

APPENDIX 3 – WARD COUNCILLOR CONSULTATION RESPONSES FOR PEDDIMORE EMPLOYMENT SITE

Stakeholder	Ward	Site	Response to consultation via email on 3 rd April 2017
<p>Cllr David Barrie Cllr Ken Wood Allr Alex Yip</p>	<p>New Hall Ward Royal Sutton Coldfield</p>	<p>Peddimore Employment site, Sutton Coldfield</p>	<p>We have significant concerns about the plans going forward to Cabinet regarding Peddimore, which we do not feel deal or even mention a number of issues which need to be resolve to achieve an exemplar development.</p> <p>In our view recommendation 2.1 must also mention another potential entry/exit, and is regarded as crucial to the success of the new development.</p> <p>We would make the following specific points:</p> <ol style="list-style-type: none"> 1. Plans for a single roundabout do not appear to be based on any modelling of traffic. 2. No decision has been made about the type of use of this new estate – either warehousing or manufacturing. (We would strongly resist the former – largely because of its traffic effects. 3. We also need employment, rather than a series of sheds. 4. Likewise there is no idea of where the traffic will come from, how much is likely to be HGV or private (workers to the estate). 5. Selecting a roundabout on the A38 disregards the effects on traffic entering here from the estate and travelling south. Whilst the Asda roundabout will have been signalised by then and routes out to Tyburn should flow well, the route out to the motorway at Junction 9 at Dunton will become even more congested in Minworth village (see picture in this report). This is currently heavily congested already in both directions for much of the working day and residents in Water Orton Lane have real problems getting out at the light controlled junction in the centre. This portion of the road also takes much HGV traffic for Prologis Park

			<p>6. Sprint. We are told of potential for Sprint, but there are no details as yet as to how such a route would access, or exit the new estate.</p> <p>7. Creating a new entry or Exit onto the estate via Phase 2 at Wiggins Hill Road would use a wide section of road with section of dual carriageway heading towards Junction 9, relieve traffic congestion in the village, the spine road (as in the case of the road provided for Prologis Park) acting as a bypass.</p> <p>8. Traffic heading north to the estate could also avoid the village. It would require work to a canal bridge, however. Lesser work may be required at the A38 roundabout, as a result with lesser traffic flows. Kingsbury Road between the site of the proposed new junction and Minworth village has suffered from numerous accidents. A light controlled junction here would effectively slow traffic down – entering a 30mph zone which currently has to be constantly enforced. A new entry/exit would also enhance the value of Phase 2 – which is noted will be retained by Birmingham City Council.</p> <p>9. There is no evidence as yet of the need – which we view as essential – of talking to north Warwickshire about traffic heading to junction 9 from our borders. There are clear problems here with twisty road, further village to pass through and HGV parking. We understand that NW have already taken some measures, but more are clearly required.</p> <p>10. Heavy goods vehicle parking. We would press for some consideration of secure heavy goods vehicle parking. Prologis Park and other local estates all suffer from some HGV parking on neighbouring roads overnight, chiefly by foreign drivers. It is essential that we respond to the need to provide adequate secure parking at an early stage.</p> <p>In conclusion we note the intention of having an exemplar development, and to support this insist that these points are raised and properly considered at the earliest stage. There is a risk that one roundabout entry to the estate will, by default, be the only option.</p>
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Fig 1
Aerial shot showing location of another junction.



Fig 2
Junction with Wiggins Hill Road.



Fig 3
View towards Asda roundabout in Minworth village showing typical congestion. Two lanes come down to one.