

RESPONSES POST Deadline 8 from Stop the WMI Group

Air Pollution

It was noted that Walsall Council has abrogated its responsibility to answer air pollution questions. Whilst visiting a colleague in Darlaston Road, Walsall it was noted that the obscure choice of Receptor position by Ramboll is further diminished by the fact that the motorway at that point is elevated, shielded and separated by acoustic panels - so not a good representation. On the basis of that choice, many other locations may be of limited value. If FAL has identified the data positions initially, it would have been possible to check.



Darlaston Road, Walsall.

Alternative Sites

Bescot

An aerial view of the large sidings, much of them unused for decades. Recently a proposal for a HGV served sleeper factory has annoyed locals. This is due to the factory being displaced from other massive rail sidings at Washwood Heath, Birmingham in preparation for HS2 works.



Telford International Rail Freight Park

Whereas the Applicant has continued to refer to the Hortonwood site as unsuitable due to gauge and proximity to the Black Country. Since the facility was built for the Ministry of Defence to transport heavy machinery its capability is already proven. Whether a gauge improvement is necessary would depend on the use of high top containers. Regarding Gauge, the Examiner is directed towards reasonings given for Radlett by the Secretary of State. It is adjacent to Stadco Magna (former GKN Sankey) that produce pressings and parts for Jaguar amongst others. Owners Freightliner posted a profit last year.

Wolverhampton, whilst having one of the largest areas of rail land and sidings in the West Midlands has ignored the strategic importance of them, preferring to concentrate on the spoils of city status, endless student housing and facilities, rail free sorting offices and such like. Freightliner has a large private RFI near the centre dedicated to steel imports.

In addition to the inevitable disruption and chaos that a WMI development would cause, which the Stop the WMI Group has raised many times; there are further national considerations.

Immediately after Deadline 8 our concerns about HS2s future were highlighted.

Road disruption would also impact upon the strategic road system:

The UN Environment Conference COP26 in 2020

Coventry City of Culture Preparations 2021

The Commonwealth Games 2022

Recreation

“It should be noted that Calf Heath Wood is not currently free from disturbance, with pheasant rearing and pheasant shoots taking place.”

Response

Pheasant rearing and shooting presents very limited disturbance in terms of duration (in the case of shooting) and volume (in the case of pheasant rearing).

Can it be guaranteed that both construction and operation of the site will present less disturbance than this existing disturbance level?

“If by ‘other reservoirs’ this refers to Gailey Upper and Lower Reservoirs the Applicant considers that the habitat linkages provided within the ecological corridor (between Calf Heath Wood and Calf Heath Reservoir as illustrated in the Green Infrastructure Parameters Plan, REP5-019) serve to provide additional habitat linkage to these reservoirs as well. The intervening land is severed by the A5 and M6 and is outside of the Applicant’s control. The proposed ecological corridor links with the off-site Watling Street Plantation to the north-east of the Site and to the south-west of the Gailey Reservoirs.”

Response

The reservoirs referred to are Gailey Upper and Lower Reservoirs and the fact that the A5 and M6 already create barriers to movement of species within the area lays bare the fact that fragmentation elsewhere in the near vicinity needs to be minimised in order to avoid further contribution to the loss of biodiversity locally. The freight hub would certainly add to further habitat fragmentation.

Regardless of the surrounding area being outside applicant's control, the development of the area inside the applicant's control would have a negative effect on the biodiversity in the region as a whole.

Criminal Law sanctions

The Applicant has proposed the rail requirements as amended through the Examination process in full recognition of the importance of these obligations. Third parties may not have appreciated that non-compliance with the terms of a DCO is a criminal offence.

Response

This is fully understood but the Applicant has failed to respond to our earlier submission "The mechanism put forward to secure the rail connection is seriously flawed in that it is based on wording in the Rail Requirement based on the concept of "outside the control of the applicant". This is not a definition tested in case law. Again the applicant declines to engage in relation to a suitable "force majeure" definition. The consequence is that the criminal law sanctions under the Planning Act 2008 on which the applicant relies to support its case are rendered problematic. In any event such criminal law sanctions are of no use against a company in liquidation and could only be pursued against directors if they were still around in six years + time."

DIRFT

Whilst much precedence has been taken from the DIRFT project it must not be assumed that it is a perfect transformation from farmland to logistics hardscape. The food industry has based much of its distribution around this Golden Triangle site.

Many of the former inhabitants have been displaced by the ongoing projects, resulting in fewer objections. Publicly aired complaints like the one below have been removed quickly. Mr Allman or his video could no longer be found.....

VIDEO: Crick family record noisy You Tube clip of DIRFT warehouse as they continue their battle against Tesco



Share this article

Published: 17:15
Monday 23 April 2012



NOISY neighbours are getting all too much for one family.

The Allman family, who live just metres from the newly-built Tesco grocery warehouse on the Daventry International Rail Freight Terminal (DIRFT) development near Crick, have been battling for the last nine months to get the noise levels coming from the 800,000sq ft warehouse reduced.

Andrew Allman has lived in his family home for 20 years. It used to sit in open countryside before DIRFT was built but now says his family can't cope with the noise levels coming from the site which operates throughout the night.

Last month Daventry District Council said that Prologis - which built the site - is continuing to co-operate with an ongoing investigation into the noise levels and has put forward a number of measures designed to limit noise.

To demonstrate the level of noise Mr Allman made a video clip at 4am during one sleepless night. He has since posted the clip on You Tube.

****TO VIEW THE VIDEO CLIP CLICK ON THE BLUE TEXT LINK BELOW****

[Noise](#)