

Examining Authority's Note of Unaccompanied Site Inspection 2

M42 Junction 6 Improvements

2 October 2019

Background

The Examining Authority (ExA) undertook a second unaccompanied site inspection (USI2) to support its examination of an application for development consent for the proposed M42 Junction 6 Improvement (the application) on 2 October 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 revisit locations seen at the accompanied site inspection (ASI) and locations which were not previously viewed, both within and outside of the application site.

USI2 is recorded in this note, the purposes of which are to inform the Applicant and interested parties (IPs) of these actions taken by the ExA in addition to USI1 and the ASI, which took place over 3 and 4 July 2019.

Particulars of the Inspection

USI2 was undertaken by the ExA: Examining Inspectors David Cullingford (Panel Lead) and Richard Jones. Bart Bartkowiak (Case Officer) of the Planning Inspectorate was also in attendance. The inspection was undertaken by car and on foot, commencing at approximately 2pm. Weather conditions were sunny/partly cloudy.

We firstly observed, from the footway on the northern side of the A45, the overgrown area of land for Route A shown in the Applicant's 'Assessment of Potential Footpath Connectivity between the A45 and Birmingham Railway Station' [REP3-017].

We then travelled by car eastwards along the A45 to the roundabout with the A452, then returned west along the A45 before taking the East Way slip road under the A45, observing the existing footway in this location.

We continued to drive along East Way, over the M42 and into the NEC before exiting along South Way. From Junction 6 roundabout we drove westbound along the A45, exiting for Bickenhill Lane, via the Clock Interchange, and into Trinity Park to view the potential exit/access point for Route A.

From Trinity Park we drove to Bickenhill to the end of Church Lane. We then parked close to Pitt Lane before walking footpath M107 to the railway bridge.

Returning to the car we drove along Catherine-de-Barnes Lane down to Solihull Road to view the potential of moving the proposed overbridge a further 10m north.

Conclusion of the Inspection

The USI2 was concluded at approximately 3.35 pm.