

Could interventions be made to overcome any constraints?

Our highway consultant considers access is possible into the site from Grove Road in various locations and has advised the following:-

Grove Road is currently subject to a 30mph speed limit, although following on-site observations it is considered that the speeds are in excess of the speed limit once you get beyond the urban area. There are no footways present on Grove Road adjacent to the site, with the footways ending at the last house on the northern side of Grove Road. Street lighting is provided along Grove Road up until the last house on the southern side of Grove Road. As part of the development proposals there, the footway would need extending from its current termination point eastwards towards the development sites.

Regarding access, we have considered a number of options and these are also attached for information.

Option 1 assumes delivery of all 4 parcels of land (3 to north of Grove Road and one to the south). This option would involve the realignment of Grove Road into the development with the existing Grove Road stopped up either side of the southern parcel of land. As part of the proposals a new roundabout arrangement would be provided at the junction of Grove Road/Warwick Road, to the east of the site.

Option 2 is similar in its approach, with part of Grove Road realigned through the site, with the section to the east of the southern parcel stopped up and a new roundabout provided at the junction of Grove Road / Warwick Road, to the east of the site. The parcel highlighted red would be served via a simple priority controlled junction and would likely be connected by pedestrian links only with the rest of the site. Again this proposal facilities delivery of all 4 parcels of land should they all be taken forward.

Option 3 assumes that Grove Road left along its current alignment and that a single point of access is proposed from Grove Road on the boundary of the red and white highlighted land. This option would be unlikely facilitate the delivery of the southern parcel of land, and due to the bend and vehicular speeds we do not believe that the required visibility can be achieved to achieve a suitable access. Therefore the southern parcel of land is unlikely to be deliverable. This option also maintains the current arrangement at the Grove Road/Warwick Road junction.

It is considered that all options are achievable/deliverable and could be pursued.

You may be aware of a site to the west of those being considered, which is being promoted by Taylor Wimpey. As part of the proposals, a Transport Assessment was prepared to support an outline application for 110 residential units. Access would be taken via an extension of Hertford Way and Barton Drive. The TA confirms that a number of bus stops are located within 800m of the site and provided half hourly services Monday to Saturday. Dorrige train station is also located approx. 1.5km from the Grove Road sites and provides frequent trains in to Birmingham.

Regarding capacity on the highway network, the Grove Road/Warwick Road junction to the east of the development site is shown to be operating with an RFC of 0.6. It is likely with background growth and additional trips associated with the development that this junction will be approaching capacity. The proposed improvement to a roundabout junction might then alleviate these issues.

These 3 parcels of land form represent an important part of the "Arden Triangle" which comprises all of the land bounded by the Stratford Road, Warwick Road and Grove Road

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which is being promoted by the land owners of these sites through the plan review process. A Google extract is attached which identifies this larger site for your information.