

## **SHARESHILL PARISH COUNCIL**

Shareshill Parish Council wishes the Inspector to make a site visit to the field located to the rear of the Parish Church of St. Mary and St. Luke in Church Road, Shareshill in order to assess the visual impact the proposed WMI will have on the landscape when looking towards Four Ashes (Please see location plan provided at **Appendix A**).

The existing Waste Incinerator is clearly visible with its green roof (which was constructed to mitigate its visual impact on the landscape of the area); the Gestamp Factory has since been added, however, the sheer size, scale and height of the proposed West Midlands Interchange will have a significant (not moderate) visual impact on the landscape and the Green Belt when looking from Shareshill.

The proposed warehouses have a comparable height to the Incinerator but will be on a much larger scale and accordingly, their presence will significantly affect the openness of the Green Belt. The proposal will encroach into the countryside due to the height of the proposed warehouses which will appear above the landscape horizon. In the Parish Council's view mitigation landscaping will not blend the Interchange into the landscape and cannot moderate the massive affect it will have on our rural area.

A plan of the field showing the viewing point is provided for the Inspector's information at **Appendix A**

The Parish Council also has similar concerns regarding the visual impact of the West Midlands Interchange on Shoal Hill Common when viewed from the Toposcope on the Common itself.

Again a plan showing the viewing location is provided for the Inspector's information. Please see **Appendix B**

The Parish Council is also very concerned that no assessment has been made regarding employees rat running through the side roads/lanes which run from Church Road, Shareshill and Saredon Road, Saredon off the busy A460 in order to get to the WMI site. The A460 very often experiences congestion already, particularly when the M6 Motorway is blocked. Moreover, the Parish Council has concerns regarding the capacity of the M6 to take extra traffic heading towards the WMI as this is one of the busiest stretches of motorway in Europe.

Highways England must also assess the cumulative effect of the WMI, M54/M6 Link Road and the new McArthur Designer Outlet at Cannock will have upon Junction 11 of the M6. The Parish Council also has concerns regarding additional HGVs using the M6 Diesel Service Station on the A460. The A460 is expected to see a reduction in traffic once the M54/M6 Link bypasses Shareshill, however, if extra HGVS from the West Midlands Interchange use the M6 Diesel Service Station the purpose of reducing traffic by the scheme will be reversed.

The surrounding areas already suffer badly from fly parking and in the Parish Council's view the proposed WMI would encourage even more HGVs to the A460 which would inevitably result in even more fly parking.

The Parish Council would also request that the Inspector takes into account the following:-

**Alternative Site "Network Rail – Bescot Freight Depot"**

The need for 300 hectares of rail served warehousing at Four Ashes is questionable when capacity exists at the Bescot (Walsall) Sidings Freight Yard.

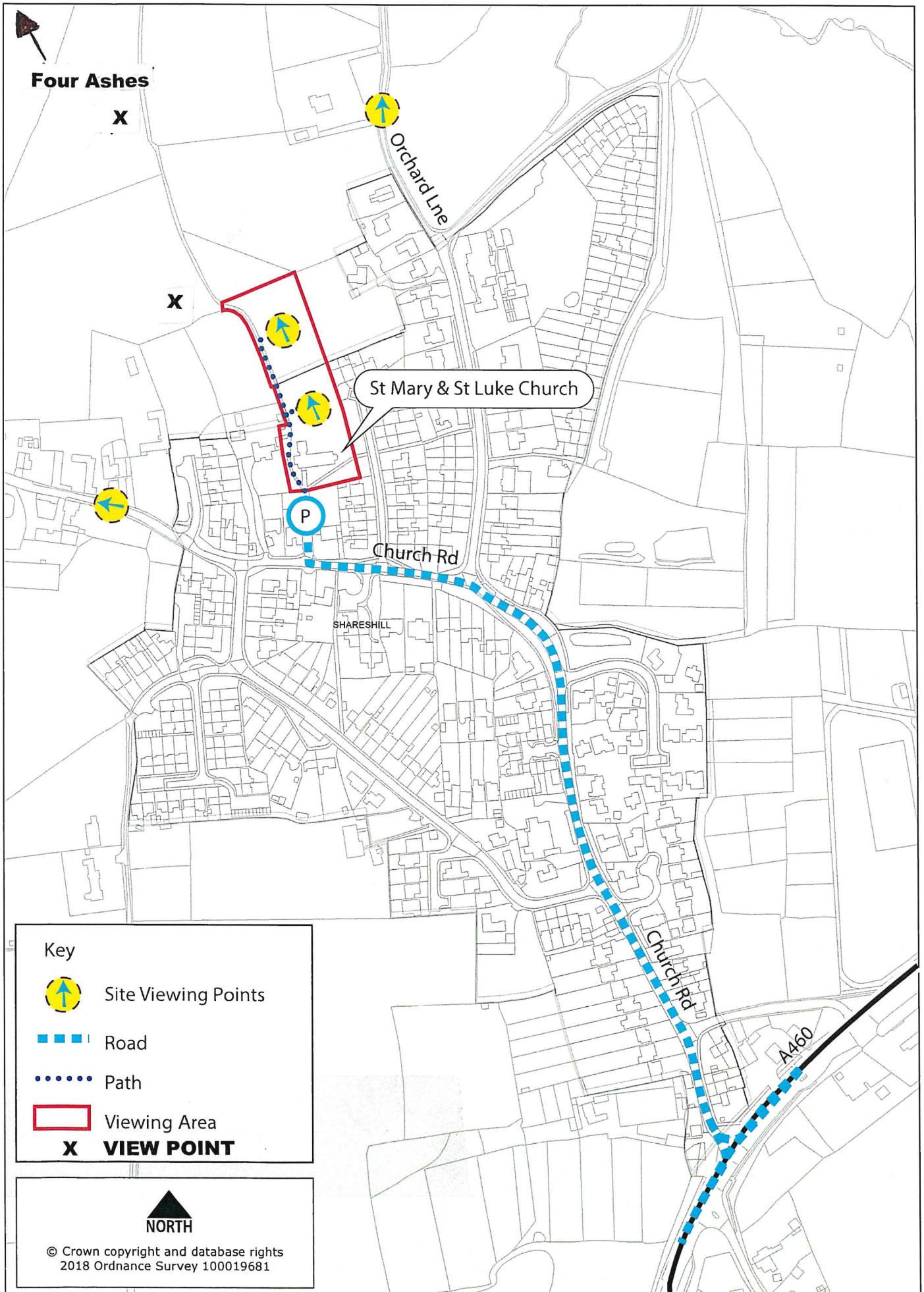
Network Rail is currently proposing a new National Rail Sleeper Manufacturing facility at Bescot; this is a Brownfield site already connected to the West Coast mainline and should be considered for warehousing to meet some of the rail connected demand for the West Midlands prior to consideration of the use for rail sleeper manufacture.

The regenerated freight yard is being proposed by Network Rail because of the closure of Washwood Heath to accommodate an HS2 Hub together with relocation of their Doncaster facilities, however, in our view the demand for warehouse served rail connection for the West Midlands should be partly provided by the capacity at Bescot Sidings.

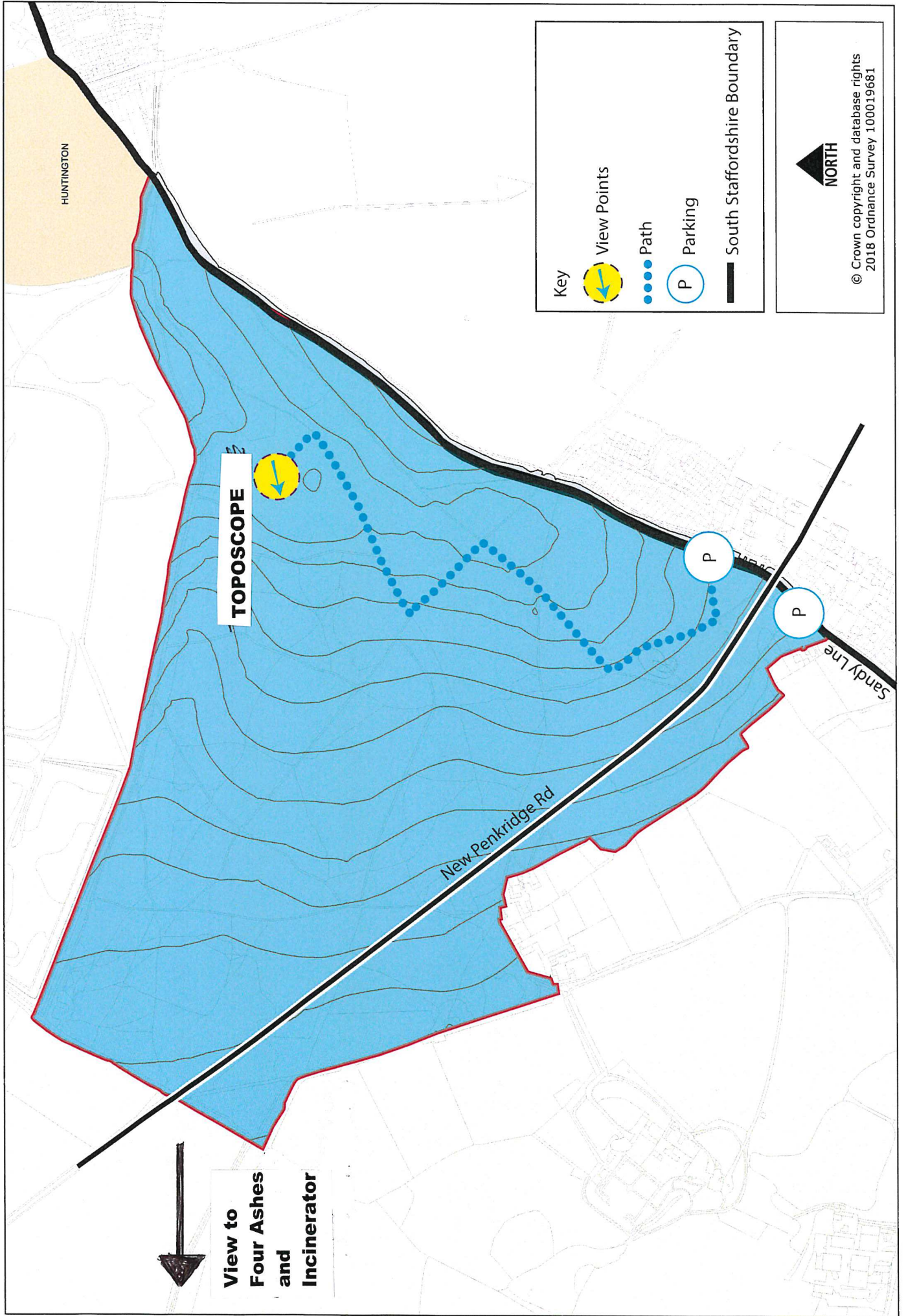
The applicant has not considered the Bescot site, the consideration of this Brownfield site should take priority in the planning balance, thus reducing the need for the release of up to 300 hectares of Green Belt Land at Four Ashes.

Clearly, the size of the Bescot site would preclude it from being considered as a direct alternative, however, its use for rail served warehousing would have the capability to reduce the need for 300 hectares of Green Belt to be used at Four Ashes.

# Shareshill Viewing Points



Shoal Hill Common Site Visits



HUNTINGTON

**TOPOSCOPE**

**View to  
Four Ashes  
and  
Incinerator**

New Penkridge Rd

Sandy Lane

Key

View Points

Path

Parking

South Staffordshire Boundary

**NORTH**

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