

West Midlands Interchange Further Comments For Deadline 4 - 14th June 2019:

Following the accompanied site visit and hearings at Cannock, Brewood and Coven Parish Council's opinion remains the same in that very special circumstances have still not been demonstrated to justify the development of the West Midlands Interchange (WMI) on our Green Belt. Our further comments are:

Transport

Plans in place and recent dialogue do not alleviate grave concerns of the potential effects on safety and our road network. No assessment has been carried out as to the impact of motorway incidents that force a greater volume of vehicles onto local roads. An occurrence which happens regularly at a cost to the national economy in terms of wasted time as well as great inconvenience to local road users.

It is acknowledged that the A5 is an alternative and often preferred route through to Telford, although not classified as a trunk road. Four Ashes Ltd does not dispute that there will be a large increase in HGVs. The A5 west of Gailey is not wide and has many junctions leading to local villages and hamlets.

The proposed plans of additional roundabouts and one way access will lead to motorists exiting major routes and cause more 'rat runs' through villages.

With regard to rail connectivity, Four Ashes Ltd requires a minimum of 25% site occupancy before considering installing a rail terminal. Our fears are that this may not materialise and we will have a large warehousing site served by an even greater number of HGVs than predicted.

Air Quality and Carbon Emissions

We remain concerned about the impact due to additional HGVs as well as tugmaters. Emissions will be concentrated on site as well as there being an increased level on surrounding highways. There may be an additional problem with dust due to movement of vehicles and containers on site not only when operational but also dust during construction.

Noise and Light Pollution

Increased noise from traffic. More roundabouts and junctions lead to acceleration and braking. 24 hour site operation noise from tugmasters, cranes, HGVs, trains and container movement. Light pollution from a large working site.

Socio-Economic

In relation to employment impacts, South Staffordshire currently has an employment figure of 1.6%. Four Ashes Ltd has predicted that the local workforce could be drawn from Wolverhampton, Walsall and Cannock; only one area is within our county.

Ecology and Nature

There will be a great impact on habitat and breeding. No outlines are forthcoming as to how conservation sites will be managed and monitored. Ecological areas on site are not due for development until later stages of the construction. We have a local conservation site along the canal that residents wish to protect.

Landscape and Visual Effects

Such tall warehousing will impact on views and the skyline well beyond our parish locality. Rural views, wildlife and Green Belt replaced by WMI will have an impact on tourism as well as local residents. The

canal, mainline rail and local buses will all travel through this site which will not be representative of our rural community.

Cultural History

Insufficient consideration and evidence of the effects of WMI have been demonstrated.

Brewood and Coven Parish Council feels that the proposed WMI development is not of economic or social benefit to its parishioners and would impact in a negative way on their lives especially the residents of Coven and Coven Heath. Should this project go through, it may set a precedent for industrial construction on the Green Belt and jeopardise other areas nationwide.