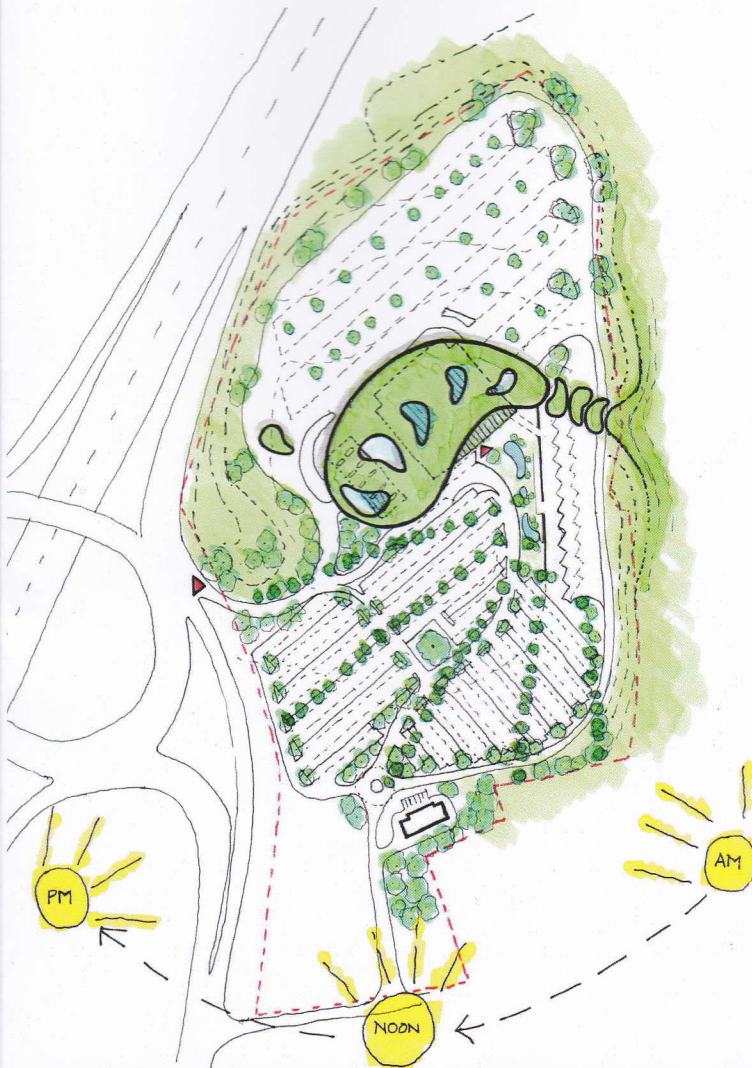




Aerial view looking North West

The benefits of our scheme over alternative proposals

- The total boundary of our proposed on-site planning application is around 8.73 hectares, which will ensure a significant reduction in environmental impact when compared to the 61.75 hectare planning application boundary of other proposals.
- The alternate proposals for the site close to Junction 5 of the M42 will require construction of new access and exit roads, with two elevated and fully illuminated roundabouts and an over-bridge, all taking up some 60,000 square metres of undeveloped land.
- Our site is well connected to local communities with existing roads. We will not need to build any significant new road infrastructure to connect our project.
- Unlike the alternative proposal our project will not require the removal of 1,900 square metres of ancient woodland. In fact we are proposing to plant 6.9 hectares of new native woodland.
- We are proposing more than double the amount of on-site soft landscaping, including tree planting, and hedge borders to minimise visual impact.



Proposed site plan

In 2009 the Secretary of State confirmed that there was a significant need for a new MSA on this stretch of the M42 for highways safety reasons. She also acknowledged that the benefit of an MSA would need to outweigh any adverse effects on the local Green Belt, noting that all of the relevant stretch of the M42 lies within the Green Belt and therefore some degree of harm to this designation is inevitable if an MSA is to be delivered. This factor has been central to Applegreen's MSA proposal where the effects will be minimised through using an existing motorway junction, with upgrading works to improve traffic flows, and adopting a smart design which means that the Applegreen proposals will be contained within a minimal planning application boundary.



Illustrative grass roof structures