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**To:** [West Midlands Interchange](#)  
**Cc:** [WMinterchange@pins.gsi.gov.uk](mailto:WMinterchange@pins.gsi.gov.uk)  
**Subject:** TRO50005  
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Dear Mr Singleton,

I wish to express my grave concerns with regard to the proposed plans for the West Midlands Interchange Rail Freight Hub.

Initially, as a local resident, I am obviously vehemently opposed to this development, having moved to this area many years ago to live in a semi-rural environment and not a concrete jungle.

Putting aside my own personal gripes, I would like you to consider the following points:

It has been said by the developers, that the Hub will benefit employment in South Staffs, and as many as 8500 jobs will be created. South Staffordshire boasts one of the lowest unemployment figures in the country, hence the vast majority of 'jobs' will come from outside of the area, as well as a marked increase to local traffic.

The majority of the proposed warehouses will be for logistics, which is known to employ far fewer people due to automated processes and technological advancement.

From the initial consultations and when questioned, it was stated by the developers that none of the warehouse tenants would have to commit to using rail. It has recently been revealed that the developers do not even propose to connect the warehouses to rail for up to 8 years after build completion!

I am aware that the Highways agency will have been consulted with regard to the increase in vehicular movement, and suggestions have been proposed by the developers to improve the road infrastructure nearing the site, but I, as I'm sure the vast majority of people who live near to or use these roads, am convinced that the proposed increase will greatly impede on our already over congested road network, and bring misery to the local and surrounding areas. Accidents and repairs along this stretch of Motorway are notorious, and motorway closures reap havoc on many of our roads almost on a daily basis, as they become the preferred diversion routes.

Rail may well be the preferred choice for greener transportation, but with the addition of the developers expecting thousands of diesel driven HGV's delivering and distributing to and from the site, brings with it serious concerns to air quality in this region.

The blight to the landscape with these HUGE proposed warehouses is, in itself depressing, and the destruction of vast swathes of greenbelt will undoubtedly escalate urban sprawl and devastate local communities (and wildlife).

Once built, what we would lose could never be retrieved, and I fear that the financial gain for the few, and the considered benefits to the nation would be greatly outweighed by the destruction of green belt to an 'underutilised' rail hub.

Regards

Ian Crocker



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