

From: [REDACTED]
To: [West Midlands Interchange](#)
Subject: West Midlands Interchange re: ExQ3 3.1.1
Date: 02 August 2019 16:02:12

I do not agree that the developers should be allowed to build 186,00 square feet of warehouses before the rail terminal.

If they need time to generate money and interest in using the rail hub then one cannot have much confidence in the background work and unequivocal support, financial and otherwise, that they need to have, and most definitely need, to make their paper application into a successful reality. At this stage of the process you would expect the applicant to have all the different forms of support they need including confidence in feasibility studies as well as sound business plans and models; their approach seems to cast significant doubt on that expectation and sound business investment practise.

Doubt must be given to any application that is submitted that lacks solid backing; if the application is approved and it starts off without the required backing or tangible and viable support, it will fail, and create a significant environmental blot on the landscape that will have affected many individuals, families and businesses in the area relating to the application. e.g. via compulsory purchases of properties/businesses and a considerable area of land will be affected by an unwanted and unfinished planning application that has lacked investor, business and environmental support from its outset.

Should warehousing and other necessary infrastructure, such as roads, be built initially and there be no demand for the rail freight infrastructure to be developed it would mean that the applicant and developers will have failed to achieve the prime purpose of the application - to develop a rail freight hub; surely such a dubiously achievable potential outcome cannot be supported via the planning process given the concerns and clear feasibility issues that surround the application.

If the potential outcome of warehousing being built first became a reality but no rail infrastructure was developed (e.g. due to costs and/or lack of interest - we've all seen what has/is happening to HS2 costs!) the area (and further away too) would be blighted even more, with use as a road only hub, by increased numbers of lorries and vans entering and leaving the site as the rail infrastructure to deal with the freight would be absent. All the negative factors associated with increased levels of road vehicles associated with the application would be further heightened as a result of the need for additional road traffic - factors such as pollution, road congestion, impact on health etc as already pointed out by the many opponents to the application.

With the apparent late need for the developer to generate money and interest, and a potential failure to do that, as those critical elements are apparently lacking at present, how can approval be given to the application as it is unclear what the developer may be able to achieve/develop - what will have to be cut from a proposal that lacks funding and user demand? Who knows the answer to what will be "value engineered out", but what is clear is that if planning is approved little can be controlled in terms of what is actually achieved via the development if funding and user support is not in place- this surely would be an undesirable situation to end up in given the size of the scheme and in terms of the land that is required for it.

This highly speculative and undesirable scheme, made even more dubious in terms of achieving its objectives by the need, at such a late stage, to see what interest it might attract in terms of money and use, should now most definitely not be approved. One hopes

that the sense of not approving the application will be seen by both Paul Singleton and the Government Minister who will have the final say; let's hope that given the problems that Brexit will bring that this application is not seen as a political project to support the economy through tough times ahead - men digging holes, as Keynesian economics puts it, is not a justifiable reason to support the application.

Yours hopefully

Glen Singleton

Brewood resident