

From: [REDACTED]
To: [West Midlands Interchange](#)
Subject: FW: West Midlands InterchangeExQ3 3.1.1.
Date: 06 August 2019 09:54:06

I am a resident of Coven Heath and fully endorse the views outlined below and register my objections on those grounds.

Frederick Barrett

Secretary. Coven Heath Community Association

From: [REDACTED]
Sent: 05 August 2019 21:27
To: WMIInterchange@planninginspectorate.gov.uk
<WMIInterchange@planninginspectorate.gov.uk>
Subject: West Midlands InterchangeExQ3 3.1.1.

Planning Inspectorate, I write in respect of the proposed amendment by the applicant namely;

ExQ3 3.1.1. THE APPLICANTS DO NOT INTEND PUTTING RAIL INFRASTRUCTURE IN FOR 6 YEARS after warehousing. IN GREENBELT.

As I understand part of the initial argument for the proposal was that it was a Nationally Significant Infrastructure Project (NSIP) and such exalted status meant the unwanted development bypassed local planning procedures.

It appears that the developer is now seeking to go ahead with a modified development minus the rail development in the first instance to prove the business case and generate income in the interim.

As a resident adversely affected by the development I would like to object/rebut this suggested amendment for the following reasons;

1. The proposed amendment minus the rail development falls far below a Nationally Significant Infrastructure Project (NSIP) - just another unwanted encroachment on the Green Belt Area and should therefore be considered locally by local procedures & decision makers. Where I suspect it would probably be defeated for all the reasons previously cited i.e. green belt, pollution, other more deserving areas, loss of natural habitat and rural life etc.
2. The developer appear to be hedging their bets, in effect speculating to accumulate. This inspires little confidence in the finances of the full project, and even less in the developers belief in the veracity of their argument of need and take up.
3. Timing, why has this change to the plans happened now so far into the process? Most projects have a phased introduction as part of rudimentary project management. I cynically question the motives behind such a change.
4. What happens if the amendment is approved/granted but the take doesn't materialise and the rail development isn't required- is there any form of redress?

I apologise for my lay comments, but this amendment bares all the hallmarks of the playing the system and riding roughshod over existing local procedures and opinion.

Regards,

Pete Reynolds

Chair Coven Heath Community Association.