

Areas of particular concern

Traffic

Traffic is a major factor in this locality, both currently and regarding the unsuitability of WMIs location. Queueing traffic occurs on the A5 Watling Street every day at the morning & afternoon peaks and at random times through regional accidents, breakdowns, roadworks and slow traffic, particularly between Gailey island and Junction 12 of M6 but also the other arms of Gailey island. The applicant's traffic analysis **does not** record it and it appears not to figure in the proposed traffic flow calculations. This has worsened since additional development has occurred in Cannock.

Since the introduction of a new island on the A5 would shorten the distance from junction 12, the traffic would back up quicker and compromise both the motorway and the next set of traffic lights.

Since junction 11 is already over capacity there is no relief there for traffic trying to avoid. As the addition of several islands to form a new (30mph) link road cannot be expected to improve existing traffic flow when that would also be the conduit for 1000's of extra trips and internal movements. Having observed FALs traffic camera recording by Advanced Transport Research, it was surprising to see it taking place at the end of July. That would not be representative for any project. FALs traffic consultant couldn't explain the apparent anomaly at the community meetings **and still can't**.

Phasing and the Quarry

The applicant is proposing to phase the work if they got consent. Phase 1 would be an A5 and Station road ribbon development of warehouses – road served only. That phase alone would be a successful prize for a developer and excuses would soon be rolled out to renege on a rail connection.

The Quarry that the applicant set up (on the basis of being a strategic resource) has already reneged on its planning conditions to reinstate the agricultural land it has wrecked. The WMI documents show that the resource would be closed immediately if consent were granted, sterilising the minerals.

The applicant is not even able to control drivers turning right from the quarry exit (no right turn) despite several accidents resulting; why would they be able to control right turns towards Penkridge!

Local Community Engagement

The applicants have always refused to meet with the community group (keeping only the public exhibitions required by the process). The fact that the applicant would launch such a disruptive & life changing major project without having approached the community beforehand, shows an incredible arrogance, a medieval landowner attitude. That it is in green belt and on good quality arable land beggars belief.

Even though they are suggesting a 15 year minimum build local residents are required to respond within 28 days to a once only call for noise or pollution issue to be assessed. That echoes the bullying tactics that were used around the initial publication.

Socio-Economics

The reported socio-economic benefits suggested alternatively pluck figures from Staffordshire as a whole, West Midlands or South Staffordshire - depending upon whether they are trying to show an employment need in the area or a surfeit of employees available to populate the buildings and their thousands of vehicles.

Yet the experience at nearby Amazon shows that there is little local interest or need and that employees have to be bussed in from Birmingham, especially for seasonal job swings that Big Boxes create.

Maurice Cotton (a local community resident)