

From: [REDACTED]
To: [West Midlands Interchange](#)
Subject: Proposed Hub Case Ref TRO 50005
Date: 01 April 2019 12:05:08

Dear Mr Singleton,

Like the majority of residents living in the northern part of South Staffordshire I am appalled at the the possibility of this environment changing monstrosity being built on the A5.

I have already made an initial submission, but after reading other submissions I would wish to add further comment.

I note that the rail authorities have not made a binding commitment to provide rail capacity to service the hub. This is not surprising, as it was pointed out in the 2013 Technical Annex "Demand and Capacity Pressures on the West Coast Mainline" to the Strategic Case for HS2, that the route is operating close to capacity. I would suggest at the moment full rail access cannot be offered. HS2 connecting with Birmingham has just been delayed by a further 6 months because of concerns over cost overruns and it is increasingly doubtful if the link north of Birmingham will be finished before mid 2030s. Allowing for the febrile state of politics there has to be a question mark over whether the Northern section is built at all.

I would suggest no permission to build should be considered until guaranteed rail access is obtained.

I note from the submission from CPPRE only a small section of the site will be serviced by rail, If this is the case why is the proposed development so large? Surely building warehousing serviced by road is not classified as strategic?

Bearing in mind rail capacity and the huge size of the site one would hope no consideration is given to granting permission unless building the rail facility is guaranteed at the beginning of the development.

Please forgive my scepticism but I cannot help surmising that this is a speculative shed development with a rail facility attached to get round refusals previously issued by Local Government.

Finally, I am sure you will not under estimate the strong local opposition to this development.

Yours faithfully

David Blount

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