

From: [REDACTED]
To: [West Midlands Interchange](#)
Subject: EXQ3.1.1
Date: 07 August 2019 23:01:47

(i)

Once these warehouse have been built, green belt has been destroyed and can never be reversed.

It is my opinion that no warehouses should be granted permission without guaranteed occupation and compulsory acceptance of the use of the rail freight hub. Without that guarantee, how is this of national significance, as it is likely that the warehouses are built, and become road based.

(ii)

Giving the applicants an option to build prior to the occupation of 186, 000 sq.m of warehousing or the sixth anniversary of the first occupation of more than 47,000 sq m of warehousing muddies the waters and allows the applicants to build whatever the outcome. I say again, once built, this can never be reversed.

I was told at the initial consultations, that tenants would be sort and committed to the RT prior to the application.

(iii)

It is in my opinion that no timescale should be given to the completion of the RT. Without a compulsory order to use the RT to the tenants of the warehouses, the warehouses should not be built!

(iv)

NO!!, There are a number of more favourable locations that have not been adequately considered

(v)

I believe that the applicants interest have always been to get this approval via the 'back door' and these warehouses once built, would most likely not be linked to the RT. That being the case, this would not constitute a NSIP.

(vi)

I strongly disagree with your suggestion to reserve to the Secretary of State, the power to determine any subsequent application to change the timescale requirements for delivery of the RT. Surely the LPA is in a much better understanding of the local needs to make such a decision.

Regards
Ian Crocker



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