

**From:** [REDACTED]  
**To:** [West Midlands Interchange](#)  
**Subject:** Re: ExQ3 3.1.1  
**Date:** 01 August 2019 10:53:21

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Dear Sir,

While I accept that for some developments to be built and occupied before infrastructure works are completed may be common i do feel strongly that this should definitely not apply IN GREENBELT.

This makes the applicants proposal very unreasonable. I do also take issue with second sentence.

Given that around the West Midlands area there are many if not hundreds of unoccupied new commercial units then how can WMI guarantee that these units will be filled after they are built? If they are not and the rail hub infrastructure is not completed as a result then the greenbelt will have been decimated for NOTHING! Once they have blighted the landscape and cost residents there homes it will be too late to revert back to Greenbelt.

It's seems like the applicant is still unsure that there is indeed a demand for the rail services and if this is the case then this development should not be allowed. WMI must be able to provide proof that there is a significant demand for this development and that it cannot be sited elsewhere. The evidence that they have provided appears to make them unsure. While they have provided reasons why it can't be constructed elsewhere they do not seem to have given any concrete reasons why it should be built in this location.

Please note that I also feel that it is wholly inappropriate to use only road fed units which is not compliant with the Government policy for a SRFI. Also wether or not it is correct for any application to vary the conditions of the DCO instead of the LPA.

I hope that you give my points careful consideration as I know that the residents and visitors to this beautiful area that is at great risk of destruction all feel the same way.

Kind regards,

Lisa Griffiths (Mrs)

[REDACTED]