


From: 
To: [West Midlands Interchange](#)
Subject: West Midlands Interchange
Date: 06 August 2019 14:56:13

Re the West Midlands Interchange and in particular:-

ExQ3 3.1.1. In our opinion the applicants should not be allowed to build any warehousing on this green belt site and especially not without first building the rail infrastructure that would serve the site.

The applicants state that freight will be carried via rail as that satisfies green ideals and therefore to allow them to trade without rail infrastructure in place from the beginning would mean an increase in more polluting HGV traffic in the surrounding area.

The only reason they would be allowed to get this proposal through without meeting local planning would be to state that it would be using rail only and not road.

They appear to believe that it would be fine to trade for six years without rail infrastructure as they do not have sufficient funds to build that infrastructure at the present time.

If we believe that they will put rail infrastructure in place after six years, which we do not; then we have at least six years of extra HGV pollution in our surrounding area and most likely, forever, when they have got their warehousing up and running.

They can then afford to sit back and ignore putting rail infrastructure in place.

If they do not have sufficient funds in place to complete the rail infrastructure for six years then they should go away and find it before putting up warehousing in the green belt.

It is in our opinion that the applicants do not intend to ever construct rail infrastructure on their proposed site, never mind in six years time.

If they manage to be allowed to continue warehouse construction prior to the infrastructure then they will have successfully avoided the planning legislation put in place to protect the green belt.

Yours sincerely,
Mr & Mrs G.Farr.