

West Midlands Interchange

Application Statement for Proposed Non-Material Change

West Midlands Rail Freight Interchange Order 2020 (as amended)

Four Ashes Limited

June 2023

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Section 1: Introduction and Site Description

Background

1. Four Ashes Limited ('FAL') has the benefit of The West Midlands Rail Freight interchange Order 2020 (as amended by The West Midlands Rail Freight Interchange (Correction) Order 2020) ("the Order").
2. The Order (as amended) 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 authorised 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.
3. This Application Statement ('the Statement') has been prepared to accompany an application for a non-material change to the Order. Consent is sought for the following amendments to the Order:
 - i. **The Bridge Span and Width Changes:** amendments to the consented bridge spans for Bridges Nos. 1-4 and the consented bridge widths for Bridge Nos. 1,2 and 3, including amendments to the general arrangement of carriageway and footway/cycleway, identified on the Bridge Plans and Highway General Arrangement Plans, which are described in Section 2;
 - ii. **The Road Level Changes:** amendments to certain consented finished road levels identified on the certified Development Zone, Floor Levels and Building Heights and Green Infrastructure Parameters Plans approved under the Order, which are described in Section 3;
 - iii. **The Rail Infrastructure Area (Zone C) Changes:** inclusion of 0.0308ha of additional land currently outside of Order Limits and other changes within the south of Zone C to accommodate extended cripple siding and buffer stop within the new railway area connecting the new Rail Freight Terminal to the West Coast Main Line Loop Railway ("WCML Loop"); and expansion of Zone C into currently consented Green Infrastructure and Rail-Served Warehousing Land to facilitate rail switches

underneath the widened Bridge No.1 span width proposed as part of the Bridge Span Changes, which are described in Section 4; and,

- iv. **The Straight Mile / Woodlands Lane / Kings Road Footway Changes:** amendments to the proposed locations of dropped kerb crossings and new footway on Straight Mile / Woodlands Lane / Kings Road, which are described in Section 5.
4. **Appendix 1** to this Application Statement lists those Certified Drawings set out in Schedule 15 to the Order that are proposed to be revised as part of this non-material change application¹.
5. FAL either own the land required for the changes proposed as part of this application, or the changes fall within the public highway where FAL has powers over the Highway under the Order to complete the works. No changes to the powers of acquisition set out in the Order are sought or needed.
6. This application for an amendment to the Order 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) Regulation 2011 (as amended).
7. This document should also be read alongside the Environmental Implications Report, the draft Amendment Order which sets out proposed amendments to the Order to incorporate the proposed non-material changes into the Authorised Development (as described in the Order), and all other plans and documents submitted as part of this non-material change application.

¹ It is noted that the plans and other documents listed in Schedule 15 of the Order have not yet been certified. Following discussions with DfT, it is agreed that all plans and documents, including those unaffected by the non-material change application, will be certified as part of the Amendment Order if made.

Section 2: Proposed Change No.1 – Bridge Span and Width Changes

The Authorised Development

8. This section summarises the relevant components of the authorised Works Numbers which relate to / are affected by the proposed Bridge Span² and Width Changes.
9. The bridges (Bridge Nos. 1 – 4) subject to this proposed amendment are authorised under Work No. 4 in Part 1 of Schedule 1 of the Order which sets out the authorised development, comprising³:

“Works No. 4 Within the area of land described on the works plans as Works No. 4 – The A5/A449 link road the general arrangement of which is shown on the highway general arrangement plans and bridge plans including –

 - (a) footways and cycleways;*
 - (e) new bridges over the railway and canal as shown on the bridge plans;*
 - (f) works comprising the interface within Works Nos. 5 and 7;*
 - (o) drainage and attenuation structures;*
 - (p) diversion and culverting of the existing canal feeder drain; and*
 - (q) installation of new service crossings below the public highway.*
10. The following certified plans define the length and width of bridge spans across the WCML Loop, Staffordshire and Worcestershire Canal and proposed road access into the proposed rail terminal and rail-served warehousing, as well as the general arrangement of the proposed A5/A449 Link Road on these bridge spans:
 - The Bridge Plans (Certified Document Nos. 2.18A “Proposed road bridges plan and long section”, (Drawing No. 2.18A, 1516-04250WDK-SI-C-301-010 Rev P8), 2.18B “Proposed Bridge B1 Section and Elevation”, (Drawing No. 1516-04250WDK-SI-C-301-006 Rev P11), 2.18C “Proposed Bridge B2 and B3 Section and Elevation”, (Drawing No. 1516-04250WDK-SI-C-301-007 Rev P11), and 2.18D “Proposed Bridge B4 Section and Elevation”, (Drawing No. 1516-04250WDK-SI-C-301-008 Rev P14));
 - The Access and Rights of Way Plans (Certified Document Nos. 2.3 – 2.3G); and,
 - The Highway General Arrangement Plans (Document Nos. 2.9 “General Arrangement Key Plan / Highway Masterplan” (Drawing No. WSP-70001979-GA-100 Rev L), and 2.9D “General Arrangement Plan 104” (Drawing No. WSP-70001979-GA-104 Rev L)).

² The ‘Bridge Span’ refers to the horizontal space / distance between the two supporting abutments / vertical supports.

³ NB: the description of this authorised Works No. excludes sub-parts which are not considered to be relevant to the proposed change.

Proposed Bridge Span and Width Changes

11. Bridges 1 to 4 are required for the proposed new Link Road between the A449 and A5 to be provided as part of the authorised development. In particular:
 - **Bridge No.1** – spans the new northern track access (required as part of Works No. 1) from the WCML Loop Railway to the proposed Rail Terminal;
 - **Bridge No.2** - spans the existing WCML Loop Railway;
 - **Bridge No.3** - spans the access to the SI land (required as part of Works No. 10a); and,
 - **Bridge No.4** - spans the Staffordshire and Worcestershire Canal.
12. The proposed amendments seek to make the following amendments to the proposed internal bridge spans identified on the Bridge Plans:
 - **Bridge No.1** – increasing from approximately 8.5 metres to 20.4 metres;
 - **Bridge No.2** – increasing from approximately 29 metres to 32.517 metres;
 - **Bridge No.3** – increasing from approximately 8 metres to 8.4 metres; and,
 - **Bridge No.4** – reducing from approximately 20 metres to 17.855 metres.
13. In order to provide sufficient flexibility to accommodate any further detailed design development, it is proposed that the bridge plans allow for the following horizontal limits of deviation to abutment positions and associated internal bridge spans (as annotated on the proposed bridge plans):
 - **Bridge No.1** – allowing 2 metres lateral deviation on either side of the illustrative abutment positions so that the maximum and minimum internal bridge spans permissible under the amendment are 24.4 metres and 16.4 metres respectively;
 - **Bridge No.2** - allowing 1.5 metres lateral deviation on either side of the illustrative abutment positions so that the maximum and minimum internal bridge spans permissible under the amendment are 35.517 metres and 29.517 metres respectively;
 - **Bridge No.3** - allowing 0.5 metres on either side of the illustrative abutment positions so that the maximum and minimum internal bridge spans permissible under the amendment are 9.4 metres and 7.4 metres respectively; and,
 - **Bridge No.4** - allowing 1.5 metres lateral deviation on either side of the illustrative abutment positions so that the maximum and minimum internal bridge spans permissible under the amendment are 20.855 metres and 14.855 metres respectively.
14. The proposed internal bridge span distances described in paragraph 12 above are the currently anticipated spans. The horizontal limits of deviation set out in paragraph 13 above are proposed to allow flexibility in the precise location of the bridge abutments, and any consequential changes to the internal spans of the bridges as constructed, to take account of further detailed design work in respect of the bridges in conjunction with the relevant stakeholders.

15. In addition to proposed bridge span and width changes, the following changes are proposed to the bridge carriageway and soffit Above Ordnance Datum (AOD) heights shown on the bridge plans:
 - **Bridge No. 1** - reducing the proposed carriageway height by an average of circa 0.7 metres (from an average of 110.325m AOD to 109.65m AOD) and reducing the proposed soffit height by an average of circa 0.1 metres (from an average of 108.600m AOD to 108.550m AOD);
 - **Bridge No. 2** – reducing the proposed carriageway height by circa 1.4 metres (from 111.730m AOD to 110.380m AOD) and reducing the proposed soffit height by circa 0.7 metres (from 109.430m AOD to 108.720m AOD);
 - **Bridge No. 3** – reducing the proposed carriageway height by circa 1.2 metres (from 112.000m AOD to 110.777m AOD) and increasing the proposed soffit height by circa 0.1 metres (from 110.000m AOD to 110.127m AOD); and,
 - **Bridge No. 4** – reducing the proposed carriageway height by an average of circa 0.4 metres (from an average of 109.000m AOD to 108.643m AOD) and increasing the proposed soffit height by an average of circa 0.4 metres (from an average of 107.270m AOD to 107.643m AOD).
16. The maximum changes range from reducing the approved bridge carriageway AOD heights by between circa. 0.4 metres and 1.4 metres, and by changing the approved bridge soffit AOD heights by between circa. 0.4 metres increase and 0.7 metres reduction.
17. The changes to bridge carriageway levels are due to the proposed changes in highway levels that go over the bridges in these locations, which are necessary to ensure a compliant vertical road alignment. Additionally, progress on the detailed designs of bridges since the Order, including the structural zone of the bridge decks, has resulted in refinement of the depth of decks, which also affects the bridge soffit levels.
18. For further clarity, the Bridge Plans are also proposed to be updated to specifically highlight lateral limits of deviation. The bridge design continues to fall within the vertical limits of deviation of authorised development defined in Article 4(b) of the Order, in terms of the bridges being permitted to deviate vertically from the levels shown highlighted yellow on the (amended) bridge plans to a maximum of 0.5 metres upwards or 1.0 metres downwards.
19. The certified highway general arrangement plans specify the width of the general arrangement of the A5/A449 Link Road, including across the 4No. bridges, specifically drawing ref: General Arrangement Plan 104 (Certified Document No. 2.9D (Drawing No. WSP-70001979-GA-104 Rev L)).
20. The following reductions to overall widths of Bridge Nos. 1, 2 and 3 are proposed:
 - **Bridge No.1** –width reduced by approximately 1.1 metres;
 - **Bridge No.2** – width reduced by approximately 1.9 metres; and,
 - **Bridge No.3** – width reduced by approximately 1.9 metres.
21. This reduction in width would be achieved through the following amendments to the certified Highway General Arrangement Plans (Certified Document Nos. 2.9 [Key Plan / Highway Masterplan] (Drawing No. WSP-70001979-GA-100 Rev L), and 2.9D [General Arrangement Plan 104] (Drawing No. WSP-70001979-GA-104 Rev L)).
 - Removal of 1 metre verge between the footway/cycleway running along the north of the A5/A449 Link Road and the vehicular carriageway;

- Increasing the width of the footway/cycleway by 0.5 metres to a width of 3.5 metres to compensate for the removal of verge; and,
 - Reduction of verge width to the south of the A5/A449 Link Road from 2 metres to 0.6 metres at the location of Bridge Nos. 2 and 3, and from 2 metres to approximately 1.4 metres at the location of Bridge No. 1.
22. The location and nature of the proposed bridge changes is shown on the plan and drawing extracts included at **Appendix B**.

Rationale and Need for Bridge Span and Width Changes

Bridge Span Length and Width

Bridge No.1

23. Since the Order was made, detailed signal and train speed modelling related to the proposed Rail Freight Interchange has been undertaken in consultation with Network Rail. This has resulted in a need for longer northern double-tracking into the rail terminal requiring an increased span for Bridge No. 1 to accommodate a double rather than single track arrangement. Previously the bridge span was only required to accommodate a single track whereas it now needs to accommodate a double-tracking access arrangement in this location to and from the WCML Loop.
24. Additionally, the span length of the Bridge No.1 is governed by the width of the proposed railway siding at the widest location which is approx. 10.00m. The design has been informed by the industry standard set by the Railway Safety and Standards Board; this standard sets out the conditions under which forces and/or displacements in a railway track and its supporting bridge structure are influenced by their discontinuity regions (i.e. where there are joints between bridge span sections to facilitate structural movement or the end of a bridge deck).
25. According to clause G 4.4.5 of GC/GN5612⁴ and Table 4.4 of BS EN 1991-1-7:2006⁵, to avoid the risk of impact between a derailed train and the surrounding structures, abutments shall be positioned 5.2m away from the centre line of the nearest track. Therefore, the abutments of Bridge No.1 are set 5.2m away from the centre line of the nearest track.
26. The above considerations combine to require the span of Bridge No.1 to be 20.4m.
27. The reduction in Bridge No.2 width subsequently necessitated the reduction in Bridge No.1 width as part of the design of the A5/A449 Link Road carriageway, verge and footway/cycleway alignment.

Bridge No. 2

28. The span of the Bridge No.2 is governed by the arrangement of the existing WCML Loop Railway in this location (which is part of the WCML), as well as the Network Rail boundary fence location and land ownership. The span of Bridge No.2 is proposed to increase from approx. 29m to approx. 32.5m. This arrangement would ensure that any excavation required for the construction of the bridge can take place outside Network Rail land and all the bridge sub-structure, including the foundation toe, can be situated outside of the Network Rail land, thereby avoiding the need to impact on Network Rail land, including for purposes of any future maintenance or other

⁴ Guidance on Loading Requirements for the Design of Railway Structures

⁵ Rules for safeguarding buildings and other civil engineering works against accidental actions

works that may be necessary by the Highways Authority. This change is therefore made in order to accommodate the inspection requirements of Staffordshire County Council (as highways authority), and the security requirements of Network Rail.

29. In relation to Bridge No.2 width, detailed design has focussed primarily on reducing its width and weight in order that it can be prefabricated as an entire structure and lifted into place by a single crane lift onto its bridge foundations within 1 No. possession over the WCML Loop railway. This would limit disruption to rail operations on the WCML Loop railway by minimising the number of line possessions needed for installation of the bridge structure over the railway line.

Bridge No. 3

30. The 0.4 metre increase in span length is necessitated due to the need to accommodate detailed carriageway width and verge arrangements which have been defined as a result of further design development undertaken since the Order was made and agreed with Staffordshire County Council subject to approval of technical details.
31. The reduction in Bridge No.2 width subsequently necessitated the reduction in Bridge No.3 width as part of the design of the A5/A449 Link Road carriageway, verge and footway/cycleway alignment.

Bridge No.4

32. The 2.1 metre reduction in span, together with the defined limits of lateral deviation to the bridge abutment locations and internal span width, is proposed further to discussions with Canal and River Trust ('CRT') to provide for an option where the east bridge abutment in that area could be moved closer to the Staffordshire and Worcestershire Canal, subject to agreement with the CRT. The changes provide flexibility to potentially reduce or remove space between the eastern boundary of the canal and the eastern abutment, which is currently consented, thereby removing an opportunity for and to deter anti-social behaviour and graffiti in this area.
33. The width of Bridge No.4 does not require alteration because the current width is sufficient.

Changes to Certified Documents

34. Table 2.1 lists the Certified Documents that require to be altered as a result of the above changes to the bridge spans and widths, and the carriageway over and soffit levels on the underside of the bridges, together with the amended drawing which is proposed to replace the corresponding Certified version.

Table 2.1: Bridge Changes – Affected Certified Drawings and Corresponding Proposed Amended Drawing

CERTIFIED DRAWING REFERENCE	PROPOSED AMENDED DRAWING TO SUPERSEDE CERTIFIED DRAWING
The Bridge Plans	
Proposed road bridges plan and long section, 2.18A, 1516-04250WDK-SI-C-301-010 Rev P8	Proposed road bridges plan and long section, 2.18A, 1516-0425-WDK-SI-C-301-010 Rev P11
Proposed bridge B1 section and elevation, 2.18B, 1516-04250WDK-SI-C-301-006 Rev P11	Proposed bridge B1 section and elevation, 2.18B, 1516-0425-WDK-SI-C-301-006 Rev P14
Proposed road bridge B2 and B3 section and elevation, 2.18C, 1516-04250WDK-SI-C-301-007 Rev P11	Proposed road bridge B2 and B3 section and elevation, 2.18C, 1516-0425-WDK-SI-C-300-007 Rev P14

CERTIFIED DRAWING REFERENCE	PROPOSED AMENDED DRAWING TO SUPERSEDE CERTIFIED DRAWING
Proposed road bridge B4 section and elevation, 2.18D, 1516-04250WDK-SI-C-301-008 Rev P14	Proposed road bridge B4 section and elevation, 2.18D, 1516-0425-WDK-SI-C-301-008 Rev P17
The Highway General Arrangement Plans	
Key Plan, 2.9, WSP-70001979-GA-100 Rev L	Key Plan, 2.9, WSP-70001979-GA-100 Rev M
GA Plan 2.9D, WSP-70001979-GA-104 Rev L	GA Plan 2.9D, WSP-70001979-GA-104 Rev M
The Works Plans	
Key Plan, 2.2, Key Plan v1	Key Plan, 2.2, Key Plan v3.0
Sheet 2, 2.2B, Sheet 2 of 9 v1	Sheet 2, 2.2B, Sheet 2 of 9 v3.0
Sheet 6, 2.2F, Sheet 6 of 9 v1	Sheet 6, 2.2F, Sheet 6 of 9 v3.0

Section 3: Proposed Change No.2 – Road Level Changes

The Authorised Development

35. This section summarises the relevant components of the authorised Works Numbers which are relevant to / affected by the proposed road level changes.

36. The roads (A5/A449 Link Road, the north-south unadopted Spine Road linking the A5/A449 and the Vicarage Road Access Roundabouts, and the A5 roundabout) subject to this proposed amendment are authorised under Work Nos. 4 and 5 in Part 1 of Schedule 1 of the Order which sets out the authorised development, comprising⁶:

“Works No. 4 Within the area of land described on the works plans as Works No. 4 – The A5/A449 link road the general arrangement of which is shown on the highway general arrangement plans and bridge plans including –

(a) footways and cycleways;

(b) construction of a new three arm roundabout on the A5;

(c) construction of a left in and left out junction with Harrisons Lane;

(d) construction of a new four arm roundabout on the A449;

(e) new bridges over the railway and canal as shown on the bridge plans;

(f) works comprising the interface within Works Nos. 5 and 7;

(o) drainage and attenuation structures;

(q) installation of new service crossings below the public highway.

Works No. 5 Within the area of land described on the works plans as Works No. 5 – (1) The construction of infrastructure the general arrangement of which is shown on the highway general arrangement plans including –

(a) principal on site private estate roads and associated junctions;

(b) works comprising the interfaces with Works Nos. 4 and 7;”

37. The proposed road level changes influence the relative height of mounding / bunding along the western side of the A5/A449 Link Road / east of the Staffordshire and Worcestershire Canal, as the height of mounds / bunds identified on the Green Infrastructure Parameters Plan in this location is relative to the level of new road infrastructure. For example, an increase in road level identified on the certified Parameters Plans will increase the absolute height of the adjacent mounding, and vice versa.

⁶ NB: the description of this authorised Works No. excludes sub-parts which are not relevant to the proposed change.

38. The affected mounds are authorised under Works No. 6⁷, comprising:

“Works No. 6 Within the area of land described on the works plans as Works No. 6 – The provision of structural landscaping and two community parks including –

(c) earthworks including the creation of screening bunds;

(e) boundary treatments including acoustic fencing;

(f) habitat creation;

(g) canal enhancement.

Proposed Road Level Changes

39. The proposed amendments seek to amend the following certified documents which define spot levels Above Ordnance Datum (“AOD”) for new on-site road infrastructure approved in Works Nos. 4 and 5, together with a 0.5 metre limit of deviation (upwards and downwards) as provided for in the notes on each of the plans set out below. In addition, Article 4 (a) of the Order will be amended to include the vertical limit of deviation provided for in the notes for the relevant plans (also see Section 6 of this Statement).

- Development Zone Parameter Plans (Certified Document Nos. 2.5 “Development Zone Parameter Plan Key Plan”, (Drawing No. 4049-1030 Rev 07), 2.5A “Development Zone Parameter Plan Sheet 1”, (Drawing No. 4049-1035 Rev 07) and 2.5C “Development Zone Parameter Plan Sheet 3”, (Drawing No. 4049-1037 Rev 08);
- Floor Levels and Building Heights Parameter Plans (Certified Document Nos. 2.6 “Floor Levels and Building Heights Parameter Plan Key Plan” (Drawing No. 4049-1031 Rev 07), 2.6A “Floor Levels and Building Heights Parameter Plan Sheet 1” (Drawing No. 4049-1040 Rev 06), and 2.6C “Floor Levels and Building Heights Parameter Plan Sheet 3” (Drawing No. 4049-1042 Rev 07)); and,
- Green Infrastructure Parameters Plans (Certified Document Nos. 2.7 “Green Infrastructure Parameter Plan Key Plan” (Drawing No. 4049-1033 Rev 10), 2.7A “Green Infrastructure Parameter Plan Sheet 1” (Drawing No. 4049-1050 Rev 9) and 2.7C “Green Infrastructure Parameter Plan Sheet 3” (Drawing No. 4049-1052 Rev 10)).

40. These spot levels are defined at periodic intervals on the A5/A449 Link Road including the A449 Roundabout and A5 Roundabout, and along the new unadopted north-south Spine Road, including the A5/A449 Link Road Roundabout and Vicarage Road Access Roundabout.

41. The changes proposed to the above-mentioned parameter plans can be summarised as follows:

A5/A449 Link Road

- Reduce the spot height from +112 AOD to +111.1m AOD on Bridge B3 (0.9m reduction) shown on Document Nos, 2.5, 2.5A, 2.6, 2.6A, 2.7 and 2.7A;
- Increase the spot height from +104.5m AOD to +105.1m AOD at the roundabout connecting the Spine Road to the A5/A449 Link Road (0.6m increase) shown on Document Nos. 2.5, 2.5A, 2.6, 2.6A, 2.7 and 2.7A;

⁷ NB: the description of this authorised Works No. excludes sub-parts which are not relevant to the proposed change.

- Reduce the spot height from +106.5m AOD to +105.6m AOD at the position midway between the A5 Access Roundabout (to the north) and Spine Road roundabout (to the south) (0.9m reduction) shown on Document Nos. 2.5, 2.5A, 2.5C, 2.6, 2.6A, 2.6C, 2.7, 2.7A and 2.7C; and,
- Increase the spot height from +104.5m AOD to +105.7m AOD at A5 Access Roundabout (1.2m increase) shown on Document Nos. 2.5, 2.5A, 2.5C, 2.6, 2.6A, 2.6C, 2.7, 2.7A and 2.7C.

Spine Road

- Increase the spot height from +106m AOD to 106.7m AOD at mid-point of Spine Road (0.7m increase) shown on Document Nos. 2.5, 2.5A, 2.5C, 2.6, 2.6A, 2.6C, 2.7, 2.7A and 2.7C.
42. The maximum changes range from changing the approved spot levels by between a circa. 0.9 metres reduction and a circa. 1.2 metres increase.
43. In order to provide flexibility, it is also proposed to retain the 0.5 metre vertical (upward and downward) limit of deviation as currently provided for on the certified Development Zone, Floor Levels and Building Heights, and Green Infrastructure Parameters Plans. As set out in paragraph 39 and Section 6 of this Statement, a corresponding amendment has been made to Article 4(a) of the Order to give effect to the 0.5 metre vertical (upward and downward) limit of deviation provided for on the certified Development Zone, Floor Levels and Building Heights, and Green Infrastructure Parameters Plans.
44. The location of the proposed changes to the road level spot heights is shown on the plan included at **Appendix C**.

Rationale and Need for Road Level Changes

45. These amendments are a result of the detailed design considerations summarised below, which have been discussed and agreed in principle by the relevant highways authorities, subject to future approval of technical details:
- Increasing the finished site level of the A5/A449 Link Road on approach to the proposed A5 Roundabout in order to accommodate the culvert underneath the proposed A5/A449 Link Road connecting the Calf Heath Reservoir with the Staffordshire and Worcestershire Canal;
 - Increasing the finished site level of the A5/A449 Link Road at junction with the proposed Spine Road, in order to create sufficient fall in levels south-to-north to enable gravity-driven drainage towards the Staffordshire and Worcestershire Canal. As a result of further ground and other surveys carried out since the Order was made, it is identified that the groundwater in this location is too high relative to the currently permitted road level height to allow for the necessary fall in levels for the intended drainage strategy; and,
 - Reducing the finished bridge deck level on Bridge No. 3 over the proposed road access into the proposed rail terminal and rail-served warehousing (defined as Zones B and A1 on the Development Zone Parameters Plan), and similarly reducing the finished deck levels of other proposed bridges in this location, in order to provide a compliant vertical road alignment. This necessitates a change in the spot height shown in this location on the above-named parameter plans (0.9 metres downwards compared with spot height currently shown). This change in height would however comply with + 0.5 metre upwards / - 1.0 metre downward limits of deviation allowed in respect of the levels shown highlighted in yellow on the Bridge Plans permitted by virtue of Part 2, Article 4 (b) of the Order.

- Due to the increase in the finished site level of the A5/A449 Link Road on the approach to the proposed A5 roundabout in order to accommodate the required culvert underneath, the finished site level of the A5/A449 Link Road has been lowered at the midpoint between the proposed A5 Roundabout and the internal site roundabout to provide a compliant road alignment.
46. It is not proposed that the heights of any of the mounding shown on the certified Parameters Plans set relative to the finished level of the A5/A449 Link Road, are changed. The proposed amendments to new on-site road infrastructure levels would therefore cause changes in the actual (i.e. Above Ordnance Datum) finished height mounding levels along the A5/A449 Link Road in absolute terms, as summarised below:
- The mounding to the south-west of the A5 Roundabout is set at +8m (-0.5m / +0.5m LOD) above the finished road level in this location. Therefore the absolute finished mound height level in this location relative to AOD may increase by +1.2m.
 - The mounding adjacent to the position midway between the A5 Access Roundabout (to the north) and Spine Road roundabout (to the south) is set at +4.5m (-0.5m / +0.5m LOD) above the finished road level in this location. Therefore the absolute finished mound height level in this location relative to AOD may reduce by up to -0.9m.
 - The mounding adjacent to the roundabout (on its eastern side), connecting the Spine Road to the A5/A449 Link Road is set at +4.5m (-0.5m / +0.5m LOD) above the finished road level in this location. Therefore the absolute finished mound height level in this location relative to AOD may increase by up to 0.6m.
47. This would result in a change in finished mound height levels of circa. 1.2m upwards or 0.9m downwards compared with the mounding assessed in the certified Environmental Statement.
48. The height relationship between the finished road levels and the A5/A449 Link Road would remain the same. However, the height relationship of the mound adjacent to the A5/A449 Link Road relative to the Staffordshire and Worcestershire Canal to the west would be different, as the canal level remains static and mound height increases / reduction could be perceived. This position is considered in the Environmental Implications Report.
49. The increase in the level of the Spine Road would similarly increase its level relative to the rail-served warehousing development plots (Works No. 3). It is not necessary to amend the finished floor level limits of deviation detailed on the Floor Levels and Building Heights Parameter Plan, as a pumped drainage solution for rail-served warehousing plots could be used if necessary.

Changes to Certified Documents

50. Table 3.1 lists the Certified Documents that require to be altered as a result of the above changes to the proposed road levels, together with the amended drawing which is proposed to replace the corresponding Certified version.

Table 3.1: Road Level Changes – Affected Certified Drawings and Corresponding Proposed Amended Drawing

CERTIFIED DRAWING REFERENCE	PROPOSED AMENDED DRAWING TO SUPERSEDE CERTIFIED DRAWING
Development Zone Parameters Plan	
Key Plan, 2.5, 4049-1030 Rev 07	Key Plan, 2.5, , 4990-02000 Rev 08
Sheet 1, 2.5A, 4049-1035 Rev 07	Sheet 1, 2.5A, 4990-02001 Rev 08

CERTIFIED DRAWING REFERENCE	PROPOSED AMENDED DRAWING TO SUPERSEDE CERTIFIED DRAWING
Sheet 3, 2.5C, 4049-1037 Rev 08	Sheet 3, 2.5C, 4990-02003 Rev 09
Floor Levels and Building Heights Parameters Plan	
Key Plan, 2.6, 4049-1031 Rev 07	Key Plan, 2.6, 4990-02010 Rev 08
Sheet 1, 2.6A, 4049-1040 Rev 06	Sheet 1, 2.6A, 4990-02011 Rev 07
Sheet 3 2.6C, 4049-1042 Rev 07	Sheet 3 2.6C, 4990-02013 Rev 08
Green Infrastructure Parameters Plan	
Key Plan, 2.7, 4049-1033 Rev 10	Key Plan 2.7, 4990-02020 Rev 11
Sheet 1, 2.7A, 4049-1050 Rev 09	Sheet 1, 2.7A, 4990-02021 Rev 10
Sheet 3 2.7C, 4049-1052 Rev 10	Sheet 3 2.7C, 4990-02023 Rev 11

Section 4: The Rail Infrastructure Area (Zone C) Changes

The Authorised Development

51. This amendment proposes changes to the proposed railway line linking the Rail Freight Terminal to the WCML Loop railway, which is authorised under Works No. 1 in Part 1 of Schedule 1 of the Order which sets out the authorised development, comprising:

“Within the area of land described on the works plans as Works No. 1 –

The construction of a new railway line from the rail freight terminal (Works No. 2) to connect with the existing West Coast Main Line Loop railway line the general arrangement of which is shown on the illustrative arrangement of railway alignment plan and including –

- (a) construction of a new railway track and associated rail infrastructure;*
- (b) formation of new railway embankments and all necessary earthworks and drainage;*
- (c) new arrival and departure tracks adjacent to the existing railway;*
- (d) the alteration of the existing railway infrastructure including points and signals;*
- (e) acoustic and security fencing;*
- (f) temporary drainage lagoon;*
- (g) the removal of telecommunications mast;*
- (h) the removal of Footpath 29 footbridge over the West Coast Main Line Loop railway;*
- (i) works to accommodate the removal of masonry bridge (part of existing Gravelly Way) over the West Coast Main Line Loop railway;*
- (j) the removal and replacement of pipework and boreholes associated with the remediation strategy for the SI land;*
- (k) the stopping up of Gravelly Way to the east and west of the existing railway bridge;*
- (l) the stopping up of the length of Footpath 29 shown on the access and rights of way plans;*
- (m) the construction of new maintenance access points to the east and west of the West Coast Main Line Loop railway including interface with Works No. 6;*

(n) the construction of a new culvert under the rail lines to connect services either side of the West Coast Main Line Loop railway.”

52. This amendment would affect land authorised under Works No. 3, comprising:

“Within the area of land described on the works plans as Works No. 3 –

(1) The construction of rail served warehousing (including ancillary offices and other buildings) within the areas annotated as Zones A1 to A7 including –

(a) earthworks to provide development plateaus;

(b) construction of development plateaus;

(c) warehouses and ancillary buildings such as gatehouses;

(d) service yards and vehicle/cycle parking;

(e) rail infrastructure within Zones A1 and A2 to facilitate rail connected warehousing;

(f) vehicle access routes;

(g) solar energy provision;

(h) vehicle maintenance units including washing and refuelling;

(i) vehicle electricity charging facilities;

(j) container storage;

(k) removal of telecommunication masts;

(l) the removal and replacement of pipework and boreholes associated with the remediation strategy for the SI land;

(m) drainage and attenuation structures;

(n) on plot landscaping and bunding;

(o) signage; and

(p) the stopping up of the length of Footpath 29 shown on the access and rights of way plans.

(2) The demolition of existing farmhouses and associated outbuildings, other buildings and structures.

53. This amendment would affect land authorised as associated development under Works No. 6 of Schedule 1 of the Order, comprising⁸:

“Within the area of land described on the works plans as Works No. 6 –

The provision of structural landscaping and two community parks –

(c) earthworks including the creation of screening bunds;

(e) boundary treatments including acoustic fencing;

(f) habitat creation;

(t) interface with Works Nos. 1 and 10a for the construction of new maintenance access points to the east of the West Coast Main Line Loop railway.

The Rail Infrastructure Area (Zone C) Changes

54. The following certified Parameters Plans identify the extent of the rail corridor, including new rail lines and landscaping, as Zone C:
- Development Zone Parameter Plans (Certified Document Nos. 2.5 “Development Zone Parameter Plan Key Plan”, (Drawing No. 4049-1030 Rev 07), 2.5A “Development Zone Parameter Plan Sheet 1”, (Drawing No. 4049-1035 Rev 07), and 2.5B “Development Zone Parameter Plan Sheet 2”, (Drawing No. 4049-1036 Rev 07));
 - Floor Levels and Building Heights Parameter Plans (Certified Document Nos. 2.6 “Floor Levels and Building Heights Parameter Plan Key Plan” (Drawing No. 4049-1031 Rev 07), 2.6A “Floor Levels and Building Heights Parameter Plan Sheet 1” (Drawing No. 4049-1040 Rev 06), and 2.6B “Floor Levels and Building Heights Parameter Plan Sheet 2” (Drawing No. 4049-1041 Rev 06)); and,
 - Green Infrastructure Parameters Plans (Certified Document Nos. 2.7 “Green Infrastructure Parameter Plan Key Plan” (Drawing No. 4049-1033 Rev 10), 2.7A “Green Infrastructure Parameter Plan Sheet 1” (Drawing No. 4049-1050 Rev 9) and 2.7B “Green Infrastructure Parameter Plan Sheet 2” (Drawing No. 4049-1051 Rev 9)).
55. The certified Rail Terminal – Illustrative Expanded Rail Terminal Layout drawing (Certified Document No. 2.15 (Drawing No. BTRS-DRG-FA-001010 Rev 02)) defines the layout of the proposed new railway line.
56. The changes described below seek to amend these drawings, and the other drawings listed in Table 4.1, to reflect the revised rail infrastructure arrangement. The changes are also illustrated on the plans and drawings included at **Appendix D**.

Extension of Zone C to south of Rail Terminal for Buffer Stops

57. The Applicant requires additional land to be incorporated into the southern part of Zone C (Works No.1), comprising 2,797 sqm / 0.2797 ha. This would result in a net reduction in area identified as Landscaping (Works No. 6) land on the certified Development Zone and Green Infrastructure Parameters Plans by 2489 sqm / 0.2489

⁸ NB: the description of this authorised Works No. excludes sub-parts which are not considered to be relevant to the proposed change.

ha, together with expanding the Works No. 1 extent and associated Order Limits boundary southwards to include 308 sqm / 0.0308 ha of land at a property named Craigmore.

58. This would therefore bring 308 sqm / 0.0308 ha of land new land into the Order Limits (FAL own this new land and no changes 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). The Illustrative Expanded Rail Terminal Layout drawing would be altered to reflect the following amendments:
- The Cripple Siding Buffer Stop – proposed to be extended circa. 70.2 metres further southward compared with the current proposed location.
 - The Neck Shunt Trap Buffer Stop –proposed to be extended circa. 34.7m further southward compared with the current proposed location.

Extension of Zone C to north of Rail Terminal for Double Track Under Bridge No.1

59. The certified Development Zone, Floor Levels and Building Heights and Green Infrastructure Parameters Plans as described at paragraph 54 identify the extent of the rail corridor, including new rail lines and landscaping, as Zone C. Zone C enables the connection of the new rail lines serving the Rail Terminal to connect to the WCML Loop railway to the north of the A5/A449 Link Road (Bridge No.1).
60. The Applicant requires additional land to be incorporated into the northern part of Zone C (Works No.1), comprising 1,129sqm / 0.129ha.
61. This land is currently identified on the certified Development Zone, Floor Levels and Building Heights and Green Infrastructure Parameters Plans as Rail Served Warehousing (Works No. 3) and Landscaping (Works No.6). This would result in a net reduction in area for Landscaping by 347sqm / 0.0347ha, for Rail Freight Infrastructure by 418sqm / 0.0418ha, for highways infrastructure (Works No. 4) by 172sqm / 0.0172 ha, and for Rail Served Warehousing by 192sqm / 0.0192ha. This reduction in Rail Served Warehousing area does not affect the ability to deliver the maximum quantum of floorspace identified on the certified Development Zone Parameters Plan (Certified Document No.2.5). This change, which includes a reduction area for landscaping, has been considered in the Environmental Implications Report which concludes that no new or different significant environmental effects will arise as a result of this (or any other) change.
62. The proposed amendment is facilitated by the proposed change to the width of Bridge No.2 span, which is detailed at Section 2 of this Statement.
63. The Illustrative Arrangement of Railway Alignment (Certified Document No. 2.14, (Drawing No. TRS-DRG-FA-001003 Rev 3)) shows the proposed arrangement of the new rail lines including connection to the WCML Loop railway. In order to capture the northward extension of Zone C described above, a revised Illustrative Arrangement of Railway Alignment is submitted with this Application. This is also reflected on the revised Bridge Plans (Certified Document Nos. 2.18A “Proposed road bridges plan and long section”, (Drawing No. 2.18A, 1516-04250WDK-SI-C-301-010 Rev P8), and 2.18B “Proposed Bridge B1 Section and Elevation”, (Drawing No. 1516-04250WDK-SI-C-301-006 Rev P11), and Works Plans (Certified Document Nos. 2.2 “Key Plan, 2.2, Key Plan v1”, and 2.2B “Sheet 2 of 9 v1”).

Rationale and Need for Rail Infrastructure Area (Zone C) Changes

Extension of Zone C to south of Rail Terminal for Buffer Stops

64. This has been identified as necessary owing to detailed design development since the grant of consent for the Order:
- At Order stage, breaking distance calculations were not carried out as design was not sufficiently advanced at that time to undertake this. The Applicant has since calculated the breaking distances within the Rail Infrastructure Area (Zone C) required for RFI operational and safety reasons as well as considering the train speeds on the WCML Loop railway, as part of the Network Rail network change process. These calculations determine the positioning of signals, which has necessitated greater setback distances between the siding standages (e.g. the Cripple Siding Buffer Stop and Neck Shunt Buffer Stop changes) from signals and positioning of axle counters⁹;
 - The requirement for a loco run around facility¹⁰ using the proposed southern trapping protection track (the Neck Shunt) resulted in a requirement for additional land to the south to minimise the movement of the main connection and sidings to the north and to reduce the span of Bridge 1 as far as possible. This facility enables a train locomotive to detach from container-laden carriages in the process of unloading and to move elsewhere within the Rail Terminal such as attaching to another set of carriages. This is required for the efficient use of the sidings within the Rail Terminal;
 - To adequately accommodate an industry standard cripple wagon (an F series container flat wagon twin which is 40.5m long); and,
 - To provide Network Rail's Road Rail Access Point (an installation of solid panels across railway tracks enabling plant and machinery to travel over tracks) clear of the adjacent line and clearance point at the same time.
65. The Illustrative Arrangement of Railway Alignment (Certified Document No. 2.14(Drawing No. TRS-DRG-FA-001003 Rev 3)) shows the proposed arrangement of the new rail lines including connection to the WCML Loop. In order to capture the southward extension of Zone C described above, a revised Illustrative Arrangement of Railway Alignment is submitted with this Application.

Extension of Zone C to north of Rail Terminal for Double Track Under Bridge No.1

66. The Applicant seeks double tracking of the currently consented single track approach under Bridge No.1 in order to accommodate changes now required to the high-level signal design assumed at Order stage, at which point detailed breaking distance calculations had not been undertaken. As set out above, the calculations require longer track lengths within the sidings within the Rail Infrastructure Zone. The increased siding length requires an extension of new proposed rail track north of the Rail Terminal, meaning that Bridge No. 1 span has to be increased to accommodate a double rather than single track approach.

⁹ "Axle Counter" is a system used in railway signalling to detect the clear or occupied status of a section of track between two points.

¹⁰ "Loco Run Around Facility" is the necessary track arrangement provided as part of the rail freight terminal to allow for a locomotive attach to the opposite end of the train or to a different train.

Changes to Certified Documents

67. Table 4.1 lists the Certified Documents that require to be altered as a result of the above changes to the rail infrastructure area (Zone C), together with the amended drawing which is proposed to replace the corresponding Certified version.

Table 4.1: Rail Infrastructure Area (Zone C) Changes – Affected Certified Drawings and Corresponding Proposed Amended Drawing

CERTIFIED DRAWING REFERENCE	PROPOSED AMENDED DRAWING TO SUPERSEDE CERTIFIED DRAWING
The Bridge Plans	
Proposed road bridges plan and long section, 2.18A, 1516-04250WDK-SI-C-301-010 Rev P8	Proposed road bridges plan and long section, 2.18A, 1516-0425-WDK-SI-C-301-010 Rev P11
Proposed bridge B1 section and elevation, 2.18B, 1516-04250WDK-SI-C-301-006 Rev P11	Proposed bridge B1 section and elevation, 2.18B, 1516-0425-WDK-SI-C-301-006 Rev P14
The Highway General Arrangement Plans	
Key Plan, 2.9, WSP-70001979-GA-100 Rev L	Key Plan, 2.9, WSP-70001979-GA-100 Rev M
GA Plan 2.9D, WSP-70001979-GA-104 Rev L	GA Plan 2.9D, WSP-70001979-GA-104 Rev M
Order Limits Plan	
Order Limits and Parish Boundaries Plan, 2.4, 4990-00011 Rev 05	Order Limits and Parish Boundaries Plan, 2.4, 4990-00011 Rev 06
Development Zone Parameters Plan	
Key Plan, 2.5, 4049-1030 Rev 07	Key Plan, 2.5, , 4990-02000 Rev 08
Sheet 1, 2.5A, 4049-1035 Rev 07	Sheet 1, 2.5A, 4990-02001 Rev 08
Sheet 2, 2.5B, 4049-1036 Rev 07	Sheet 2, 2.5B, 4990-02002 Rev 08
Floor Levels and Building Heights Parameters Plan	
Key Plan, 2.6, 4049-1031 Rev 07	Key Plan, 2.6, 4990-02010 Rev 08
Sheet 1, 2.6A, 4049-1040 Rev 06	Sheet 1, 2.6A, 4990-02011 Rev 07
Sheet 2, 2.6B, 4049-1041 Rev 06	Sheet 2, 2.6B, 4990-02012 Rev 07
Green Infrastructure Parameters Plan	
Key Plan, 2.7, 4049-1033 Rev 10	Key Plan 2.7, 4990-02020 Rev 11
Sheet 1, 2.7A, 4049-1050 Rev 09	Sheet 1, 2.7A, 4990-02021 Rev 10
Sheet 2, 2.7B, 4049-1051 Rev 09	Sheet 2, 2.7B, 4990-02022 Rev 10
The Illustrative Arrangement of Railway Alignment	
The illustrative arrangement of railway alignment plan, 2.14, TRS-DRG-FA-001003 Rev 03	The illustrative arrangement of railway alignment plan, 2.14, TRS-DRG-FA-001003 Rev 05
The Rail Terminal –Illustrative Expanded Rail Terminal Layout	
The rail terminal – illustrative expanded rail terminal layout plan, 2.15B, TRS-DRG-FA-001010 Rev 02	The rail terminal – illustrative expanded rail terminal layout plan, 2.15B, TRS-DRG-FA-001010 Rev 04
The Rail Section Plans	
Cross sections rail alignment Sheet 1, 2.16A, TRS-DRG-FA-001005, Rev 01	The rail section plans, Cross sections rail alignment Sheet 1, 2.16A, TRS-DRG-FA-001005, Rev 02

CERTIFIED DRAWING REFERENCE	PROPOSED AMENDED DRAWING TO SUPERSEDE CERTIFIED DRAWING
Cross sections rail alignment Sheet 2, 2.16B, Rev 02	Cross sections rail alignment Sheet 2, 2.16B, TRS-DR-FA-001006 Rev 03
Cross sections rail alignment Sheet 3, 2.16C, TRS-DRG-FA-001007, Rev 01	Cross sections rail alignment Sheet 3, 2.16C, TRS-DRG-FA-001007, Rev 02
Long sections rail alignment Sheet 4, 2.16D, TRS-DRG-FA-001004, Rev 01	Long sections rail alignment Sheet 4, 2.16D, TRS-DRG-FA-001004, Rev 02
Long sections rail alignment Sheet 5, 2.16E, TRS-DRG-FA-001008, Rev 01	Long sections rail alignment Sheet 5, 2.16E, TRS-DRG-FA-001008, Rev 02
The Works Plans	
Key Plan, 2.2, Key Plan v1	Key Plan, 2.2, Key Plan v3.0
Sheet 1, 2.2A, Sheet 1 of 9 v1	Sheet 1, 2.2A, Sheet 1 of 9 v3.0
Sheet 2, 2.2B, Sheet 2 of 9 v1	Sheet 2, 2.2B, Sheet 2 of 9 v3.0
Sheet 6, 2.2F, Sheet 6 of 9 v1	Sheet 6, 2.2F, Sheet 6 of 9 v3.0

Section 5: The Straight Mile / Woodlands Lane / Kings Road Footway Changes

The Authorised Development

68. This section summarises the relevant components of the authorised Works Numbers which are affected by the proposed footway changes.
69. The existing County Council roads subject to this proposed amendment are authorised under Works No. 7 in Part 1 of Schedule 1 of the Order which sets out the authorised development, comprising¹¹:

Within the area of land described on the works plan as Works No. 7 – Works to the public highway the general arrangement of which is shown on the highway general arrangement plans including –

(j) the provision of two pedestrian/cycle crossing points along Straight Mile between Vicarage Road and Kings Road;

(p) footway works at junction of Straight Mile and Woodlands Lane with Kings Road including pedestrian crossing points;

(q) installation of new service crossings below the public highway.

The Footway Changes

70. The certified Highways General Arrangement Plans (Certified Document Nos. 2.9 [Key Plan / Highway Masterplan] (Drawing No. WSP-70001979-GA-100 Rev L), and 2.9K [General Arrangement Plan 111] (Drawing No. WSP-70001979-GA-111 Rev G)) identify the general arrangement of the proposed dropped kerb pedestrian crossing on Straight Mile and the proposed new footway on the west of Woodlands Lane / north of Straight Mile including dropped kerb crossing of Straight Mile, and new footway to the south of Straight Mile leading down the western side of Kings Road.
71. It is proposed that a new dropped kerb crossing would be formed on the eastern side of Woodlands Lane, allowing crossing from proposed Calf Heath Community Park, leading to a new footway along the eastern side of Woodlands Lane down to Straight Mile, where a dropped kerb crossing would allow pedestrians to cross to the new footway on Kings Road. This would remove the need for circa 35m of footway on the southern side of Straight Mile. These footway changes require amendment to Certified Document No. 2.9K "Highways General Arrangement Plan 111" (Drawing No. WSP-70001979-GA-111 Rev G).

¹¹ NB: the description of this authorised Works No. excludes sub-parts which are not considered to be relevant to the proposed change.

72. The proposed footway fits within the extent of highways maintenance at public expense and within the existing Order Limits.

73. The changes are illustrated on the plan and drawing extracts included at **Appendix E**.

Rationale and Need for the Footway Changes

74. This has been identified as necessary owing to detailed design development and surveys undertaken since the grant of consent for the Order. In particular:

- Detailed design development has confirmed that it is no longer feasible to deliver the new dropped kerb crossing in its current consented location on Straight Mile. This is proposed to be moved approximately 15 metres westward. This is because a vehicle layby providing maintenance access to a statutory undertaker’s inspection chamber has been constructed since the preparation of the Highway General Arrangement Plan that illustrates these highway works. This recently added layby would prevent the crossing point being introduced as approved. The repositioned crossing point responds to the changes in the highway network and remains as safe and as convenient as the current approved location; and,
- More detailed topographical and other surveys undertaken since the Order has confirmed that it is not feasible to deliver the current arrangement for the Straight Mile / Kings Road / Woodlands Lane footway and crossing owing to the constraint posed by a drainage ditch running along the western edge of Woodlands Lane. This constrains land available for new footway to the west of the Straight Mile vehicular carriageway.

75. The amended Straight Mile / Kings Road / Woodlands Lane crossing would provide an equally safe and convenient crossing of Straight Mile for those residents of Calf Heath compared to the currently consented arrangement, including for persons wishing to walk to and from the Calf Heath Community Park. The amended crossing would be provided in a form which is comparable to the current approved highway works in this location which will ensure that the route is provided as intended by the approved arrangements. Woodlands Lane is a lightly trafficked part of the local highway network and introducing a pedestrian crossing would not give rise to any highway safety issues for the travelling public.

76. These changes have been discussed and agreed with representatives of / acting for Staffordshire County Council (as the relevant highway authority).

Changes to Certified Documents

77. Table 5.1 lists the Certified Documents that require to be altered as a result of the above footway changes to Straight Mile, Woodlands Lane and King’s Road, together with the amended drawing which is proposed to replace the corresponding Certified version.

Table 5.1: Straight Mile, Woodlands Lane, King’s Road Footway Changes – Affected Certified Drawings and Corresponding Proposed Amended Drawing

CERTIFIED DRAWING REFERENCE	PROPOSED AMENDED DRAWING TO SUPERSEDE CERTIFIED DRAWING
The Highway General Arrangement Plans	
Key Plan, 2.9, WSP-70001979-GA-100 Rev L	Key Plan, 2.9, WSP-70001979-GA-100 Rev M
GA Plan 2.9K, WSP-70001979-GA-111 Rev G	GA Plan 2.9K, WSP-70001979-GA-111 Rev H

Section 6: Amendments to the Order

78. A draft West Midlands Rail Freight Interchange (Amendment) Order (the “Draft Amendment Order”) has been prepared alongside this Application Statement. The changes set out in the Draft Amendment Order are summarised below, together with an explanation as to why the changes are required.
- A. The parameters of the authorised development in article 4(b) are amended to provide for lateral deviation from the position of the bridge abutments shown on the bridge plans to the maximum extent shown highlighted blue on the bridge plans in order to provide sufficient flexibility to accommodate any detailed design development in abutment locations and consequential internal span changes as set out in Section 2 of this Application Statement.
 - B. Schedule 15 of the Order, which lists the Certification Documents, is replaced with the table set out in Schedule 1 of Draft Amendment Order to incorporate the updated revision numbers for the Certification Documents which have been amended to reflect the non-material changes to the authorised development.
 - C. In addition, the Draft Amendment Order seeks to amend the parameters of the authorised development in article 4(a) to provide for vertical deviation in respect of new onsite road infrastructure from the levels shown on the Certified Development Zone, Floor Levels and Building Heights and Green Infrastructure Parameters Plans (the “Parameters Plans”) to the extent shown on those plans. The amendment to article 4(a) is required to correct an omission in the existing Order which does not currently reflect the vertical deviation in respect of new onsite road infrastructure shown on the Certified Parameter Plans. In contrast to the amendments set out in paragraphs A and B above, which are required to reflect the non-material changes to the authorised development, the amendment to article 4(a) is required in order to give effect to the vertical limits of deviation which are already included on the Certified Parameter Plans.

Section 7: Stakeholder Engagement

79. Pre-application discussions have been held with the following consultees in advance of making this application.

South Staffordshire District Council

80. The Site falls within the administrative district of South Staffordshire. The Applicant's project team met with District Council Officers on 6th February 2023 to present and discuss the proposed amendments and the non-material change process. The project team explained the specific details of the proposed changes, and discussed the proposed consultation area with Officers to ensure that all those who could be potentially affected by the amendment were included within the consultation area. Further discussion on consultees was also held at a subsequent meeting with Officers on 3rd April 2023. No issues or concerns were raised by South Staffordshire County Council Officers in connection with the proposed non-material change. Officers confirmed that The Express and Star is the appropriate local paper for advertising the application.
81. An overview of the proposed non-material changes was also presented to elected Members of the District Council at a specially convened meeting held on 30th January 2023. This formed part of a wider presentation to provide an update on planning and progress on the WMI development overall. No comments were raised by South Staffordshire County Council Members with specific regard to the proposed non-material changes.

Staffordshire County Council

82. The Site falls within the administrative district of Staffordshire County Council ('SCC'), which is the local highway authority and lead local flood authority. The Applicant's project team met with SCC Officers on 17th August 2022 along with Network Rail representatives to discuss different span arrangements. The span of the Bridge No.2 is governed by the arrangement of the existing WCML Loop Railway as well as Network Rail boundary fence location and land ownership. This change has been agreed with SCC in order to accommodate the inspection requirements of SCC (and security requirements of Network Rail).
83. In respect of the alterations to proposed highways levels, the design team has discussed the proposed scope of the amendment with SCC Highways. SCC Highways agrees to the proposed amendments subject to the detailed design proposal being submitted to them for review at the technical audit stage as provided for within the Order.
84. In respect of the proposed alterations to the location of the proposed Vicarage Road dropped kerb crossings and new footway at Woodlands Lane / Kings Road, the Applicant's design team met with Amey¹² on 21st October 2022 and 18th November 2022 to confirm the scope of amendments required to meet relevant safety standards and pedestrian requirements. The detailed designs are being led by Amey, SCC's highways delivery partner, and there is no objection to the proposed amendments by SCC.
85. The design team has also discussed the proposed amendments and the non-material change process. No issues or concerns were raised in connection with the proposed non-material change.

¹² Amey is Staffordshire County Council's partner responsible for design, management and operational delivery on the SCC highway network in partnership with the local highway authority.

National Highways

86. Whilst the A5/A449 Link Road is proposed for adoption by SCC, the roundabouts at either end are to be adopted by National Highways as the strategic highway authority. The changes to the Link Road levels at the roundabout with the A5 were submitted to National Highways on 17th October 2022 for review, and comments received back from National Highways gave no objection to the proposed changes in level. The change in level of the Link Road has no effect on the proposed A449 roundabout.

Network Rail

87. Bridge No. 2 crosses the WCML Loop, which is a Network Rail ('NR') asset. Bridge Nos. 1 (to the west) and No. 3 (to the east) pass within 15 metres of the railway. There is an existing Asset Protection Agreement with NR which requires the project to consult with NR in advance of construction taking place close to their asset. The Agreement will continue to apply in relation to the proposed amendments, should they be consented.
88. NR are aware of the details of the new layouts and bridge designs as relevant to the rail network and have not expressed any opposition at this stage. NR has recommended approval of Engineering Stage 3 (ES3) which is a stage of the NR PACE (formerly GRIP) technical approval process. This ES3 approval includes NR's endorsement of the Single Option Report¹³ for the terminal and associated rail infrastructure, which also reflects these new proposed layouts and bridge designs. Further briefings with NR are also being organised by the Applicant to discuss the detail of the changes.

Canal and River Trust

89. Bridge No.4 crosses the Staffordshire and Worcestershire Canal, which is a Canal and River Trust ('CRT') asset. There is an existing Asset Protection Agreement with CRT which requires the project to consult with CRT in advance of construction taking place close to their asset. The Agreement will continue to apply in relation to the proposed amendments, should they be consented. Proposed changes to Bridge No. 4 have been discussed with CRT, including most recently at meetings held during April and May 2023.

Local Community

90. The proposed amendments were presented and discussed with the local community at the Community Liaison Group ('CLG') and Project Liaison Group ('PLG') on 22nd February 2023¹⁴. Those who attended raised no concerns about the proposed amendments. The information presented at the CLG and PLG was also emailed to a range of interested parties including local residents and other stakeholders who have previously registered to receive information about WMI. No issues or concerns in connection with the proposed amendments have been raised by those on the circulation list.

Regulation 7(3) Process

91. In advance of making this non-material change application submission, the applicant made a request to the Secretary of State 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

¹³ The Single Option Report sets out the single option to be taken forward in terms of project and design development for the rail freight terminal and associated rail infrastructure.

¹⁴ The Community Liaison Group (and the associated Project Liaison Group) has been established in accordance with obligations included in the Development Consent Obligation entered into by FAL and other parties alongside the Order.

on the non-material change 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.

92. The Secretary of State provided a written response to this request on 17th May 2023, confirming that it agrees with the applicant's proposed consultation lists, subject to the addition of Natural England and relevant area of Outstanding Natural Beauty ('AONB') Conservation Boards (Cannock Chase AONB Unit) being added as parties to be directly consulted on the proposed application given their possible interest in the proposed amendments to the 2020 Order.

Section 8: Assessment of the Application and Conclusions

Guidance on Changes to Development Consent Orders

93. Guidance on making changes to Development Consent Orders was issued by the (then) Department for Communities and Local Government in December 2015¹⁵.
94. Paragraph 9 of the Guidance confirms that neither the 2008 Act¹⁶ nor the 2011 Regulations¹⁷ 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.
95. 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*

¹⁵ Planning Act 2008: Changes to Development Consent Orders (December 2015), Department for Communities and Local Government

¹⁶ Planning Act 2008

¹⁷ The Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 (as amended)

changes to the size or height of buildings; impacts on the natural or historic environment; and impacts arising from additional traffic” (paragraph 16).

96. In accordance with recent decisions, including in relation to the non-material changes approved for Northampton Gateway Rail Freight Interchange Order issued by the Secretary of State on 6th April 2023, 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 circumstances¹⁸.

Assessment of Whether the Proposed Changes are Material

97. The following sub-sections consider each of the four characteristic examples set out in the Guidance in the context of the nature of the proposed changes set out in Sections 2 to 5 and summarised in Table 8.1 below.

Table 8.1: Summary of Proposed Changes

CHANGE NO.	DESCRIPTION	SUMMARY OF PROPOSED CHANGES
1	Bridge Span and Width Changes	<ul style="list-style-type: none"> Amendments to the consented bridge spans and heights (carriageway and soffit levels) for Bridges Nos. 1-4, and reductions to the consented bridge widths for Bridge Nos. 1,2 and 3, including amendments to the general arrangement of carriageway and foot-way/cycleway required as part of the A5/A449 link road.
2	Road Height Changes	<ul style="list-style-type: none"> Changes to the consented vertical heights (upwards and downwards) to (parts of) the A5/A449 Link Road, north-south unadopted Spine Road linking the A5/A449 and Vicarage Road Access Roundabouts, and the A5 roundabout. The height relationship between the proposed amendments to A5/A449 Link Road and A5 roundabout will result in changes to the height of adjacent proposed mounding to the east relative to land on the eastern side of the mound. The height of this mounding relative to road heights will remain as per the consented Order.
3	Rail Infrastructure (Zone C) Changes	<ul style="list-style-type: none"> Extension of Zone C to the south of the Rail Terminal for Buffer Stops, which requires 0.0308 hectares of additional land outside of the current Order boundary (FAL owns this additional land and no changes to the powers of acquisition set out in the Order, or changes to the Book of Reference and certified Land Plans are therefore sought or needed). Within the existing Order Limits, Zone C would also be expanded by 0.2489 ha into the area currently identified as Landscaping (Works No. 6) land on the relevant certified Parameters Plans to accommodate the extensions to the Buffer Stops. Extension of Zone C to the north of Rail Terminal for provision of a double (rather than single) track Under proposed Bridge No.1. This would result in net reduction in area for Landscaping by 347sqm / 0.0347ha, for Rail Freight Infrastructure by 418sqm / 0.0418ha, for highways infrastructure (Works No. 4) by 172sqm / 0.0172 ha, and for Rail Served Warehousing by 192sqm / 0.0192ha. This reduction in Rail Served Warehousing area does not affect the ability to deliver the maximum quantum of floorspace identified on the certified Development Zone Parameters Plan.

¹⁸ Planning Act 2008: Application for a Non-Material Change to the Northampton Gateway Rail Freight Interchange Development Consent Order 2019 – Secretary of State Decision Letter dated 6th April 2023 (paragraph 10)

CHANGE NO.	DESCRIPTION	SUMMARY OF PROPOSED CHANGES
4	The Straight Mile / Woodlands Lane / Kings Road Footway Changes	<ul style="list-style-type: none"> Provision of a new dropped kerb crossing on the eastern side of Woodlands Lane, leading to a new footway along the eastern side of Woodlands Lane down to Straight Mile, where a dropped kerb crossing would allow pedestrians to cross to the new footway on Kings Road. This would remove the need for 35m of footway on the southern side of Straight Mile. These changes fit within the extent of highways maintenance at public expense and within the existing Order Limits. Relocation of the proposed new dropped kerb crossing in its current proposed location on Straight Mile circa 15 metres westward.

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

Consideration of New or Materially Different Likely Significant Environmental Effects

99. Consideration has been given to whether the proposed changes would give rise to any:

- a. New significant effects that were not identified in the Environmental Statement ('ES') for the consented project; or
- b. Materially different effects when compared to the effects set out in the ES for the consented project.

100. The above has been assessed in the separate Environmental Implications Report ('EIR') which presents the results of a review undertaken by FAL's appointed technical specialist team 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 main conclusions from the Environmental Implications Report ('EIR') are summarised in the following paragraphs, for further details please see to separate EIR.

101. Due to the nature of the proposed design changes, the EIR confirms that the scope of the 2018 EIA is considered to remain valid.

102. In respect of topics previously scoped in to the 2018 EIA, no new or materially different significant residual effects would arise with respect to Agricultural and Soils; Air Quality; Archaeology; Cultural Heritage; Ground Conditions; Ecology and Nature Conservation; Landscape and Visual Impact; Socio-Economics and Human Health; Transport and Access; and Water Environment and Flood Risk, and the conclusions presented in the 2018 ES are considered to remain valid for both the demolition and construction stage and completed development stage.

103. In respect Noise and Vibration, there would be new likely significant effects during the completed development stage at five receptor locations: Cobweb Cottage, High Clere, Meadow View, Straight Mile Farm and Woodland Farm. However, these new likely significant effects occur as a result of the change in the baseline acoustic climate and would occur with or without the proposed amendments to the scheme. It is also noted that the correction of an error in the noise calculations in the 2018 EIA leads to two previously declared likely significant effects becoming not significant at the receptor locations Avenue Cottages and The Villa. When undertaking a like-for-like assessment. When considered on a like-for-like basis, i.e. where the baseline acoustic climate is the same and a calculation error made in the 2018 EIA is corrected, the number of likely significant effects is the same for the consented scheme and the proposed highways and bridges amendments. . Further detail on this matter is set out in the separate Environmental Implications Report ("EIR") and the Noise and Vibration

Technical Note prepared by Resound Acoustics which is included as Appendix E to the EIR which concludes that the consented scheme is not materially changed by the proposed amendments, and there will be no new or materially different likely significant effects.

104. On balance, it is considered that the noise effects from the amended proposed development are materially the same as those presented in the 2018 ES.
105. Overall, the reviews undertaken by the consultant team show that the proposed design changes are expected to have no material impact on the results reported in the ES submitted alongside the Order application in 2018 and no additional mitigation is required as a result of the proposed changes.
106. As such, the original ES results and conclusions remain valid in the context of the amended proposed development.

Requirement for Habitat Regulation Assessment or European Protected Species Licence

107. 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.
108. In addition to the certified ES, the original Order 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 Conclusions¹⁹ and the Secretary of State’s decision dated 4th May 2020.²⁰
109. Due to the site distance, lack of connectivity and designation qualifying features, and the nature of the proposed amendments in terms of their scale and characteristics, 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.

¹⁹ Paragraphs 8.5.1 and 8.5.2

²⁰ Paragraph 62

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

110. In order to facilitate the creation of the proposed buffer stop to the south of the rail terminal area, a southward expansion of the Works No. 1 extent and associated Order Limits boundary is required to include 308 sqm / 0.0308 ha of land at a property named Craigmore. This additional land is owned by FAL.
111. With regards to all of the proposed changes, FAL either own the land required for the changes proposed as part of this application, or the changes fall within the public highway where FAL has powers over the Highway under the Order to complete the works. 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

112. A process of local engagement has been undertaken with a range of stakeholders to explain and discuss the changes being proposed through this application. As discussed in Section 7, this has included pre-application engagement with local residents and others, including through a presentation to the WMI Community Liaison Group and Project Liaison Group on 22nd February 2023. As a result of this engagement, no issues or concerns in connection with the proposed changes have been raised.
113. As explained in the separate EIR and summarised above, the reviews undertaken by the consultant team show that the proposed design changes are expected to have no material impact on the results reported in the ES submitted alongside the Order application in 2018. The proposed changes themselves 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.

Overall Conclusion

114. For the reasons explained in the paragraphs above, and when assessed against the four matters set out at paragraphs 12 to 16 of the Guidance, the Applicant considers that the changes 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. The proposals 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 – Schedule of Certified Drawings and Proposed Amended Drawings

Certified Drawings and Proposed Amended Drawings

CERTIFIED DRAWING REFERENCE	PROPOSED AMENDED DRAWING TO SUPERSEDE CERTIFIED DRAWING
The Bridge Plans	
Proposed road bridges plan and long section, 2.18A, 1516-04250WDK-SI-C-301-010 Rev P8	Proposed road bridges plan and long section, 2.18A, 1516-04250WDK-SI-C-301-010 Rev P11
Proposed bridge B1 section and elevation, 2.18B, 1516-04250WDK-SI-C-301-006 Rev P11	Proposed bridge B1 section and elevation, 2.18B, 1516-04250WDK-SI-C-301-006 Rev P14
Proposed road bridge B2 and B3 section and elevation, 2.18C, 1516-04250WDK-SI-C-301-007 Rev P11	Proposed road bridge B2 and B3 section and elevation, 2.18C, 1516-04250WDK-SI-C-300-007 Rev P14
Proposed road bridge B4 section and elevation, 2.18D, 1516-04250WDK-SI-C-301-008 Rev P14	Proposed road bridge B4 section and elevation, 2.18D, 1516-04250WDK-SI-C-301-008 Rev P17
The Highway General Arrangement Plans	
Key Plan, 2.9, WSP-70001979-GA-100 Rev L	Key Plan, 2.9, WSP-70001979-GA-100 Rev M
GA Plan 2.9D, WSP-70001979-GA-104 Rev L	GA Plan 2.9D, WSP-70001979-GA-104 Rev M
GA Plan 2.9K, WSP-70001979-GA-111 Rev G	GA Plan 2.9K, WSP-70001979-GA-111 Rev H
Order Limits Plan	
Order Limits and Parish Boundaries Plan, 2.4, 4990-00011 Rev 05	Order Limits and Parish Boundaries Plan, 2.4, 4990-00011 Rev 06
Development Zone Parameters Plan	
Key Plan, 2.5, 4049-1030 Rev 07	Key Plan, 2.5, , 4990-02000 Rev 08
Sheet 1, 2.5A, 4049-1035 Rev 07	Sheet 1, 2.5A, 4990-02001 Rev 08
Sheet 2, 2.5B, 4049-1036 Rev 07	Sheet 2, 2.5B, 4990-02002 Rev 08
Sheet 3, 2.5C, 4049-1037 Rev 08	Sheet 3, 2.5C, 4990-02003 Rev 09
Sheet 4 2.5D, 4049-1038 Rev 06	Sheet 4 2.5D, 4990-02004 Rev 07
Floor Levels and Building Heights Parameters Plan	
Key Plan, 2.6, 4049-1031 Rev 07	Key Plan, 2.6, 4990-02010 Rev 08
Sheet 1, 2.6A, 4049-1040 Rev 06	Sheet 1, 2.6A, 4990-02011 Rev 07
Sheet 2, 2.6B, 4049-1041 Rev 06	Sheet 2, 2.6B, 4990-02012 Rev 07
Sheet 3 2.6C, 4049-1042 Rev 07	Sheet 3 2.6C, 4990-02013 Rev 08
Sheet 4 2.6D, 4049-1043 Rev 06	Sheet 4 2.6D, 4990-02014 Rev 07
Green Infrastructure Parameters Plan	
Key Plan, 2.7, 4049-1033 Rev 10	Key Plan 2.7, 4990-02020 Rev 11
Sheet 1, 2.7A, 4049-1050 Rev 09	Sheet 1, 2.7A, 4990-02021 Rev 10

CERTIFIED DRAWING REFERENCE	PROPOSED AMENDED DRAWING TO SUPERSEDE CERTIFIED DRAWING
Sheet 2, 2.7B, 4049-1051 Rev 09	Sheet 2, 2.7B, 4990-02022 Rev 10
Sheet 3 2.7C, 4049-1052 Rev 10	Sheet 3 2.7C, 4990-02023 Rev 11
Sheet 4 2.7D, 4049-1053 Rev 08	Sheet 4 2.7D, 4990-02024 Rev 09
The Illustrative Arrangement of Railway Alignment	
The illustrative arrangement of railway alignment plan, 2.14, TRS-DRG-FA-001003 Rev 03	The illustrative arrangement of railway alignment plan, 2.14, TRS-DRG-FA-001003 Rev 05
The Rail Terminal –Illustrative Expanded Rail Terminal Layout	
The rail terminal – illustrative expanded rail terminal layout plan, 2.15B, TRS-DRG-FA-001010 Rev 02	The rail terminal – illustrative expanded rail terminal layout plan, 2.15B, TRS-DRG-FA-001010 Rev 04
The Rail Section Plans	
Cross sections rail alignment Sheet 1, 2.16A, TRS-DRG-FA-001005, Rev 01	The rail section plans, Cross sections rail alignment Sheet 1, 2.16A, TRS-DRG-FA-001005, Rev 02
Cross sections rail alignment Sheet 2, 2.16B, Rev 02	Cross sections rail alignment Sheet 2, 2.16B, TRS-DR-FA-001006 Rev 03
Cross sections rail alignment Sheet 3, 2.16C, TRS-DRG-FA-001007, Rev 01	Cross sections rail alignment Sheet 3, 2.16C, TRS-DRG-FA-001007, Rev 02
Long sections rail alignment Sheet 4, 2.16D, TRS-DRG-FA-001004, Rev 01	Long sections rail alignment Sheet 4, 2.16D, TRS-DRG-FA-001004, Rev 02
Long sections rail alignment Sheet 5, 2.16E, TRS-DRG-FA-001008, Rev 01	Long sections rail alignment Sheet 5, 2.16E, TRS-DRG-FA-001008, Rev 02
The Works Plans	
Key Plan, 2.2, Key Plan v1	Key Plan, 2.2, Key Plan v3.0
Sheet 1, 2.2A, Sheet 1 of 9 v1	Sheet 1, 2.2A, Sheet 1 of 9 v3.0
Sheet 2, 2.2B, Sheet 2 of 9 v1	Sheet 2, 2.2B, Sheet 2 of 9 v3.0
Sheet 6, 2.2F, Sheet 6 of 9 v1	Sheet 6, 2.2F, Sheet 6 of 9 v3.0

Notes

Only those certified plans and drawings set out in Schedule 15 to the Order that are proposed to be revised as part of this non-material change application are listed in the above table.

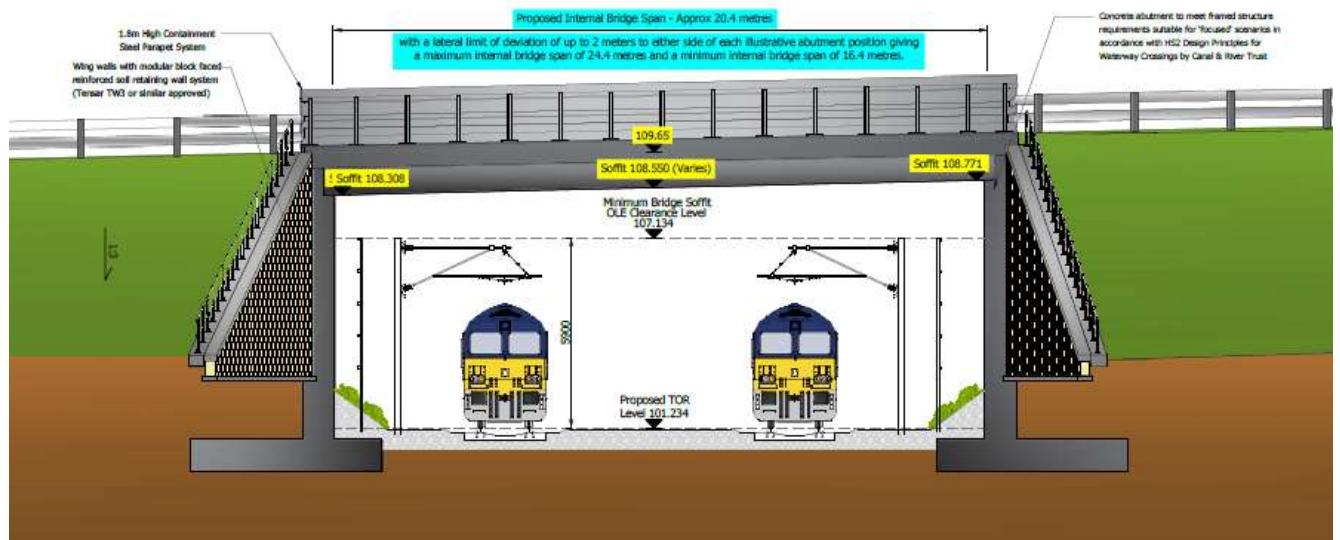
The detail shown on Certified Drawing Nos. 2.5D “Development Zone Parameter Plan Sheet 4” (Drawing No. 4049-1038 Rev 06), 2.6D “Floor Levels and Building Heights Parameter Plan Sheet 4” (Drawing No. 4049-1043 Rev 06), and 2.7D “Green Infrastructure Parameter Plan Sheet 4 (Drawing No. 4049-1053 Rev 08) is not changed. The amended drawings to supersede these certified drawings are proposed for consistency to reflect updates made to the plan key consistent with updates made to the keys on other parameter plans.

Bridge No. 1 (as consented)



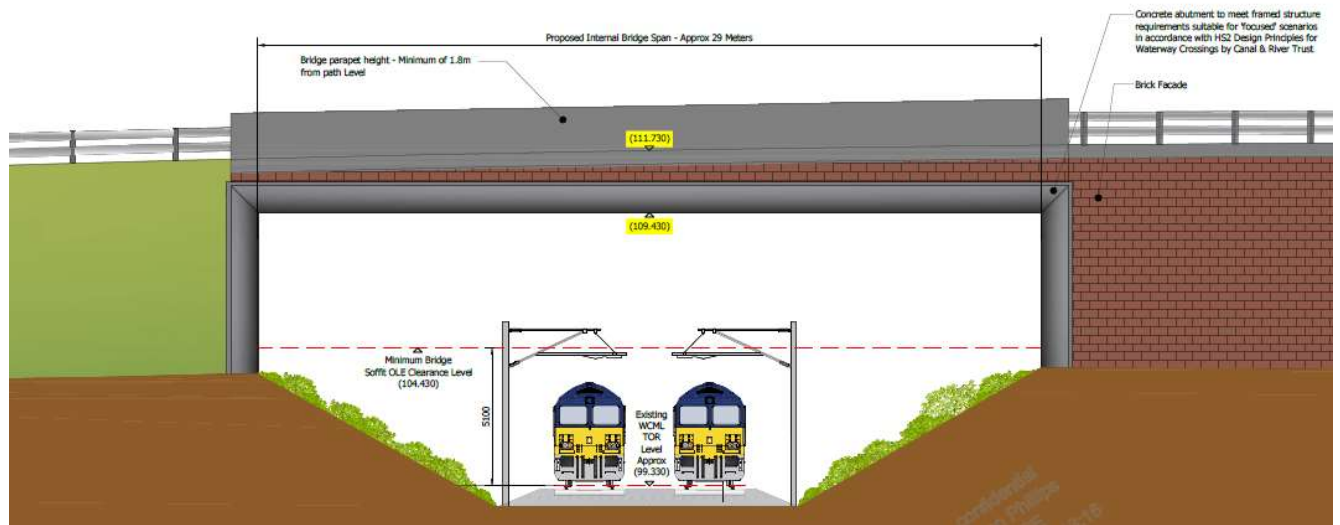
Note: extract taken from Certified Document No. 2.18B "Proposed Bridge B1 Section and Elevation", (Drawing No. 1516-04250WDK-SI-C-301-006 Rev P11). Extract not to scale and provided for information purposes only.

Bridge No. 1 (as now proposed)



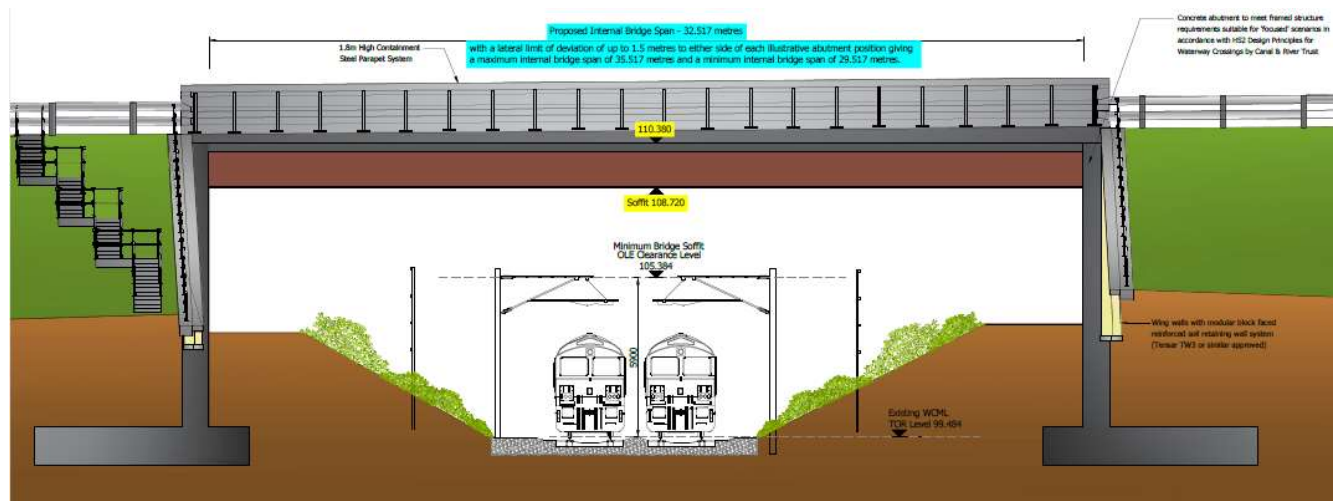
Note: extract taken from Proposed Document No. 2.18B "Proposed Bridge B1 Section and Elevation", (Drawing No. 1516-04250WDK-SI-C-301-006 Rev P14). Extract not to scale and provided for information purposes only.

Bridge No. 2 (as consented)



Note: extract taken from Certified Document No. 2.18C "Proposed Bridge B2 and B3 Section and Elevation", (Drawing No. 1516-04250WDK-SI-C-301-007 Rev P11). Extract not to scale and provided for information purposes only.

Bridge No. 2 (as now proposed)



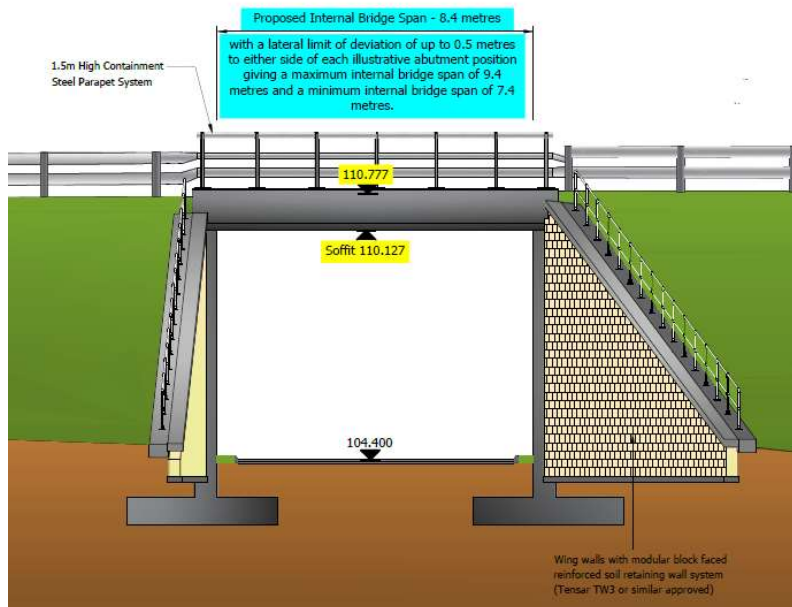
Note: extract taken from Proposed Document No. 2.18C "Proposed Bridge B2 and B3 Section and Elevation", (Drawing No. 1516-04250WDK-SI-C-300-007 Rev P14). Extract not to scale and provided for information purposes only.

Bridge No. 3 (as consented)



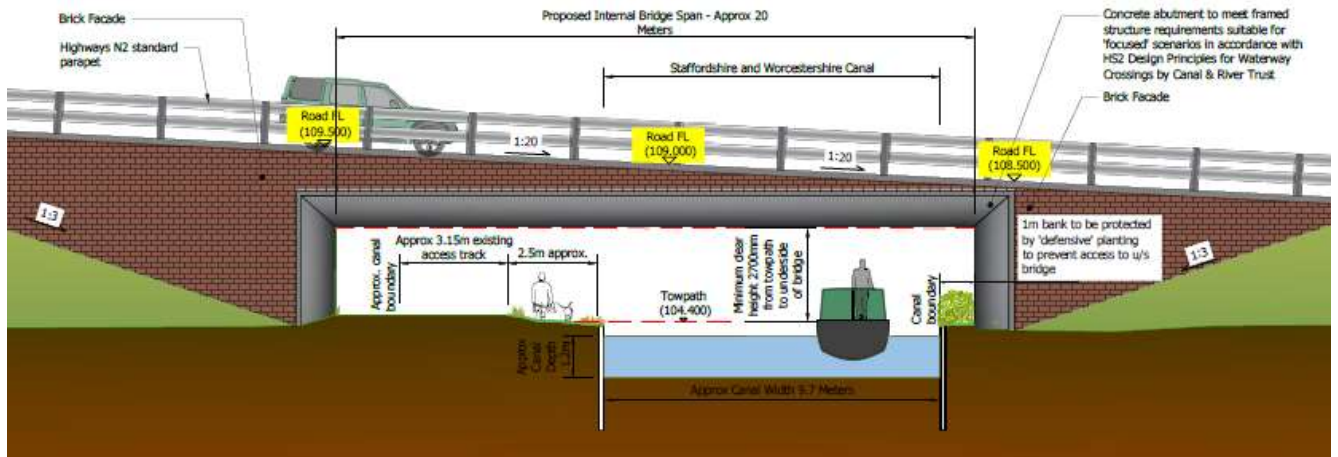
Note: extract taken from Certified Document No. 2.18C "Proposed Bridge B2 and B3 Section and Elevation", (Drawing No. 1516-04250WDK-SI-C-301-007 Rev P11). Extract not to scale and provided for information purposes only.

Bridge No. 3 (as now proposed)



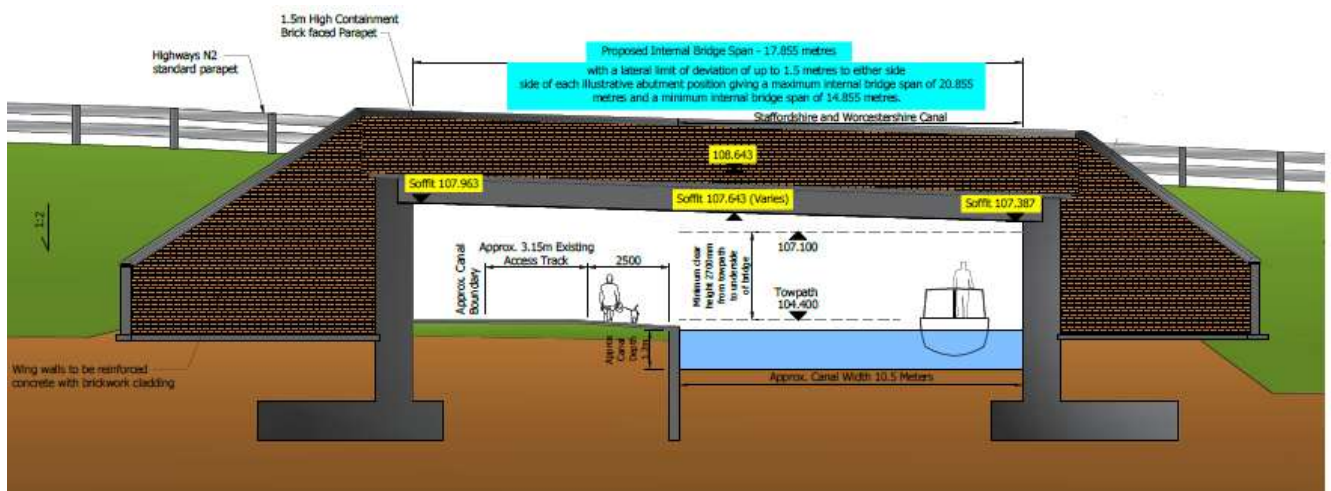
Note: extract taken from Proposed Document No. 2.18C "Proposed Bridge B2 and B3 Section and Elevation", (Drawing No. 1516-04250WDK-SI-C-300-007 Rev P14). Extract not to scale and provided for information purposes only.

Bridge No. 4 (as consented)



Note: extract taken from Certified Document No. 2.18D "Proposed Bridge B4 Section and Elevation", (Drawing No. 1516-04250WDK-SI-C-301-008 Rev P14). Extract not to scale and provided for information purposes only.

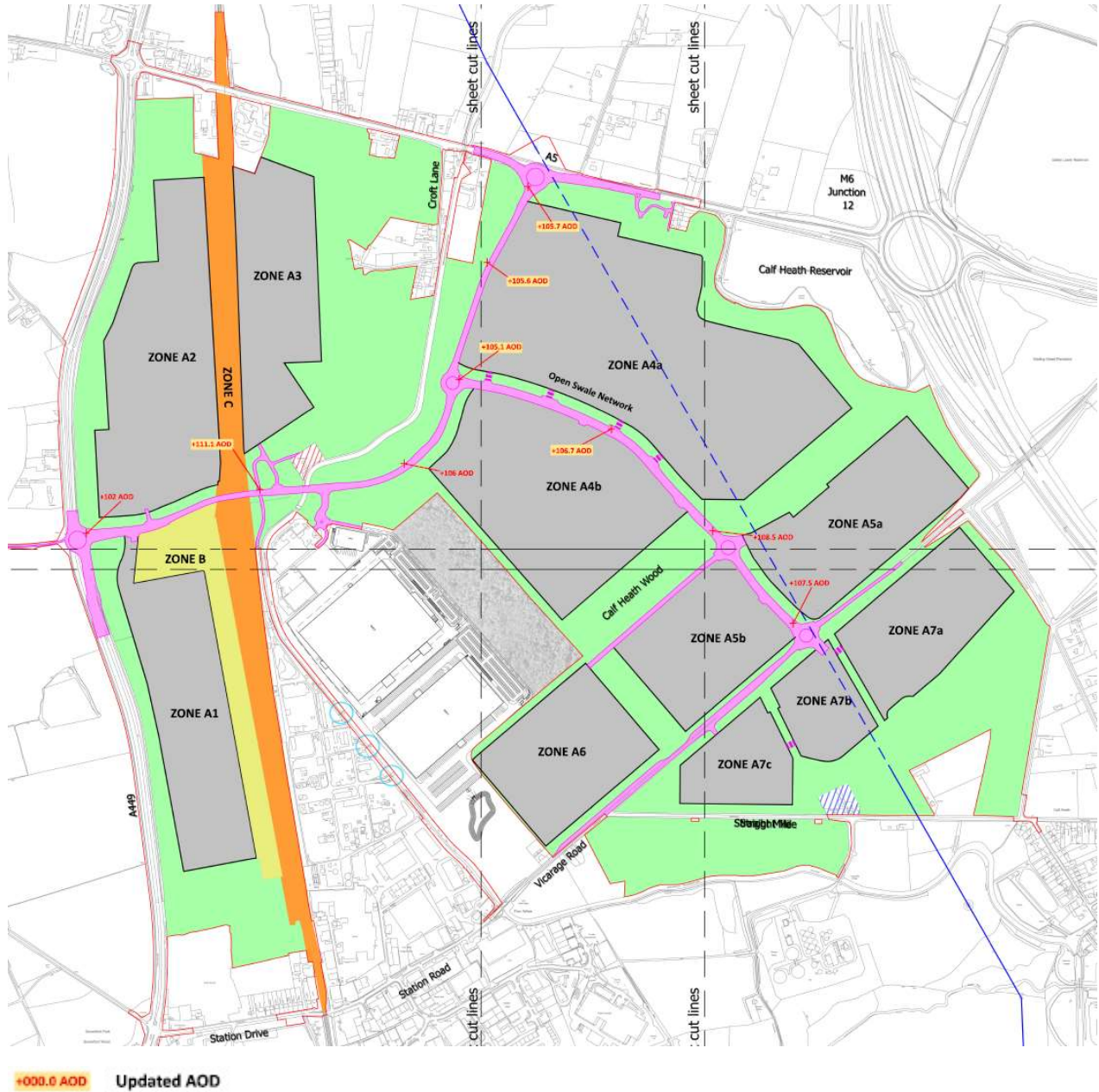
Bridge No. 4 (as now proposed)



Note: extract taken from Proposed Document No. 2.18D "Proposed Bridge B4 Section and Elevation", (Drawing No. 1516-04250WDK-SI-C-301-008 Rev P17). Extract not to scale and provided for information purposes only.

Appendix C: Road Height Changes – Plan Extract

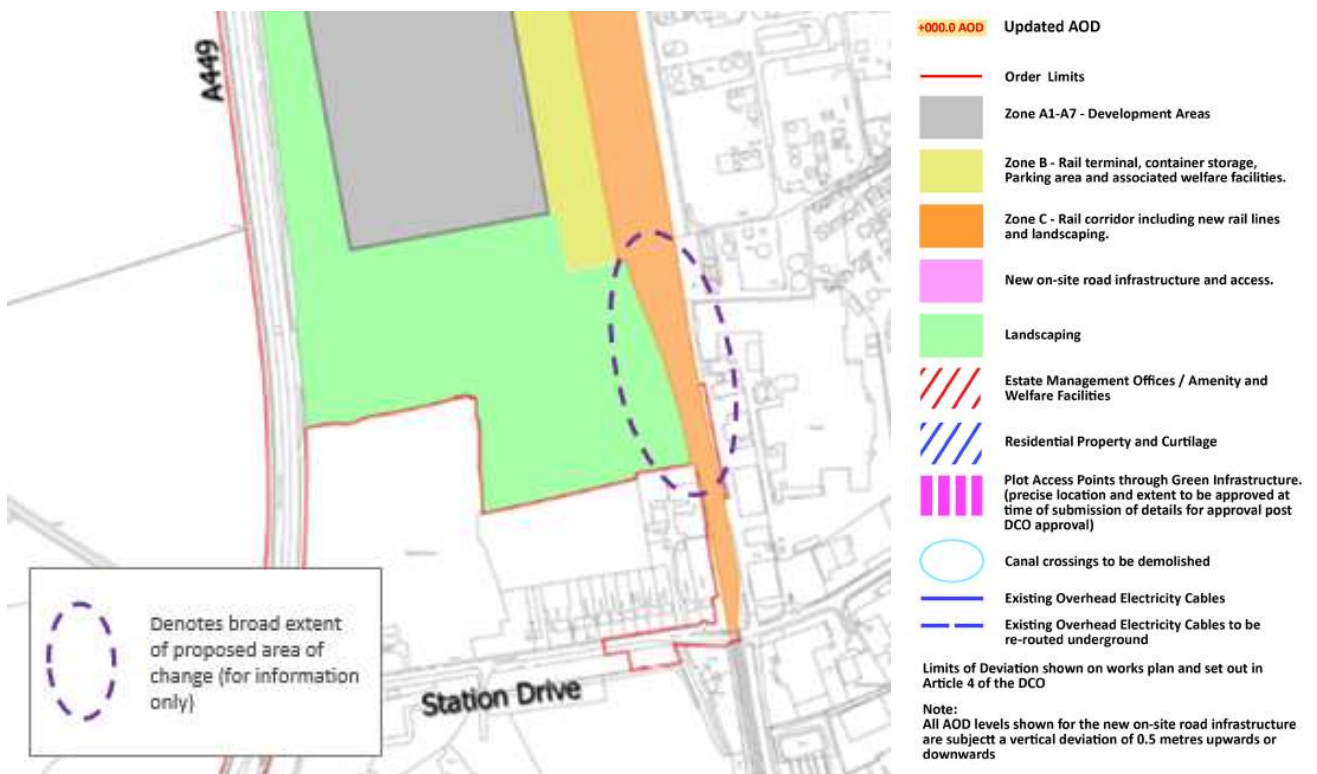
Road height changes (as now proposed)



Note: extract taken from Proposed Document No. 2.5 “Development Zone Parameter Plan Key Plan” (Drawing No. 4990-02000 Rev 08). Extract not to scale and provided for information purposes only.

Appendix D: Rail Infrastructure (Zone C) Changes -Plan Extracts

Extension of Zone C to south of Rail Terminal for Buffer Stops (as consented)



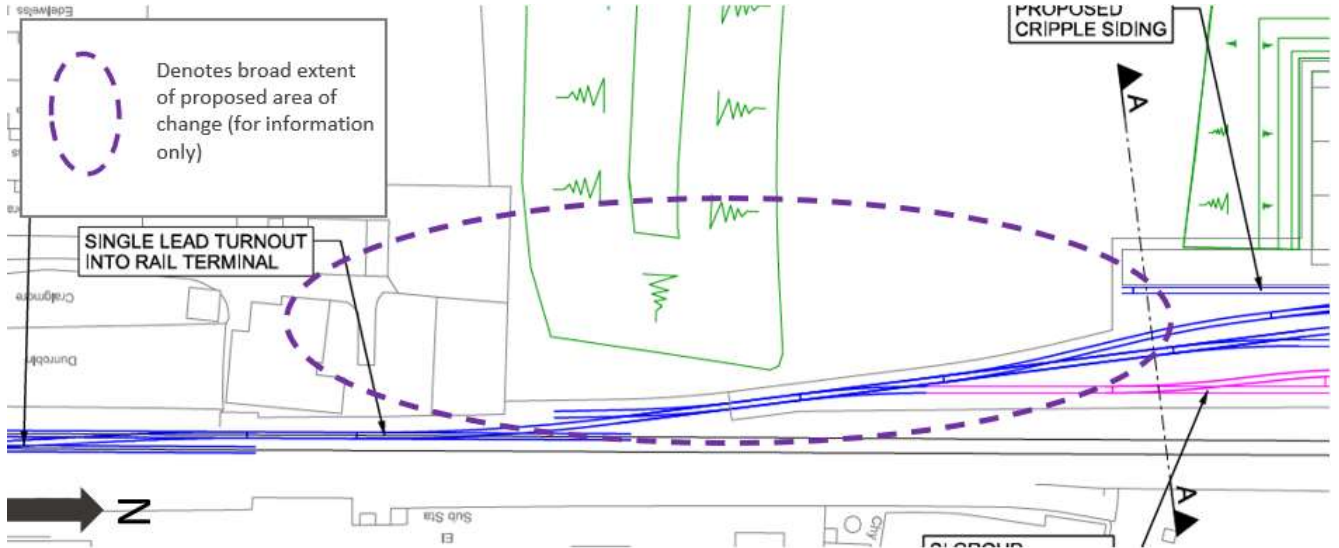
Note: extract taken from Certified Document No. 2.5B "Development Zone Parameter Plan Sheet 2" (Drawing No. 4049-1036 Rev 07). Extract not to scale and provided for information purposes only.

Extension of Zone C to south of Rail Terminal for Buffer Stops (as now proposed)



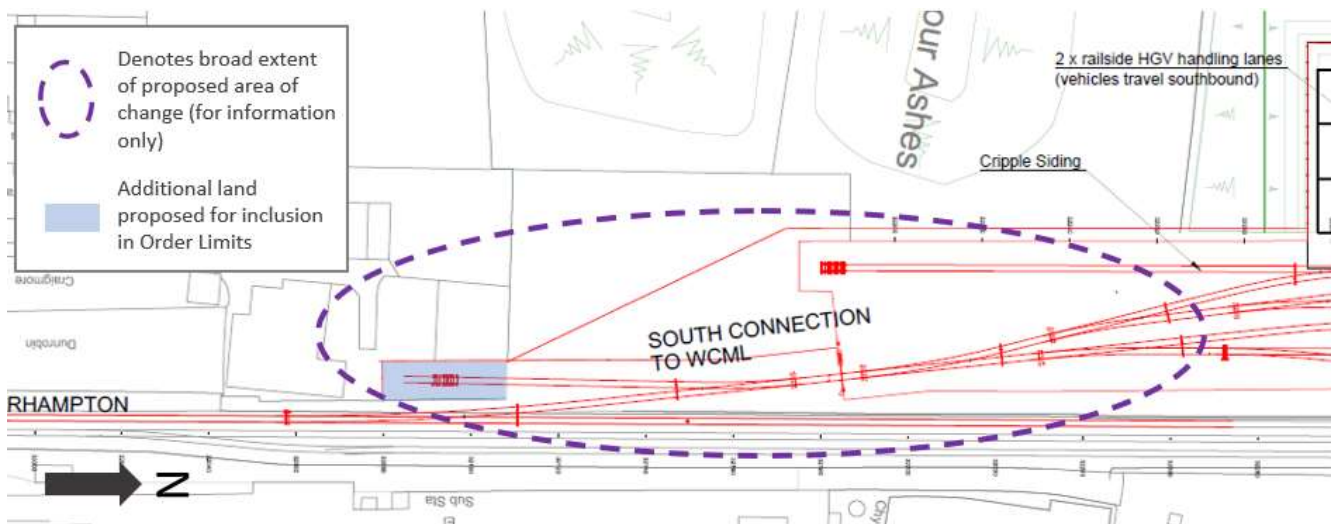
Note: extract taken from Proposed Document No. 2.5B "Development Zone Parameter Plan Sheet 2" (Drawing No. 4990-02002 Rev 08).
Extract not to scale and provided for information purposes only.

Extension of Zone C to south of Rail Terminal – Illustrative Rail Infrastructure Layout (as consented)



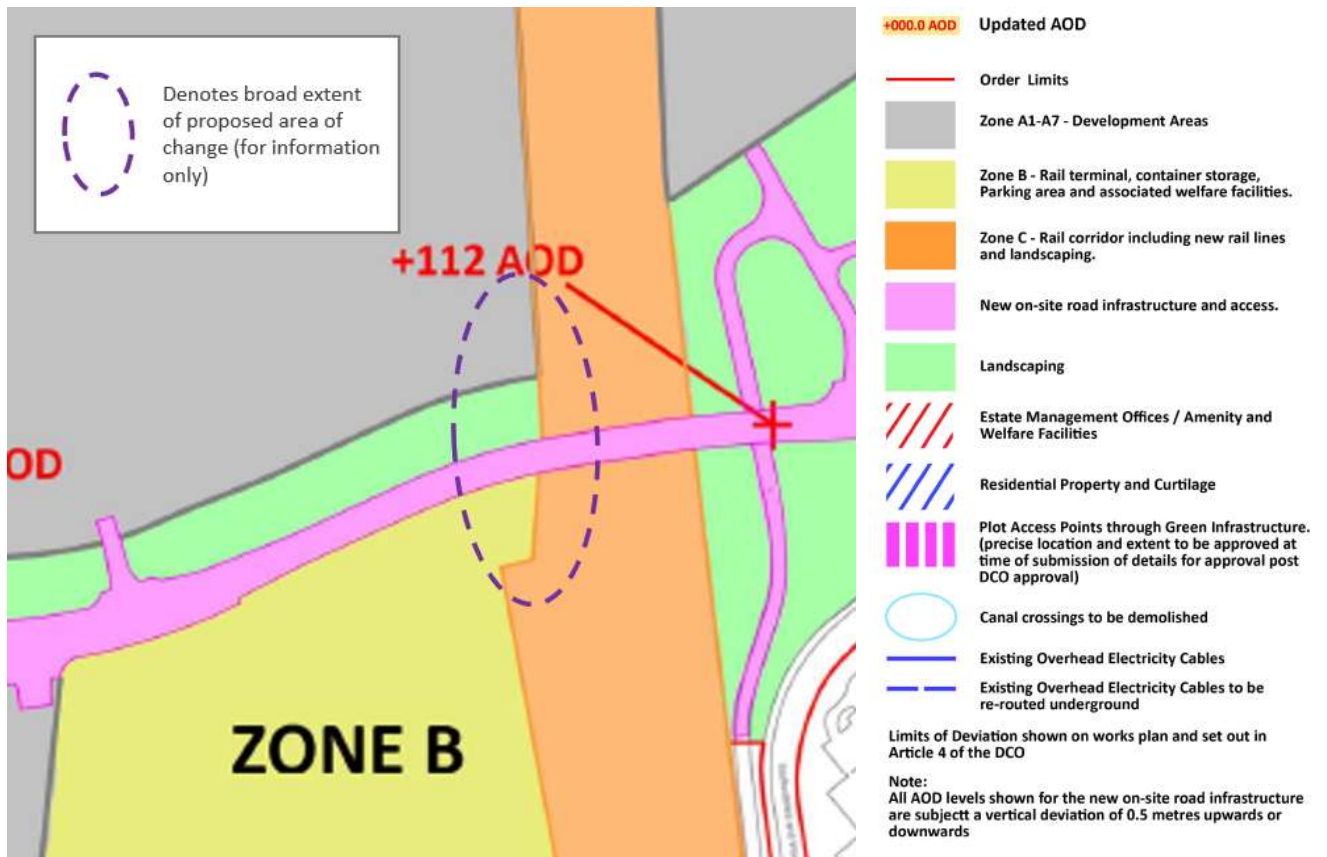
Note: extract taken from Certified Document No. 2.14 “The illustrative arrangement of railway alignment plan” (Drawing No. TRS-DRG-FA-001003 Rev 03). Extract not to scale and provided for information purposes only.

Extension of Zone C to south of Rail Terminal – Illustrative Rail Infrastructure Layout (as proposed)



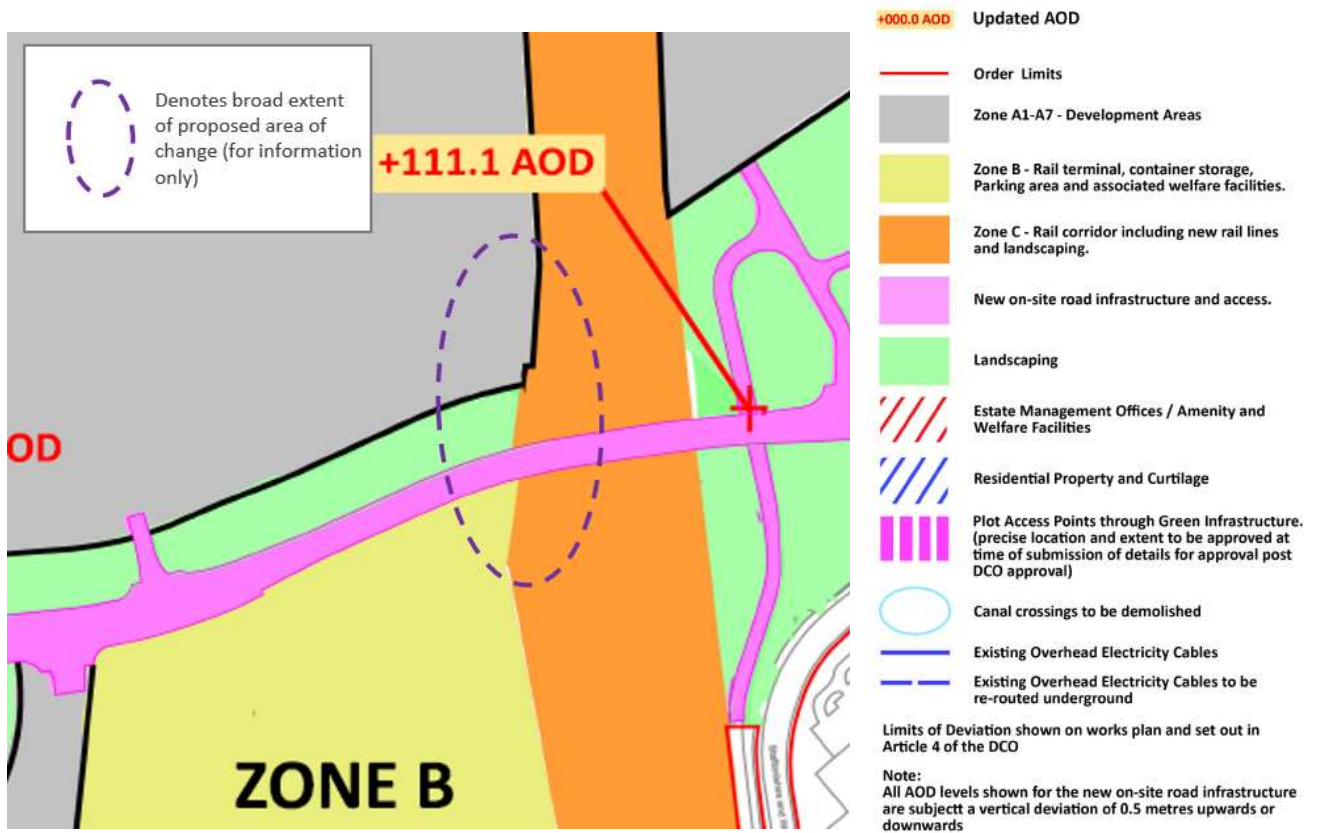
Note: extract taken from Proposed Document No. 2.14 “The illustrative arrangement of railway alignment plan” (Drawing No. TRS-DRG-FA-001003 Rev 05). Extract not to scale and provided for information purposes only.

Extension of Zone C to north of Rail Terminal for Double Track Under Bridge No.1 (as consented)



Note: extract taken from Certified Document No. 2.5A "Development Zone Parameter Plan Sheet 1" (Drawing No. 4049-1035 Rev 07). Extract not to scale and provided for information purposes only.

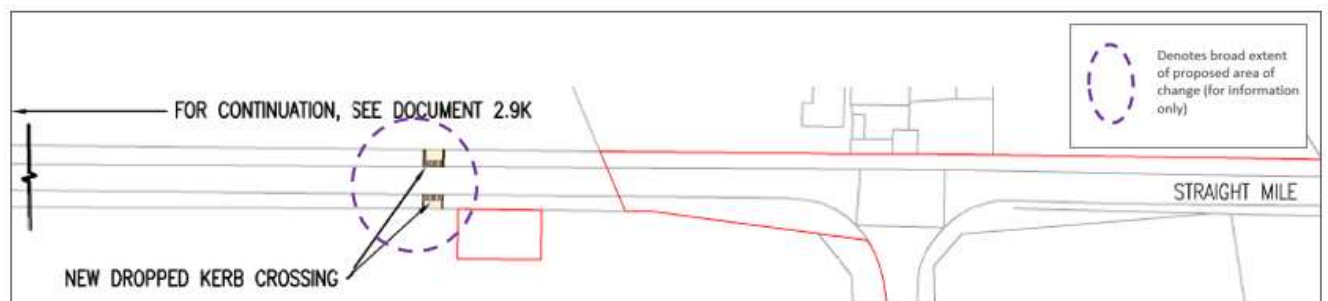
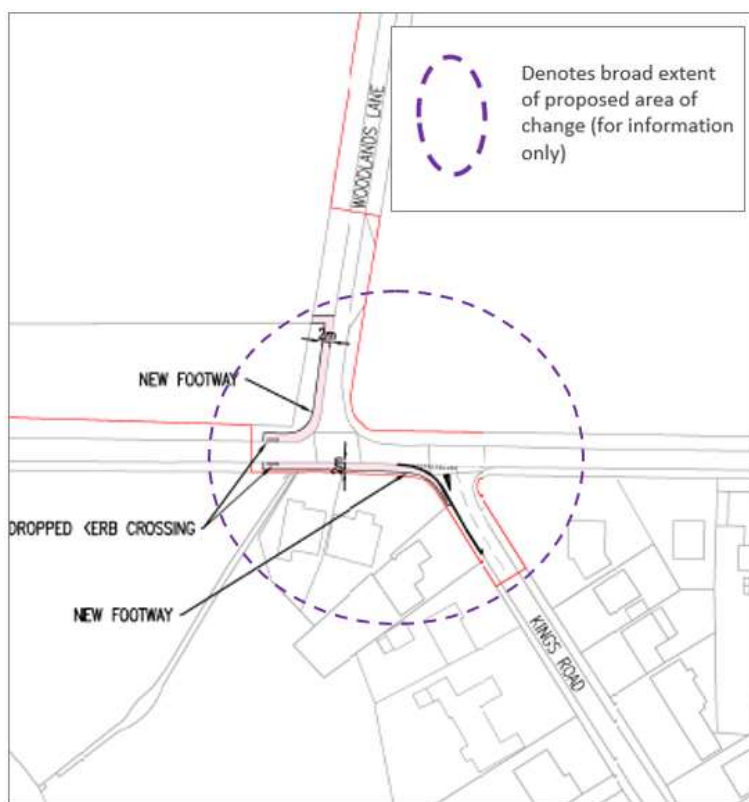
Extension of Zone C to north of Rail Terminal for Double Track Under Bridge No.1 (as now proposed)



Note: extract taken from Proposed Document No. 2.5A "Development Zone Parameter Plan Sheet 1" (Drawing No. 4990-02001 Rev 08). Extract not to scale and provided for information purposes only.

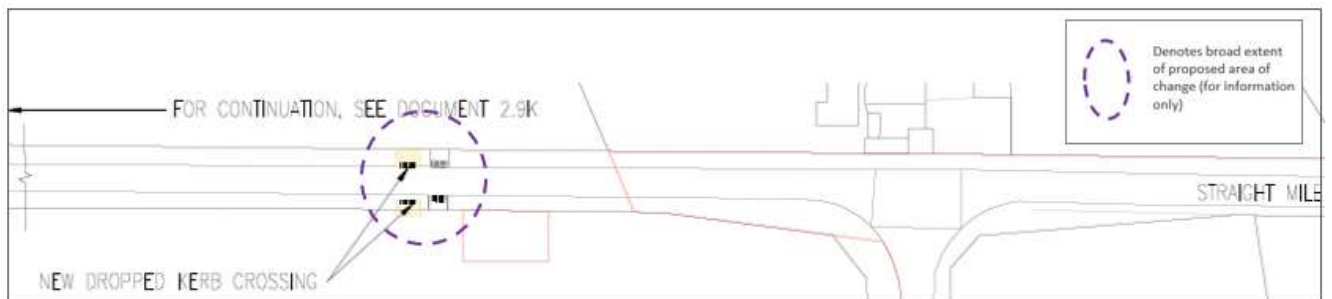
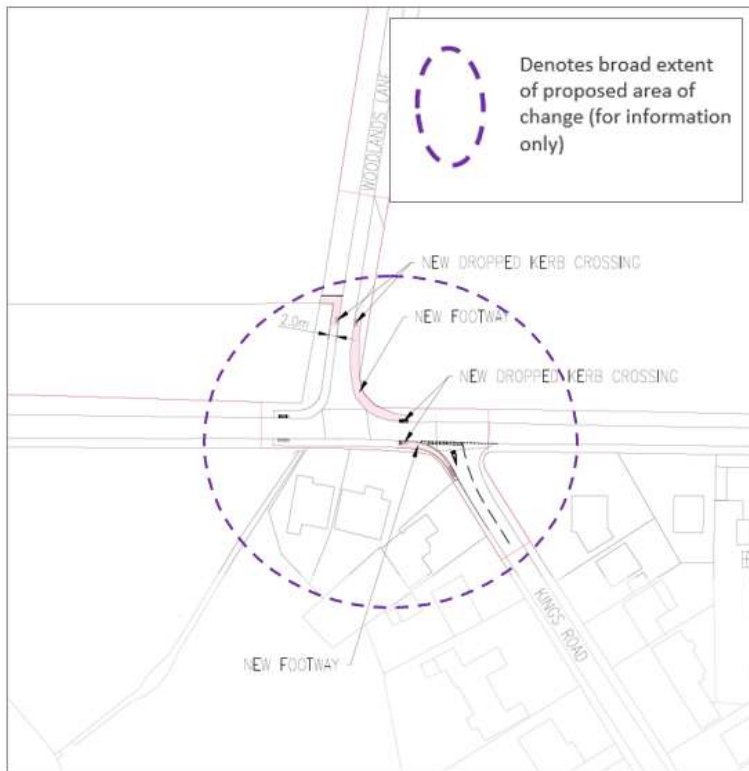
Appendix E: The Straight Mile / Woodlands Lane / Kings Road Footway Changes - Plan Extracts

General arrangement (as consented)



Note: extracts taken from Certified Document No. 2.9K "General Arrangement Plan", (Drawing No. WSP-70001979-GA-111 Rev G) Extract not to scale and provided for information purposes only.

General arrangement (as now proposed)



Note: extracts taken from Proposed Document No. 2.9K "General Arrangement Plan", (Drawing No. WSP-70001979-GA-111 Rev H) Extract not to scale and provided for information purposes only.

Thank you

For more information, please contact

Richard Brown MRTPI
Director



Mark McFadden
Associate Director

