

From: [REDACTED]
To: [West Midlands Interchange](#)
Subject: Objection to WMInterchange
Date: 24 September 2026 08:10:42

I wish to object to the latest proposals concerning the so called 'West Midlands Interchange'

Oh, what a surprise, the developers now want to avoid building the rail hub that was their excuse to decimate the green belt!

The West Midlands Interchange was allowed to go ahead as a strategic national project only because it would have a rail freight terminal, helping to send freight by rail and reduce HGVs from our roads.

At the time, many people worried that the warehouses would be built first and the railway might never follow.

So conditions were put in place to stop that happening. The developer could only open a limited amount of warehouse space before it had to build the rail terminal.

Now the developer wants to change those rules so it can open more warehouses before building the railway links.

Put simply: they want to build more of the warehouses now and delay some of the infrastructure that was supposed to come before them.

These rules were put there to protect local communities, and to prove that the project was genuinely a rail freight terminal, not just a ploy to destroy hundreds of acres of green belt land for warehouses.

Any move to delay the building and using of the rail hub should invalidate the DCO permissions because it is obviously not going to be a Strategic Rail Freight Interchange.

Quite simply, No changes to the requirements in the DCO. They build the rail hub or no more warehouses, and the rest of the sites should be reinstated as Green Belt.

Regards

Lyndon Beasley

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