

From: [REDACTED]
To: [West Midlands Interchange](#)
Subject: ExQ3 3.1.1
Date: 07 August 2019 07:29:56

Dear Sir / Madam

I'm writing in regard to ExQ3 3.1.1 of the recent notification for your reference TR050005.

My concern regarding the development has always been that classing it as a National Strategic project was a way of overcoming the issues of putting new warehouse space on green belt land. As someone who works in the Logistics industry I understand the value of warehousing like this in the Midlands but the comment that the freight hub may not be built for 6 years after the first warehouses are constructed proves that any tenant that takes a lease on the building will not be bringing in any freight via rail. I believe that if this development is to be granted permission then the terminal must be built first to allow tenants to bring goods in using this method, furthermore I think there should be a covenant on the leases to force tenants to move a percentage of there goods via the rail network. We could conceivably build all the warehouses proposed on our green belt land and the freight terminal may never be used. This is my view would be completely unacceptable given the developers view that this project is of national significance.

The impact on the surrounding roads will be significant if all the freight comes in via road, which is guaranteed if the terminal is not in place for when the first warehouse is built and potentially still an issue in future years if tenants are not made to use the rail network.

I'm gravely concerned that this development, if permitted, will not be used as it was intended

Regards

Marc Deakin
[REDACTED]