

From: [REDACTED]
To: [West Midlands Interchange](#)
Subject: TR050005 ExQ3 3.1.1
Date: 03 August 2019 23:15:55

Dear Sir/Madam

Ref ExQ3 3.1.1.

My understanding is that the applicants do not intend to put in rail connections prior to destruction of the greenbelt with warehousing and that if a rail link is constructed it will be at least 6 years after the warehouses have been occupied.

These are the first 2 paragraphs quoted on the website
<http://www.westmidlandsinterchange.co.uk/>

"West Midlands Interchange is a proposed Strategic Rail Freight Interchange (SRFI) with warehousing and other associated development that would be built on land west of Junction 12 of the M6 in South Staffordshire.

West Midlands Interchange will be linked directly to the West Coast Main Line, one of the country's principal rail freight routes, and will be well placed to serve the West Midlands, the Black Country, Staffordshire, Birmingham, the northern M6 corridor and parts of Warwickshire."

Because the emphasis is on rail connectivity I object to construction of any warehousing prior to rail connections being in place, if the rail connections are not completed first they probably never will be, any warehouse occupants would have to be road based therefore no demand for rail will ever exist.

The rail connection was the reason for this project being a NSIP (also stated on the WMI website) requiring DCO from the secretary of state rather than local planning. Without rail its not a NSIP.

Without a rail connection the site just becomes a collection of warehouses served by road adding further congestion to our already crowded roads, more noise and further pollution, without rail connection this development is not strategic.

If the rail connection is taken away, then there already seems to be lots of empty warehouses and derelict brownfield sites around the Midlands which could be utilised to provide individual road served warehousing without destruction of greenbelt, there also seems to be lots of companies considering their UK presence due to brexit, again potentially resulting in unused capacity.

Any studies relating to impact on road usage must now be invalid due to the lack of rail use. Any pollution impact studies must be invalid too.

As there lack of interest in rail connected warehousing the very special circumstances required to allow destruction and development of greenbelt are not met, we have a climate emergency to contend with, the greenbelt should be preserved not destroyed for non strategic projects.

Please note, I still object to this project in its entirety not just removal of the rail connection.

Sincerely
David Langford
Other IP