

West Midlands Interchange at Gailey, South Staffordshire

Written Representation prior to Examination Timetable Deadline of 5th April 2019

1. This submission follows up my representation dated 15th October 2018. Destruction of Green Belt which is better used for growing food than importing, and damage to the Environment through increased pollution with consequent health issues, are major factors which have caused well over 1000 individuals and respected local organisations to object in strong terms to what they see as an ill-judged proposal. I support them.
2. My initial representation pointed out that the hub rail connection would be into the Midlands loop of the West coast main line, not the main line itself. This is one of the most congested sections of the national rail network and one of the least suitable for access to East coast ports. Because of the volume of passenger trains on this route, rail freight movements would have to be overnight. To the South in particular, trains would have to pass through built up areas in and around Birmingham. Noise disturbance for many residents must be added to the list of compelling reasons for abandoning this proposal. It is a factor which has received scant consideration by Four Ashes Limited. This summarises a subject which has also been commented on by very few objectors.
3. The impact of increase in road traffic has been discussed, but has been seriously underestimated. Delays, driver aggravation and public safety are examples. The absence of any realistic public transport to the site would increase this congestion and cause drivers to make dangerous diversions through nearby villages.
4. Much time, effort and cost has been put into a commercial development which is in about the worst possible location in the UK, and which is unacceptable in many ways. This is no reason to continue with the project. A brownfield site in the Stoke-on-Trent area with good transport connections has been suggested by many objectors. An even better solution to the desirable objective of moving freight transport from road to rail would be to develop rail infrastructure at, and from, ports such as Felixstowe, Grimsby or Hull.
5. There is nothing within this submission that I would wish to remain confidential. I am a registered 'Interested Party', Ref: RR0595 and I am a member of the public with membership of several village organisations.

Ian Carless, [REDACTED]

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