

From: [REDACTED]
To: [West Midlands Interchange](#)
Subject: Objection to Application 26/00671/WMI
Date: 09 September 2026 19:36:40

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Dear Sir/Madam,

I am writing to formally object to application [26/00671/WMI](#) and, in particular, to the proposed changes to the conditions governing the delivery of the West Midlands Interchange.

The West Midlands Interchange was approved as a Strategic Rail Freight Interchange (SRFI) and was permitted on Green Belt land because of the significant national benefits that were said to arise from its strategic rail freight function.

The rail terminal and associated rail infrastructure are therefore not simply an optional addition to a large warehouse development. They are a fundamental part of the justification for the development and the reason why this site was considered to provide benefits of national significance.

When the development was originally approved, conditions were imposed to ensure that warehouse development could not progress significantly ahead of the delivery of the rail infrastructure. This was important in order to prevent a situation where large amounts of warehousing were occupied while the promised rail benefits were delayed or failed to materialise.

I am extremely concerned that changing these conditions would allow further warehouse space to become operational before the necessary rail infrastructure is in place.

This risks undermining the very basis on which the development was approved.

For residents of the surrounding communities, the consequences could be significant. Additional occupied warehouses are likely to generate additional HGV movements, placing further pressure on the A5, A449 and surrounding local roads. Local villages already experience traffic, congestion, noise and disruption, and I am concerned that these impacts could increase if warehouse occupation is allowed to proceed ahead of the rail infrastructure.

The original conditions were imposed for a reason. They were intended to ensure that the development progressed alongside the infrastructure necessary to deliver its promised benefits and to provide some protection for local communities.

I therefore strongly object to the proposed amendments.

I respectfully ask that the decision-maker:

- Refuse the proposed changes to the existing conditions;
- Ensure that the rail terminal and associated infrastructure remain appropriately linked to the occupation and operation of warehouse development;
- Give full consideration to the potential additional HGV traffic and its impact on the A5, A449 and surrounding villages;
- Ensure that the original commitments and safeguards underpinning the approval of the Strategic Rail Freight Interchange are not weakened;
- Give proper weight to the impact on local residents and communities who will have to live with the consequences of increased warehouse activity and road traffic.

The development was approved as a Strategic Rail Freight Interchange, not simply as an extensive warehouse estate. I believe it is important that the conditions attached to the original permission continue to ensure that the development delivers the infrastructure and benefits that justified such a major development on Green Belt land.

I ask that my objection is fully taken into account when determining application [26/00671/WMI](#).

Yours faithfully

Sarah Price