

Standing up for the Warwickshire Countryside

24 June 2019

National Infrastructure Planning  
Planning Inspectorate

**Planning Act 2008**

**Application by Highways England for Order granting Development Consent for M42 Junction 6 Improvement, Metropolitan Borough of Solihull**

***RESPONSE TO EXAMINERS' QUESTIONS 1<sup>st</sup> Series***

1.0.1 and 1.0.2 LIGHTING

There is no plan submitted showing the lighting proposals and there is no lighting strategy from what we have seen. The three main sets of plans -Classification of Road Plans, Streets/RoW/Access Plans, and Environmental Masterplan Fig 8.8 Plans – do not show lighting. It is not possible to tell where lighting is proposed and where it is not.

The ES Non-Technical Summary has only two references to lighting, at 7.4.1 and 8.3.1, neither giving any information or reference to any drawings.

The statement in 8.3.6 of the main ES (Question 1.0.2) says there was a 'review of the type and location of road lighting' but this review is not apparently available.

The scoping out of night-time visual effects of road lighting from the ES is not justified. The area south of the A45 and west of the M42 is rural Green Belt with little or no street lighting and village settlements with little street lighting. This area is not lit up and while the effect of lighting of the Airport and the area around it is visible in the sky the actual area where the new link road would be is generally unlit.

Further more, if the MSA is not given permission that area of land will remain dark at night; and it is possible that lighting will be removed from the M42 between Junctions 5 and 6 if there is no Junction 5A, since some lighting has been removed from certain lengths of motorways as part of all-lane running upgrades.

Detailed lighting proposals need to be produced and consulted on.

Yours faithfully

M A SULLIVAN