

**From:** [REDACTED]  
**To:** [West Midlands Interchange](#)  
**Subject:** RE: West Midlands Interchange - TR050005 Submission following additional letter from the applicant  
**Date:** 04 February 2020 21:49:40

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Dear Sirs,

I am the County Councillor that covers the whole area of the proposed development.

I can see no reason why a late submission by the applicant should be allowed, it is not in response to a request from the inspector to clarify any points within the original submission and the points that are raised have been discussed at length already.

If the submission is allowed then I make the following comments;

It is clear to me and the vast majority of residents in the area that this is an attempt by the applicant to seize on an opportunity to build 25% of the site with no intention to link it to or even build a 'rail interchange'.

If the applicant is confident that there is a need for this whole development and it is viable, then it follows that building the 'rail Interchange' at the very early stages of the development and linking all the development to the interchange is essential to the whole proposal. If SoS is minded to approve the application in the green belt then the 'rail interchange' must be operational before any other buildings are commenced, and all the site linked directly to the 'rail Interchange' and use it. If this is not the case there will be vast areas of 'logistic sheds' in the green belt totally contrary to planning policy that would never have received planning permission without the plans being part of a 'Strategic Rail Interchange'.

The building of the site will in effect extend the West Midlands Conurbation all the way from the Wolverhampton boundary to the A5 across miles of 'Green Belt' with the very likely possibility that a rail interchange will never be built. So all the advantages put forward that the site will take freight off the roads will be a fallacy and in effect adds to it.

If the SoS believes the case is made out for a 'rail interchange' then that's what it needs to be from the offset, otherwise it will just be 'sheds' in the green belt.

From the way in which the applicant is looking at opportunities to build sheds without a solid commitment to the 'rail interchange' suggests strongly to me that the applicant is 'hedging their bets' and not confident that the 'rail interchange' is viable, thus it follows that the case for a 'rail Interchange' at this location is **not made out** and I would urge the SoS to reject the whole application.

**Mark Sutton**

County Councillor Brewood Division  
Cabinet Member for Children and Young People  
2 Staffordshire Place, Tipping Street, Stafford, ST16 2DH  
☎: 01785 278445

[REDACTED]



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**From:** West Midlands Interchange <WMInterchange@planninginspectorate.gov.uk>

**Sent:** 24 January 2020 11:58

**To:** [REDACTED]

**Subject:** West Midlands Interchange - TR050005

Dear Sir/Madam

### **West Midlands Interchange - TR050005**

Your reference: 20014265

Please find below a link to the letter requesting comments on the matters set out in the Secretary of States Letter dated 24 January 2020 & comments from all Interested Parties on a late representation from the Applicant dated 13 December 2019.

<http://infrastructure.planninginspectorate.gov.uk/document/TR050005-001345>

If this link does not open automatically, please cut and paste it into your browser.

Yours faithfully

West Midlands Interchange Case Team

National Infrastructure Planning

The Planning Inspectorate

Temple Quay House

2 The Square

Bristol

BS1 6PN

Email: [WMInterchange@planninginspectorate.gov.uk](mailto:WMInterchange@planninginspectorate.gov.uk)

Helpline: 0303 444 5000

Web: [infrastructure.planninginspectorate.gov.uk](http://infrastructure.planninginspectorate.gov.uk) (National Infrastructure Planning)

Web: [www.gov.uk/government/organisations/planning-inspectorate](http://www.gov.uk/government/organisations/planning-inspectorate) (The Planning Inspectorate)

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