

From: [REDACTED]
To: [West Midlands Interchange](#)
Subject: West Midlands Interchange
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It has come to my attention that, regarding Planning Act 2018 (Four Ashes Limited) , a very late submission letter to the enquiry by Eversheds Sutherland acting for Four Ashes Limited, a copy of which I have seen, has requested some clarification in the wording of the legally binding agreements/planning consent for the development.

The developer, Four Ashes Ltd, wishes the wording in relation to the rail terminal and connections being built to read 'SHOULD' rather than 'MUST'. If the wording they wish to use is in fact agreed then there would be too much wriggle room and would allow them to later use an excuse not to build the rail terminal. In essence this means that green belt land would be developed entirely for road based freight in the totally wrong location, adding a huge volume of HGV traffic onto our already heavily congested and increasing traffic problems. The M6 is over capacity and the Smart Motorway is causing more problems.

I feel that it is very important that the word remains 'MUST' to eliminate any possibility of a road only freight set up being given the green light in the event of the rail freight terminal not being allowed.

Either way, I strongly feel as a local resident in the area, that neither the rail freight terminal or a road based freight centre would be appropriate to this area. Anyone who lives in the area close to Four Ashes as we do, will stress that already the amount of traffic on the A449 and the surrounding main roads has increased greatly recently without any additional overload which the developments planned would add.

The only reason this development has been allowed to progress through these Planning channels is because it is a 'Strategic Rail Freight Interchange', without the rail terminal and connections it is not a Strategic development (SRFI) which is totally wrong.

If the word 'MUST' is used then they must build the rail terminal.

Suzanne Swinn