

From: [REDACTED]
To: [West Midlands Interchange](#)
Subject: Response to DfT
Date: 06 February 2020 12:10:42

Transport Secretary: request for responses from interested parties

My husband and I are not happy about the late submission from the applicants legal representatives, Eversheds Sutherland, and the time it was submitted only 1 week before Christmas.

The applicant would have known about this wording during the examination and must have chosen not to highlight it at the time, instead trying to sneak it in at this last juncture.

The applicant wishes to use the interpretation of wording to their advantage thus allowing them to wriggle out of ever building the rail terminal and connections. They MUST build the rail terminal and connections otherwise this development is NOT an SRFI and should never have been brought through as such. You will be aware the applicant has tried to develop this land before and has been refused by our local planning authority, they then expanded the site and tried to pass it off as an SRFI. We have long believed that they have never intended to build the rail terminal and connections to warehouses.

To allow this development in the greenbelt there has to be Very Special Circumstances, all requirements MUST be met. We have very low unemployment at less than 2% and our road systems are already very congested. The M6 in this area is over capacity and frequently has to close due to accidents forcing all traffic to divert along the A5 and A449. This makes it impossible to do a school run or get to a GP appointment or work on time. There have been several occasions in the past 12 months that our children have been over 2 hours late arriving at school (a journey that usually takes 10 minutes) every road and back route through all the villages blocked or at a virtual standstill. On one particular occasion the motorway was fully closed for a day and a half. The provision for this happening should the development go ahead is totally inadequate, as are the traffic measures they are proposing to prevent vehicles leaving their site from using the A449 through Penkridge and Dunstan and the A5 towards Telford which is detrunked and not suitable for huge volumes of HGV traffic.

There is also doubt regarding the rail capacity to actually accommodate a true SRFI. If consent is granted a rail terminal and connections MUST be built and sooner rather than later.

Both of the MP's involved in this huge development area, Gavin Williamson and Theo Clarke, are fully against it being built. It is the wrong location and it is greenbelt/farmland that we should be using to grow crops as it has been for many generations.

Mrs Donna Gilmartin