

**Mr. Paul Singleton,
Examining Inspector
Inspectorate Reference
For DCO TR050005.**

2nd April 2019

Sent: By Post Tracked and email

Dear Mr.Singleton,

I am writing to express my strenuous objections in connection with the proposed rail freight interchange at Gailey/ Four Ashes, Staffordshire.

Green Belt Land

The proposal being made uses 700 Hectares of Green belt Land, of which 50% is used for agricultural purposes. Farmland once decimated will be lost for ever, in what is globally, a very small island. If it were not for the SRFI, this application for an unacceptably high density/over development of the site with warehousing would be considered at Council level and would almost certainly have been rejected.

The Government has stated that Green Belt land is sacrosanct and is intended to stop the urbanisation and the “joining up” of towns which would effectively mean Birmingham, Wolverhampton and very little green area before reaching Stafford. The area within a ten mile radius of Gailey would be devastated. I would submit that the case for special circumstances to be demonstrated, before the use of Green Belt land be allowed, has definitely not reached the appropriate criteria.

The development will have a devastating effect on the landscape which will impact on an Area of Outstanding Natural Beauty (AONB) known as Shoal Hill Common.

More suitable locations.

There are other more suitable sites for a new SRFI ie Brownfield first policy. One of the main conclusions of the 2012 Black Country and Southern Staffordshire Regional Logistics Sites Study was that a SRFI should be considered on a wider spatial scale than South Staffordshire and the Black Country, indeed, there is a strong argument that the geography should extend to that of the Midlands as a whole.

The East Midlands Gateway which is a relative short distance away, has not had sufficient time to get established and may negate the usefulness of the present application being situated within such a close proximity. East Midlands RFI also has the benefit of being close to an international airport unlike the present application.

The consideration of other sites by the developers/land owner is wholly inadequate, and clearly the choice of sites is done so as to slant any conclusion to their advantage. The size of the development itself is daunting for the type of area. Pentalever Site at Cannock would be more suitable and keep industrial sites to a more acceptable size.

It would be more appropriate to locate the development elsewhere on a more suitable brown field site or within an area more in need of regeneration such as Stoke - on -Trent. This would leave the beautiful agricultural land and woodlands in situ. There is no need for parks in the middle of a vast industrial unit especially as there is Cannock Chase virtually on the doorstep. The one proposed for Croft Lane would be surrounded by 30 metre high buildings with very high levels of carbon monoxide, which I would submit defeats the whole objective.

Rail Infrastructure

From a layman's perspective there would appear to be no clear written indication by Network Rail of their agreement to the proposed works. Surely, there must be clear binding agreements made between the developers and Network Rail **PRIOR** to any decision being made in this application. For the avoidance of any ambiguity Network Rail should be required to attend before yourself and explain a) If there are any potential safety issues, b) how these can be dealt with or mitigated c) if there are no binding agreements in existence by the time of their evidence why not?

Consideration should be given to restricting the building of warehouses to a very small percent until the construction of the RFI has been completed and is physically capable of operating.

Employment

There is no evidence to support the suggestion that the proposals would create up to 8,550 jobs, this is purely speculative. The area has one of the lowest unemployment rates ie 2%. Warehousing is well known for being largely automated. The proposals would be better located in an area of low employment, where it would avoid the necessity for employees to be travelling from outside the area thus creating additional strain on the Transport Network.

Air Quality Pollution and Noise

The Preliminary Environmental Information Report produced is biased and full of inaccurate information. There would be a hugely adverse affect on the residential amenity by reason of noise, disturbance, pollution, overlooking, loss of privacy, coalescence of

settlements, amongst other things. Croft Lane would be encompassed within a horseshoe of this development, being bordered at the top of the shoe by the A5. It is extremely difficult, at certain times of the day, to turn right out of Croft Lane as it is, let alone with the additional volume of traffic by reason of the development.

Traffic and Highways

It is well known, that the M6 running through the West Midlands and Staffordshire is one of the most dangerous, and busiest stretches of the motorway networks in the country. There are frequent accidents and as a consequence the surrounding road networks become gridlocked. The roads, which include a large amount of country lanes, as you would expect in this type of area, will simply not cope with the additional traffic.

At present all lay-byes are full of parked lorries of a night time. The developers are proposing some lorry parks, but what assurances can be given that these will be free and will be adequate?

Ecology, Habitat and Trees

There are a very large number of trees being sacrificed and whilst they may not all be classified as ancient, nevertheless are old established. With all the issues regarding climate change this is not the way forward.

The area is home to creatures which include the Greater Crested Newts and bats, which are protected species. I personally have a very large variety of wild birds which visit my garden and there is no doubt that will not be the case when the area is reduced to an industrial estate.

In short, the full effects the proposed development would have on the ecology and wildlife have not been shown to be acceptable.

Personally

The residents of [REDACTED], of whom I am one, will be affected probably more than anyone else within the surrounding 10 mile radius. The lane is clearly situated in a rural surrounding which is demonstrated by the outlook and the fact that the properties are not on the mains sewage system, nor have any gas connections down the lane. At the moment it is quiet and peaceful without being isolated. Most of the residents have lived down the lane for years and some their whole lifetime.

It would be tragic for this area to be totally destroyed, which is what will happen, if this application is allowed to go ahead. I trust that you will give very serious consideration to

all the matters raised above and hopefully conclude that this is a totally inappropriate area for this development.

Yours sincerely,

Mrs K. M. Turner

From : **Mrs K. M. Turner**

