

From: [REDACTED]
To: [West Midlands Interchange](#)
Subject: ExQ3 3.1.1
Date: 04 August 2019 07:46:45

Dear Mr Singleton,

with reference to your latest round of questions ExQ3.

I don't agree that 186,000 sq m of warehousing is acceptable to be built before the rt. Why this level of development? Where is this supported in evidence? While it's not uncommon for some enabling development to come forward first, NOT IN GREENBELT, that would have no chance of approval by the LA. I would like to know how much money is needed and why, I don't accept that they don't have enough money. If the rt is truly in the right location then where is the problem ensuring occupier interest? This leads me to believe they have very little confidence that the rt is in the correct location. It also demonstrates that the applicant is unsure about the level of demand that exists.

What's even more worrying is that the applicant doesn't even know where this 186,000 sq m of warehousing will be built. All of the areas within the DCO are as bad and unacceptable as the next but as I have a vested interest in the leisure, tourism and sporting facilities the site already offers, we could see warehouses destroying calfheath wood, greensforge sailing club, blackfords fishing club, Gailey canoe club, our beautiful reservoir and canal by a road based warehouse development. How will warehouses that are not rail linked ensure occupier interest in using the rt? It would be even more than the six years after the rt is built to put the road/bridge infrastructure in place so as to be able to connect any rail served warehouses to the rt.

if rail connected warehouse were built first then we lose our Bridleway and public footpath Penk 29, part of the very important Macmillan Cross Britain way to a road based warehouse development in the greenbelt.

I still believe that if the applicants believe this is the right location for an srft then the rt should come first and they should have no need to ensure occupier interest. A rt in the correct location would have occupiers queuing up surely. Has any evidence been produced which has demonstrated that occupiers are queuing up for this site? Have any occupier surveys been undertaken to ascertain the level of demand and suitability of this site from occupiers?

If they have (according to Savills) why do any warehouses need to be built before the rt to generate interest? This is conflicting information.

Kind regards
Debbie Gibson.

[Sent from Yahoo Mail for iPhone](#)