

From: Councillor Ken Meeson (Solihull MBC)

Sent: 07 October 2020 21:24

To: Andrews, Mark (Economy and Infrastructure Directorate, SMBC)

Subject: Motorway Service Station - Application 2016/02754

Dear Mark

I understand that this application will shortly be coming for consideration by Planning Committee and wish to ensure that my objections as ward councillor are recorded. When the proposal for this application were published in 2016 I submitted a number of objections but need to reiterate these in view of the passage of time.

- This application would require traffic to leave the M42 at Junction 4 onto a busy and complicated roundabout that not only serves the motorway, A34, A3400 but also the Blythe Valley Business Park. Adding more traffic from the motorway will make it even more hazardous.
- The stretch of the M42 around Junction 4 is one of the most congested parts and has very frequent long queues of stationary or very slow-moving traffic. Having MSA traffic joining at this point would create additional pressure.
- The same site was rejected by the Planning Inspectorate following a Public inquiry when a previous MSA application was made in 2001. The Inspector ruled that an alternative site between junctions 5 and 6 (near Catherine-de Barnes) should be the preferred site and would cause less disruption. The reasons for refusal of the previous application have not been overcome in this application.
- The site is in Solihull's confirmed Green Belt and its development would breach the defensible boundary of the M42 as all existing development (including Blythe Valley and Fore Business Parks) is on the Shirley side, so the motorway forms a clear demarcation between the urban and rural part of this area of the borough.
- Adjacent to the proposed site is an area of important woodland which supports diverse wildlife, including deer, badgers and smaller countryside creatures. The development would have a serious impact on biodiversity and natural habitats.
- There are already facilities for motorists adjacent to Junction 4 with a filling station, supermarket and two restaurant/cafes so an MSA is not needed at this location.
- Any MSA on the M42 should have joining/leaving access in both directions and this can be provided at the alternative proposed MSA attached to the approved new mini-junction between Junctions 5 and 6 without adding to the busy traffic on either of these major junctions which (like Junction 4) intersect with the major road network.
- The above application would be an intrusive and inappropriate development in the Green Belt that would put additional traffic onto an already difficult junction and a section of the M42 that is subject to frequent and heavy congestion.

I would urge that the application is refused.

Yours sincerely

Ken Meeson

Councillor Ken Meeson – Dorridge & Hockley Heath Ward