

From: [REDACTED]
To: [West Midlands Interchange](#)
Subject: Change of wording from "must" to "should" re the rail hub
Date: 31 January 2020 13:09:20

Dear Sir,

I strongly object to the request for a change of wording from 'must' to 'should' re the building of the rail hub interchange because-

a) the only reason that this inquiry is taking place is because the proposal involves a rail hub, if the rail hub was not to be built and only the warehousing built then only local planning consent was required and as all the local planning depts were against this proposal, a cynical person might say this looks like an attempt to circumvent local planning by 'attaching' a rail hub to the proposal in order to trigger the need for your inquiry and hope that in the blizzard of facts and figures, the local objections and concerns will be buried.

b)if the interchange goes ahead without the rail link the traffic difficulties will be greatly increased, pollution increased, urbanisation increased.

c)the very fact that the applicants are applying at this late stage for this change in the wording, speaks volumes as to their commitment to the rail hub and highlights their motives in choosing this particular site. It seems to me to be more about having a large GREENFIELD site owned by one landowner making it easier for them to acquire and build on rather than finding an appropriate brown field site where Warehousing is needed and rail connection guaranteed.

d)The Gailey area site is the wrong location for this huge warehouse development-the roads are not wide enough or substantial enough to take the increase in lorry container traffic even with a rail hub. Highways will end up 'improving' the roads at the taxpayers expense. I understand that there are already enough similar developments within 50 miles to cover any need.

e) who gains from this development? The landowner, the financier, and the rail hub company who do not live anywhere near their proposed high rise warehouses or will have to deal with the traffic jams and pollution.

Who loses? Local residents and the local environment. The tax payer will end up paying for the damage all the extra container lorries will do to the A5 and the A449. The local residents will be affected by the pollution from the increase in traffic, the noise and the urbanisation of the rural area.

Thank you for reading,
Margaret Bailey

Sent from my iPad