

**From:** [REDACTED]  
**To:** [West Midlands Interchange](#)  
**Subject:** Fw: wmi consultation  
**Date:** 11 June 2019 22:52:26

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Dear Mr Singleton,

I believe there is a further opportunity to make further comments before 14/6/19.

There is very little in the further documentation from the applicant to reassure that high pollution, traffic chaos, ecological and environmental detriment, noise hazard, light pollution have been significantly addressed.

I have grave concerns that due to the warehousing being built first and that 25% needs to be let first, this will turn into just warehousing and ANY benefit to the National infrastructure will be lost. Finally I have not seen any evidence that the applicant has put forward to justify this Green belt abomination

I continue to object to this proposal

Dr Richard Taylor

ps The Parish Council and all the people who registered to make comment (except 4 that I know) did NOT receive notification of the site visit nor the 3 days of consultation in Cannock

----- Original Message -----

**From:** [REDACTED]  
**To:** [wminterchange@pins.gsi.gov.uk](mailto:wminterchange@pins.gsi.gov.uk)  
**Cc:** [Wminterchange@planninginspectorate.gov.uk](mailto:Wminterchange@planninginspectorate.gov.uk)  
**Sent:** Saturday, March 23, 2019 7:07 PM  
**Subject:** wmi consultation

From Dr Richard Taylor

[REDACTED]

Registration no 20013078

Dear Mr Singleton,

I would like to add to and flesh out my initial representation.

I OBJECT to this plan

1 The strategic case for an interchange has not been made.

There is significant under-utilisation of the other interchanges in the region

2 If a case for a rail interchange is made, the proposal is in the wrong place. Green belt, overstretched motorway and other access, pollution, and especially more suitable brown field sites with high unemployment, potentially better motorway connection, willing local authorities, and underused facilities.

3 If this site is to be considered, it should be for the rail interchange only. Warehousing to serve the interchange ONLY.

4 There is NO justification for the extra 80% of commercial warehousing proposed. (again green belt/traffic/pollution/employment need etc)

Dr Richard Taylor



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