



WEST
MIDLANDS
INTERCHANGE
M6/JCT.12

Community Liaison Group

07 September 2026



Planning
update



Construction
update



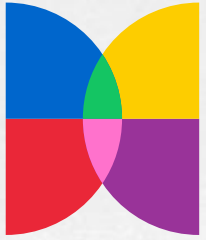
Social value
update



Communications
and
engagement
update



Planning update



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Non-Material Amendment to DCO 2026



What are we doing?

- We want to obtain a Non-Material Amendment (NMA) to the Development Consent Order (DCO), which would revise the occupation threshold that triggers the period within which the Rail Freight Terminal (RFT) and link road must be delivered.
- We are not proposing to change the floorspace occupational cap. Both the RFT & Link Road remain required elements of the project and will still need to be fully completed by the time 186 thousand sqm (25% of the site) is occupied.
- Currently the RFT must be completed within a six-year period which begins when 47 thousand sqm (6% of the site) of the site is occupied. We want to raise the trigger which starts that clock ticking to around 150 thousand sqm (20% of the site). As part of this, we are reducing the construction timeframe from six to five years, which will align with the Link Road commitment.

We are also proposing altering some wording to ensure compliance with the Supreme Court's "Hillside" Judgement, which impacts the relationship of the Town and Country Planning Act with the DCO. These amends are routine, non-material technical drafting changes only: they will not affect the development that was approved, the infrastructure of the DCO, or the overall intent of the original consent.



Current DCO – Proposed DCO

Requirement	Current DCO	Proposed NMA
Trigger - Commence RFT & Link Road	When 47 thousand sqm occupied	When 150 thousand sqm occupied
Cap - Complete RFT	When 186 thousand sqm occupied OR <u>six</u> years since trigger reached (whichever is first)	When 186,000 thousand occupied OR <u>five</u> years since trigger reached (whichever is first) – to bring into line with the existing DCO time completion requirement for the Link Road



Why are we doing it?

- The delivery environment has fundamentally changed in the years since the DCO was initially granted - construction costs have increased significantly, and the adverse conditions found at the site have extended the programme duration and affected the pace at which we've been able to build out the site.
- We have invested £250 million to date, but despite the changes highlighted above, the DCO has remained fixed. This has created a misalignment between the level of investment originally forecast and the ability to bring forward a credible amount of warehousing.
- The existing trigger threshold of 47 thousand sqm is currently acting as a blocker, as securing occupiers and making investment decisions without the certainty of the RFT deliverable rail programme is preventing us from meeting the planned timetable, and causing major decisions to be made before sufficient commercial and delivery progress has been made.
- Given 75% of the warehousing floorspace is constrained until the freight terminal is completed, our ability to realise the full development potential of the site in a timely fashion is dependent on the delivery of the RFT and the Link Road.
- If this NMA is not approved, the ability of the project and potential occupiers to plan and invest with certainty is significantly constrained, which could cause an elongation of the planned programme. In particular, associated infrastructure - such as development of the Link Road - could be delayed, and therefore existing traffic management solutions may last longer than necessary.



What does it mean for you?

The proposed amendment does not change the nature of the approved development, the infrastructure required by the DCO, or the conclusions of the environmental assessments undertaken. We remain committed to delivering the full infrastructure package required by the DCO, and in many areas, we have already gone beyond what is required within it.

The adjusted amount of warehousing from 47 thousand sqm to 150 thousand sqm will increase:

- Direct jobs from 540 to 1,724
- Business rates from £1.8 million to £5.77 million per annum
- Gross Value Add ('GVA') from £26.97 million pa to £86.1 million per annum

Within the first three years of construction (2022-2025) we've already generated £7m of social value through the work we have done already, including; over 690 hours of educational sessions, over 450 weeks of apprenticeships / T-Levels, 440 hours volunteering, and over 60 local people employed through the contract (FTE).

NMA Logistics and Timescales

- The statutory consultation process began on 19 August and closes on 25 September. You can respond to the application formally via the Government's National Infrastructure website - [West Midlands Interchange - Project information](#).
- The NMA is to be determined by the Department for Transport (DfT), likely in the first half of 2027.
- Upon completion of the current Network Rail PACE design stage (due late 2027), we will agree a delivery timetable with Network Rail for the RFT.
- It is anticipated that the build-out of the RFT & Link Road will require a three-year development programme (with a target of both being operational in 2032).
- Both the RFT & Link Road are required to be delivered at the same time as the Link Road bridges over the existing West Coast Main Line and new rail connections serving the RFT.

Planning Update – Recent and Proposed Applications

Recent Applications Made / Being Determined

- A449 Roundabout
- Ecology Corridor
- GI Planting to A449 Bund (North of Link Road)
- GI Planting North of 4000 Series Plots
- Revised 5000 Series Access Road
- ANPR, Signs and RMU to Vicarage Road
- Sub station and Signs to Spine Road South and 3000 Series Access Road

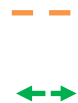


Other Applications Being Determined

- Croft Lane and Calf Heath Community Parks
- Spine Road North
- Link Road West and Bridges

Forthcoming Applications

- 1000 Series Access Road
- Updated Written Phasing Scheme
- GGI Planting to A449 Bund (South of Link Road)





Construction update

Main construction update

CURRENT AND UPCOMING WORKS (Q3 2026)

Highways:

- Vicarage Road roundabout and partial Spine Road
- Utilities Diversions
- 30 series access road construction, drainage and surfacing
- 50 series access road construction, drainage and surfacing
- A5 Feeder Channel and Roundabout works
- Utility diversions

Vertical Build:

- Plot 5030 - **Complete**
- Plot 5010 - **Anticipated to start October 2026**

Other WMI works:

- Canal Towpath resurfacing Northern Section – In Handover
- Calf Heath community park paths



Vicarage / Internal Road update



A5 Roundabout update

UPCOMING WORKS (Q4 2025 – Q1 2027)



- Traffic Switch – Now running in temporary alignment
- Footpath on northern side - Complete
- Carry out multiple static diversions to accommodate new roundabout footprint
- Installation of new drainage – 95% complete
- Full depth pavement reconstruction every weekend in October



A449 Stafford Road

ANPR CAMERAS FOR PENKRIDGE HGV BAN

During September and October, two masts will be installed along the A449, one north and one south of Penkridge. The masts will be similar in height to street lighting columns and will hold Automatic Number Plate Recognition (ANPR) cameras to enforce the Penkridge HGV ban.

The ban prevents HGVs travelling to or from the site from passing through the village. They will be used to identify WMI HGVs and provide evidence for enforcement action.

The ban does not apply to HGV drivers who have a legitimate business reason to visit Penkridge. The system will not record details of the wider travelling public.

Once the installation dates are confirmed, they will be added to the project website.





Social value

Social Value Impact Report

£7M+ Total Social Value Delivered from 2022-2025

Theme	Social Value Delivered	Key achievements
Jobs	£2.4 Million	55 local FTE roles created (10+ for disadvantaged individuals) • 500+ weeks of apprenticeships & T-Level placements • 690+ education hours delivered to local schools & universities • 86 weeks accredited training & 44 hrs career coaching
Growth	£4.9 Million	• £7.6M+ total regional economic investment • £4.81M spent with local suppliers within 30 miles • £2.8M contracted through local MSMEs • £59,000 spent with VCSE social enterprises
Social	£12,000	• £65,000 WMI Community Fund allocated within 3 miles • 440 hours of team community volunteering • £4,513 direct donations to local grassroots projects • 90+ books donated to schools/libraries for early STEM learning



Social Value

Updates over the last quarter:

Training and
Upskilling

T Level
students

Curriculum
activities

Community
activities

- Continuing to support:
 - Employment opportunities including labourer roles and SCC open doors programme.
 - Educational engagement events such as mock interviews, insight talks and environmental sessions prior to the summer break.
 - Summer work experience (including with supply chain).
- Planning for the next academic year – calendar of events.
- Community Support - reviewing requests for support.
- Local needs – input from partners, priorities - updated Local Needs Analysis.





Communications and engagement update

Communications & Engagement

6

Stay updated:

Subscribe to the newsletter and receive traffic updates by visiting:

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

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West Midlands Interchange - WMI



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Thank you and any questions