

Examining Authority's Note of Unaccompanied Site Inspection

Inspection 1:

M42 Junction 6 Improvement

22 May 2019

Background

The Examining Authority (ExA) undertook its first unaccompanied site inspection (USI1) to support its examination of an application for development consent for the proposed M42 Junction 6 Improvement (the application) on 22 May 2019. Inspections were undertaken from publicly accessible land including highways and public rights of way. No access was required to private land, so advance permission to enter land was not required and these inspections could be undertaken on an unaccompanied basis.

The inspections were undertaken to view the proposed application site and locations prospectively within the setting of the proposed development.

USI1 is recorded in this note, the purposes of which are:

- to inform the Applicant, interested parties (IPs) and any other persons invited to become involved in the examination (other persons) of actions already taken by the ExA; and
- to enable the Applicant, IPs and any other persons to consider which if any additional sites the ExA might need to inspect.

Further accompanied site inspections (ASIs) will be required and the ExA discussed the programme with the Applicant and Interested Parties at the Preliminary Meeting on 21 May 2019. It was agreed that the particular characteristics of the scheme and the geographical coverage are such that it is likely that two days will be required to carry out the ASI. As set out in the Rule 8 letter, this has been timetabled for Wednesday 3 and Thursday 4 July 2019. The applicant, IPs and other persons are provided with an opportunity to notify the ExA of a wish to attend the site inspection and suggested locations (with justification) by Deadline 1, midnight 3 June.

However, before providing comments on the need for and nominations about locations for additional site inspections, the Applicant, IPs and other persons are requested to review the actions recorded in this note.

Before agreeing to any additional site inspections at particular locations, the ExA will consider the degree to which it is necessary to visit a site that has been nominated for an inspection to inform it about the application. It may decide not to visit nominated locations where it has already visited or it considers that it is not necessary to see the features to be observed there.

Particulars of the Inspection

USI1 was undertaken by the ExA: Examining Inspectors David Cullingford (Panel Lead) and Richard Jones. Dee Allen, (Case Manager) and Bart Bartkowiack (Case Officer) of the Planning Inspectorate were also in attendance. The inspection was

undertaken by car and on foot, commencing in Solihull at 10am. Weather conditions were sunny/ partly cloudy.

From Solihull we joined the north bound section of the M42 at Junction 5, taking note of the traffic flow and the extent to which views were available to the west.

We left the M42 at Junction 6 on the slip road leading to the free flow link onto the west bound section of the A45 and immediately onto Airport Way and into Birmingham Airport. Here we noted the location, scale and extent of the airport, relative to the proposed scheme.

From Birmingham Airport we drove north along Bickenhill Lane and onto Bickenhill Parkway, noting the location of Birmingham Business Park, and southwards along Northway, observing the NEC and its car parks as well as Resorts World.

On route along Pendigo Way and Southway we observed the overhead electrical transmission infrastructure before driving around the Junction 6 roundabout, observing The National Motorcycle Museum, then taking the east bound access onto the A45 and again onto Airport Way before taking Bickenhill Lane eastbound, then southbound to the Clock Interchange.

From Clock Interchange we drove along Catherine-de-Barnes Lane before exiting onto St Peters Lane and parking at Church Lane, within the Bickenhill Conservation Area. We walked eastbound along Church Lane observing the location of the Bed and Breakfast and the location and characteristics of St Peter's Church, a Grade I listed building. Beyond the Church we noted the position of the church hall and nearby residential properties. From Church Lane we walked along Pitt Lane, observing the residential properties there, and then onto the Public Right of Way (PRoW) M106 up to the Clock Interchange. From the PRoW we were able to view the relationship of the proposed compound in relationship with the northern edge of Bickenhill.

We then walked back to Church Lane and westwards turning right onto St Peters Lane where we observed the application site from the edge of the Conservation Area. From here we walked across Catherine-de-Barnes Lane, noting the location and characteristics of the caravan park. Crossing back we walked along St Peters Lane to the point where it splits, before taking the south west option down to the junction with Catherine-de-Barnes Lane. We walked southwards along Catherine-de-Barnes Lane, noting Warwickshire Gaelic Athletic Association and then the residential property known as Four Winds, as well as Birmingham Dogs Home. We also noted the south easterly views towards the proposed location of Junction 5a.

We then drove down to Catherine-de-Barnes Lane roundabout, turning right into Hampton Lane into the village and over the Grand Union Canal. From Catherine-de-Barnes we drove eastwards along Solihull Road and parked on the existing overbridge to the M42. We firstly observed the M42 and northern views from the overbridge, including the location for Junction 5a. We crossed to the southern side to take in the southern views of the M42 and the Aspbury's Copse ancient woodland, including the location of the proposed southern slipways.

Returning to the car, we drove into Hampton in Arden observing the approach to the village/ Conservation Area and the Parish Church of Saint Mary and St Bartholomew, a Grade I listed building. We drove further into the village, turning

right into High St, noting the character and appearance of the same, before turning right into Shadowbrook Lane, over the M42 and up to the junction with Catherine-de-Barnes Lane.

Conclusion of the Inspection

The inspection returned to Solihull via Catherine-de-Barnes and concluded at approximately 12.45pm.