

From: [REDACTED]
To: [West Midlands Interchange](#)
Subject: Proposed WMI Ref TR050005
Date: 02 April 2019 12:33:06

FAO Mr Paul Singleton,

I attended the meeting in February at Molineux having previously registered as an interested party and appreciated your fair handling of the meeting.

I left that meeting with even more concerns about this proposal, as Four Ashes Ltd have done nothing to alleviate any concerns and their attitude frankly does not come across as one of co-operation with local residents.

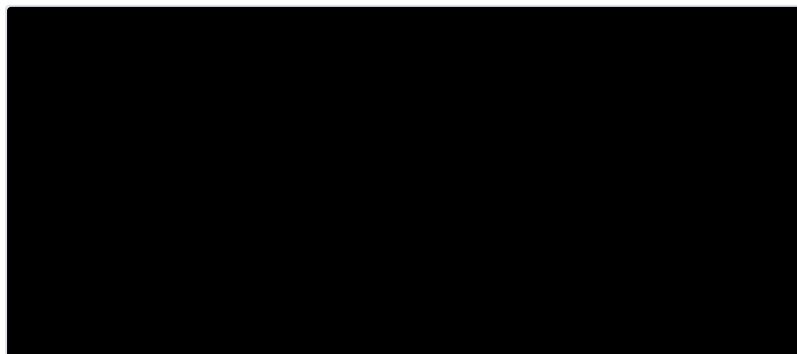
My objections to the proposal are many but here are my key points :

As a society, we have finally woken up to the fact that our planet is polluted by waste and emissions; it is ironic that Four Ashes Ltd seem keen to inflict even more devastation upon a huge area of green belt when other areas of the geographic West Midlands ie Stoke-upon-Trent or Wolverhampton/Black Country conurbations have vast areas of brown field sites close to the railway. This would serve the purpose of revitalising derelict areas without destroying agricultural land.

Given the current Brexit fiasco that we are living through, surely our need for agricultural land is paramount to helping UK become more self-sufficient. Also, the expected economic ramifications would suggest that major large scale developments such as this are unnecessary certainly in the short term. One of the first areas to suffer in any economic crisis is retail and this warehouse proposal would largely result in yet more empty warehouses, once Green Belt has been destroyed in this way there is no going back and we would be left with yet another "white elephant".

I also refer to a similar site at Telford (not 20 miles from the proposed WMI location) which is under-utilised and is having to reduce staffing levels to remain viable.

[Profits return for firm behind Telford rail freight terminal](#)



Profits return for firm behind Telford rail freight terminal

James Pugh

The operator of Telford's rail freight terminal returned to a profit last year – two years after announcing a ma...

The jobs argument put forward by Four Ashes Ltd is also fatuous given the exceedingly low unemployment rates in the South Staffordshire area; again Stoke and the Black Country have considerably higher unemployment rates.

However, my main concern is the environmental impact that this project will have, not only the loss of Green Belt so close to Cannock Chase (AONB) and Chasewater, but the increased number of vehicles which will pollute an already traffic congested area. There are almost daily incidents on the M6 and traffic is diverted

through villages, the effect of diesel fumes on local residents will create more respiratory illnesses for an already over-stretched Health Service. The A5 and A449 are unable to cope with thousands of lorries; the recent overnight closures at Gailey roundabout have proved this, It is somewhat hypocritical that large cities are implementing congestion charges to avoid exactly the issues that would be imposed on our more rural communities. People live in this area to avoid living amongst the congestion of a large town or city.

I would implore you to recommend that, if this project is required (and given current economic uncertainty it is debatable) it is placed in an area that requires job creation and where it would revitalise a brownfield site. I personally believe the only reason that South Staffs has been chosen is to satisfy the greed of the consortium (including the landowner) at the expense of the countryside and thousands of local people. Recent events have proved that Parliament is out of touch with constituents who do not live in the South East of England, this is a great opportunity to start listening again.

Best regards,

Anne Bott

