
09:00 - 10:00	3	27985	0.026	3	27985	0.023	3	27985	0.049
10:00 - 11:00	3	27985	0.029	3	27985	0.026	3	27985	0.055
11:00 - 12:00	3	27985	0.011	3	27985	0.007	3	27985	0.018
12:00 - 13:00	3	27985	0.015	3	27985	0.017	3	27985	0.032
13:00 - 14:00	3	27985	0.024	3	27985	0.019	3	27985	0.043
14:00 - 15:00	3	27985	0.011	3	27985	0.012	3	27985	0.023
15:00 - 16:00	3	27985	0.025	3	27985	0.015	3	27985	0.040
16:00 - 17:00	3	27985	0.014	3	27985	0.017	3	27985	0.031
17:00 - 18:00	3	27985	0.017	3	27985	0.021	3	27985	0.038
18:00 - 19:00	3	27985	0.010	3	27985	0.010	3	27985	0.020
19:00 - 20:00	1	22270	0.018	1	22270	0.022	1	22270	0.040
20:00 - 21:00	1	22270	0.013	1	22270	0.027	1	22270	0.040
21:00 - 22:00	1	22270	0.027	1	22270	0.004	1	22270	0.031
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.319			0.353			0.672

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	22270 - 31000 (units: sqm)
Survey date range:	01/01/09 - 13/11/15
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
06:00 - 07:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
07:00 - 08:00	3	27985	0.000	3	27985	0.000	3	27985	0.000
08:00 - 09:00	3	27985	0.000	3	27985	0.000	3	27985	0.000
09:00 - 10:00	3	27985	0.000	3	27985	0.000	3	27985	0.000
10:00 - 11:00	3	27985	0.000	3	27985	0.000	3	27985	0.000
11:00 - 12:00	3	27985	0.000	3	27985	0.000	3	27985	0.000
12:00 - 13:00	3	27985	0.000	3	27985	0.000	3	27985	0.000
13:00 - 14:00	3	27985	0.000	3	27985	0.000	3	27985	0.000
14:00 - 15:00	3	27985	0.000	3	27985	0.000	3	27985	0.000
15:00 - 16:00	3	27985	0.000	3	27985	0.000	3	27985	0.000
16:00 - 17:00	3	27985	0.000	3	27985	0.000	3	27985	0.000
17:00 - 18:00	3	27985	0.000	3	27985	0.000	3	27985	0.000
18:00 - 19:00	3	27985	0.000	3	27985	0.000	3	27985	0.000
19:00 - 20:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
20:00 - 21:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
21:00 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	22270 - 31000 (units: sqm)
Survey date range:	01/01/09 - 13/11/15
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



TECHNICAL NOTE 16

DATE:	22 April 2025	CONFIDENTIALITY:	Confidential
SUBJECT:	West Midlands Interchange - Vicarage Road Access/DCO Floor Area Trigger Points		
PROJECT:	West Midlands Interchange	AUTHOR:	██████████
CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

APPENDIX D

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693

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Filename: Vicarage Road 2036 2M SqFt 250408.j10

Path: \\uk.wspgroup.com\central data\Projects\700749xx\70074996 - WMI Implementation\03 WIP\DE Development\01 Analysis & Calcs\2023 Site access junction models\Vicarage Road

Report generation date: 08/04/2025 12:31:27

»2036 Future Year, AM

»2036 Future Year, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2036 Future Year										
1 - VICARAGE ROAD (E)	D1	1.3	8.07	0.56	A	D2	0.8	6.13	0.44	A
2 - SOUTHERN SITE ACCESS		0.0	4.41	0.04	A		0.1	3.66	0.05	A
3 - VICARAGE ROAD (W)		0.7	6.42	0.40	A		1.0	7.57	0.51	A
4 - SITE ACCESS		0.0	3.95	0.03	A		0.1	3.78	0.06	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Vicarage Road
Location	
Site number	
Date	07/12/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	70074996
Enumerator	CORP\UKCXW059
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2036 Future Year	AM	FLAT	07:45	09:15	90	15
D2	2036 Future Year	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2036 Future Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.18	A

Arms

Arms

Arm	Name	Description	No give-way line
1	VICARAGE ROAD (E)		
2	SOUTHERN SITE ACCESS		
3	VICARAGE ROAD (W)		
4	SITE ACCESS		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - VICARAGE ROAD (E)	3.00	4.50	23.5	20.0	50.0	38.0		
2 - SOUTHERN SITE ACCESS	3.50	7.13	18.9	20.0	50.0	35.0		
3 - VICARAGE ROAD (W)	3.00	7.06	3.9	20.0	50.0	37.0		
4 - SITE ACCESS	3.00	7.06	23.5	20.0	50.0	18.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - VICARAGE ROAD (E)	0.516	1251
2 - SOUTHERN SITE ACCESS	0.606	1711
3 - VICARAGE ROAD (W)	0.500	1162
4 - SITE ACCESS	0.634	1772

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2036 Future Year	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - VICARAGE ROAD (E)		✓	560	100.000
2 - SOUTHERN SITE ACCESS		✓	30	100.000
3 - VICARAGE ROAD (W)		✓	367	100.000
4 - SITE ACCESS		✓	30	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - VICARAGE ROAD (E)	2 - SOUTHERN SITE ACCESS	3 - VICARAGE ROAD (W)	4 - SITE ACCESS
	1 - VICARAGE ROAD (E)	0	40	479	41
	2 - SOUTHERN SITE ACCESS	25	0	5	0
	3 - VICARAGE ROAD (W)	346	10	0	11
	4 - SITE ACCESS	25	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - VICARAGE ROAD (E)	2 - SOUTHERN SITE ACCESS	3 - VICARAGE ROAD (W)	4 - SITE ACCESS
	1 - VICARAGE ROAD (E)	0	45	20	44
	2 - SOUTHERN SITE ACCESS	68	0	0	0
	3 - VICARAGE ROAD (W)	21	0	0	0
	4 - SITE ACCESS	68	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - VICARAGE ROAD (E)	0.56	8.07	1.3	A
2 - SOUTHERN SITE ACCESS	0.04	4.41	0.0	A
3 - VICARAGE ROAD (W)	0.40	6.42	0.7	A
4 - SITE ACCESS	0.03	3.95	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - VICARAGE ROAD (E)	560	15	1006	0.557	555	1.2	7.898	A
2 - SOUTHERN SITE ACCESS	30	520	848	0.035	30	0.0	4.402	A
3 - VICARAGE ROAD (W)	367	66	928	0.395	364	0.6	6.358	A
4 - SITE ACCESS	30	378	942	0.032	30	0.0	3.947	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - VICARAGE ROAD (E)	560	15	1006	0.557	560	1.2	8.068	A
2 - SOUTHERN SITE ACCESS	30	525	845	0.035	30	0.0	4.414	A
3 - VICARAGE ROAD (W)	367	66	928	0.396	367	0.7	6.419	A
4 - SITE ACCESS	30	381	941	0.032	30	0.0	3.953	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - VICARAGE ROAD (E)	560	15	1006	0.557	560	1.2	8.068	A
2 - SOUTHERN SITE ACCESS	30	525	845	0.035	30	0.0	4.414	A
3 - VICARAGE ROAD (W)	367	66	928	0.396	367	0.7	6.419	A
4 - SITE ACCESS	30	381	941	0.032	30	0.0	3.953	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - VICARAGE ROAD (E)	560	15	1006	0.557	560	1.2	8.069	A
2 - SOUTHERN SITE ACCESS	30	525	845	0.035	30	0.0	4.414	A
3 - VICARAGE ROAD (W)	367	66	928	0.396	367	0.7	6.419	A
4 - SITE ACCESS	30	381	941	0.032	30	0.0	3.953	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - VICARAGE ROAD (E)	560	15	1006	0.557	560	1.3	8.069	A
2 - SOUTHERN SITE ACCESS	30	525	845	0.035	30	0.0	4.414	A
3 - VICARAGE ROAD (W)	367	66	928	0.396	367	0.7	6.419	A
4 - SITE ACCESS	30	381	941	0.032	30	0.0	3.953	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - VICARAGE ROAD (E)	560	15	1006	0.557	560	1.3	8.069	A
2 - SOUTHERN SITE ACCESS	30	525	845	0.035	30	0.0	4.414	A
3 - VICARAGE ROAD (W)	367	66	928	0.396	367	0.7	6.419	A
4 - SITE ACCESS	30	381	941	0.032	30	0.0	3.953	A

2036 Future Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.47	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2036 Future Year	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - VICARAGE ROAD (E)		✓	468	100.000
2 - SOUTHERN SITE ACCESS		✓	57	100.000
3 - VICARAGE ROAD (W)		✓	498	100.000
4 - SITE ACCESS		✓	60	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		1 - VICARAGE ROAD (E)	2 - SOUTHERN SITE ACCESS	3 - VICARAGE ROAD (W)	4 - SITE ACCESS
	1 - VICARAGE ROAD (E)	0	38	395	37
	2 - SOUTHERN SITE ACCESS	50	0	7	0
	3 - VICARAGE ROAD (W)	498	0	0	0
	4 - SITE ACCESS	53	0	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1 - VICARAGE ROAD (E)	2 - SOUTHERN SITE ACCESS	3 - VICARAGE ROAD (W)	4 - SITE ACCESS
	1 - VICARAGE ROAD (E)	0	47	13	46
	2 - SOUTHERN SITE ACCESS	40	0	0	0
	3 - VICARAGE ROAD (W)	13	0	0	0
	4 - SITE ACCESS	40	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - VICARAGE ROAD (E)	0.44	6.13	0.8	A
2 - SOUTHERN SITE ACCESS	0.05	3.66	0.1	A
3 - VICARAGE ROAD (W)	0.51	7.57	1.0	A
4 - SITE ACCESS	0.06	3.78	0.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - VICARAGE ROAD (E)	468	7	1055	0.444	465	0.8	6.071	A
2 - SOUTHERN SITE ACCESS	57	436	1041	0.055	57	0.1	3.657	A
3 - VICARAGE ROAD (W)	498	87	974	0.511	494	1.0	7.443	A
4 - SITE ACCESS	60	544	1015	0.059	60	0.1	3.767	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - VICARAGE ROAD (E)	468	7	1055	0.444	468	0.8	6.133	A
2 - SOUTHERN SITE ACCESS	57	439	1039	0.055	57	0.1	3.663	A
3 - VICARAGE ROAD (W)	498	87	973	0.512	498	1.0	7.572	A
4 - SITE ACCESS	60	548	1013	0.059	60	0.1	3.776	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - VICARAGE ROAD (E)	468	7	1055	0.444	468	0.8	6.133	A
2 - SOUTHERN SITE ACCESS	57	439	1039	0.055	57	0.1	3.663	A
3 - VICARAGE ROAD (W)	498	87	973	0.512	498	1.0	7.572	A
4 - SITE ACCESS	60	548	1013	0.059	60	0.1	3.776	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - VICARAGE ROAD (E)	468	7	1055	0.444	468	0.8	6.133	A
2 - SOUTHERN SITE ACCESS	57	439	1039	0.055	57	0.1	3.663	A
3 - VICARAGE ROAD (W)	498	87	973	0.512	498	1.0	7.572	A
4 - SITE ACCESS	60	548	1013	0.059	60	0.1	3.776	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - VICARAGE ROAD (E)	468	7	1055	0.444	468	0.8	6.133	A
2 - SOUTHERN SITE ACCESS	57	439	1039	0.055	57	0.1	3.663	A
3 - VICARAGE ROAD (W)	498	87	973	0.512	498	1.0	7.572	A
4 - SITE ACCESS	60	548	1013	0.059	60	0.1	3.776	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - VICARAGE ROAD (E)	468	7	1055	0.444	468	0.8	6.133	A
2 - SOUTHERN SITE ACCESS	57	439	1039	0.055	57	0.1	3.663	A
3 - VICARAGE ROAD (W)	498	87	973	0.512	498	1.0	7.572	A
4 - SITE ACCESS	60	548	1013	0.059	60	0.1	3.776	A



TECHNICAL NOTE 16

DATE:	22 April 2025	CONFIDENTIALITY:	Confidential
SUBJECT:	West Midlands Interchange - Vicarage Road Access/DCO Floor Area Trigger Points		
PROJECT:	West Midlands Interchange	AUTHOR:	██████████
CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

APPENDIX E

A5 / A449 Pre Link Road
Development Trip Review

DCO Approved Interim - AM Peak Hour

Junction M6 J12

Arm		Lights	Heavies	Total
M6 J12 (N)	A5 (E)	2	2	4
M6 J12 (N)	A5 (W)	5	4	9
A5 (E)	M6 J12 (N)	0	0	0
A5 (E)	M6 J12 (S)	2	4	6
A5 (E)	A5 (W)	11	4	15
M6 J12 (S)	A5 (E)	5	5	10
M6 J12 (S)	A5 (W)	11	14	25
A5 (W)	M6 J12 (N)	3	5	8
A5 (W)	A5 (E)	3	4	7
A5 (W)	M6 J12 (S)	6	14	20
		48	56	104

Junction Gailey Rdbt

Arm		Lights	Heavies	Total
A449 Stafford Rd (N)	A5 Watling St (E)	4	0	4
A449 Stafford Rd (N)	A449 Stafford Rd (S)	0	0	0
A449 Stafford Rd (N)	A5 Watling St (W)	0	0	0
A5 Watling St (E)	A449 Stafford Rd (N)	2	0	2
A5 Watling St (E)	A449 Stafford Rd (S)	6	4	10
A5 Watling St (E)	A5 Watling St (W)	0	2	2
A449 Stafford Rd (S)	A449 Stafford Rd (N)	0	0	0
A449 Stafford Rd (S)	A5 Watling St (E)	17	4	21
A449 Stafford Rd (S)	A5 Watling St (W)	0	0	0
A5 Watling St (W)	A449 Stafford Rd (N)	0	0	0
A5 Watling St (W)	A5 Watling St (E)	2	1	3
A5 Watling St (W)	A449 Stafford Rd (S)	1	0	1
				43

Junction A5/Vicarage Road

Arm		Lights	Heavies	Total
Watling Street E	Vicarage Road	4	0	4
Watling Street E	Watling Street W	9	4	13
Vicarage Road	Watling Street E	0	0	0
Vicarage Road	Watling Street W	3	8	11
Watling Street W	Watling Street E	3	4	7
Watling Street W	Vicarage Road	6	7	13
				48

Varied Development - 187,000sqm served via Vicarage Road

Junction M6 J12

Arm		Lights	Heavies	Total		Diff
M6 J12 (N)	A5 (E)	7	6	13		9
M6 J12 (N)	A5 (W)	0	0	0		-9
A5 (E)	M6 J12 (N)	3	5	8		8
A5 (E)	M6 J12 (S)	8	18	26		20
A5 (E)	A5 (W)	2	7	9		-6
M6 J12 (S)	A5 (E)	16	19	35		25
M6 J12 (S)	A5 (W)	0	0	0		-25
A5 (W)	M6 J12 (N)	0	0	0		-8
A5 (W)	A5 (E)	7	6	13		6
A5 (W)	M6 J12 (S)	0	0	0		-20
		43	61	104		0

Junction Gailey Rdbt

Arm		Lights	Heavies	Total		Diff
A449 Stafford Rd (N)	A5 Watling St (E)	4	0	4		0
A449 Stafford Rd (N)	A449 Stafford Rd (S)	0	0	0		0
A449 Stafford Rd (N)	A5 Watling St (W)	0	0	0		0
A5 Watling St (E)	A449 Stafford Rd (N)	2	0	2		0
A5 Watling St (E)	A449 Stafford Rd (S)	0	7	7		-3
A5 Watling St (E)	A5 Watling St (W)	0	2	2		0
A449 Stafford Rd (S)	A449 Stafford Rd (N)	0	0	0		0
A449 Stafford Rd (S)	A5 Watling St (E)	0	5	5		-16
A449 Stafford Rd (S)	A5 Watling St (W)	0	0	0		0
A5 Watling St (W)	A449 Stafford Rd (N)	0	0	0		0
A5 Watling St (W)	A5 Watling St (E)	3	1	4		1
A5 Watling St (W)	A449 Stafford Rd (S)	0	0	0		-1
				24		-19

Junction A5/Vicarage Road

Arm		Lights	Heavies	Total		Diff
Watling Street E	Vicarage Road	13	5	18		14
Watling Street E	Watling Street W	0	0	0		-13
Vicarage Road	Watling Street E	3	4	7		7
Vicarage Road	Watling Street W	13	30	43		32
Watling Street W	Watling Street E	0	0	0		-7
Watling Street W	Vicarage Road	30	31	61		48
				129		81

Junction A449 Station Drive

Arm		Lights	Heavies	Total
Stafford Road N	Station Drive	2	0	2
Stafford Road N	Stafford Road S	7	4	11
Stafford Road N	Four Ashes Road	0	0	0
Station Drive	Stafford Road N	0	0	0
Station Drive	Stafford Road S	3	3	6
Station Drive	Four Ashes Road	0	0	0
Stafford Road S	Stafford Road N	16	4	20
Stafford Road S	Station Drive	5	1	6
Stafford Road S	Four Ashes Road	0	0	0
Four Ashes Road	Stafford Road N	0	0	0
Four Ashes Road	Station Drive	0	0	0
Four Ashes Road	Stafford Road S	0	0	0
				45

Junction A5 Access

Arm		Lights	Heavies	Total
A5 W	A5 E	0	0	0
A5 W	Internal Road	23	5	28
A5 E	Internal Road	25	22	47
A5 E	A5 W	0	0	0
Internal Road	A5 E	12	20	32
Internal Road	A5 W	9	7	16
		69	54	123

Junction Vicarage Road Access

Arm		Lights	Heavies	Total
Internal Development Road	Vicarage Road E	4	6	10
Internal Development Road	Internal Road WMI Zone 4	0	0	0
Internal Development Road	Vicarage Road W	4	2	6
Vicarage Road E	Internal Development Road	9	8	17
Vicarage Road E	Internal Road WMI Zone 4	0	0	0
Vicarage Road E	Vicarage Road W	0	0	0
Internal Road WMI Zone 4	Internal Development Road	0	0	0
Internal Road WMI Zone 4	Vicarage Road E	0	0	0
Internal Road WMI Zone 4	Vicarage Road W	0	0	0
Vicarage Road W	Internal Development Road	6	1	7
Vicarage Road W	Vicarage Road E	0	0	0
Vicarage Road W	Internal Road WMI Zone 4	0	0	0
		23	17	40

Junction A449 Station Drive

Arm		Lights	Heavies	Total		Diff
Stafford Road N	Station Drive	0	0	0		-2
Stafford Road N	Stafford Road S	0	7	7		-4
Stafford Road N	Four Ashes Road	0	0	0		0
Station Drive	Stafford Road N	0	0	0		0
Station Drive	Stafford Road S	10	0	10		4
Station Drive	Four Ashes Road	0	0	0		0
Stafford Road S	Stafford Road N	0	5	5		-15
Stafford Road S	Station Drive	21	0	21		15
Stafford Road S	Four Ashes Road	0	0	0		0
Four Ashes Road	Stafford Road N	0	0	0		0
Four Ashes Road	Station Drive	0	0	0		0
Four Ashes Road	Stafford Road S	0	0	0		0
				43		

N/A - Access not is use under this scenario

Junction Vicarage Road Access

Arm		Lights	Heavies	Total		
Internal Development Road	Vicarage Road E	8	17	25		Diff
Internal Development Road	Internal Road WMI Zone 4	0	0	0		0
Internal Development Road	Vicarage Road W	5	0	5		-1
Vicarage Road E	Internal Development Road	23	18	41		24
Vicarage Road E	Internal Road WMI Zone 4	22	18	40		40
Vicarage Road E	Vicarage Road W	0	0	0		0
Internal Road WMI Zone 4	Internal Development Road	0	0	0		0
Internal Road WMI Zone 4	Vicarage Road E	8	17	25		25
Internal Road WMI Zone 4	Vicarage Road W	5	0	5		5
Vicarage Road W	Internal Development Road	11	0	11		4
Vicarage Road W	Vicarage Road E	0	0	0		0
Vicarage Road W	Internal Road WMI Zone 4	10	0	10		10
		92	70	162		122

A5 / A449 Pre Link Road
Development Trip Review

DCO Approved Interim - PM Peak Hour

Junction M6 J12

Arm		Lights	Heavies	Total
M6 J12 (N)	A5 (E)	0	0	0
M6 J12 (N)	A5 (W)	0	4	4
A5 (E)	M6 J12 (N)	0	2	2
A5 (E)	M6 J12 (S)	1	6	7
A5 (E)	A5 (W)	3	3	6
M6 J12 (S)	A5 (E)	0	6	6
M6 J12 (S)	A5 (W)	1	13	14
A5 (W)	M6 J12 (N)	3	4	7
A5 (W)	A5 (E)	5	1	6
A5 (W)	M6 J12 (S)	6	19	25
		19	58	77

Junction Gailey Rdbt

Arm		Lights	Heavies	Total
A449 Stafford Rd (N)	A5 Watling St (E)	2	0	2
A449 Stafford Rd (N)	A449 Stafford Rd (S)	0	0	0
A449 Stafford Rd (N)	A5 Watling St (W)	0	0	0
A5 Watling St (E)	A449 Stafford Rd (N)	4	0	4
A5 Watling St (E)	A449 Stafford Rd (S)	9	2	11
A5 Watling St (E)	A5 Watling St (W)	2	3	5
A449 Stafford Rd (S)	A449 Stafford Rd (N)	0	0	0
A449 Stafford Rd (S)	A5 Watling St (E)	0	4	4
A449 Stafford Rd (S)	A5 Watling St (W)	0	0	0
A5 Watling St (W)	A449 Stafford Rd (N)	0	0	0
A5 Watling St (W)	A5 Watling St (E)	0	3	3
A5 Watling St (W)	A449 Stafford Rd (S)	0	0	0
				29

Junction A5/Vicarage Road

Arm		Lights	Heavies	Total
Watling Street E	Vicarage Road	1	0	1
Watling Street E	Watling Street W	0	3	3
Vicarage Road	Watling Street E	0	1	1
Vicarage Road	Watling Street W	5	8	13
Watling Street W	Watling Street E	5	1	6
Watling Street W	Vicarage Road	0	6	6
				30

Varied Development - 187,000sqm served via Vicarage Road

Junction M6 J12

Arm		Lights	Heavies	Total		Diff
M6 J12 (N)	A5 (E)	0	4	4		4
M6 J12 (N)	A5 (W)	0	0	0		-4
A5 (E)	M6 J12 (N)	3	6	9		7
A5 (E)	M6 J12 (S)	7	25	32		25
A5 (E)	A5 (W)	6	8	14		8
M6 J12 (S)	A5 (E)	1	19	20		14
M6 J12 (S)	A5 (W)	0	0	0		-14
A5 (W)	M6 J12 (N)	0	0	0		-7
A5 (W)	A5 (E)	3	8	11		5
A5 (W)	M6 J12 (S)	0	0	0		-25
		20	70	90		13

Junction Gailey Rdbt

Arm		Lights	Heavies	Total		Diff
A449 Stafford Rd (N)	A5 Watling St (E)	2	0	2		0
A449 Stafford Rd (N)	A449 Stafford Rd (S)	0	0	0		0
A449 Stafford Rd (N)	A5 Watling St (W)	0	0	0		0
A5 Watling St (E)	A449 Stafford Rd (N)	4	0	4		0
A5 Watling St (E)	A449 Stafford Rd (S)	0	5	5		-6
A5 Watling St (E)	A5 Watling St (W)	2	3	5		0
A449 Stafford Rd (S)	A449 Stafford Rd (N)	0	0	0		0
A449 Stafford Rd (S)	A5 Watling St (E)	0	5	5		1
A449 Stafford Rd (S)	A5 Watling St (W)	0	0	0		0
A5 Watling St (W)	A449 Stafford Rd (N)	0	0	0		0
A5 Watling St (W)	A5 Watling St (E)	0	3	3		0
A5 Watling St (W)	A449 Stafford Rd (S)	0	0	0		0
				24		-5

Junction A5/Vicarage Road

Arm		Lights	Heavies	Total		Diff
Watling Street E	Vicarage Road	1	3	4		3
Watling Street E	Watling Street W	0	0	0		-3
Vicarage Road	Watling Street E	5	2	7		6
Vicarage Road	Watling Street W	16	39	55		42
Watling Street W	Watling Street E	0	0	0		-6
Watling Street W	Vicarage Road	4	31	35		29
				101		71

Junction A449 Station Drive

Arm		Lights	Heavies	Total
Stafford Road N	Station Drive	0	0	0
Stafford Road N	Stafford Road S	8	4	12
Stafford Road N	Four Ashes Road	0	0	0
Station Drive	Stafford Road N	0	0	0
Station Drive	Stafford Road S	4	1	5
Station Drive	Four Ashes Road	0	0	0
Stafford Road S	Stafford Road N	0	4	4
Stafford Road S	Station Drive	0	1	1
Stafford Road S	Four Ashes Road	0	0	0
Four Ashes Road	Stafford Road N	0	0	0
Four Ashes Road	Station Drive	0	0	0
Four Ashes Road	Stafford Road S	0	0	0
				22

Junction A5 Access

Arm		Lights	Heavies	Total
A5 W	A5 E	0	0	0
A5 W	Internal Road	3	4	7
A5 E	Internal Road	4	19	23
A5 E	A5 W	1	0	1
Internal Road	A5 E	14	24	38
Internal Road	A5 W	12	5	17
		34	52	86

Junction Vicarage Road Access

Arm		Lights	Heavies	Total
Internal Development Road	Vicarage Road E	5	8	13
Internal Development Road	Internal Road WMI Zone 4	0	0	0
Internal Development Road	Vicarage Road W	4	3	7
Vicarage Road E	Internal Development Road	2	8	10
Vicarage Road E	Internal Road WMI Zone 4	0	0	0
Vicarage Road E	Vicarage Road W	0	0	0
Internal Road WMI Zone 4	Internal Development Road	0	0	0
Internal Road WMI Zone 4	Vicarage Road E	0	0	0
Internal Road WMI Zone 4	Vicarage Road W	0	0	0
Vicarage Road W	Internal Development Road	0	1	1
Vicarage Road W	Vicarage Road E	0	0	0
Vicarage Road W	Internal Road WMI Zone 4	0	0	0
		11	20	31

Junction A449 Station Drive

Arm		Lights	Heavies	Total		Diff
Stafford Road N	Station Drive	0	0	0		0
Stafford Road N	Stafford Road S	0	5	5		-7
Stafford Road N	Four Ashes Road	0	0	0		0
Station Drive	Stafford Road N	0	0	0		0
Station Drive	Stafford Road S	14	0	14		9
Station Drive	Four Ashes Road	0	0	0		0
Stafford Road S	Stafford Road N	0	5	5		1
Stafford Road S	Station Drive	0	0	0		-1
Stafford Road S	Four Ashes Road	0	0	0		0
Four Ashes Road	Stafford Road N	0	0	0		0
Four Ashes Road	Station Drive	0	0	0		0
Four Ashes Road	Stafford Road S	0	0	0		0
				24		2

N/A - Access not is use under this scenario

Junction Vicarage Road Access

Arm		Lights	Heavies	Total		Diff
Internal Development Road	Vicarage Road E	11	21	32		19
Internal Development Road	Internal Road WMI Zone 4	0	0	0		0
Internal Development Road	Vicarage Road W	7	0	7		0
Vicarage Road E	Internal Development Road	3	17	20		10
Vicarage Road E	Internal Road WMI Zone 4	3	17	20		20
Vicarage Road E	Vicarage Road W	0	0	0		0
Internal Road WMI Zone 4	Internal Development Road	0	0	0		0
Internal Road WMI Zone 4	Vicarage Road E	10	20	30		30
Internal Road WMI Zone 4	Vicarage Road W	7	0	7		7
Vicarage Road W	Internal Development Road	0	0	0		-1
Vicarage Road W	Vicarage Road E	0	0	0		0
Vicarage Road W	Internal Road WMI Zone 4	0	0	0		0
		41	75	116		85



TECHNICAL NOTE 16

DATE:	22 April 2025	CONFIDENTIALITY:	Confidential
SUBJECT:	West Midlands Interchange - Vicarage Road Access/DCO Floor Area Trigger Points		
PROJECT:	West Midlands Interchange	AUTHOR:	██████████
CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

APPENDIX F

S:\70001979 - WMI SRF\ID Design and Analysis\Development\SPREADSHEETS\WMI Flow

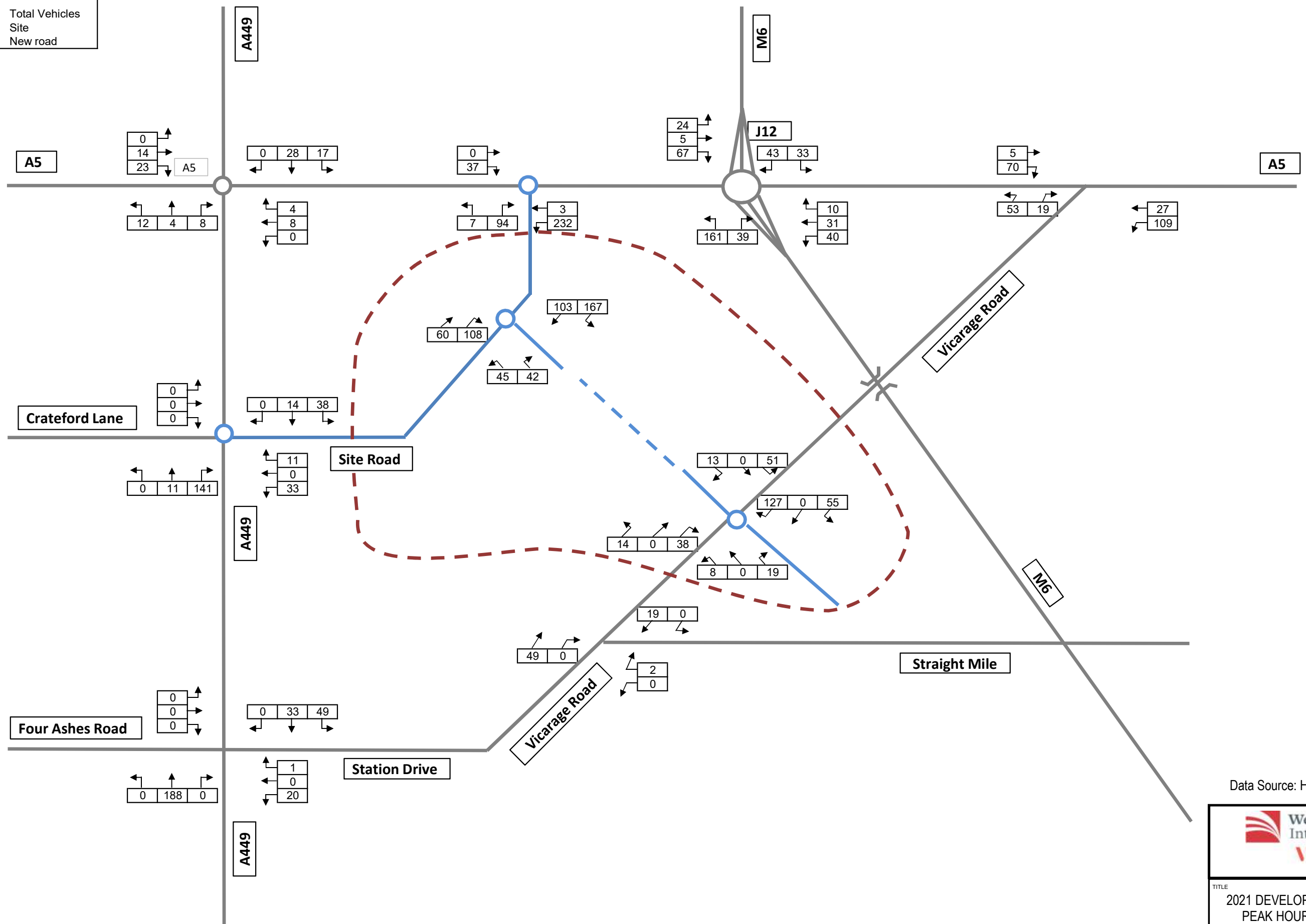
Key

00

Total Vehicles

Site

New road



Data Source: HE VISSIM Model



TITLE
2021 DEVELOPMENT TRAFFIC, AM
PEAK HOUR (0800-0900), ALL
VEHICLE TRAFFIC FLOWS
Version 3, 09/10/2017

FIGURE No: **FIGURE T13**

S:\70001979 - WMI SRF\ID Design and Analysis\Development\SPREADSHEETS\WMI Flow

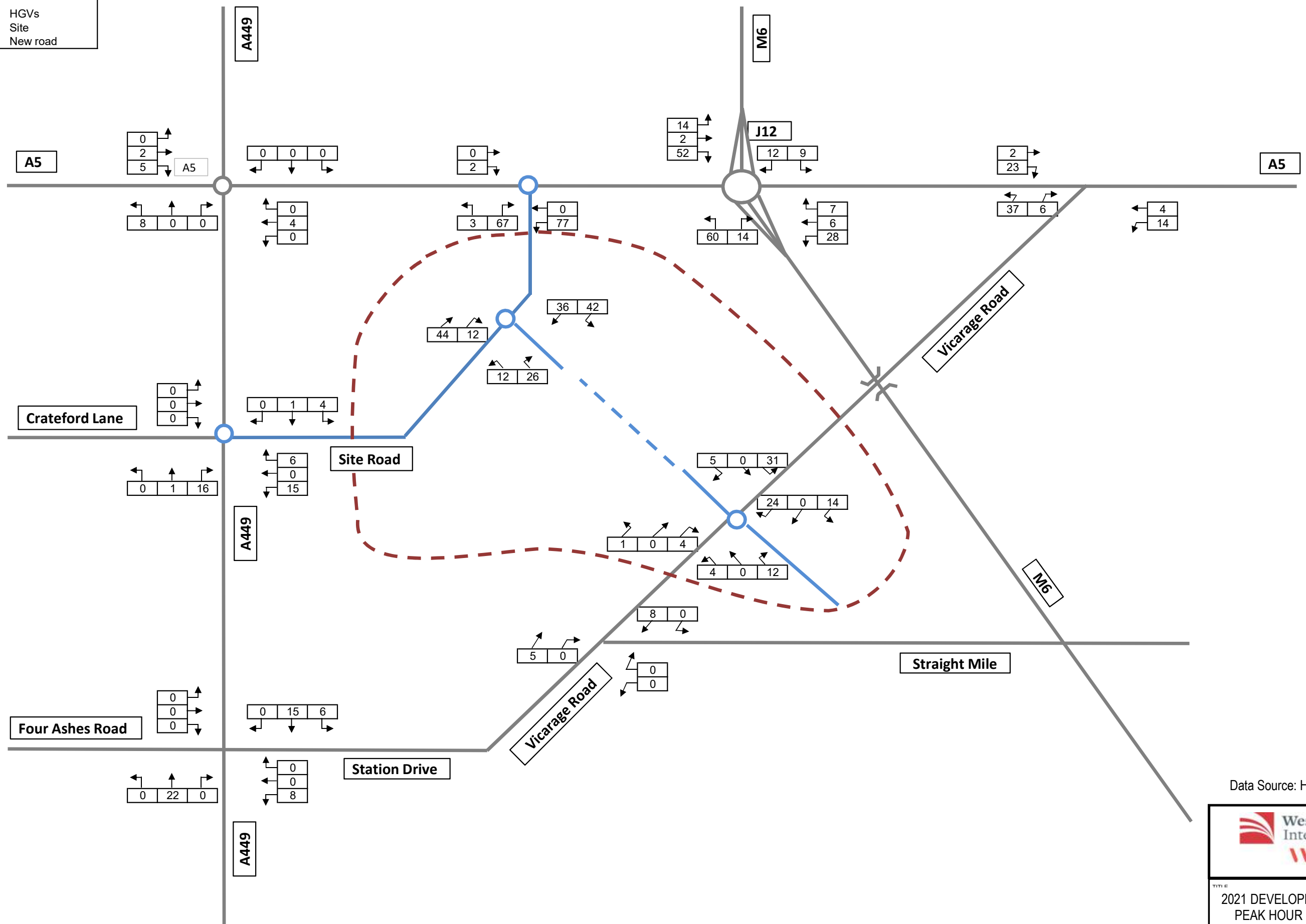
Key

00

HGVs

Site

New road



Data Source: HE VISSIM Model



2021 DEVELOPMENT TRAFFIC, AM
PEAK HOUR (0800-0900), HGV
TRAFFIC FLOWS
Version 3, 09/10/2017

FIGURE T14

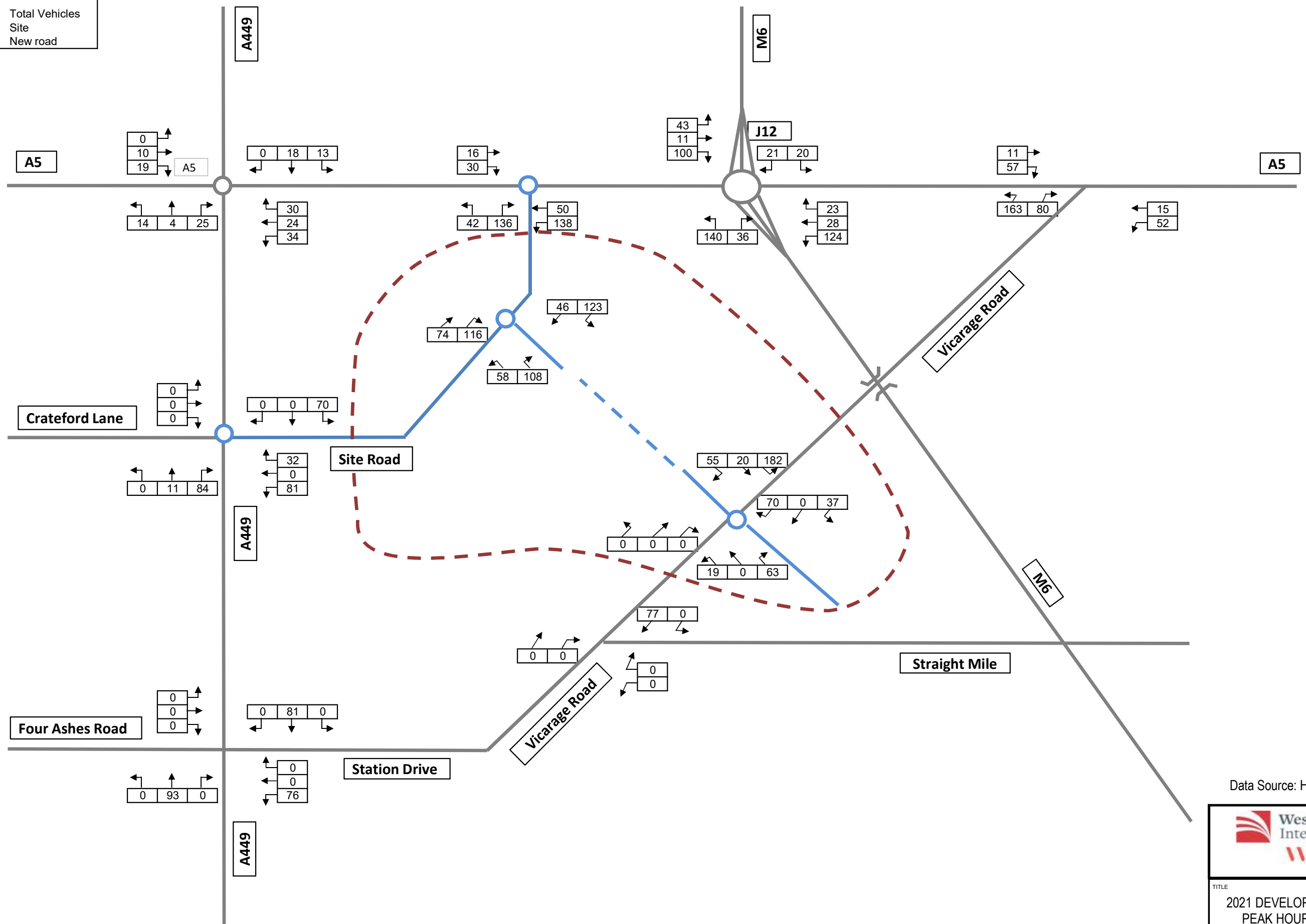
S:\70001979 - WMI SRF\ID Design and Analysis\Development\SPREADSHEETS\WMI Flow

Key

00 Total Vehicles

Site

New road



Data Source: HE VISSIM Model



West Midlands
Interchange
wsp

TITLE

2021 DEVELOPMENT TRAFFIC, PM
PEAK HOUR (1700-1800), ALL
VEHICLE TRAFFIC FLOWS
Version 3, 09/10/2017

FIGURE No:

FIGURE T15

S:\70001979 - WMI SRF\ID Design and Analysis\Development\SPREADSHEETS\WMI Flow

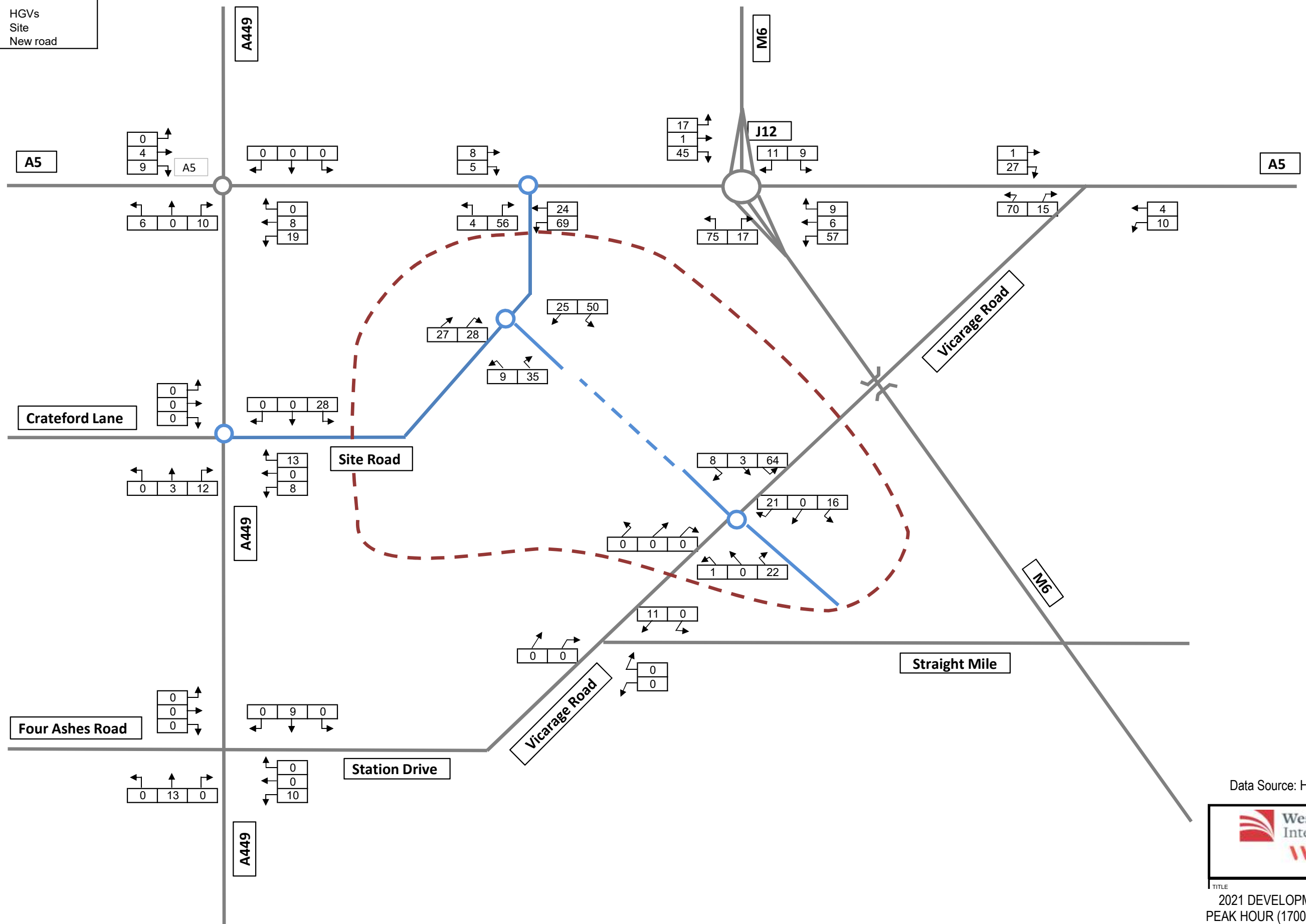
Key

00

HGVs

Site

New road



Data Source: HE VISSIM Model



West Midlands
Interchange
wsp

TITLE

2021 DEVELOPMENT TRAFFIC, PM
PEAK HOUR (1700-1800), HGV TRAFFIC
FLOWS

Version 3, 09/10/2017

FIGURE No:

FIGURE T16



TECHNICAL NOTE 16

DATE:	22 April 2025	CONFIDENTIALITY:	Confidential
SUBJECT:	West Midlands Interchange - Vicarage Road Access/DCO Floor Area Trigger Points		
PROJECT:	West Midlands Interchange	AUTHOR:	██████████
CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

APPENDIX G

West Midlands Interchange

Proposed Amendments to DCO Requirement 25 (22 April 2025)

(1) <i>Item as identified on the highway general arrangement key plan / highways masterplan</i>	(2) <i>Description</i>	(3) <i>Stage of Authorised Development</i>	(4) <i>Relevant Body</i>	<i>Comments</i>
(i)	A5 Access Roundabout, including works to Avenue Cottages junction	To be completed prior to the occupation of first warehouse to be occupied (with the exception of less than 47,000 square metres (gross internal area) of any warehouse floorspace accessed from the Vicarage Road Access Roundabout (item (iii))).	Highways England / Staffordshire County Council	Amended to remove cap on floorspace cap served via Vicarage Road
(ii)	A5 – A449 link road	To be completed prior to occupation of more than 140,000 square metres (gross internal area) of warehouse floorspace served via the A5 and 47,000 square metres (gross internal area) of warehouse floorspace served via the Vicarage Road Access Roundabout (item (iii)) <u>To be completed prior to occupation of more than 186,000 square metres (gross internal area) of warehouse floorspace served via either the A5 roundabout (item (i)) or the Vicarage Road Access Roundabout (item (iii)) or a combination of both, or within five years of the first occupation of more than 47,000 square metres (gross internal area) of warehouse floorspace, whichever is sooner.</u>	Highways England / Staffordshire County Council	Amended to allow the c.186,000sqm to be served via either the A5 or Vicarage Road. 186,000sqm threshold linked to the longstop figure assigned to the Terminal. Long stop date of 5 years retained
(iii)	Vicarage Road Access Roundabout	To be completed prior to the occupation of any warehouse floorspace to accessed from the Vicarage Road Access Roundabout.	Staffordshire County Council	No Change
(iv)	Right turn ban and associated works at A449 / Station Drive junction	Not to be in force until such time as the A449 Roundabout (item xiv) has been completed.	Highways England	No change

(1) Item as identified on the highway general arrangement key plan / highways masterplan	(2) Description	(3) Stage of Authorised Development	(4) Relevant Body	Comments
(v)	Crateford Lane closed to westbound traffic	To be completed prior to occupation of more than 140,000 square metres (gross internal area) of warehouse floorspace or within five years of the occupation of more than 47,000 square metres (gross internal area) of warehouse floorspace, whichever is sooner. <u>To be completed on or before completion of the A449 Roundabout works (item (xiv))</u>	Staffordshire County Council	Suggest that this is now tied to the A449 roundabout works rather than any floor area trigger.
(vi)	Improved footway links along the A5 between Gailey Roundabout and the A5 Access Roundabout	To be completed within 6 months of opening the A5 Access Roundabout.	Highways England	No change
(vii)	Upgraded footway / cycleway on the A449 between Station Drive and Gailey Roundabout	To be completed within 6 months of opening the A449 Access Roundabout.	Highways England	No change
(viii)	Provide HGV turning area on Station Drive to the west of the rail bridge	To be completed prior to occupation of any warehouse floorspace served by the Vicarage Road Access Roundabout (item iii) within 6 months of completing the Vicarage Road Access.	Staffordshire County Council	Amended to link to occupation of floorspace served via Vicarage Road
(ix)	Provide relocated A449 laybys to include closure of existing gaps in A449 Central Reservation and field accesses	To be completed prior to commencement of construction of A5 Access Roundabout. <u>To be completed prior to completion of the A5 Access Roundabout or prior to commencement of any works for the construction of the A5 Access Roundabout that would prevent use of the existing A5 laybys by the travelling public, whichever happens earlier</u>	Highways England	Reference to the amended stage of authorised developm ent agreed with National Highways added
(x)	Improved visibility splay at Vicarage Road / Straight Mile Priority Junction	To be completed prior to opening of Vicarage Road Roundabout.	Staffordshire County Council	No change

<i>(1) Item as identified on the highway general arrangement key plan / highways masterplan</i>	<i>(2) Description</i>	<i>(3) Stage of Authorised Development</i>	<i>(4) Relevant Body</i>	<i>Comments</i>
(xi)	Provide footway and crossing improvements at Straight Mile / Kings Road / Woodlands Lane	To be completed prior to opening of network of permissive paths / community parks.	Staffordshire County Council	No change
(xii)	Provide pedestrian crossing facilities at Straight Mile	To be completed prior to opening of network of permissive paths / community parks.	Staffordshire County Council	No change
(xiii)	Provide new Cycleway on Vicarage Road	To be completed within 6 months of completing the Vicarage Road Access Roundabout.	Staffordshire County Council	No change
(xiv)	A449 Roundabout	To be completed prior to occupation of more than 140,000 square metres (gross internal area) of warehouse floorspace <u>To be completed prior to occupation of more than 186,000 square metres (gross internal area) of warehouse floorspace served via either the A5 roundabout (item (i)) or the Vicarage Road Access Roundabout (item (iii)) or a combination of both</u> or within five years of the occupation of more than 47,000 square metres (gross internal area) of warehouse floorspace, whichever is sooner.	Highways England	Sought to allow the flexibility to enable the circa 186,000sq m to be served via a combination of either the A5 or Vicarage Road. Long stop date retained



Annex 2



TECHNICAL NOTE 18

DATE:	18 September 2025	CONFIDENTIALITY:	Public
SUBJECT:	WMI – Vicarage Road Access – ES Flows Review		
PROJECT:	West Midlands Interchange	AUTHOR:	
CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

INTRODUCTION

This Technical Note has been prepared to consider the traffic implications to the Environmental Statement (ES) arising from variations to Requirement 25 of the West Midlands Interchange (WMI) Development Consent Order (DCO).

This note should be read in conjunction with Technical Note (TN16) dated 22 April 2025, which provided a detailed assessment of the potential changes and junction capacity results arising from the proposed variations during the traditional peak hours of 0800-0900 and 1700-1800.

As noted in TN16, flexibility is allowed for within Requirement 25 of the DCO, with there being the opportunity to vary the highway infrastructure trigger points with agreement with the relevant Highway Authorities, which in this instance would be Staffordshire County Council (SCC) as Local Highway Authority and National Highways as Strategic Highway Authority with responsibility for the M6, A5 and A449.

TN16 considered the opportunities to serve a greater degree of floor space via the Vicarage Road roundabout than was contemplated by the DCO position under the regime pre A449 / A5 Link Road.

Requirement 25, as drafted in the DCO, requires the A449 / A5 Link Road to be open to traffic prior to the occupation of more than 47,000sqm of floor space to be served via the Vicarage Road roundabout, together with the occupation of a further 140,000 sqm served via the A5 roundabout.

It is important to reflect that the Promotor is not currently contemplating varying the development floor area quantum beyond which the link road needs to be open to traffic.

As set out in TN16, consideration was given to the operation of the Vicarage Road roundabout assuming that all of the 187,000sqm that can be occupied ahead of the A449 / A5 Link Road being open to traffic uses this access.

Details had been submitted by way of TN16 setting out the proposed variations to the highway infrastructure trigger points provided by way of Requirement 25 of the DCO.

Discussions had been held with SCC and National Highways around the acceptability of the proposed variations. SCC had confirmed their agreement in principle to the proposed variations. National Highways confirmed by way of an email dated 22 May 2025 that they had no objection to the proposed variations. A copy of the National Highways email response is provided at Appendix A.

This note builds upon that analysis, to review whether there would be any implications from the proposed variation to Requirement 25 on ES link flows and, in turn, whether any changes to the ES conclusions would be reached.

TECHNICAL NOTE 18

DATE:	18 September 2025	CONFIDENTIALITY:	Public
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CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

ENVIRONMENTAL STATEMENT TRAFFIC FLOWS – DCO

Accompanying the DCO was a comprehensive ES, including *Chapter 15 – Transport and Access*, dated July 2018 that reviewed the likely significant environmental effects associated with the Proposed Development in respect of Transport and Access. In particular, the chapter described the potential impacts and effects as a result of the Proposed Development; any mitigation or control measures required to reduce or eliminate adverse effects; the subsequent residual effects and likely significant effects associated with the Proposed Development.

The ES reviewed a number of links surrounding the Site for assessment. Given the potential variation, it is pertinent to review the links which, in WSP’s opinion could be most affected by the increased flows on Vicarage Road roundabout.

Figure 1 below provides an extract of Figure 15.1 from the 2018 ES, focusing on the key links around the Vicarage Road roundabout location as well as those leading to Vicarage Road.

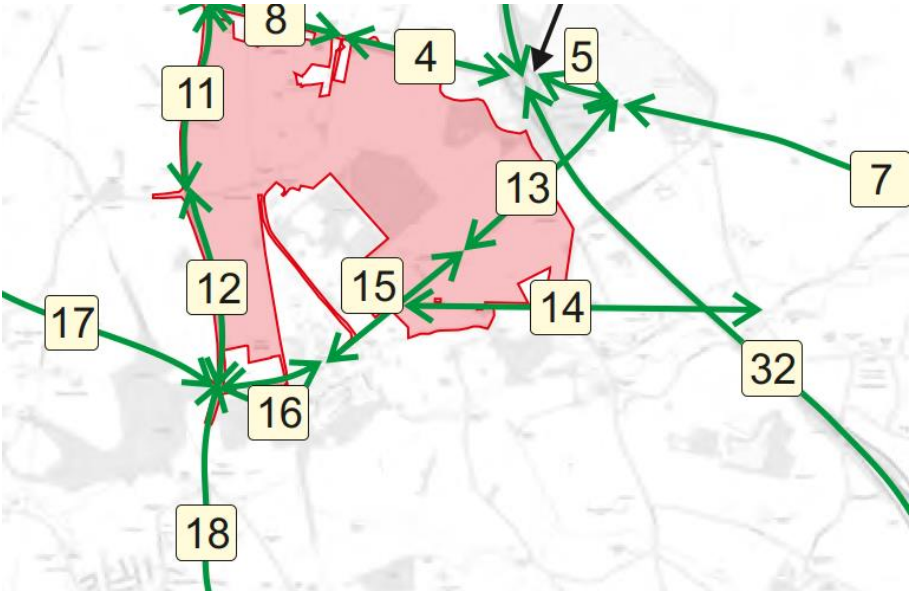


Figure 1: Extract of Figure 15.1 from ES, showing links for review

The links which could be most affected are considered to be the following;

- 5. A5 Watling Street (between Vicarage Road and M6 J12)
- 13. Vicarage Road (between Site Access and A5)
- 14. Straight Mile between Vicarage Road and Oak Lane
- 15. Station Road / Vicarage Road between Enterprise Drive and Proposed Site Access
- 16. Station Drive (between A449 and Enterprise Drive)

TECHNICAL NOTE 18

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CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

Link 5 has been included within this review as it could conceivably carry a greater level of traffic to and from M6 Junction 12. There would not be expected to be any changes concerning Link 7 (A5 Watling Street) as this would be reasonably forecast to carry a similar level of traffic as was considered under the DCO assessment. This is because the interim scenario considered within the DCO ES assumed 75% of the pre link road floorspace trigger would see traffic access via the A5 roundabout to the west of M6 Junction 12. Therefore even under this revised scenario, traffic from the east (ie Cannock) would be expected to continue to use Link 7 in order to travel to WMI. Link 7 has therefore been scoped out of this review.

Table 15.1 of the 2018 ES presented the forecast 2021 impacts and percentage changes resulting from the introduction of the Proposed Development. **Table 1** below provides an extract of that table, focusing on the links identified above;

Ref	Road	Near Receptor	AADT Total Veh			AADT HGV			Assess-ed?
			2021 DM	2021 DS	% Change	2021 DM	2021 DS	% Change	
5	A5 Watling Street (between Vicarage Road and M6 J12)	No	19038	24833	30.44%	2639	4574	73.35%	Yes
13	Vicarage Road (between Site Access and A5)	No	5701	9633	68.97%	389	2466	533.74%	Yes
14	Straight Mile between Vicarage Road and Oak Lane	No	1680	1689	0.53%	21	24	16.67%	No
15	Station Road / Vicarage Road between Enterprise Drive and Proposed Site Access	No	5658	5265	-6.95%	375	501	33.58%	Yes
16	Station Drive (between A449 and Enterprise Drive)	No	9055	8213	-9.31%	525	647	23.22%	No

Table 1: Extract of Table 15.1 from 2018 ES, showing links and flows information

In terms of the 2018 ES, only Links 5, 13 and 15 were taken forward for more detailed assessment. It should be noted that the 2021 Do Something (DS) tested the full scale of development of 743,200sqm.

ES FLOWS – 2036 SENSITIVITY TEST

It is noted that the 2018 ES considered a future year test of 2021. This was the agreed modelling future year horizon at the time. Self-evidently, the future year horizon tested at the DCO examination stage has now passed.

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As part of the information supporting the DCO, further assessments considering a 2036 future year were also completed for the new highway interventions with the National Highways network, with these consisting of the A5 and A449 roundabouts. To align with the evidence presented to support the DCO, TN16 also set out a future year test of 2036 for the operation of the Vicarage Road roundabout.

It is considered that a 2036 sensitivity test is more appropriate at this time to review any ES implications. This is consistent with the DCO transport evidence base, which had considered the operation of the A5 and A449 roundabouts at these future years.

An exercise has been completed that applies the growth rates used during the DCO stage, applied to the 2021 base years up to 2036 to calculate AADT¹ future year flows.

Given the proposed change in use at the Vicarage Road roundabout, it is not appropriate to simply apply growth uplifts to the 2021 DS flows shown in Table 15.1 of the ES. This is because the traffic flows presented in that document considered the full development quantum of 743,200sqm. To apply a growth uplift to these flows would result in an over estimation of forecast traffic values as there is no basis for wider growth to be applied to development traffic flows. As such, using the information from TN16, the forecast vehicles using the links have been calculated. This accounts for the distribution and movement restrictions for various vehicle types as set out in TN16.

For robustness, the amended developments flows at Vicarage Road roundabout accounting for 187,000 sqm served via this access have been added on to the 2036 Do Minimum traffic flows, to create a 2036 Do Something Sensitivity assessment. This is considered robust as it does not account for re-assignment that could occur on the network. This therefore presents the highest potential percentage change compared to the baseline flows.

Table 2 below provides the comparison for Total Vehicles and HGV’s for the same links, but with the revised future year of 2036 and 187,000 sqm of floorspace served via Vicarage Road.

¹ Annual Average Daily Traffic

TECHNICAL NOTE 18

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Ref	Road	Near Receptor	AADT Total Veh			AADT HGV		
			2036 DM	2036 DS*	% Change	2036 DM	2036 DS*	% Change
5	A5 Watling Street (between Vicarage Road and M6 J12)	No	20786	22801	9.7%	2881	4324	50.1%
13	Vicarage Road (between Site Access and A5)	No	6205	8601	38.6%	423	2020	377.1%
14	Straight Mile between Vicarage Road and Oak Lane	No	1828	1828	0.0%	23	23	0.0%
15	Station Road / Vicarage Road between Enterprise Drive and Proposed Site Access	No	6157	6566	6.6%	408	408	0.0%
16	Station Drive (between A449 and Enterprise Drive)	No	9855	10263	4.1%	571	571	0.0%

*DS (Do Something)– Assumes 187,000sqm served via Vicarage Road Roundabout

Table 2: 2036 Sensitivity Test

The review indicates that Link 5 would see an increase in AADT and HGV's movements under this alternative scenario however these changes would be lower than the percentage changes considered under the original ES. Link 5 was not previously identified to be close to any sensitive receptors at the time of the original ES and there has been no change in circumstances that would change this position since the grant of the DCO.

Link 13 would see the highest Total Vehicle HGV percentage change, albeit as with Link 5, this change is lower than that previously assessed in the 2018. The revised distribution does not send any vehicles to / from Link 14 and as such no reported change is identified. Links 15 and 16 show minor increases in AADT, however these would be under any IEMA threshold for assessment (Rule 1 or Rule 2²) and as such would not trigger any further detailed review.

ES FLOWS – REVIEW CONCLUSIONS

A review was undertaken to assess potential changes in Environmental Statement (ES) link flows, applying the potential variation to Requirement 25. This variation accounts for a greater amount of floor space to be

² Rule 1: include highway links where traffic flows will increase by more than 30% due to the Proposed Development (or the number of heavy goods vehicles will increase by more than 30%).

Rule 2: include any other specifically sensitive areas where traffic flows will increase by 10% or more.

TECHNICAL NOTE 18

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CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

served via the Vicarage Road roundabout than originally considered under the Development Consent Order (DCO) position prior to the A449/A5 Link Road being open to traffic.

The review applied the same trip generation and distribution assumptions as set out in Technical Note 16 (TN16). Growth factors were used to establish a 2036 base year “Do Minimum” scenario. The Proposed Development, including the variation to the quantum of floor space served by the Vicarage Road roundabout of 187,000sqm, was then added to create a 2036 “Do Something” sensitivity scenario.

Analysis indicates that the percentage changes in link flows would be lower than those assessed in the 2018 ES for Links 5 and 13, or would not warrant detailed review for Links 14, 15, and 16. Furthermore, the magnitude and significance of impacts across all assessment criteria; such as severance, driver delay, and pedestrian and cyclist delay, would therefore remain unchanged.

The 2018 ES already assessed a realistic worst-case scenario by modelling the full development within the 2021 forecast year scenarios, in accordance with IEMA Guidelines. This ensures that the highest potential traffic and movement demand³ has been considered. The comparison between the 2036 “Do Minimum” and “Do Something” scenarios confirms that the conclusions of the 2018 ES remain valid, with no new or previously unassessed environmental effects identified.

Notwithstanding these conclusions, the following transport mitigation measures are secured, either by way of the DCO through Requirement 25 (including as proposed to be varied) or by way of the Developer Obligation (DCOb):

- Longstop date requiring the A449/A5 Link Road to be completed prior to occupation of more than 186,000sqm of floor area or within five years of first occupation, whichever is sooner;
- Provision of Station Drive HGV turning head to be available prior to occupation of any floorspace served via the Vicarage Road roundabout, rather than within six months of occupation (as provided for by the DCO);
- Improved visibility splay at Vicarage Road / Straight Mile Priority junction to be completed prior to opening of Vicarage Road Roundabout;
- Provision of advanced direction signage on the A5 Watling Street (ie the link east of M6 Junction 12) directing WMI traffic (particularly HGV's) to remain on the A5 along with current Weight restrictions and therefore not to utilise the lower class roads through Calf Heath and Four Crosses;
- Provision of cycleway on Vicarage Road to be completed within six months of the completion of the Vicarage Road Roundabout in order facilitate journeys by active modes;
- Occupier specific Worker Travel Plan's required to be in place within six months of occupation of any floorspace in order to facilitate model shift away from single occupancy car trips;
- Occupier specific HGV Management Plans required to manage movement by such vehicles;
- Comprehensive passenger transport strategy; and

³ Para 1.25 of IEMA Environmental Assessment of Traffic and Movement, July 2023.

TECHNICAL NOTE 18

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CHECKED:	Ian Fielding	APPROVED:	Ian Fielding

- Provision of contingent Traffic Management funds which will enable the scheme to respond to any unforeseen traffic circumstances arising from the Proposed Development.

The alternative future baseline and sensitivity testing do not alter the original findings of the 2018 ES, as such no further detailed assessment is required.

Brown, Richard [REDACTED]

Sent:

17 October 2025 18:00

To:

Fielding, Ian

Subject:

RE: WMI - Variations to Req 25 of the DCO

Follow Up Flag:

Follow up

Flag Status:

Flagged

Hello Ian,

I can confirm that SCC highways is accepting of the proposed changes.

Kind regards.



[REDACTED] | Project Manager
Sustainable Development Team
Highways and the Built County
Economy, Infrastructure and Skills
Third Floor, Staffordshire Place 1
Tipping Street, Stafford, ST16 2DH
Tel: [REDACTED]
Mob Number: [REDACTED]
E-mail: [REDACTED]@staffordshire.gov.uk
www.staffordshire.gov.uk

From: Fielding, Ian <Ian.Fielding@wsp.com>

Sent: 16 October 2025 11:42

To: [REDACTED]

Subject: FW: WMI - Variations to Req 25 of the DCO

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Hi [REDACTED]

Sorry to chase, but it would be helpful if you could confirm SCC's agreement as Highway Authority that the changes to the Schedule set out at requirement 25 are acceptable to SCC.

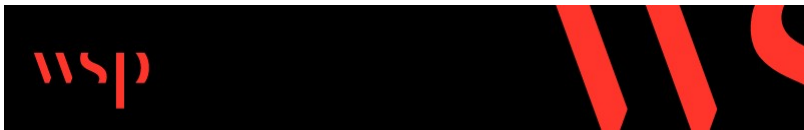
Naturally, if there is anything you need to enable you to confirm your position, please let me know.

Many thanks.

Regards

Ian Fielding

T [REDACTED]
[REDACTED]



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Registered office: WSP House, 70 Chancery Lane, London, WC2A 1AF.

From: Fielding, Ian

Sent: 18 September 2025 11:14

To: [REDACTED]
[REDACTED]

Subject: WMI - Variations to Req 25 of the DCO

Hi [REDACTED]

As discussed during our catch up last week, attached is correspondence setting out the variations to the highway infrastructure trigger points relating to the DCO.

Trust that this is self explanatory.

[REDACTED] – I will be sending you a separate submission covering this matter.
[REDACTED] – including you in this circulation such that you are kept informed.

Any issues, please let me know and happy to have a separate conversion if needed.

Regards

Ian Fielding

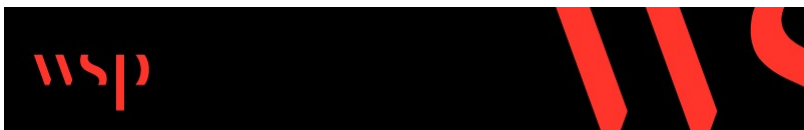
Technical Director
BSc (HONS) MCIHT CMILT

[REDACTED]
[REDACTED]

WSP

Matrix House, Basing View,
Basingstoke, RG21 4FF
United Kingdom

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Brown, Richard

From: [REDACTED]
Sent: 03 October 2025 13:52
To: Fielding, Ian
Cc: [REDACTED]
Subject: RE: WMI - Variations to Req 25 of the DCO

Hi Ian

Apologies again for the delay in our response to you and thank you for taking the time to set out in detail the proposed variations to Requirement 25 of the approved DCO.

My understanding of the proposed changes to each of the clauses of the requirement relevant to National Highways is set out below;

- i. This proposed change allows occupation of warehouse floor space served by the Vicarage Road Access roundabout (under item iii), prior to the delivery of the A5 roundabout access and associated works. Occupation of any other warehouse floorspace would require delivery of the A5 roundabout access first.
- ii. This proposed change would allow occupation of warehouse floorspace served by the Vicarage Rd Access and/or the warehouse floorspace served by the new A5 roundabout access, up to a combined total of 186,000 sqm or within 5 years from first occupation of 47,000sqm floorspace (whichever comes sooner), before the delivery of the A5/A449 Link Road is required by the developer.
- ix. This change would allow the developer to deliver the replacement A449 laybys during the latter stages of the works A5 roundabout access, but certainly before completion of the A5 roundabout access. I believe my predecessor at National Highways had previously agreed to this.
- xiv similarly to the proposed changed at (ii), this would allow occupation of warehouse floorspace served by the Vicarage Rd Access and/or the warehouse floorspace served by the new A5 roundabout access, up to a combined total of 186,000 sqm or within 5 years from first occupation of 47,000sqm floorspace (whichever comes sooner), before the delivery of the A449 roundabout is required by the developer.

The previous technical notes submitted by WSP were able to demonstrate that increasing the threshold for the occupation floorspace would not have a material impact on the purpose of the triggers, which is delivery of the transport infrastructure required to facilitate development and the continued safe operation of the SRN.

For both (i) and (ii) under the Requirement, Staffs CC are also relevant body to the proposed changes, we understand that Staffs CC are content with the proposed amendments

Given the above I can confirm that National Highways are content with the proposed amendments to Requirement 25.

Kind regards

Kate

Kathryn Simmonite, Spatial Planner

Operations Directorate (Midlands)

National Highways, Three Snowhill, Snow Hill Queensway, Birmingham, B4 6GA

Mobile: [REDACTED]

Web: www.nationalhighways.co.uk

Please note my working days are Tuesday to Friday

From: Fielding, Ian <Ian.Fielding@wsp.com>

Sent: 18 September 2025 11:20

To: [REDACTED]
[REDACTED]

Subject: WMI - Variations to Req 25 of the DCO

Hi Kathryn

Further to your email of 22 May 2025, attached is correspondence to National Highways setting out the changes to Requirement 25 of the West Midlands Interchange DCO. As per your email of 22 May, you'd confirmed that NH were comfortable with the variations to Requirement 25. This submission is made to ensure that an appropriate audit trail is in place covering these changes.

Regards

Ian Fielding

Technical Director

BSc (HONS) MCIHT CMILT



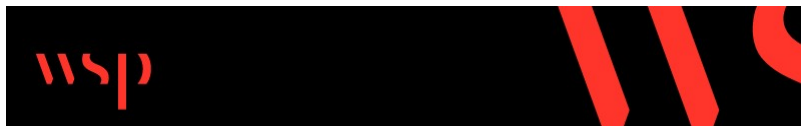
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Basingstoke, RG21 4FF

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<https://nationalhighways.co.uk> | info@nationalhighways.co.uk

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Appendix C3: Change to Requirement (viii) (July 2026)

Brown, Richard [REDACTED]

From: Fielding, Ian [REDACTED]@wsp.com>
Sent: 09 July 2026 16:14
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: WMI - Station Drive Turning
Attachments: RE: WMI - Draft Application to Vary Req 25 item viii (Station Drive Turning Head)

All

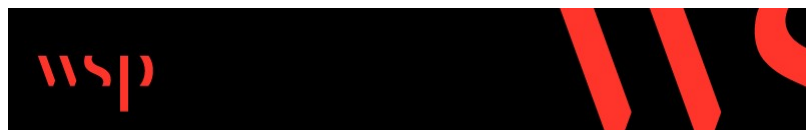
I had sent SCC yesterday a draft version of the Application to vary Requirement 25 where it deals with the Station Drive HGV Turning Head. James has responded (see attached) that SCC are accepting of this change. Therefore the wording I'd proposed concerning when the HGV Turning Head should be completed by as provided for below could now be brought into the relevant parts of the NMA material. I will send SCC a formal version of the correspondence for the record. Trust that this assists, although SCC did ask us today on the call we had whether we were confident that the works would be available within this timeframe? I think that gives the project about a year to have it completed if Carlsberg are due to occupy during November 2026. I have included [REDACTED] to this circulation so that he is aware.

(1) <i>Item as identified on the highway general arrangement key plan / highways masterplan</i>	(2) <i>Description</i>	(3) <i>Stage of Authorised Development</i>	(4) <i>Relevant Body</i>
(viii)	Provide HGV turning area on Station Drive to the west of the rail bridge	To be completed within 9 months of the occupation of any warehouse served via the Vicarage Road Roundabout (item iii)	Staffordshire County Council

Regards

Ian Fielding

T [REDACTED]
[REDACTED]



Brown, Richard [REDACTED]

From: [REDACTED]@staffordshire.gov.uk>
Sent: 09 July 2026 15:55
To: [REDACTED]
Subject: RE: WMI - Draft Application to Vary Req 25 item viii (Station Drive Turning Head)

Ian

We accept that progress in delivery of the Station Drive turning head requires input from a third party and said input has not been forthcoming. Therefore, we are content that R25 can be varied as proposed in your application. Noting that the original DCO wording originally proposed completion of the works within 6 months of occupation, which is now to be amended to 9 months.

Thanks



[REDACTED]
Principal Planning Policy Officer
Economy, Infrastructure & Skills
Staffordshire County Council
Third Floor, Staffordshire Place 1
Tipping Street, Stafford, ST16 2DH
☎ [REDACTED]
✉ [REDACTED]@staffordshire.gov.uk
🌐 www.staffordshire.gov.uk

From: Fielding, Ian [REDACTED]@wsp.com>
Sent: 08 July 2026 15:46
To: [REDACTED]
Subject: WMI - Draft Application to Vary Req 25 item viii (Station Drive Turning Head)

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Hi [REDACTED]

Further to the pre app call on Monday, a draft application concerning the proposal to vary the trigger point by when the Station Drive turning head needs to be completed by has been put together. This is attached. Together with a timeline concerning the discussions / engagement between the main works contractor and South Staffs Water.

BCLP have reviewed the DCO and there is no specific deemed consent mechanism available covering the diversion of below ground water assets. We are told that if FAL wanted to try to move the decision quickly it could try to serve the relevant notices to SSW, do the associated works it could after 28 days and if there is no engagement then FAL would need to go to arbitration to push a final decision. Clearly arbitration timescales /

outcome would be unknown. I've mentioned the deemed approve mechanism concerning highway designs for works that are the responsibility of SCC within the application but that this is not a route FAL wish to adopt here given the strong relationship we've built up plus it may not work in practice given the need to understand the interface with the utility adjustments.

Grateful for any thoughts you might have. The hope is to try and get this agreed amongst ourselves such that the amended wording can be included within the DCO non material amendment so that there is a singular point of reference covering the changes to Requirement 25.

Happy to discuss the principles of the attached tomorrow.

Regards

Ian Fielding

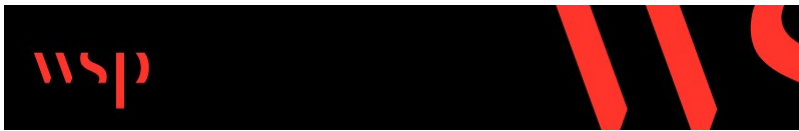
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Appendix D: Rail Terminal Quarterly Report (August 2026)

Our Ref: 200274
Your Ref:
Date: 06/08/2026

Office: 0845 130 4388
Mobile: [REDACTED]

[REDACTED]
Strategic Projects Assistant Team Manager
Planning - Development Management
South Staffordshire Council
Wolverhampton Road
Codsall
Wolverhampton WV8 1PX

Dear [REDACTED]

RE: The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) Requirement 38

Intermodality submits this letter in relation to Requirement 38 on behalf of our client Four Ashes Ltd (“FAL”) who is the undertaker for the delivery of the West Midlands Interchange (“WMI”) development pursuant to The West Midlands Rail Freight Interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020 and The West Midlands Rail Freight Interchange (Amendment) Order 2023) (“the Order”). A further application for a Non Material Change to the DCO was submitted to the Secretary of State on 18th October 2024, relating to minor variations to the highways and bunding limits of deviation, as approved by the Secretary of State 10th April 2025.

The remainder of the update for Q2 2026 is as follows:

1 Progress towards meeting the rail provision milestones

Progress with Network Rail through the PACE (and former GRIP) process is summarised below. The project is expecting to close out **Engineering Stage 4 (ES4)** during Q2 and Q3 2026 and is progressing submissions on **Engineering Stage 5 (ES5)** packages which are now all at an advanced stage.

GRIP	INITIATE PROJECT		CHOOSE OPTION	DESIGN		BUILD	CLOSE-OUT	
	GRIP 1	GRIP 2	GRIP 3	GRIP 4	GRIP 5	GRIP 6	GRIP 7	GRIP 8
Stage	Output Definition	Project Feasibility	Option Selection	Single Option Development	Detailed Design	Construct, Test & Commission	Scheme Handback	Project Closeout
PACE	STRATEGIC DEVELOPMENT & PROJECT SELECTION			PROJECT DEVELOPMENT & DESIGN		PROJECT DELIVERY	PROJECT CLOSE-OUT	
Stage	ES1	ES2	ES3	ES4	ES5	ES6	ES7	ES8
Milestone	Client requirements defined and baselined	Constraints identified and project feasibility confirmed	Single option identified and endorsed	Design standards approved and design Approval in Principle	Construction-ready design approved	Construction completed	Project demobilisation and handed back to Sponsor	Contractual accounts settled, warranties transferred to maintainer, formal closeout
WMI status	Complete	Complete	Complete	Progressing	Progressing			

In related matters:

- **Agreements with Network Rail** – the additional Asset Protection Agreement (APA) for the delivery of Work Package 1 is progressing with Network Rail. The discussions on the tri-partite agreement between FAL, Network Rail and SCC are now expected to be completed by the end of Q3 2026;
- **Bridge design** – work continues on bridge drawings and design pack, negotiations progressing with SCC and Network Rail on the tripartite bridge agreement (see above);
- **Ecological surveys** – Network Rail has agreed to Japanese Knotweed treatment and removal strategy as part of its annual maintenance programme, awaiting date for commencement of an initial 4-year package of works. No new badger activity identified; Works in the area are being rescheduled pending new licencing and designs to be in place in line with allowable seasons;
- **General approvals** – the Network Change process is continuing, FAL working with Network Rail to close out final discussions with the remaining consultee;
- **Main line possession booking** – discussions in hand with Network Rail on updating possessions strategy;
- **SCC depot retaining wall** – work progressing on the design and boundary treatment designs submitted to Network Rail.

2 Progress of the rail terminal works

- **Terminal reserved matters planning application** – no further update;
- **Terminal lighting** – planning application submitted 12th September 2025 but withdrawn 13th April 2026 to allow further discussions on design requirements. To re-submit application once final design is confirmed.

3 The approval of all of the detailed design information as defined in para 2 of Schedule 13 Part 3 for A5/A449 Link Road

Discussions in hand with National Highways on finalising the approach on an existing culvert under the A449. The following confirms the current position:

- **Phase 1 (A449 Laybys)** - construction of these works is now complete;
- **Phase 3 (A5 Roundabout)** - construction of these works is now underway;
- **Phase 4, 6 and 8 (A5/A449 Link Road)** - the resubmission of material for Phase 4 was made mid Q1 2026, with Technical Approval due by the end of Q2 2026. Resubmissions of Phases 6 and 8 were made late Q1 2026 with responses anticipated during Q2 2026; and
- **Phase 7 (A449 Roundabout)** - the most recent submission for Technical Approval was submitted in Q2 2026, with a response due back from National Highways by the end of Q2 2026.

4 The obtaining of a variation to the existing environmental permit issued under the Environmental Permitting (England & Wales) Regulations 2016 relating to the remediation of the SI land

As per previous update.

5 The obtaining of any approvals required from Network Rail in connection with the construction of the rail terminal works pursuant to the provisions of Part 1 of Schedule 13

No further update.

6 The obtaining of all other consents required to lawfully construct the rail terminal works

As per previous update, with work underway to collate information to assess the need for EA dewatering licences for the delivery phase.

Yours sincerely



Nick Gallop

Director

Update #	Period start	Period end	Submitted
1	January 2022	March 2022	26 th January 2022
2	April 2022	June 2022	10 th May 2022
3	July 2022	September 2022	10 th August 2022
4	October 2022	December 2022	6 th December 2022
5	January 2023	June 2023	17 th May 2023
6	July 2023	September 2023	13 th July 2023
7	October 2023	December 2023	13 th November 2023
8	January 2024	March 2024	19 th February 2024
9	April 2024	December 2024	3 rd March 2025
10	January 2025	March 2025	3 rd June 2025
11	April 2025	June 2025	17 th July 2025
12	July 2025	September 2025	15 th October 2025
13	October 2025	December 2025	5 th February 2026
14	January 2026	March 2026	28 th May 2026
15	April 2026	June 2026	6 th August 2026

Thank you

For more information

Richard Brown MRTPI
Senior Director

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